

### Towner/Stapleton

The intersection of Towner/Stapleton is currently all-way Stop-sign controlled. All movements at this intersection are projected to operate at LOS B or better during peak hours based on the projected short-term total traffic volumes. By 2040 it was assumed that Stapleton Drive would be extended west as Briargate Parkway and this intersection would become four-way signal controlled. As a signalized intersection all movements are projected to operate at LOS D or better for all movements during the peak hours.

### Towner/Londonderry

All movements at the north and south intersections of Towner/Londonderry are projected to

There seems to be a disconnect with the construction drawings. The construction drawings and plat identifies Keating Drive and Asbee as a Residential Collector.

#### Londonderry Intersections

Include Keating Drive and Devoncove Drive in the Area Roadways section (pg 4).

1. Did PBH Filing 11 intend Keating Drive to be a collector road? This results in a collector road that does not seem to connect to a similar or higher road classification.
2. Based on future filing 14 to the west, should Devoncove Drive be constructed as a residential collector?

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040 total traffic volumes as

All of the Paint Brush Hills Filing 13E internal streets should be classified as Urban Local.

### CONCLUSIONS

#### Trip Generation

- Filing 13E about half the average weekday, with  
hour about 29 vehicles would enter and 88 vehicles would exit the site. During the afternoon peak hour about 99 vehicles would enter and 58 vehicles would exit the site.

2  
LSC Response (10-22-18): It is our understanding that the construction drawings and the plat have been updated. We have added clarification regarding the existing streets with 60-foot ROW in the updated report. Devoncove Drive should also be a Local street based on buildout of Filings 13E and 14.

### Street Link Average Daily Traffic (ADT)

- Londonderry Drive and Towner Avenue are both classified as Urban Residential Collector streets. The design ADT for an Urban Residential Collector is 10,000 vehicles per day. As shown in Figure 12 the projected buildout ADT on Londonderry Drive is about 4,015 vehicles per day just west of the north Towner Avenue intersection and 7,960 vehicles per day just east of that intersection. The projected buildout ADT on Towner Avenue is 5,175 just south of the north intersection of Londonderry/Towner and 9,575 vehicles per day just north of Stapleton Drive.

# Summary of Comments on TIS County Comments 10-15-18 w LSC Responses.pdf

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Page: 9

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Number: 1 Author: dsdlaforce Subject: Callout Date: 10/15/2018 9:15:16 AM

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There seems to be a disconnect with the construction drawings. The construction drawings and plat identifies Keating Drive and Asbee as a Residential Collector. Include Keating Drive and Devoncove Drive in the Area Roadways section (pg 4). 1. Did PBH Filing 11 intend Keating Drive to be a collector road? This results in a collector road that does not seem to connect to a similar or higher road classification. 2. Based on future filing 14 to the west, should Devoncove Drive be constructed as a residential collector?

Number: 2 Author: jchodsdon Subject: Text Box Date: 10/22/2018 5:03:56 PM

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LSC Response (10-22-18): It is our understanding that the construction drawings and the plat have been updated. We have added clarification regarding the existing streets with 60-foot ROW in the updated report. Devoncove Drive should also be a Local street based on buildout of Filings 13E and 14.

### Level of Service

- The intersection of Stapleton/Towner is currently all-way Stop-sign controlled. All movements at this intersection are projected to operate at LOS B or better during peak hours based on the projected short-term total traffic volumes. By 2040 it was assumed that Stapleton Drive would be extended west as Briargate Parkway and this intersection would become a four-way signal controlled. As a signalized intersection all movements are projected to operate at LOS D or better for all movements during the peak hours.
- All movements at the north and south intersections of Towner/Londonderry are projected to operate at LOS D or better during the peak hours based on the projected short-term total traffic volumes.
- The intersections of Rockingham Drive/Londonderry Drive, Devoncove Drive/Londonderry Drive, Beckham Street/Londonderry Drive, and the east site access to Londonderry Drive are projected to operate at LOS B or better for all movements based on the projected short-term and 2040 total traffic volumes as two-way stop-sign-controlled intersections.

### Intersection Lane Configurations

- Based on the criteria contained in the *El Paso County Engineering Criteria Manual (ECM)* and the projected short-term and 2040 total traffic volumes, no auxiliary turn lanes would be required on Londonderry Drive approaching the east site access, Beckham Street and Devoncove Drive.
- Based on the criteria contained in the *El Paso County Engineering Criteria Manual (ECM)* and the projected 2040 total traffic volumes, a northbound left-turn lane would be required on Londonderry Drive approaching Rockingham Drive. This lane would not be required based on the short-term total traffic volumes which do not include traffic projected to be generated by Paint Brush Hills Filing 14. Londonderry Drive is currently 40 feet wide in the vicinity of this intersection and could be restriped to provide a northbound left-turn lane, if necessary.
- Based on the criteria contain in the ECM and the projected 2040 total traffic volumes, a southbound right-turn deceleration lane would be required on Londonderry Drive approaching Rockingham Drive based on the projected right-turn volume. However, at this particular location, the westbound through volume is low and is projected to remain low at buildout. Although the ECM does not have a provision for waiving the need for a right-turn deceleration lane when the through traffic is below a certain level, the State of Colorado Highway Access code provides a waiver to right-turn lane requirements when the 20<sup>th</sup> year predicted volume in the travel lane is below 150 vehicles per hour. As the southbound traffic volume is projected to be only 87 vehicles per hour, LSC recommends that the requirement for a right-turn deceleration lane be waived. The County may require the submittal of a deviation request for this lane. This lane would not be required based on the short-term total traffic volumes, which do not include traffic projected to be generated by Paint Brush Hills Filing 14.

LSC Response (10-22-18): A deviation request to waive the right turn lane requirement is included with this submittal.

Include an exhibit with the Traffic impact study showing the anticipated reconfiguration of Londonderry Drive to verify if sufficient ROW is available for a southbound right turn deceleration lane. If not the plat may need to provide additional ROW for this future auxiliary lane.

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Number: 1 Author: jchodsdon Subject: Text Box Date: 10/22/2018 6:23:09 PM

LSC Response (10-22-18): A deviation request to waive the right turn lane requirement is included with this submittal.

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Number: 2 Author: dsdlaforce Subject: Callout Date: 10/15/2018 9:29:02 AM

Include an exhibit with the Traffic impact study showing the anticipated reconfiguration of Londonderry Drive to verify if sufficient ROW is available for a southbound right turn deceleration lane. If not the plat may need to provide additional ROW for this future auxiliary lane.

**Proposed Subdivision Street Classifications**

- All proposed subdivision streets will be classified as Urban Local streets.

**County Road Impact Fee**

- The applicant will be required to participate in the County Road Impact Fee Program. Assuming this development joins the ten-mil PID, the building permit fee portion is \$923 per single-family dwelling unit. The net fee for the proposed 224 lots in Filing 13E would be \$145,834.

\* \* \* \* \*

Please contact me if you have any questions or need further assistance.

158 lots per the filing 13E plat. <sup>1</sup>

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E., PTOE  
Principal

JCH:KDF:bjwb

Enclosures: Tables 1, 3-4  
Figures 1-13  
Traffic Count Reports  
Level of Service Reports  
Key tables and figures from Falcon Hills Traffic Impact Study dated April 8, 2004

2  
LSC Response (10-22-18): This has been corrected in the updated report.

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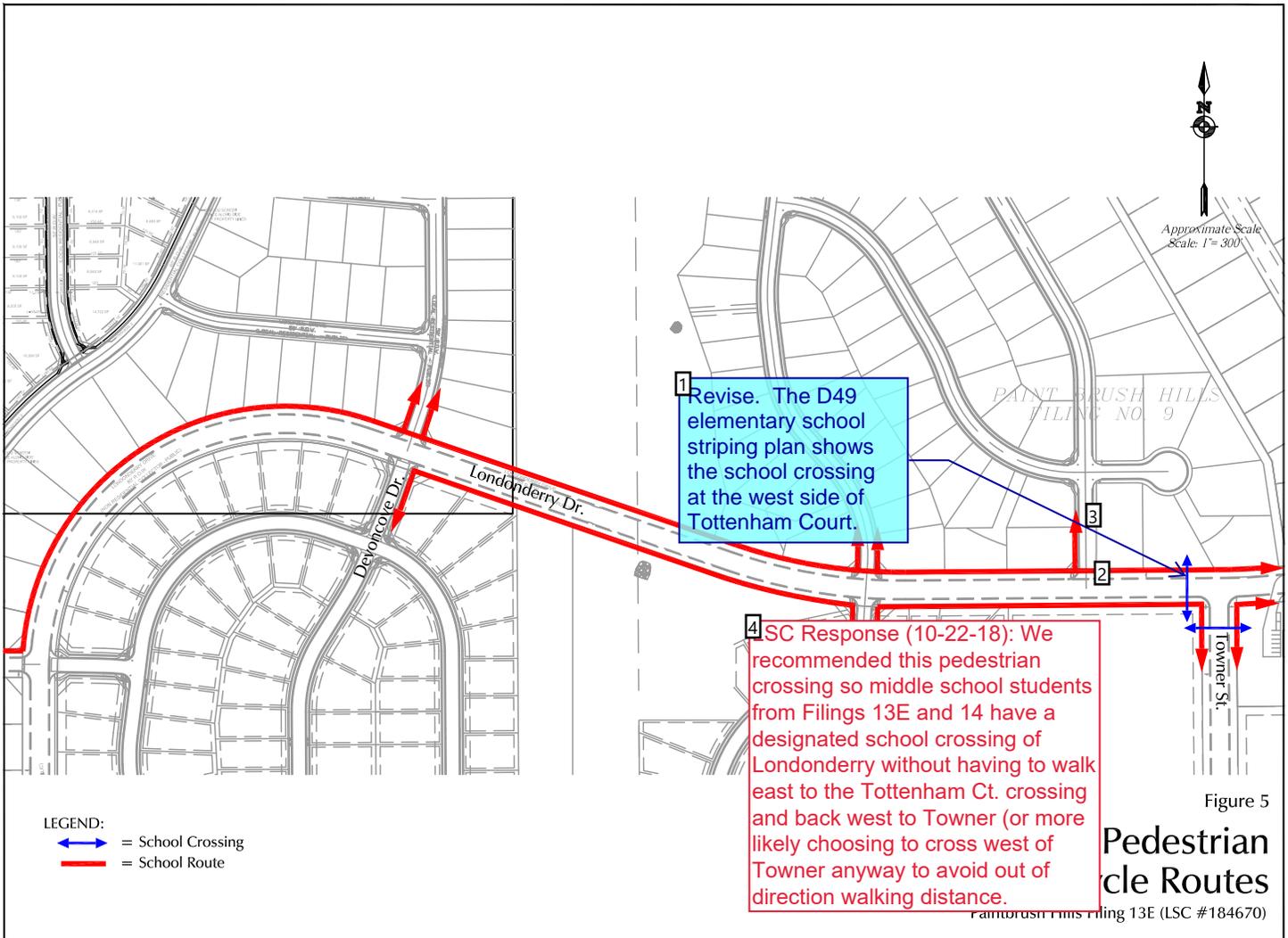
☰ Number: 1 Author: dsdlaforce Subject: Callout Date: 10/15/2018 9:19:43 AM

158 lots per the filing 13E plat.

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☰ Number: 2 Author: jchodsdon Subject: Text Box Date: 10/22/2018 5:05:31 PM

LSC Response (10-22-18): This has been corrected in the updated report.



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 Number: 1 Author: dsdlaforce Subject: Callout Date: 10/15/2018 9:41:21 AM

Revise. The D49 elementary school striping plan shows the school crossing at the west side of Tottenham Court.

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 Number: 2 Author: Kirstin Subject: Pencil Date: 9/28/2018 3:29:16 PM

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 Number: 3 Author: Kirstin Subject: Text Box Date: 9/28/2018 3:28:21 PM

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 Number: 4 Author: jchodsdon Subject: Text Box Date: 10/22/2018 5:11:36 PM

LSC Response (10-22-18): We recommended this pedestrian crossing so middle school students from Filings 13E and 14 have a designated school crossing of Londonderry without having to walk east to the Tottenham Ct. crossing and back west to Towner (or more likely choosing to cross west of Towner anyway to avoid out of direction walking distance.