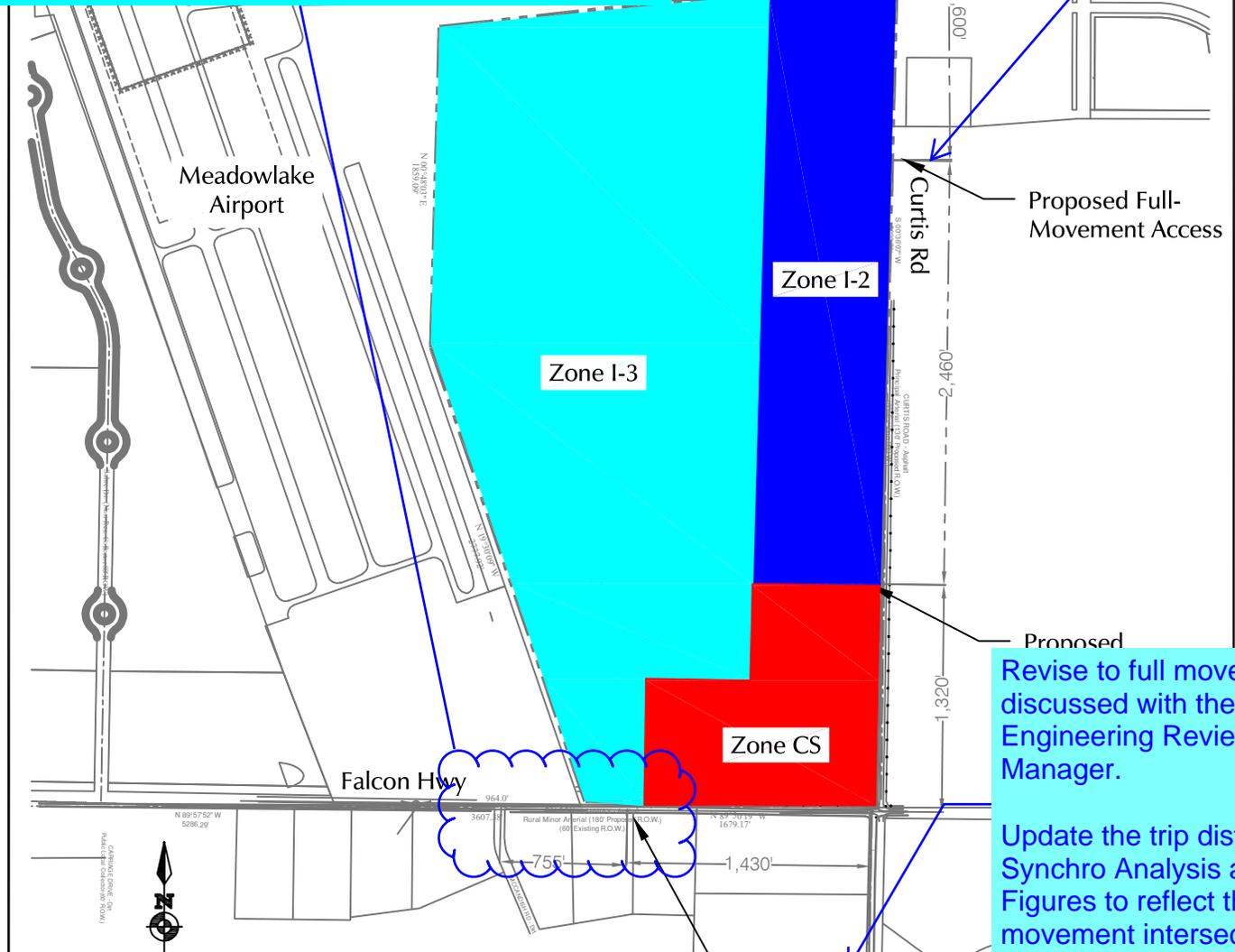


Update the conclusion/recommendation to identify that a deviation request for intersection spacing will need to be submitted on the subsequent preliminary plan application.

With over 6,000 additional trips placed on Falcon Hwy should a WBLT be added at the McCandish Rd intersection? Either update the TIS to provide the impact analysis and recommendation at the Falcon Hwy and McCandish Rd intersection or state in the conclusion/recommendation that said analysis will be provided in the TIS submitted with the preliminary plan application.

Update access location consistent with the directions provided by the Engineering Review Manager. (1/2 mile north of Curtis & Falcon intersection)



Proposed
Revise to full movement as discussed with the Engineering Review Manager.

Update the trip distribution, Synchro Analysis and Figures to reflect the full movement intersection.

Figure 2
Site Plan



LSC Responses to TIS Redline Comments

Page: 1

 Number: 1 Author: dsdlaforce Subject: Cloud+ Date: 7/26/2022 11:05:55

Update the conclusion/recommendation to identify that a deviation request for intersection spacing will need to be submitted on the subsequent preliminary plan application. With over 6,000 additional trips placed on Falcon Hwy should a WBLT be added at the McCandish Rd intersection? Either update the TIS to provide the impact analysis and recommendation at the Falcon Hwy and McCandish Rd intersection or state in the conclusion/recommendation that said analysis will be provided in the TIS submitted with the preliminary plan application.

 Author: jchodsdon Subject: Sticky Note Date: 7/29/2022 08:23:19

LSC Response: The TIS has been revised to state in the conclusions/recommendations section that a deviation request for intersection spacing to the McCandish Road intersection will need to be submitted with the subsequent preliminary plan application. The report also states that the potential need for a westbound left turn lane on Falcon Highway at McCandish Rd intersection will be evaluated and analysis will be provided in the TIS submitted with the preliminary plan application. Note: it is unlikely that the ECM turning volume threshold for a westbound left turn lane lane will be exceeded, however the evaluation will consider other factors including the detailed eastbound left turn lane geometry needed for the site access on Falcon Highway, including redirect tapers, as well as sight distance, grade, the crest vertical curve geometry on Falcon Highway, etc.

 Number: 2 Author: dsdlaforce Subject: Callout Date: 7/26/2022 10:43:48

Update access location consistent with the directions provided by the Engineering Review Manager. (1/2 mile north of Curtis & Falcon intersection)

 Author: jchodsdon Subject: Sticky Note Date: 7/29/2022 07:54:13

LSC Response: The TIS has been updated per this comment.

 Number: 3 Author: dsdlaforce Subject: Callout Date: 7/26/2022 11:07:39

Revise to full movement as discussed with the Engineering Review Manager. Update the trip distribution, Synchro Analysis and Figures to reflect the full movement intersection.

 Author: jchodsdon Subject: Sticky Note Date: 7/29/2022 07:57:56

LSC Response: The access to Falcon Highway needs to remain a 3/4 movement intersection due to substandard sight distance to the west (for trucks). The TIS continues to show the 3/4 movement configuration. The deviation for the Curtis Road access has been revised to include discussion of the sight distance limitation at the Falcon Highway access.

 Number: 4 Author: dsdlaforce Subject: Highlight Date: 7/26/2022 11:07:05

 Number: 5 Author: dsdlaforce Subject: Highlight Date: 7/26/2022 11:07:06
