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Walden Preserve 2 Filing No. 4A
Traffic Technical Memorandum
(LSC #184810)
September 7, 2018

1
Revise all text from
filing no. "4A" to filing
no. "4"

Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.

Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

Date

2
Add "PCD File No. SF-18-034"

Summary of Comments on LSC Responses to County Comments (10-19-18) WORKING FILE.pdf

Page: 1

☰ Number: 1 Author: dsdlaforce Subject: Callout Date: 10/9/2018 1:37:04 PM

[Revise all text from filing no. "4A" to filing no. "4"](#)

👉 Author: jchodsdon Subject: Sticky Note Date: 3/14/2019 9:17:17 PM
LSC Response: Revised.

☰ Number: 2 Author: dsdlaforce Subject: Text Box Date: 10/9/2018 1:37:30 PM

[Add "PCD File No. SF-18-034"](#)

👉 Author: jchodsdon Subject: Sticky Note Date: 3/14/2019 9:17:33 PM
LSC Response: Added.

1
Add a section regarding Timber Meadow Dr. What is it's current condition? Is the cross section to County Standard? Is there any off-site improvement responsibility by the Applicant with respect to Timber Meadow Dr and Timber Meadow Dr/Hodgens intersection?

BACKGROUND

Walker Road Connection

The Walden Preserve 2 PUD plan shows a future connection north to Walker Road (Pinehurst Circle). This will be a significant improvement to the traffic distribution system of the project and will result in a reduced traffic impact on both the north section of Walden Way just east of SH 83 and Timber Meadow Drive to the south. This connection is not required with this filing. However, the connection is required prior to any additional development beyond this filing.

The developers of Walden Preserve 2 are working with School District 38, which owns a 70-acre parcel on the southeast corner of the intersection of SH 83 and Walker Road. It is anticipated that a school will be built on the site in the short term. It is our understanding that the location of the Walden District wastewater treatment plant (1,400 feet west of Highway 83) has been selected for the intersection of Walker Road and the future connection.

SH 83/Walker/SH 105

At the time the PUD Plan TIS and amendment report were prepared the intersection of SH 83/Walker Road/SH 105 was two-way Stop-sign controlled. The need to signalize this intersection and estimates for fair share contributions towards the cost of the signal were a major focus of both reports. Since completion of the reports a traffic signal has been installed by CDOT. The November 3, 2014 addendum report identified a fair share contribution of 17.6 percent of the total cost for all of Walden Preserve 2. The currently proposed Filing 4A represents 19.8 percent of the total development (23 of 116 lots). CDOT Access Permit No. 215017 established the obligations for future subdivision filings (of which this Filing 4A is one). A copy of Access Permit No. 215017 is attached for reference. A CDOT access permit application will need to be submitted to CDOT for this filing for purposes of processing an amount due of \$6,714.69 for the previously identified fair share contribution associated with this filing to the traffic signal (now in place) at Highway 83 and Walker Road. This amount represents the prorated amount for 23 lots. (The original escrow table included in the Access Permit showed \$6,422.75 for 22 lots for this filing, which was previously called Filing 3.)

SH 83/Walden Way

The PUD Plan TIS assumed the intersection of SH 83/Walden Way would be restricted to right-in/right-out only. Prior to completion of the amendment report the applicant held discussions with the residents along Walden Way. The applicant indicated to LSC that many of the residents were resistant to either closing off the intersection entirely or installing major improvements to it, for instance constructing a raised island to prohibit left-turn movements and converting the intersection to a right in/right out. The amendment report therefore presented a revised analysis assuming no changes to this intersection. The report concluded that no improvements would be needed at this intersection in the foreseeable future.

2
Was there a CDOT access permit that specified converting to a RIRO? On the original study, what was the trigger which would warrant the change to a RIRO? Coordinate with CDOT for their requirements regarding any proposal to Highway 83.

Number: 1 Author: dsdlaforce Subject: Callout Date: 3/12/2019 10:20:10 AM

Add a section regarding Timber Meadow Dr. What is it's current condition? Is the cross section to County Standard? Is there any off-site improvement responsibility by the Applicant with respect to Timber Meadow Dr and Timber Meadow Dr/Hodgens intersection?

Author: jchodsdon Subject: Sticky Note Date: 3/14/2019 9:19:31 PM

Timber Meadow Drive Section has been added as requested. This section contains clarification that the impacts to Timber Meadow were addressed in the overall PUD traffic report.

Number: 2 Author: dsdlaforce Subject: Callout Date: 10/9/2018 10:12:42 AM

Was there a CDOT access permit that specified converting to a RIRO? On the original study, what was the trigger which would warrant the change to a RIRO? Coordinate with CDOT for their requirements regarding any proposal to Highway 83.

Author: jchodsdon Subject: Sticky Note Date: 3/19/2019 10:58:17 PM

The initial permit was number was 215017. This permit was for the initial 42 lots. The Access Code prescribes a southbound left turn lane once the left turn volume exceeds 10 vehicles per hour. The original study proposed conversion to right-in/right-out instead of adding the southbound right turn lane. This was revisited in the November 2014 Addendum report.

As required in new CDOT comments, a new access permit will be required with this filing (Filing No. 4). LSC and the applicant will be coordinating with CDOT for their requirements regarding Highway 83. This will occur as part of the permitting process.

area and other developed areas; the existing and planned roadway system serving the site, particularly SH 83 and Hodgen Road, and Highway 105; and the land uses proposed for the site.

When the distribution percentages (from Figure 3) are applied to the trip generation estimates (from Table 1), the resulting site-generated traffic volumes can be determined. Figures 4 and 5 show the daily and weekday morning and afternoon peak-hour short-term site-generated traffic volume estimates. The short-term site-generated traffic volumes shown in Figure 4 assume Pinehurst Circle has been extended north of Walden Way adjacent to Filing 4A only. The short-term site-generated traffic volumes shown in Figure 5 assume Pinehurst Circle has been extended north to Walker Road. Figure 6 shows the long-term site-generated traffic volumes. The long-term site-generated traffic volumes assume Pinehurst Circle has been extended north to Walker Road.

2040 TOTAL TRAFFIC

Please refer to PUD Plan TIS and amendment report for the 2040 total traffic volumes and level of service analysis.

SUBDIVISION STREET CLASSIFICATIONS

All streets within the currently proposed Walden Preserve 2 Filing 4A including the extension of Pinehurst Circle should be classified as Rural Local.

This contradicts the final plat note which states road impact fee to be paid in full. Verify with the developer and revise either the TIS or the Plat to match.

TRANSPORTATION IMPROVEMENT FEE PROGRAM

The proposed subdivision filing will be required to participate in the Countywide Transportation Improvement Fee Program. This project will annex into the 10 mil PID. Based on a per-lot upfront building permit fee of \$923 per dwelling unit, the total building permit fee amount for the 23 lots within Filing 4A would be \$21,229.

CDOT SIGNAL CONTRIBUTION PER ACCESS PERMIT NO. 215017

A CDOT access permit application will need to be submitted to CDOT for purposes of processing an amount due to CDOT of \$6,714.69 for the previously identified contribution associated with this filing to the traffic signal (now in place) at Highway 83 and Walker Road. This amount represents the prorated amount for 23 lots. (The original escrow table included in the Access Permit showed \$6,422.75 for 22 lots for this filing, which was previously called Filing 3.)

* * * * *

Provide an updated Traffic Signal Escrow Table (Exhibit A of the access permit) which includes the filing 3 and this filing 4A. FYI: Provide an updated tally with each subsequent final plat application.

☰ Number: 1 Author: dsdlaforce Subject: Callout Date: 10/9/2018 1:49:44 PM

This contradicts the final plat note which states road impact fee to be paid in full. Verify with the developer and revise either the TIS or the Plat to match.

👉 Author: jchodsdon Subject: Sticky Note Date: 3/14/2019 9:27:57 PM

This has been changed in the updated report.

☰ Number: 2 Author: dsdlaforce Subject: Callout Date: 10/9/2018 11:45:57 AM

Provide an updated Traffic Signal Escrow Table (Exhibit A of the access permit) which includes the filing 3 and this filing 4A.FYI: Provide an updated tally with each subsequent final plat application.

👉 Author: jchodsdon Subject: Sticky Note Date: 3/14/2019 9:28:21 PM

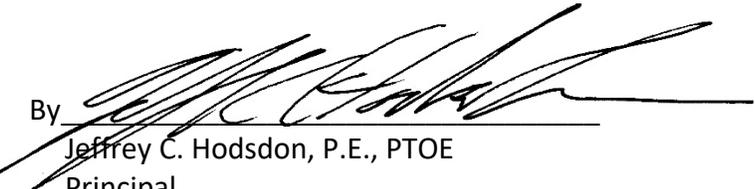
This has been provided in the updated report.

Please contact me if you have any questions regarding this report.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By



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

JCH:KDF:bjwb

Enclosures: Table 1
Figures 1-6
Walden Preserve 2 Amended PUD Plan
TIS for the overall PUD and CDOT Addendum Report (for reference)
CDOT Access Permit No. 215017 (included for reference)

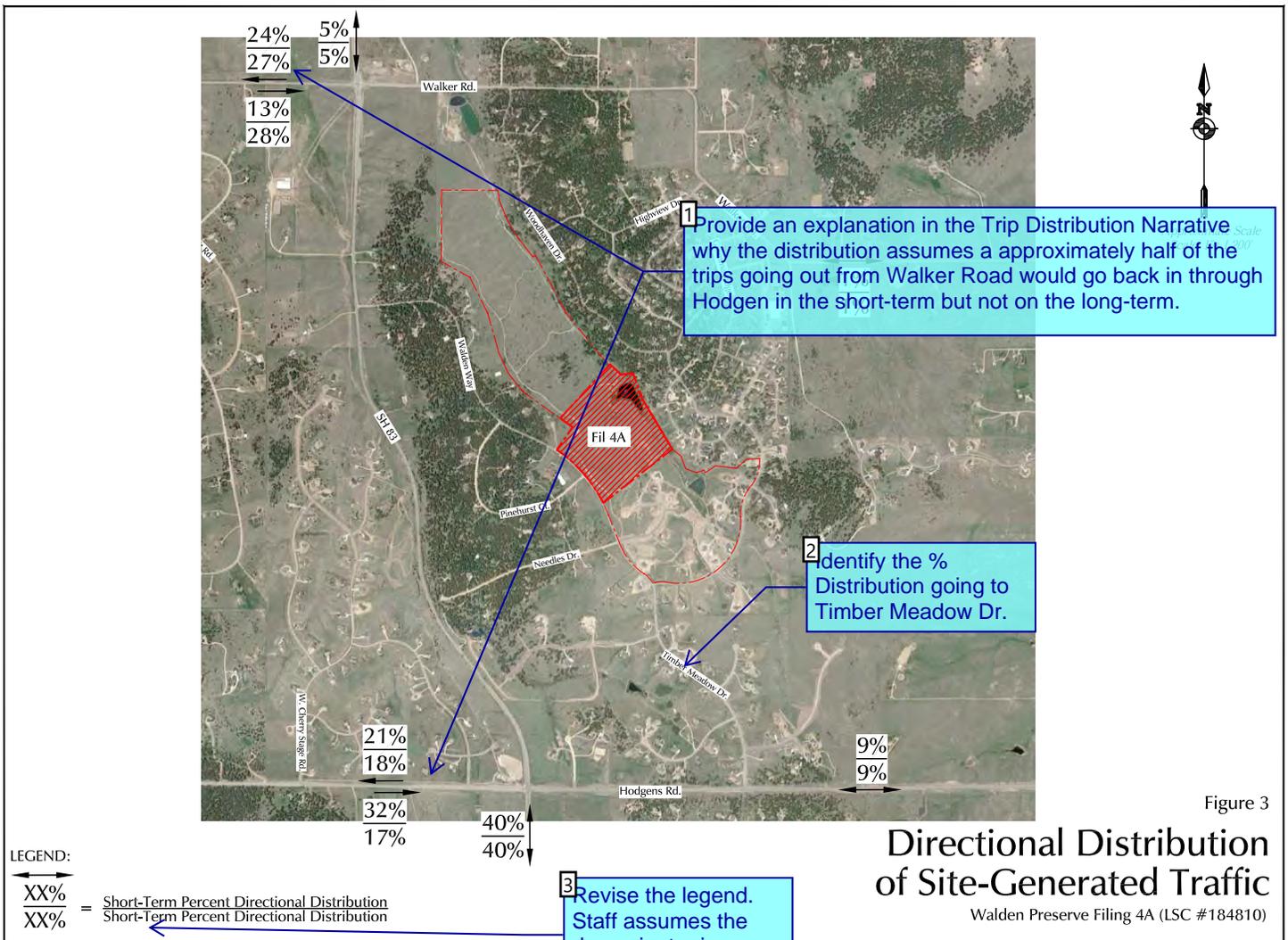
1. Add a "recommendations and conclusions" section.
2. ECM B.1.3 notes that if the original TIS is older than 3 years, an entirely new TIS shall be prepared. Either comply with this section or submit a deviation request. If the deviation request is approved then a condition of approval will likely be placed to note that an entirely new TIS shall be prepared (w/ new traffic counts) with the subsequent final plat application.

☰ Number: 1 Author: dsdlaforce Subject: Text Box Date: 10/9/2018 12:58:27 PM

1. Add a "recommendations and conclusions" section.2. ECM B.1.3 notes that if the original TIS is older than 3 years, an entirely new TIS shall be prepared. Either comply with this section or submit a deviation request. If the deviation request is approved then a condition of approval will likely be placed to note that an entirely new TIS shall be prepared (w/ new traffic counts) with the subsequent final plat application.

👉 Author: jchodsdon Subject: Sticky Note Date: 3/14/2019 9:29:42 PM

A recommendations and conclusions section has been added. A complete updated TIS will accompany Filing 5. A deviation to ECM section B.1.3 accompanies this resubmittal.



☰ Number: 1 Author: dsdlaforce Subject: Callout Date: 10/9/2018 10:58:52 AM

Provide an explanation in the Trip Distribution Narrative why the distribution assumes a approximately half of the trips going out from Walker Road would go back in through Hodgen in the short-term but not on the long-term.

👉 Author: jchodsdon Subject: Sticky Note Date: 3/14/2019 9:32:44 PM

This figure has been removed to avoid confusion. Text has been added to clarify that the distribution from the PUD report has been used to distribute the trips in the short term.

☰ Number: 2 Author: dsdlaforce Subject: Callout Date: 10/9/2018 10:45:24 AM

Identify the % Distribution going to Timber Meadow Dr.

👉 Author: jchodsdon Subject: Sticky Note Date: 3/14/2019 9:32:55 PM

This figure has been removed to avoid confusion. Text has been added to clarify that the distribution from the PUD report has been used to distribute the trips in the short term.

☰ Number: 3 Author: dsdlaforce Subject: Callout Date: 10/9/2018 10:47:57 AM

Revise the legend. Staff assumes the denominator is "Long-Term"

👉 Author: jchodsdon Subject: Sticky Note Date: 3/14/2019 9:31:09 PM

This figure has been removed to avoid confusion. Text has been added to clarify that the distribution from the PUD report has been used to distribute the trips in the short term.