



TRANSPORTATION CONSULTANTS, INC.
545 East Pikes Peak Avenue, Suite 210
Colorado Springs, CO 80903
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lscetrans.com
Website: <http://www.lscetrans.com>

¹ Along the through path, the desired relationship is $R1 > R2 < R3$, where R1 is also less than R3. Provide justification regarding R1 being greater than R3. Is there safety concerns and does it require mitigation?
Address this in the Traffic Study.
Unresolved. This is a comment made in sheet 37 of the construction drawings.

² Please refer to the responses to the construction drawing comments. The roundabout design was completed by Classic Consulting. A note to this effect has been added to the update TIS.

³ Include autoturn exhibits of WB-67 trucks at each roundabout.

Filing No. 1

Updated Traffic Impact Analysis

PCD File No. SF-18-00

(LSC #174871)

April 5, 2018

⁴ Please refer to the responses to the construction drawing comments. The roundabout design was completed by Classic Consulting. A note to this effect has been added to the update TIS.

Unresolved. No additional documents were provided by the applicant to address these comments.

Traffic Engineer's Statement

The traffic report and supporting information were prepared under my responsible charge and they report 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

Summary of Comments on County Comments TIS 6-4-18.pdf


Page: 1

 Number: 1 Author: dsdlaforce Subject: Text Box Date: 5/29/2018 11:45:02 AM

Along the through path, the desired relationship is $R1 > R2 < R3$, where $R1$ is also less than $R3$. Provide justification regarding $R1$ being greater than $R3$. Is there safety concerns and does it require mitigation? Address this in the Traffic Study. **Unresolved. This is a comment made in sheet 37 of the construction drawings.**

Status


jchodsdon Completed 6/14/2018 11:02:24 AM

 Number: 2 Author: jchodsdon Subject: Text Box Date: 6/14/2018 11:03:09 AM

Please refer to the responses to the construction drawing comments. The roundabout design was completed by Classic Consulting. A note to this effect has been added to the update TIS.

Status

jchodsdon Completed 6/14/2018 11:02:28 AM

 Number: 3 Author: dsdlaforce Subject: Text Box Date: 5/29/2018 11:25:04 AM

Include autoturn exhibits of WB-67 trucks at each roundabout.

 Number: 4 Author: jchodsdon Subject: Text Box Date: 6/14/2018 11:03:15 AM

Please refer to the responses to the construction drawing comments. The roundabout design was completed by Classic Consulting. A note to this effect has been added to the update TIS.

Mr. Drew Balsick
Flying Horse North Filing No. 1

Elaborate on the roadway narrative and conclusions/recommendation with respect to the MTCR Roadway Improvement Project and Corridor Preservation.

1, 2018
Analysis

was planned between these two sections and paved from SH 83 to Black Forest Road

Example: The developer is required to dedicate additional ROW and identify ROW Preservation along Black Forest Rd.

structed

No changes to the long-term/buildout access and roadway network as shown in the 2016 Flying Horse North master TIA are proposed.

DEVIATION REQUESTS

Two deviation requests for the Flying Horse North Master Plan were approved for consideration by the BOCC on October 21, 2016. These deviations included a modification to allow a proposed full-movement access to Black Forest Road 725 feet south of Black Forest Road/Terra Ridge Circle (South) and to allow for the use of Rural Minor Collector standards for design elements of Stagecoach Road (a Rural Major Collector). The approved deviations are attached.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

The area roadways in the site's vicinity are shown on Figure 1 and are described below.

- **Hodgen Road** is a two-lane paved Rural Minor Arterial road that extends east from the intersection of Roller Coaster Road/Baptist Road to Eastonville Road. The speed limit on Hodgen Road is generally 55 miles per hour (mph) east of SH 83.
- **State Highway (SH) 83** extends from Colorado Springs north to Parker and areas of southeast Denver. In the vicinity of the site, SH 83 is classified as a Regional Highway (R-A). At this location, SH 83 is a two-lane rural highway with two- to four-foot shoulders and a speed limit of 55 mph. The intersection with Hodgen Road is signalized.
- **Shoup Road** is a two-lane, paved Rural Minor Arterial road that extends east from SH 85 Highway (US) 83 to just east of Vollmer Road. The posted speed limit on Shoup Road is 45 mph.
- **Black Forest Road** is a two-lane, paved Rural Minor Arterial road that extends north from Woodmen Road to County Line Road. Black Forest Road is offset about one-quarter mile to the east at Hodgen Road. In the vicinity of the site the posted speed limit on Black Forest Road is 45 mph.
- **Holmes Road** is a rural local paved two-lane road that extends north from Shoup Road to just north of Vessey Road. Holmes Road is planned to be extended north into the site as part of this development. The posted speed limit on Homes Road is 30 mph.
- **Vessey Road** is a rural local paved two-lane road that extends east from the Cathedral Pines development to Black Forest Road.

Number: 1 Author: dsdlaforce Subject: Callout Date: 5/29/2018 8:02:09 AM

Elaborate on the roadway narrative and conclusions/recommendation with respect to the MTCP Roadway Improvement Project and Corridor Preservation. Example: The developer is required to dedicate additional ROW and identify ROW Preservation along Black Forest Rd.

Status
jchodsdon Completed 6/14/2018 10:48:04 AM

be required on SH 83 approaching Stagecoach Road a 222-foot-long taper.

- Based on the short-term total traffic volumes and the criteria contained in the *State of Colorado Highway Access Code*, a northbound right-turn acceleration lane would not be required on SH 83 at Stagecoach Road for Filing 1. However, the applicant may choose to construct this lane along with the other auxiliary turn lanes required with Filing No. 1. This lane, if constructed with this filing, should be 738 feet long plus a 222-foot-long taper.
- Based on comments received from the Colorado Department of Transportation, a southbound left-turn acceleration lane will be required on SH 83 from Stagecoach Road. This lane should be 738 feet long plus a 222-foot taper (adjusted for grades as necessary).
- Based on the projected short-term total traffic volumes and on the criteria contained in the *El Paso County Engineering Criteria Manual*, a northbound left-turn lane would **not** be required on Black Forest Road approaching Stagecoach Road. As shown in the 2016 Flying Horse North Traffic Impact Study, this lane will be required with future filings. The recommended lane and taper lengths shown in that report are still applicable.

CDOT Access Permitting

- CDOT issued access permit No. 216020 (2/22/2017) for access to Highway 83 at the Stagecoach Road intersection for up to the first 40 single-family residential dwelling units of Flying Horse North. The currently proposed Filing No. 1 will include 80 single-family residential dwelling units plus the golf course. Therefore, a new access permit will be needed once more than 40 dwelling units are constructed and occupied or if the traffic volumes indicated in the permit are exceeded.
- Typically, El Paso County will require access permit and issuance of a CDOT Notice-to-Proceed (NTP) prior to Plat recording. However, as an access permit and NTP (a no-new-construction permit) are in-place for a portion of the currently proposed 80 Filing 1 lots, the applicant is requesting that the new change-in-use access permit (for 80 lots plus the golf course) NTP, highway improvements design approval, construction of the auxiliary lanes, and CDOT acceptance of the improvements be required prior to the certificate of occupancy for dwelling units over 40. This will allow limited development within Filing 1 to begin while the turn lanes are designed and plans are reviewed and approved by CDOT.

Filing No. 1 Roadway Classifications

- Figure 8 shows the recommended roadway classifications within the Flying Horse Master Plan. Stagecoach Road will be classified as a Rural Major Collector roadway between SH 83

Number: 1 Author: dsdlaforce Subject: Callout Date: 5/29/2018 8:06:21 AM

State whether or not any improvements affected by the project are reimbursable under the current MTCP. **Unresolved. Specify if the improvements are or are not reimbursable under the MTCP Road Impact Fee Program.** Example: Black Forest Rd is in the planned improvement project (Project ID U11); the TIS needs to clarify if the NBLT at Black Forest and Stagecoach is or isn't reimbursable (FYI: Staff does not believe it is). You can contact Victoria Chavez (520-6884) to verify whether or not specific improvements listed in table 2 are reimbursable.

Status
jchodsdon Completed 6/14/2018 10:48:11 AM



LSC TRANSPORTATION CONSULTANTS, INC.
545 East Pikes Peak Avenue, Suite 210
Colorado Springs, CO 80903
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lsctrans.com
Website: <http://www.lsctrans.com>

Fix so the markup is not shown.

~~April 5, 2018~~ June 15, 2018

Mr. Drew Balsick
PRI #2, LLC
6385 Corporate Drive
Colorado Springs, CO 80919

RE: Flying Horse North Filing No. 1
El Paso County, Colorado
Updated Traffic Impact Analysis
LSC #174871

Dear Drew:

LSC Transportation Consultants, Inc. has prepared this updated report for the proposed Flying Horse North Filing No. 1. As shown in Figure 1, the Flying Horse North development site is located generally south of Hodgen Road and west of Black Forest Road in El Paso County, Colorado. LSC prepared a traffic impact study (TIS) for the entire Flying Horse North PUD in 2016. The master lot and street plan for Flying Horse North has not significantly changed since completion of the report, however the proposed phasing plan has changed with the currently proposed Filing No. 1. This report is intended as a Filing No. 1 site-specific traffic report and an addendum/update to the master TIS for Flying Horse North PUD (dated July 21, 2016). Also, please refer to the separate LSC traffic report for the Preliminary Plan dated December 6, 2017.

LAND USE AND ACCESS

At buildout, Flying Horse North is planned to contain 283 single-family homes and an 18-hole golf course. These land uses were assumed in the 2016 Flying Horse North master TIS and have not changed. Phases 1 and 2 in the master TIS included 43 dwelling units. The currently proposed first phase/Filing No. 1 includes 80 single-family homes and the golf course. The current site plan is shown in Figure 2 with the proposed Filing 1 area shown with a red border.

Access for Filing No. 1 is proposed via a new east/west Rural Major Collector road (Stagecoach Road) that would extend from the SH 83/Stagecoach Road intersection to Black Forest Road (aligning with the north intersection of Black Forest Road/Terra Ridge Circle). The 2016 master Flying Horse North TIS analyzed the first two phases with Stagecoach Road built east from SH 83 about two miles to serve Phase 1 lots on the west side of the project and west from Black Forest Road to serve Phase 2 lots on the east side of the project. An emergency access/"pioneer" road

was planned between these two sections. Stagecoach Road is now planned to be constructed and paved from SH 83 to Black Forest Road with Filing No. 1.

No changes to the long-term/buildout access and roadway network as shown in the 2016 Flying Horse North master TIA are proposed.

CORRIDOR PRESERVATION

Stagecoach Road

The MTCP 2060 Corridor Preservation Plan calls for a “collector” between SH 83 and Black Forest Road. The Flying Horse North plat shows 90 feet of right-of-way (ROW) for Stagecoach Road west of the roundabout and 80 feet of ROW east of the roundabout. These dedications match the PUD classifications – Rural Major Collector on the west end and Rural Minor Collector on the east end. No further ROW preservation beyond the ROW dedication shown on the plat is necessary.

Milam Road

The MTCP 2060 Corridor Preservation Plan calls for the extension of Milam Road as a Collector through the site. The Flying Horse North Plat shows 80’ ROW for future Milam Road – some of the preservation is in the form of tracts and some is in the form of dedicated 80’ collector roadway ROW. No further ROW preservation beyond the ROW dedication and dedication of Tracts shown on the plat is necessary.

Black Forest Road

The MTCP 2060 Corridor Preservation Plan show Black Forest Road as a four-lane Minor Arterial adjacent to the site. ~~[DO THEY NEED TO DEDICATE ADDITIONAL ROW???~~ Per ECM Tables 2-4 and 2-6, the ROW for a two-lane Minor Arterial (Rural) is the same as for a four-lane Minor Arterial (Urban) – both are 100-foot ROW. Therefore, no additional ROW preservation is required.

ROUNDAABOUT DESIGN

Revise. The 2060 MTCP calls for a 4-lane, since there ECM defines a 4-lane as principal arterial (180'), ROW preservation is required.

~~The roundabout design exhibits are attached.~~ Please refer to the construction drawings and associated documents prepared by Classic Consulting.

DEVIATION REQUESTS

Two deviation requests for the Flying Horse North Master Plan were approved for consideration by the BOCC on October 21, 2016. These deviations included a modification to allow a proposed full-movement access to Black Forest Road 725 feet south of Black Forest Road/Terra Ridge Circle

(South) and to allow for the use of Rural Minor Collector standards for design elements of Stagecoach Road (a Rural Major Collector). The approved deviations are attached.

ROADWAY AND TRAFFIC CONDITIONS

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- \$ **State Highway (SH) 83** extends from Colorado Springs north to Parker and areas of southeast Denver. In the vicinity of the site, SH 83 is classified as a Regional Highway (R-A). At this location, SH 83 is a two-lane rural highway with two- to four-foot shoulders and a speed limit of 55 mph. The intersection with Hodgen Road is signalized.
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- \$ **Vessey Road** is a rural local paved two-lane road that extends east from the Cathedral Pines development to Black Forest Road.

Existing Traffic Conditions

Figure 3 shows the existing traffic at the intersection of SH 83/Stagecoach. This figure shows the 2016 CDOT annual average daily traffic volume on SH 83, recent count data on SH 83 just south of Hodgen Road, and estimates of current peak-hour volumes at the SH 83/Stagecoach intersection based on the traffic data. Please refer to the master study (Figure 3 of that study) for previous traffic counts conducted by LSC at Stagecoach/SH 83 (January 2016) and for Black Forest Road traffic volume information.

Existing Level of Service

Level of service (LOS) is a quantitative measure of the level of delay at an intersection. Level of service is indicated on a scale from AA@ to AF.@ LOS A represents control delay of less than 10 seconds for unsignalized and signalized intersections. LOS F represents control delay of more than 50 seconds for unsignalized intersections and more than 80 seconds for signalized intersections. Table 1 shows the level of service delay ranges.

Table 1			
Intersection Levels of Service Delay Ranges			
Level of Service	Signalized Intersections		Unsignalized Intersections
	Average Control Delay (seconds per vehicle)	V/C⁽¹⁾	Average Control Delay (seconds per vehicle)⁽²⁾
A	10.0 sec or less	less than 0.60	10.0 sec or less
B	10.1-20.0 sec	0.60-0.69	10.1-15.0 sec
C	20.1-35.0 sec	0.70-0.79	15.1-25.0 sec
D	35.1-55.0 sec	0.80-0.89	25.1-35.0 sec
E	55.1-80.0 sec	0.90-0.99	35.1-50.0 sec
F	80.1 sec or more	1.00 and greater	50.1 sec or more
(1) Source: <i>Transportation Research Circular 212</i>			
(2) For unsignalized intersections if V/C ratio is greater than 1.0 the level of service is LOS F regardless of the projected average control delay per vehicle.			

The intersections of SH 83/Stagecoach and Hodgen/Black Forest (west) were analyzed to determine the existing levels of service during the peak hours based on the unsignalized method of analysis procedures outlined in the *Highway Capacity Manual, 6th Edition* by the Transportation Research Board. The results of the level of service analysis are shown in Figure 2. The level of service reports are attached.

As shown on Figure 3, all movements at the intersections of SH 83/Stagecoach and Hodgen/Black Forest (west) are currently operating at level of service C or better during the peak hours.

Sight Distance

LSC has completed an analysis of the sight distance at the intersection of Black Forest Road/Terra Ridge Circle (North)/future Stagecoach Road. The sight distance to the south is about 660 feet. The sight distance to the north is over 1,000 feet. Based on the criteria found in the El Paso County *Engineering Criteria Manual (ECM)* the required intersection sight distance is 555 feet.

BACKGROUND TRAFFIC

Figure 4 shows the short-term (year 2026) background traffic volumes on the area roadway segments and at the intersections in the vicinity of the site. This figure has been taken from the Master TIS (Figure 4 of that report) and updated to account for the currently planned Stagecoach connection with Filing No. 1.

Background traffic is the traffic estimated for the existing and planned short-term future roadways in the study area. These include the new roadways planned for Flying Horse North Filing No. 1 including Stagecoach Road between SH 83 and Black Forest Road but not the Holmes Road extension north to Stagecoach. Although background traffic estimates include the new on-site roadways, they do not include traffic to be generated by the Filing No. 1 land uses (80 single-family homes and the golf course). Background traffic has been presented in this manner to clearly show estimates of non-site traffic volumes on the Stagecoach Road connection through this proposed development. Most of the background traffic projected to use Stagecoach represents a shift of local traffic volume from other current travel routes with the new routes through the Flying Horse North site. LSC does not anticipate significant use of the new on-site road connections by non-local-area traffic/through traffic.

TRIP GENERATION

The site-generated vehicle-trips were estimated using the nationally published trip generation rates from *Trip Generation, 9th Edition, 2012* by the Institute of Transportation Engineers (ITE). Table 2 shows the site's average weekday, morning peak-hour, and afternoon peak-hour trip generation estimates for Filing No. 1.

At buildout of Filing No. 1, Flying Horse North could be expected to generate about 1,405 new vehicle-trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. During the morning peak hour, which typically occurs for one hour between 6:30 and 8:30 a.m., about 44 vehicles would enter and 53 vehicles would exit the site. During the afternoon peak hour, which typically occurs for one hour between 4:30 and 6:30 p.m., about 77 vehicles would enter and 56 vehicles would exit the site.

DIRECTIONAL DISTRIBUTION AND ASSIGNMENT

The directional distribution of the site-generated trips on the area roadway network is an important factor in determining the site's traffic impacts. Figure 5 shows directional distribution estimates for the site-generated trips. The estimates have been based on the following factors: the site's land uses, the roadway network and access connections, and the site's location with respect to the nearby employment, commercial centers, other residential areas, and the balance of the Colorado Springs metropolitan area.

When the distribution percentages in Figure 5 are applied to the trip generation estimates shown in Table 2, the site-generated traffic volumes on the area roadways can be determined. The Filing No. 1 site-generated traffic volumes are shown in Figure 6. Figure 6 also shows average weekday traffic volumes on the internal and off-site roadways. The Filing No. 1 site-generated traffic volume estimates assume Stagecoach Road has been completed between SH 83 and Black Forest Road but assumes Holmes Road has not been extended north through the site to Stagecoach Road. These volumes also assume no direct access to Hodgen Road or access to Black Forest Road other than via the planned Stagecoach Road connection.

SHORT-TERM TOTAL TRAFFIC

Figure 7 shows the short-term total traffic volumes at the intersections in the vicinity of the site assuming buildout of Filing No. 1. These volumes are the sum of the short-term background traffic volumes from Figure 4 plus the Filing No. 1 site-generated traffic volumes from Figure 6.

2040 TOTAL TRAFFIC

A master-level traffic report was prepared for Flying Horse North in 2016. This overall/ master traffic impact study by LSC was dated July 21, 2016 and included long-term traffic volume projections, level of service analysis, signal warrant analysis and recommended roadway improvements/functional classifications. The overall land use and access plan has not changed since completion of the report so all the findings and recommendations for project buildout/long term presented in that report are still applicable.

PROJECTED LEVEL OF SERVICE

The intersections in the vicinity of the site have been analyzed to determine the projected short-term level of service based on the unsignalized method of analysis procedures outlined in the *Highway Capacity Manual, 6th Edition* by the Transportation Research Board.

The intersections of Hogden/Black Forest and Stagecoach/Black Forest Road are projected to operate at level of service C or better during the peak hours for all movements as Stop-sign-controlled intersections based on the short-term total traffic volumes.

A southbound left-turn acceleration lane will be required on SH 83 at Stagecoach Road. A simulation was performed using Synchro/SimTraffic to determine the impact of this lane. The simulation was run five times and the results averaged. The average delay for each movement was then compared to the delay shown in Table 1 to determine the projected level of service. The short-term analysis indicates the westbound approach left-turn movement at this intersection is projected to operate at LOS C during the afternoon peak hour.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

\$ At buildout Flying Horse North Filing No. 1 could be expected to generate about 1,405 new vehicle-trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. During the morning peak hour about 44 vehicles would enter and 53 vehicles would exit the site. During the afternoon peak hour about 77 vehicles would enter and 56 vehicles would exit the site.

Level of Service

- \$ The intersections of Hogden/Black Forest and Stagecoach/Black Forest Road are projected to operate at level of service C or better during the peak hours for all movements as Stop-sign-controlled intersections based on the projected short-term total.
- \$ All movements at the Stop-sign-controlled intersection of SH 83/Stagecoach are projected to operate at level of service C or better during the peak hours based on the short-term total traffic.

Auxiliary Turn Lanes

- \$ Table 3 shows a summary of the auxiliary turn lanes that will be required with Filing No. 1.
- \$ Based on the projected short-term total traffic volumes and the criteria contained in the *State of Colorado Highway Access Code*, a northbound right-turn deceleration lane would be required on SH 83 approaching Stagecoach Road. This lane should be 378 feet long plus a 222-foot-long taper.
- \$ Based on the projected short-term total site-generated traffic volumes and the criteria contained in the *State of Colorado Highway Access Code*, a southbound left-turn lane would be required on SH 83 approaching Stagecoach Road. This lane should be 418 feet long plus a 222-foot-long taper.

- \$ Based on the short-term total traffic volumes and the criteria contained in the *State of Colorado Highway Access Code*, a northbound right-turn acceleration lane would not be required on SH 83 at Stagecoach Road for Filing 1. However, the applicant may choose to construct this lane along with the other auxiliary turn lanes required with Filing No. 1. This lane, if constructed with this filing, should be 738 feet long plus a 222-foot-long taper.
- \$ Based on comments received from the Colorado Department of Transportation, a southbound left-turn acceleration lane will be required on SH 83 from Stagecoach Road. This lane should be 738 feet long plus a 222-foot taper (adjusted for grades as necessary).
- \$ Based on the projected short-term total traffic volumes and on the criteria contained in the *El Paso County Engineering Criteria Manual*, a northbound left-turn lane would **not** be required on Black Forest Road approaching Stagecoach Road. As shown in the 2016 Flying Horse North Traffic Impact Study, this lane will be required with future filings. The recommended lane and taper lengths shown in that report are still applicable. [This turn lane is not reimbursable under the MTCP Fee program.](#)

CDOT Access Permitting

- \$ CDOT issued access permit No. 216020 (2/22/2017) for access to Highway 83 at the Stagecoach Road intersection for up to the first 40 single-family residential dwelling units of Flying Horse North. The currently proposed Filing No. 1 will include 80 single-family residential dwelling units plus the golf course. Therefore, a new access permit will be needed once more than 40 dwelling units are constructed and occupied or if the traffic volumes indicated in the permit are exceeded.
- \$ Typically, El Paso County will require access permit and issuance of a CDOT Notice-to-Proceed (NTP) prior to Plat recording. However, as an access permit and NTP (a no-new-construction permit) are in-place for a portion of the currently proposed 80 Filing 1 lots, the applicant is requesting that the new change-in-use access permit (for 80 lots plus the golf course) NTP, highway improvements design approval, construction of the auxiliary lanes, and CDOT acceptance of the improvements be required prior to the certificate of occupancy for dwelling units over 40. This will allow limited development within Filing 1 to begin while the turn lanes are designed and plans are reviewed and approved by CDOT.

Filing No. 1 Roadway Classifications

- \$ Figure 8 shows the recommended roadway classifications within the Flying Horse Master Plan. Stagecoach Road will be classified as a Rural Major Collector roadway between SH 83 and the first roundabout to the east. East of this first roundabout, it will be classified as a Rural Minor Collector per the PUD plan approval.

Countywide Road Impact Fee Program

\$ The Flying Horse North Filing No. 1 will be required to participate in the Countywide Road Impact Fee program. The specific PID option (or opt-out option) as well as the specific calculated fee amount will be provided prior to recording of the plat. The fee per residential dwelling unit will be payable at the time of the building permit. The golf course will also be subject to the fee.

* * * * *

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

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By 

Kirstin D. Ferrin, P.E.
Senior Transportation Engineer

JCH:KDF:bjwb

Enclosures: Tables 2 and 3
Figures 1-8
Level of Service Reports
Approved Deviations

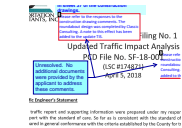
Markup Summary

dsdlaforce (5)



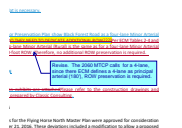
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Page Label: 7
Author: dsdlaforce
Date: 7/3/2018 9:30:26 AM
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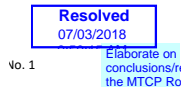
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Author: dsdlaforce
Date: 7/3/2018 9:32:18 AM
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Unresolved. No additional documents were provided by the applicant to address these comments.

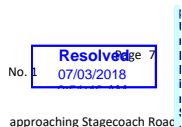


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Author: dsdlaforce
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Revise. The 2060 MTCP calls for a 4-lane, since there ECM defines a 4-lane as principal arterial (180'), ROW preservation is required.



Subject: Resolved
Page Label: 3
Author: dsdlaforce
Date: 7/3/2018 9:50:15 AM
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Subject: Resolved
Page Label: 5
Author: dsdlaforce
Date: 7/3/2018 9:51:46 AM
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