

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 60 miles per hour (mph). The intersection with Hodgen Road is signalized.

Hodgen Road is a two-lane paved Rural Minor Arterial that extends west from the intersection of Roller Coaster Road/Baptist Road to Eastonville Road. The speed limit on Hodgen Road is generally 55 mph east of SH 83.

Walker Road/SH 105 - Highway 105 west of SH 83 is a Principal Arterial, while Walker Road east of SH 83 is a Collector roadway. Both are currently two-lane roadways, but the *Major Transportation Corridors Plan (MTCP)* shows a future four-lane cross section on SH 105 west of SH 83. The intersection with SH 83 is unsignalized.

Steppler Road is currently shown in the 2014 inventory document as a Collector. Steppler Road is a 40-foot-wide paved road between the intersection with that point. The posted speed limit is 35 mph.

Silver Nell Drive is a proposed paved Rural Local roadway within the proposed Abert Ranch subdivision. The roadway is shown to extend north from the planned Settlers Ranch Road through a planned intersection with the future extension of Silver Nell Drive to its planned terminus as a cul-de-sac.

The temporary access from Albert Drive to Steppler Road is required. This may need to be the primary access to the lots until the Silver Nell/Albert Drive connection is made. If the Silver Nell/Albert Drive connection is constructed in conjunction with Settlers View Subdivision, then the temporary access will be used as a secondary access for emergency access only. The emergency access will be removed once the Albert Drive/Settlers Ranch Road intersection is constructed.

Unresolved. Add a narrative regarding the temporary emergency access and timing for removal. Who is responsible for maintenance in the interim?

Abert Ranch Drive is a proposed paved Rural Local roadway within the proposed Abert Ranch subdivision. The roadway is shown to extend north from the planned Settlers Ranch Road through a planned intersection with the future extension of Silver Nell Drive to its planned terminus as a cul-de-sac.

Traffic Volumes


Turning movement counts were conducted on Tuesday, August 30, 2016 from 4:00 to 6:00 p.m. and on September 1, 2016 from 6:30 to 8:30 a.m. at the intersection of Steppler Road at Silver Nell Drive. Count reports are attached. Based on these count data, existing morning and evening weekday peak-hour traffic volumes at this intersection are shown in Figure 3. Estimates of the average daily traffic volumes on Steppler Road based on these peak-hour counts are also shown in Figure 3.

Level of Service


Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Table 1 shows the level of service delay ranges for signalized and unsignalized intersections.

Summary of Comments on Microsoft Word - Response to Comments Memo-Abert.docx

Page: 9

 Number: 1 Author: dsdlaforce Subject: Callout Date: 1/23/2018 2:50:00 PM

The temporary access from Albert Drive to Stepler Road is required. This may need to be the primary access to the lots until the Silver Nell/Albert Drive connection is made. If the Silver Nell/Albert Drive connection is constructed in conjunction with Settlers View Subdivision, then the temporary access will be used as a secondary access for emergency access only. The emergency access will be removed once the Albert Drive/Settlers Ranch Road intersection is constructed.**Unresolved. Add a narrative regarding the temporary emergency access and timing for removal. Who is responsible for maintenance in the interim?**

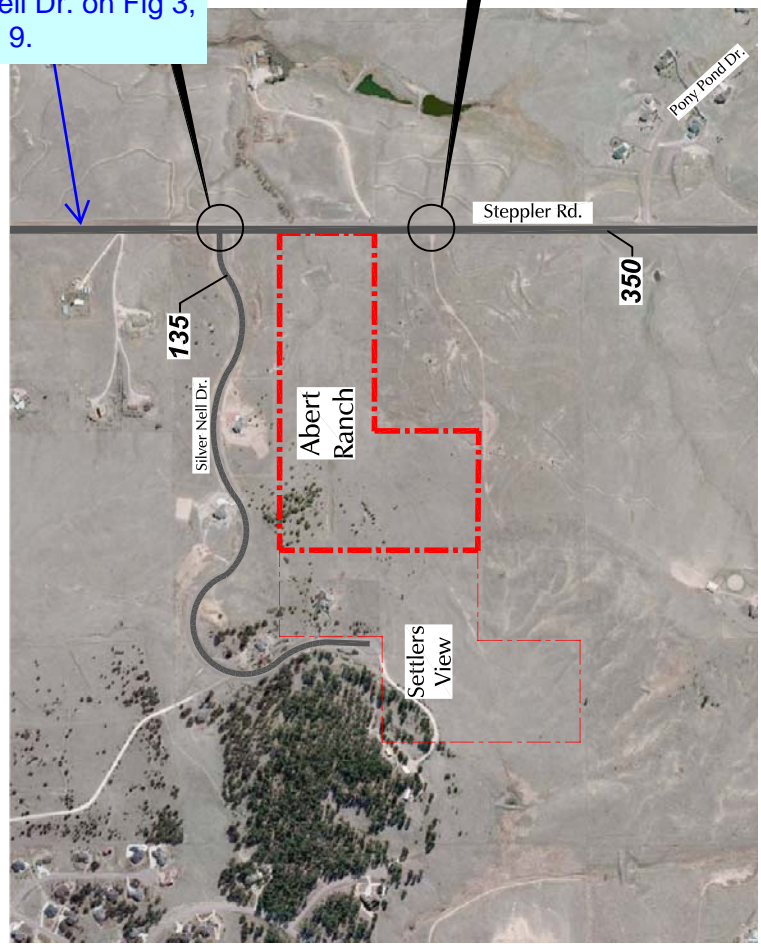
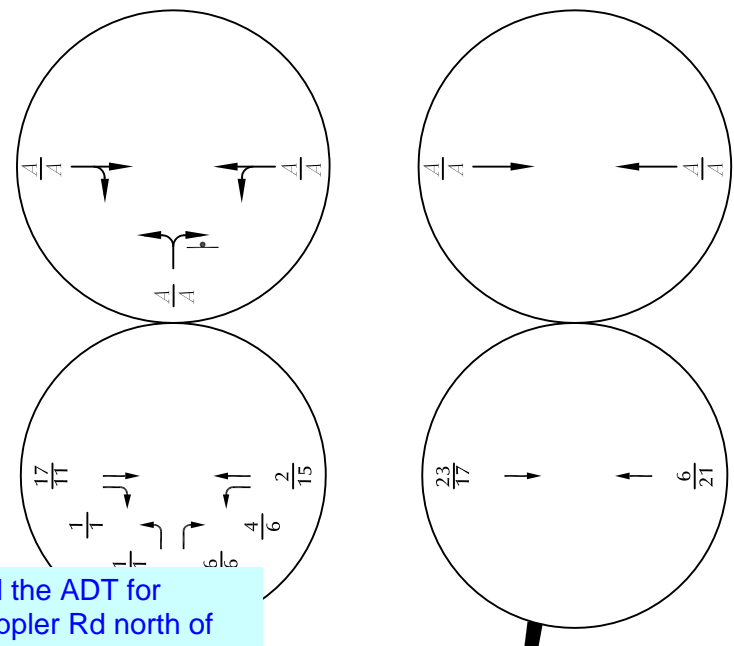
 Author: jchodsdon Subject: Sticky Note Date: 2/25/2019 1:47:32 PM

LSC RESPONSE: Added to the updated report as requested. The HOA would be responsible for maintenance in the interim, if necessary. This has also been noted in the report.

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Add the ADT for Steppler Rd north of Silver Nell Dr. on Fig 3, 7, 8 and 9.

Approximate Scale
Scale: 1" = 1,200'



LEGEND:

⊥ = Stop Sign

$\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (vehicles per hour)
PM Weekday Peak-Hour Traffic (vehicles per hour)

$\frac{A}{B}$ = AM Individual Movement Peak-Hour Level of Service
PM Individual Movement Peak-Hour Level of Service


XXX = Average Weekday Traffic (vehicles per day)
Estimates by LSC




Figure 3

Existing Traffic, Lane Geometry, Traffic Control & Level of Service

Abert Ranch (LSC #164890)

 Number: 1 Author: dsdlaforce Subject: Callout Date: 1/23/2018 4:58:59 PM

[Add the ADT for Stepler Rd north of Silver Nell Dr. on Fig 3, 7, 8 and 9.](#)

 Author: jchodsdon Subject: Sticky Note Date: 2/25/2019 1:47:53 PM
LSC RESPONSE: Added to the updated report as requested.
