

Rolling Hills Ranch at Meridian Ranch  
Filings Nos. 1, 2, and 3  
Traffic Impact Analysis  
(LSC #194180)  
September 25, 2019

<sup>1</sup> Additional comments may  
be generated by DPW.

Traffic Engineer's Statement


This traffic report and supporting information were prepared under my responsible charge and they conform 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.

TL, INC.

  
Paul Guzman, Vice President

September 25, 2019  
Date


<sup>2</sup> Add PCD File No. PUDSP199

# Summary of Comments on Microsoft Word - Rolling Hills Ranch TIA- FINAL

---


Page: 1

---

 Number: 1 Author: dsdlaforce Subject: Text Box Date: 12/11/2019 4:11:43 PM -07'00'

---

[Additional comments may be generated by DPW.](#)


 Author: Kirstin Subject: Sticky Note Date: 2/25/2020 2:18:23 PM -07'00'  
noted

---

 Number: 2 Author: dsdlaforce Subject: Text Box Date: 12/9/2019 6:24:20 PM -07'00'

---

[Add PCD File No. PUDSP199](#)

 Author: Kirstin Subject: Sticky Note Date: 2/25/2020 2:18:19 PM -07'00'  
The file number has been added to the updated TIS as requested

---

- Queuing analysis at planned intersections on Rex Road;
- A traffic signal warrant analysis at Meridian Road/Rex Road;
- The recommended street classifications for the internal streets within the proposed development.

### Previous Traffic Reports Completed in the Area

A list of other traffic studies in the area of study completed within the past five years (that LSC is aware of) is attached for reference. This study accounts for the land use, trip generation and the roadway network included in these studies.

### LAND USE AND ACCESS

#### Land Use

please be aware that future filings will need to include this as a specific requirement. Staff anticipates adding this as either a condition of approval or a notation. <sup>1</sup>

Figure 2 shows the proposed site plan for the Rolling Hills Ranch at Meridian Ranch Filing Nos. 1, 2, and 3. The site is planned to include a total of 725 lots for single family homes.

As part of this development, Rex Road is planned to be constructed from its existing terminus at the intersection of Rex Road/Sunrise Ridge Drive to a proposed new full-movement intersection about 1,244 feet to the <sup>2</sup>. A full-movement access is proposed to Sunrise Ridge Drive about 400 feet south of Rex Road. Lambert Road would also be extended north to provide access to this development.

### Conformance to the 2017 Sketch Plan Amendment

The currently proposed land use, internal circulation, connectivity, and access for this project is generally comparable to the 2017 Sketch Plan Amendment and the associated LSC traffic report dated October 3, 2017. Additional detail has been provided for Rex Road intersections to assist with design - as one of the access points has been removed since the Sketch Plan Amendment. Also, this report includes current evaluation of the signal warrants at Meridian/Rex. Please refer to the October 3, 2017 TIS report for the Sketch Plan Amendment for evaluation of the impacts at Londonderry and Stapleton intersections.

complete the sentence <sup>3</sup>


### ROADWAY AND TRAFFIC CONDITIONS

#### Area Roadways

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


- **Rex Road** extends east from Goodson Road to Sunrise Ridge Drive within the Meridian Ranch development. Rex Road will be extended east to Eastonville Road and ultimately will be extended to US Highway 24. Rex Road is classified as a Minor Arterial roadway by El Paso County. Rex Road is planned to be constructed as a two-lane Minor Arterial between Sunrise

---


 Number: 1      Author: dsdruiz      Subject: Cloud+      Date: 12/10/2019 11:35:11 AM -07'00'

---

please be aware that future filings will need to include this as a specific requirement. Staff anticipates adding this as either a condition of approval or a notation.

 Author: jchodsdon      Subject: Sticky Note      Date: 3/9/2020 3:48:49 PM  
noted

---

 Number: 2      Author: dsdlaforce      Subject: Highlight      Date: 12/10/2019 6:30:35 PM -07'00'


---

to th

 Number: 3      Author: dsdlaforce      Subject: Callout      Date: 12/10/2019 6:30:50 PM -07'00'

---

complete the sentence

 Author: Kirstin      Subject: Sticky Note      Date: 2/25/2020 2:18:45 PM -07'00'

---

The text has been revised in the updated TIS

Mr. Raul Guzman  
Rolling Hills Ranch at Meridian Ranch

Update Rex Road narrative with respect to the 2040 Roadway Classification and Corridor Preservation. Provide a history why the roadway cross section/row east of Mt Gateway Dr is narrower.

Ridge Drive and Eastonville Road with enough right-of-way reserved to widen to a four-lane Minor Arterial if needed in the future.

- **Meridian Road** extends north from South Blaney Road to County Line Road. Meridian Road is shown as a four-lane Principal Arterial south of Rex Road, a four-lane Minor Arterial north of Rex Road, and a two-lane Minor Arterial north of Murphy Road on the El Paso County *Major Transportation Corridors Plan (MTCP)*.
- **Eastonville Road** is shown as a two-lane Minor Arterial on the El Paso County *Major Transportation Corridors Plan (MTCP)*. Eastonville Road is a two-lane roadway extending northeast from Meridian Road past Hodgen Road. The Eastonville Road cross section south of Stapleton Drive is consistent with a two-lane Urban Collector cross section. The section north of Stapleton Drive has been identified as a two-lane Rural Minor Arterial on the MTCP. However, the actual design has yet to be completed and the design could potentially identify a cross section different from the standard ECM Rural Minor Arterial cross section.

### Existing Traffic Volumes

On the street descriptions, identify the existing posted speed limits.

Figure 3 shows the existing traffic volumes at the intersection of Meridian Road and Rex Road. These volumes are based on manual intersection turning movement counts conducted by LSC in March 2019. The count data sheets are attached for reference.

### Existing Levels 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 "A" to "F." 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: Level of Service Delay Ranges

Level of Service	Signalized Intersections	Unsignalized Intersections
	Average Control Delay (Seconds per Vehicle)	Average Control Delay (Seconds per Vehicle) <sup>1</sup>
A	≤ 10.0	≤ 10.0
B	10.1 - 20.0	10.1 - 15.0
C	20.1 - 35.0	15.1 - 25.0
D	35.1 - 55.0	25.1 - 35.0
E	55.1 - 80.0	35.1 - 50.0
F	≥ 80.1	≥ 50.1
<sup>1</sup> For unsignalized intersections, if v/c is > 1.00, then LOS is LOS F, regardless of the projected average control delay per vehicle		


Include both the MTCP 2040 Roadway Plan (Classification and Lanes) and Corridor Preservation Plan in the appendix with the project location shown/labeled on both maps.  
**Please include these for all future Traffic Impact Study to help expedite review of the TIS.**

---

 Number: 1 Author: dsdlaforce Subject: Callout Date: 12/9/2019 6:46:17 PM -07'00'

---

Update Rex Road narrative with respect to the 2040 Roadway Classification and Corridor Preservation. Provide a history why the roadway cross section/row east of Mt Gateway Dr is narrower.


 Author: Kirstin Subject: Sticky Note Date: 2/25/2020 2:22:49 PM -07'00'  
The narrative has been updated as requested

---


 Number: 2 Author: dsdlaforce Subject: Text Box Date: 12/9/2019 6:46:50 PM -07'00'

---

On the street descriptions, identify the existing posted speed limits.


 Author: Kirstin Subject: Sticky Note Date: 2/25/2020 2:33:40 PM -07'00'  
The posted speed limits have been added to the updated TIS

---

 Number: 3 Author: dsdlaforce Subject: Text Box Date: 12/10/2019 8:42:11 AM -07'00'

---

Include both the MTCP 2040 Roadway Plan (Classification and Lanes) and Corridor Preservation Plan in the appendix with the project location shown/labeled on both maps. **Please include these for all future Traffic Impact Study to help expedite review of the TIS.**

 Author: Kirstin Subject: Sticky Note Date: 2/25/2020 2:57:58 PM -07'00'  
The MTCP maps have been included in the updated TIS as requested

---

Figure 3 presents the results of the existing intersection level of service analysis. Levels of service are based on the unsignalized method of analysis procedures from the *Highway Capacity Manual, 6<sup>th</sup> Edition* by the Transportation Research Board. The level of service reports are attached.

The intersection of Rex Road and Meridian Road is currently two-way, stop sign controlled. The westbound left-turn movement at this intersection is currently operating at LOS F during the morning and afternoon peak hours.

## BACKGROUND TRAFFIC

Background traffic is the traffic estimated of the proposed development. adjacent/nearby developments.

Does the 2040 Background traffic account for other surrounding developments such as Grandview Reserve or Waterbury to the east, and The Trails to the north? Update the narrative to discuss applicability of the background traffic to background traffic.

1

eration  
ed by

Figure 4 shows the projected background traffic volumes for the short term. These background traffic volumes have been based on the existing traffic volumes (from Figure 3) plus estimates of additional traffic due to buildout of residential filings within Meridian Ranch that are either approved or currently under review including Meridian Ranch Filing 9, Meridian Ranch Estates and the Estates at Rolling Hills Ranch Filing 1. The short-term background traffic volumes do not include traffic from Rolling Hills Ranch at Meridian Ranch. The short-term background analysis assumes Rex Road has been extended east to the proposed full-movement intersection just east of Sunrise Ridge Drive only.


Figure 5 shows the projected 20-year background traffic volumes for the year 2040. The 2040 background/baseline traffic volumes are based on the *Meridian Ranch Sketch Plan Amendment Traffic Impact Analysis* dated October 3, 2017 and assume buildout of the Meridian Ranch development. The 2040 background traffic volumes do not include traffic from Rolling Hills Ranch at Meridian Ranch Filing Nos 1, 2, and 3.

## TRIP GENERATION

The site-generated vehicle-trips were estimated using the nationally published trip generation rates from *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE). Table 2 shows the trip generation estimates by phase.


Rolling Hills Ranch at Meridian Ranch Filing Nos. 1, 2, and 3 is expected to generate about 6,844 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 generally occurs for one hour between 6:30 a.m. and 8:30 a.m., about 134 vehicles would enter and 402 vehicles would exit the site. During the afternoon peak hour, which generally occurs for one hour between 4:15 a.m. and 6:15 p.m., about 452 vehicles would enter and 266 vehicles would exit the site.

---

 Number: 1      Author: dsdlaforce   Subject: Text Box   Date: 12/10/2019 2:25:36 PM -07'00'

---

Does the 2040 Background traffic account for other surrounding developments such as Grandview Reserve or waterbury to the east, and The Trails to the north? Update the narrative to discuss applicability of the background traffic to background traffic.

 Author: Kirstin      Subject: Sticky Note      Date: 2/25/2020 3:01:00 PM -07'00'

---

The 2040 Background traffic accounts for all known approved future surrounding developments. The narrative has been updated in the TIS to include this additional information.



Elaborate on the trip distribution. Provide specifics. Example why was the split roughly 30% on Rex and 70% down Lambert, or why the Lambert Rd connection to Stapleton Rd was not modeled in the Long Term.

1

25, 2019  
Analysis

The directional distribution of the site-generated traffic volumes on the area roadways is an important factor in determining the site's traffic impacts. Figure 6 shows the short-term and long-term external directional distribution estimates for the site-generated traffic volumes. The estimates have been based on the following factors: the recent traffic count data; the site's location with respect to the nearby employment, commercial, and activity centers and the balance of the Falcon and Colorado Springs metropolitan area; the site's proposed land use; the site's proposed access points; and the phasing of the existing and future roadway system serving the site. The short-term distribution assumes the existing area street network with Rex Road extended east to the proposed full-movement intersection just east of Sunrise Ridge Drive only. The long-term distribution is based on the distribution estimate shown in the study for the most recent Meridian Ranch Sketch Plan amendment dated October 3, 2017 and takes into account the future extension of Stapleton west to Briargate Parkway and extension of Rex Road east to Eastonville Road.

### **SITE-GENERATED TRAFFIC**

The site-generated traffic volumes were calculated by applying the directional distribution percentages (from Figure 6) to the trip generation estimates from Table 2. Internal trips within the overall Meridian Ranch development have been assigned separately based on the location of the neighborhood commercial parcel, schools, parks, and community centers. Figures 7 and 8 show the projected short-term and long-term site-generated traffic volumes, respectively.

### **TOTAL TRAFFIC**


Figure 9 shows the projected short-term total traffic volumes. The short-term total traffic volumes are the sum of the short-term background traffic volumes (from Figure 4) plus the short-term site-generated traffic volumes from Figure 7.

Figure 10 shows the projected 2040 total traffic volumes. The 2040 total traffic volumes are the sum of the 2040 background traffic volumes (from Figure 5) plus the 2040 site-generated traffic volumes from Figure 8.

### **PROJECTED LEVELS OF SERVICE**


The key area intersections and site access points have been analyzed to determine the projected future levels of service based on the unsignalized method of analysis procedures from the *Highway Capacity Manual, 6th Edition* by the Transportation Research Board and Synchro signalized intersection procedures. Figures 4, 5, 9, and 10 show the level of service analysis results. The laneage and traffic control assumed in the analysis are depicted on the figures. The level of service reports are attached.

---

 Number: 1      Author: dsdlaforce   Subject: Text Box   Date: 12/10/2019 2:45:15 PM -07'00'

---

Elaborate on the trip distribution. Provide specifics. Example why was the split roughly 30% on Rex and 70% down Lambert, or why the Lambert Rd connection to Stapleton Rd was not modeled in the Long Term.

 Author: Kirstin      Subject: Sticky Note      Date: 3/6/2020 10:29:27 AM -07'00'

---

Additional information on the trip distribution and assignment methodology has been included in the updated TIS

### **Meridian/Rex**

The intersection of Meridian/Rex is currently two-way, stop sign controlled. The westbound left-turn movement is currently at a LOS F during the morning and afternoon peak hours. If the intersection is converted to signal control, all movements are projected to operate at a LOS C or better for all movements based on the projected short-term and 2040 total traffic volumes.

Coordination with the County Engineer is required to determine the developer's responsibility.

### **Sunrise Ridge/Rex and Site Access/Rex**

The intersection of Sunrise Ridge/Rex and the proposed full-movement intersection to the east are projected to operate at a LOS C or better for all movements as two-way, stop sign-controlled intersections based on the projected short-term and 2040 total peak hour traffic volumes.

### **Eastonville/Rex**


Rex Road is planned to be extended east to the proposed full-movement intersection just east of Sunrise Ridge Drive only in the short-term. By 2040 it was assumed that Rex Road would be extended east to Eastonville Road but not further east to US 24. The intersection of Eastonville/Rex is projected to operate at LOS D or better for all movements as a stop sign-controlled "T" intersection based on the projected 2040 total peak hour traffic volumes.

### **QUEUING ANALYSIS**

A queuing analysis was performed using Synchro/SimTraffic for Rex Road between the currently proposed full-movement intersection on the south side of Rex Road about 1,244 feet east of Sunrise Ridge Drive and a future intersection on the north side of Rex Road about 560 feet further east. The 2040 total morning and afternoon peak-hour traffic volumes were entered into the Synchro model. The simulation was run five times and the results were averaged. The queuing reports are attached.


The projected maximum westbound left-turn queue on Rex Road approaching the currently proposed full-movement intersection is 28 feet during the morning peak hour and 59 feet during the afternoon peak hour. The projected maximum eastbound left-turn queue on Rex Road approaching the future full-movement intersection is 28 feet during the morning peak hour and 52 feet during the afternoon peak hour. The projected queues could be accommodated within the proposed 560 foot spacing between these two intersections.

---

 Number: 1      Author: dsdlaforce    Subject: Callout      Date: 2/25/2020 3:44:23 PM -07'00'

---

Coordination with the County Engineer is required to determine the developer's responsibility.

 Author: jchodsdon    Subject: Sticky Note      Date: 3/9/2020 3:50:30 PM  
Noted

---

## TRAFFIC SIGNAL WARRANT ANALYSIS

### Rex/Meridian

The intersection of Rex Road and Meridian Road was analyzed to determine if a traffic signal warrant, based on either vehicular volume or crash history, is either currently met or would be met in the short term.

Update the sentence. Missing a word

**Note:** The County a contract with AECOM approved in July to prepare a preliminary design and traffic study for the Rex Road-Meridian Road Intersection. The services include project coordination, project management, traffic study update, concept update and preliminary design. Optional/Additional services may include final design, property acquisition and/or engineering support during the construction phase.

### Vehicular Volume Traffic Signal Warrants

The combination of major street approach volumes (includes the sum of northbound and southbound approach volumes) and minor street volumes (eastbound and westbound approaches analyzed separately) at the subject intersection were analyzed to determine if the combination currently exceeds or would exceed the threshold criteria for Eight-Hour and/or Four-Hour Vehicular Volume Traffic Signal Warrants in the *2009 Manual on Uniform Traffic Control Devices* (MUTCD). Table 3 shows the warrant evaluation.

Five of the eight hours analyzed currently meet the thresholds for both a Four-Hour Vehicular Volume Warrant. These same five hours currently meet the criteria for an Eight Hour Vehicular Volume Warrant based on Condition B – Interruption of Continuous Traffic. All eight hours analyzed could potentially meet the Condition B criteria with growth of through traffic on Meridian Road and the projected additional traffic on Rex Road due to buildout of the approved Meridian Ranch residential filings. All eight hours analyzed are projected to meet the Condition A – Minimum Vehicular Volume once the currently proposed Rolling Hills Ranch at Meridian Ranch Filing Nos. 1, 2, and 3 are built out.

In the conclusions and recommendations section, identify alternatives that can be taken by the developer to bring the east leg of the intersection to a satisfactory LOS

### Warrant 7 Analysis (Crash Experience)

The following is from the MUTCD:


#### *Support:*

*01 The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.*

#### *Standard:*


*02 The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:*

---

 Number: 1      Author: dsdlaforce   Subject: Callout      Date: 12/10/2019 6:26:52 PM -07'00'

---

Update the sentence. Missing a word

 Author: Kirstin      Subject: Sticky Note      Date: 2/25/2020 3:46:38 PM -07'00'

---


The word "approved" has been added to the sentence in the updated TIS

---

 Number: 2      Author: dsdlaforce   Subject: Callout      Date: 12/10/2019 6:28:56 PM -07'00'

---

In the conclusions and recommendations section, identify alternatives that can be taken by the developer to bring the east leg of the intersection to a satisfactory LOS

 Author: Kirstin      Subject: Sticky Note      Date: 3/9/2020 3:56:10 PM

---

Language in the report (in the improvements table) has been added with the agreed-upon developer requirements to address future signalization at this intersection and Londonderry/Lambert intersection. It is our understanding that a the traffic volumes at the intersection of Rex/Meridian will evaluated with each plat submittal and, if necessary, monitored in the field as homes are developed and occupied to determine when a traffic signal is actually warranted in the field.


# Tables and Figures

---

This page is in the wrong location.


1

---

 Number: 1      Author: dsdlaforce   Subject: Text Box   Date: 12/10/2019 6:29:40 PM -07'00'

---

[This page is in the wrong location.](#)

 Author: jchodsdon   Subject: Sticky Note   Date: 3/9/2020 3:56:29 PM  
corrected

---



volumes, operations, and crash reports at the intersection. Will be monitored for any necessary traffic control changes (i.e. conversion to signalization) as this subdivision develops.

## CONCLUSIONS AND RECOMMENDATIONS

### Trip Generation

- Rolling Hills Ranch at Meridian Ranch Filing Nos 1, 2, and 3 is expected to generate about 6,844 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 134 vehicles would enter and 402 vehicles would exit the site. During the afternoon peak hour about 452 vehicles would enter and 266 vehicles would exit the site.

### Required Improvements

- A list of all improvements in the vicinity of the site is presented in Table 4.

### Street Classifications

- Figure 11 shows the recommended internal street classifications based on the projected buildout traffic volumes for Rolling Hills Ranch at Meridian Ranch Filing Nos 1, 2 and 3.

### Intersection Traffic Control

- The intersection of Rex/Meridian is likely close to meeting a traffic signal. Also, the County approved a contract with AECOM in July to prepare a preliminary design and traffic study for the Rex Road-Meridian Road Intersection.
- The intersection of Lambert/Londonderry should be monitored as this subdivision develops for any necessary traffic control changes. Please refer to the "Traffic Signal Warrant Analysis" section above for details.

### Anticipated Deviation Requests

- A deviation may be needed to construct Rex Road as a two-lane Minor Arterial versus a four-lane Minor Arterial and any design elements not meeting criteria for a Minor Arterial that are associated with the connection to the existing section of Rex Road just to the west (due to limited ROW).

See comments on the PUD. One of the cul-de-sacs appears to be greater than the maximum length allowed.

Please state what the sight distance is for the proposed intersections and whether they can be met. Include an exhibit.

Provide analysis/recommendations for pedestrian routes to schools within 2 miles.

---

Number: 1 Author: dsdlaforce Subject: Callout Date: 12/10/2019 6:35:47 PM -07'00'

---

Provide a recommendation for how to monitor. Will traffic counts be provided with each filing or counts obtained yearly?

Author: jchodsdon Subject: Sticky Note Date: 3/9/2020 3:57:05 PM

---

Language in the report (in the improvements table) has been added with the agreed-upon developer requirements to address future signalization at this intersection and Londonderry/Lambert intersection. It is our understanding that the traffic volumes at the intersection of Rex/Meridian will be evaluated with each plat submittal and, if necessary, monitored in the field as homes are developed and occupied to determine when a traffic signal is actually warranted in the field.

---

Number: 2 Author: dsdlaforce Subject: Callout Date: 12/10/2019 6:39:53 PM -07'00'

---

See comments on the PUD. One of the cul-de-sacs appears to be greater than the maximum length allowed. Please state what the sight distance is for the proposed intersections and whether they can be met. Include an exhibit. Provide analysis/recommendations for pedestrian routes to schools within 2 miles.

Author: jchodsdon Subject: Sticky Note Date: 3/9/2020 3:59:42 PM

---

*See comments on the PUD. One of the cul-de-sacs appears to be greater than the maximum length allowed.*

**-- This has been addressed with a deviation request.**

*Please state what the sight distance is for the proposed intersections and whether they can be met. Include an exhibit.*

**-- This has been included in the updated TIS.**

*Provide analysis/recommendations for pedestrian routes to schools within 2 miles.*

**-- This has been included in the updated TIS.**

<b>Table 4</b> <b>Rolling Hills Ranch at Meridian Ranch Filing Nos. 1, 2 and 3</b> <b>Roadway Improvements</b>			
Item #	Improvement	Timing	Responsibility
<b>Roadway Segment Improvements</b>			
1	Eastonville Road - Rex Road to Latigo final grading and paving	TBD by EPC; PPRTA "A-List" Project	PPRTA <sup>(2)</sup>
2	Eastonville Road - Roadway Design - Stapleton to Rex Road	As per EPC direction	Meridian Ranch
3	Eastonville Road - Roadway Upgrade - Stapleton to Rex Road	TBD by EPC; PPRTA "A-List" Project	PPRTA <sup>(2)</sup>
4	Construct Rex Road as an Urban 2-Lane Minor Arterial from Sunrise Ridge Drive to the proposed east site access to the Rolling Hills Ranch at Meridian Ranch site	With future Meridian Ranch	Meridian Ranch
5	Construct Rex Road as an Urban 2-Lane Minor Arterial from the proposed east site access to the Rolling Hills Ranch at Meridian Ranch site	With future Meridian Ranch	Meridian Ranch
6	Rex Road from Eastonville Road to US 24 - Corridor Preservation	Beyond 2040 - Shown on the MTCP 2060 Corridor Preservation Plan	Corridor Preservation Through Grandview Estates
7	Meridian Road - Widen to provide two northbound and two southbound through lanes from just north of Indian Paint Trail to Murphy Road.	Shown on 2040 MTCP Roadway Plan	El Paso County
8	Construct Lambert Road as an Urban Residential Collector from current terminus to its planned terminus within the Rolling Hills Ranch at Meridian Ranch site	Rolling Hills Ranch at Meridian Ranch Filing No. 1	Meridian Ranch
<b>Rex/Meridian</b>			
9	Rex/Meridian intersection traffic control	Currently under study by El Paso County	El Paso County
10	Potentially Improve the west leg of this intersection to improve lane alignment, potentially reduce the skew, provide separate left and right-turn lanes, and potentially other improvements (depending on the selected traffic control option). Restripe/reconfigure the east leg as needed.	Currently under study by El Paso County	El Paso County
<b>Rex/Eastonville</b>			
11	Include a northbound left-turn lane on Eastonville Road at Rex Road into the design of the Eastonville Road PPRTA project.	TBD by EPC; PPRTA "A-List" Project	PPRTA
12	Include a southbound right turn lane on Eastonville Road at Rex Road into the design of the Eastonville Road PPRTA project.	TBD by EPC; PPRTA "A-List" Project	PPRTA
13	Construct 205' eastbound left-turn plus 160' taper on Rex Road approaching Eastonville Road	To be included in the design and construction (lane will be included in roadway cross section).	Meridian Ranch
14	Reserve ROW for 155' eastbound right-turn deceleration lane plus 160 foot taper on Rex Road approaching Eastonville Road	Needed for ultimate extension of Rex Road east of Eastonville Road. Beyond 2040 - Shown on the MTCP 2060 Corridor Preservation Plan	ROW Preservation ONLY - with development projects
<b>Lambert/Londonderry</b>			
15	Monitor traffic volumes, operations and crash reports at this intersection to identify any necessary traffic control changes (IE conversion to AWSC then signalization) as this subdivision develops.	As this subdivision develops	Meridian Ranch/EPC
<b>Rex/Rolling Hills Ranch at Meridian Ranch Site Access</b>			
16	Construct a 205-foot westbound left-turn lane plus 160-foot taper on Rex Road approaching the site access	Rolling Hills Ranch at Meridian Ranch Filing No. 1	Meridian Ranch
Notes: (1) The design of Eastonville Road is being performed by the Meridian Ranch developer. The projected will be constructed by El Paso County as PPRTA project.			
Source: LSC Transportation Consultants, Inc. (9/25/2019)			

Provide specifics on the required configuration. Will additional ROW be required? Provide an exhibit for the anticipated reconfiguration. Which filing would the improvement be required.

Include recommendations to bring the LOS to an acceptable level with filing 1. Revise the responsibility to the developer.

Revise the responsibility to the developer.

The contract should specify the sight distance of the intersection. The contract should specify the sight distance of the intersection. The contract should specify the sight distance of the intersection.

Warrant 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Review the contract. Impact Fee project. If this is an improvement project, it should be under the road program.

---

Number: 1 Author: dsdlaforce Subject: Callout Date: 12/11/2019 4:08:17 PM -07'00'

---

Provide specifics on the required configuration. Will additional ROW be required? Provide an exhibit for the anticipated reconfiguration. Which filing would the improvement be required. Include recommendations to bring the LOS to an acceptable level with filing 1. Revise the responsibility to the developer.

Author: jchodsdon Subject: Sticky Note Date: 3/9/2020 4:01:51 PM

---

The improvements table has been updated. Language in the report has been added with the agreed-upon developer requirements to address future signalization at this intersection and Londonderry/Lambert intersection. It is our understanding that the traffic volumes at the intersection of Rex/Meridian will be evaluated with each plat submittal and, if necessary, monitored in the field as homes are developed and occupied to determine when a traffic signal is actually warranted in the field.

---

Number: 2 Author: dsdlaforce Subject: Callout Date: 12/11/2019 4:11:05 PM -07'00'

---

Revise the responsibility to the developer. The contract with AECOM was for the sight distance issue just north of the intersection, not signal warrant and construction. Warrant 1, 2 and 3 is warranted with built-out condition. Per a brief discussion with the County Engineer, she may need signal construction plans prepared. Prior to resubmittal, a meeting with the County Engineer and Developer is prudent. A condition of approval might be included for monitoring the intersection and installation of signal when warrant is met. Review the current EPC Road Impact Fee program to determine if this is an eligible intersection improvement for reimbursement under the road impact fee program.

Author: jchodsdon Subject: Sticky Note Date: 3/9/2020 4:02:17 PM

---

Language in the report (in the improvements table) has been added with the agreed-upon developer requirements to address future signalization at this intersection and Londonderry/Lambert intersection. It is our understanding that the traffic volumes at the intersection of Rex/Meridian will be evaluated with each plat submittal and, if necessary, monitored in the field as homes are developed and occupied to determine when a traffic signal is actually warranted in the field.

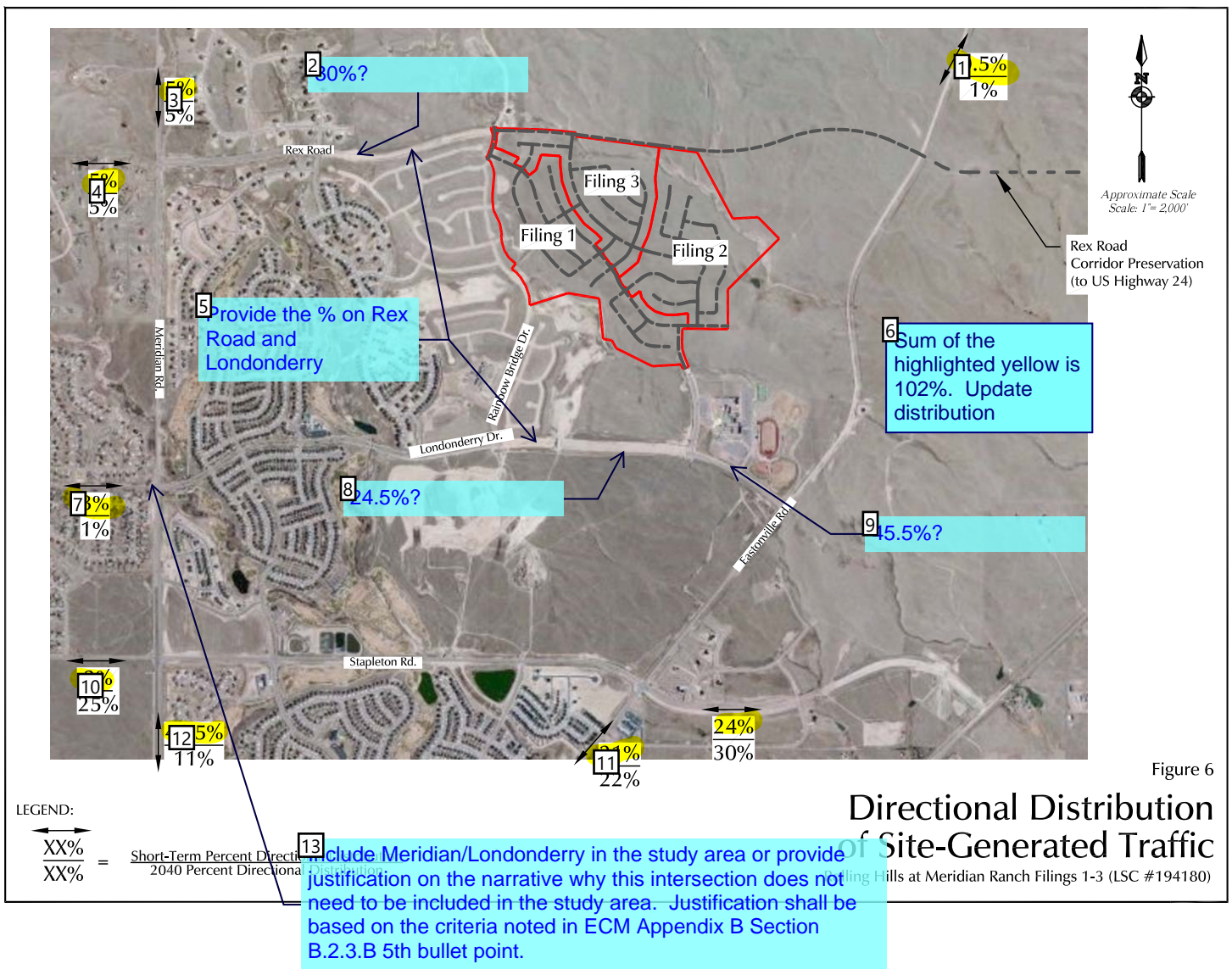


Figure 6


## Directional Distribution of Site-Generated Traffic

Rolling Hills at Meridian Ranch Filings 1-3 (LSC #194180)

---

 Number: 1 Author: dsdlaforce Subject: Highlight Date: 12/9/2019 6:54:28 PM -07'00'

---

 Number: 2 Author: dsdlaforce Subject: Callout Date: 12/10/2019 2:14:35 PM -07'00'  
[30%?](#)


---

 Number: 3 Author: dsdlaforce Subject: Highlight Date: 12/9/2019 6:54:29 PM -07'00'


---

 Number: 4 Author: dsdlaforce Subject: Highlight Date: 12/9/2019 6:54:30 PM -07'00'


---

 Number: 5 Author: dsdlaforce Subject: Callout Date: 12/9/2019 6:57:04 PM -07'00'  
[Provide the % on Rex Road and Londonderry](#)


---

 Author: Kirstin Subject: Sticky Note Date: 3/4/2020 11:54:43 AM -07'00'  
The additional information has been included in the updated TIS as requested

---

 Number: 6 Author: dsdlaforce Subject: Text Box Date: 12/9/2019 6:55:48 PM -07'00'  
[Sum of the highlighted yellow is 102%. Update distribution](#)


---

 Author: Kirstin Subject: Sticky Note Date: 3/4/2020 11:56:14 AM -07'00'  
The short-term distribution shown on Figure 6 has been corrected in the updated TIS.


---

 Number: 7 Author: dsdlaforce Subject: Highlight Date: 12/9/2019 6:54:32 PM -07'00'

---

 Number: 8 Author: dsdlaforce Subject: Callout Date: 12/9/2019 6:58:42 PM -07'00'  
[24.5%?](#)

---

 Number: 9 Author: dsdlaforce Subject: Callout Date: 12/10/2019 2:14:59 PM -07'00'  
[45.5%?](#)

---

 Number: 10 Author: dsdlaforce Subject: Highlight Date: 12/9/2019 6:54:33 PM -07'00'


---

 Number: 11 Author: dsdlaforce Subject: Highlight Date: 12/9/2019 6:54:37 PM -07'00'

---

 Number: 12 Author: dsdlaforce Subject: Highlight Date: 12/9/2019 6:54:35 PM -07'00'

---

 Number: 13 Author: dsdlaforce Subject: Callout Date: 12/11/2019 4:05:34 PM -07'00'  
[Include Meridian/Londonderry in the study area or provide justification on the narrative why this intersection does not need to be included in the study area. Justification shall be based on the criteria noted in ECM Appendix B Section B.2.3.B 5th bullet point.](#)

---

 Author: Kirstin Subject: Sticky Note Date: 3/4/2020 11:55:05 AM -07'00'  
Analysis of the intersection of Meridian/Londonderry has been included in the updated TIS

---