


# ENG-PPR19009-R3-TIS.pdf Markup Summary

3 (1)




**Subject:** Text Box  
**Page Index:** 3  
**Date:** 9/19/2019 11:52:36 AM  
**Author:** dsdrice  
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Address/compare any changes between those studies and this one. State whether the current study is consistent with those studies and explain any discrepancies.


4 (2)



**Subject:** Cloud+  
**Page Index:** 4  
**Date:** 9/18/2019 10:33:39 AM  
**Author:** dsdrice  
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do not believe access control will be feasible to limit eastbound traffic




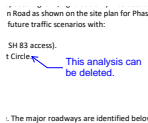
**Subject:** Callout  
**Page Index:** 4  
**Date:** 9/18/2019 10:35:52 AM  
**Author:** dsdrice  
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Signage may be utilized within the school parking lot; however, Staff do not see an MUTCD-compliant solution to limit eastbound traffic on the public road.

5 (2)



**Subject:** Highlight  
**Page Index:** 5  
**Date:** 9/18/2019 10:42:50 AM  
**Author:** dsdrice  
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**Subject:** Callout  
**Page Index:** 5  
**Date:** 9/18/2019 10:43:25 AM  
**Author:** dsdrice  
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6 (1)

Page 5 August 15, 2017 Traffic Impact Study  
"dual" rural roadway that extends east from Highway 83 roadway. Walker Road is shown as a 4-lane Minor Arterial road.

**Subject:** Callout  
**Page Index:** 6  
**Date:** 9/18/2019 10:37:33 AM  
**Author:** dsdrice  
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(2016 MTCP Update)

7 (1)

it per year.  
he projected 2040 background traffic volumes. The 2040 traffic by USC based on the Colorado Department of Transportation Factor on SH 83 adjacent to the site and previous work done for the Walden development.

**Subject:** Callout  
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**Date:** 9/18/2019 10:38:28 AM  
**Author:** dsdrice  
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which is...

8 (8)

It is noted that the background traffic volumes resulting from the higher intensity trip generation. Also included are scenarios with growth north of Walker Road. These additional land use just north of Walker Road are shown in the appendix section for review of the project. Also included are the appendix section for review of the project. Also included are the appendix section for review of the project.

**Subject:** Text Box  
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**Date:** 9/18/2019 10:39:57 AM  
**Author:** dsdrice  
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Address how assumptions correlate between recent studies.

see the appendix section for analysis of the site. Also included are the appendix section for review of the project. Also included are the appendix section for review of the project.

**Subject:** Callout  
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**Date:** 9/18/2019 10:40:32 AM  
**Author:** dsdrice  
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This analysis can be deleted.

Williams Academy Page 7 Black Forest Master Plan  
Background traffic volumes resulting from the growth just west of the site. Also included are the appendix section for review of the project. Also included are the appendix section for review of the project.

**Subject:** Cloud+  
**Page Index:** 8  
**Date:** 9/18/2019 10:41:20 AM  
**Author:** dsdrice  
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Black Forest Master Plan

Page 7 commercial (as in appendix) August 15, 2017 Traffic Impact Study  
The paragraph in the appendix section of the site plan allows for 5-acre residential lots. Please see the appendix section for review of the project. Also included are the appendix section for review of the project.


**Subject:** Cloud+  
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commercial (as in appendix)


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and

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lease see the app

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2:00 to 3:00 p.m., ab  
the afternoon peak hou  
een 4:30 and 6:30 p.m


**Subject:** 4:30 and 6:30  
**Page Index:** 8  
**Date:** 9/18/2019 10:45:38 AM  
**Author:** dsdrice  
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vehicles would not be able to enter the site during the afternoon peak hour of the  
activity would be one hour between 4:30 and 6:30 p.m. about  
vehicles would not be able to  
approximately 100 vehicles would be able to enter the site during the afternoon  
of the activity entering and exiting of the vehicles ending in a  
one hour, about 100 vehicles would enter and exit during  
afternoon peak hour, about 100 vehicles would enter and exit  
the afternoon peak hour of the afternoon peak hour, about  
100 vehicles would not be able to


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9 (6)

and road  
site = s tra  
land ? c


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**Page Index:** 9  
**Date:** 9/19/2019 10:59:38 AM  
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of the site but does n  
assumes Pinehurst C  
Phase 3?

**Subject:** Text Box Phase 3?  
**Page Index:** 9  
**Date:** 9/19/2019 11:00:47 AM  
**Author:** dsdrice  
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I were applied to the

of the Phase 2 SC  
traffic volumes ass  
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/right-out

in The long term distribution estimate volume Pinhurst Circle has been compared  
to Way to the east boundary of the site.  
The short-term generated traffic volume of the site has been compared to the  
short-term Phase 2 site generated traffic volume. Figure 10 shows the  
and long term generated traffic volume following buildout of the Phase 2  
development. These short-term generated traffic volume scenarios are  
the volume of Phase 2 traffic to be added to the right-out traffic  
to the approach section for alternate site generated traffic volume scenarios.


**Subject:** Callout  
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**Author:** dsdrice  
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Adjust all figures to show right-in only.

83 

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**Page Index:** 9  
**Date:** 9/19/2019 11:11:24 AM  
**Author:** dsdrice  
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alternate site-generated traffic volume scenarios  
Pinhurst Circle/SH 83.  
This analysis can be deleted.  
Volumes at the intersection of SH 83/Walker/Highway  
Figure 10 shows the short-term total traffic volumes  
buildout of Phase 2. These volumes are the sum of

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This analysis can be deleted.


10 (5)

ated site-generated traffic volumes assuming  
Circle/SH 83.  
This analysis can be deleted.  
These volumes are the sum of the 2040  
the long-term Phase 1 and 2 site generated  
and Pinhurst Circle has been extended from  
in development and the currently crossed

**Subject:** Callout  
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ume the parcels j  
h allows for 5-acr  
it-in/right out inte

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/right out

... of the 2000 traffic volume. These volumes are the sum of the 2000  
... of the 2000 traffic volume. These volumes are the sum of the 2000  
... of the 2000 traffic volume. These volumes are the sum of the 2000

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Provide narrative discussion.

th of Walker Road/east of SH 83.  
Circle/SH 83. This analysis can be deleted.  
e proposed intersections of the new  
5e, and the Phase 1 and 2 site access  
els of service for the short-term and  
: signalized method of analysis from

**Subject:** Callout  
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This analysis can be deleted.

with higher intens  
**Phase 4?**  
er Road/east of SH

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**Author:** dsdrice  
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Phase 4?

11 (1)

The intersection is proposed to operate as an uncontrolled LOS during the  
on the proposed short-term total traffic volumes following buildup of 2  
necessarily provide signalized operations and provide for the  
any development beyond Phase 1. With the addition of these turn lanes,  
turn lanes for these movements, the intersection is proposed to operate  
during the peak hours based on the proposed maximum peak 2000 cars  
of the intersection. The proposed intersection is proposed to operate as a  
junction with the intersection of SH 83 and the intersection of the  
on the intersection of the intersection of the intersection of the intersection

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current zoning which allows for 5-acre residential lots.

12 (7)

proposed  
service analysis for the future ii  
ted to operate at LOS C or bet  
ach) intersection based on the

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proposed

Temporary traffic signal control (prior to reds  
Modern one-lane roundabout intersection cc  
All of these traffic control options result in a projection  
on the proposed short-term and long-term traffic an  
analysis assume the intersection of Fishpond/SH 83 is  
long-term analysis assumes the advanced search, and  
long-term supplemental operations.  
**Fishpond/Road A**  
Table 6 shows the results of the level of service anal  
Circle and Road A. The intersection of Fishpond Circle  
is better for all movements during the peak hours b

**Subject:**  
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**Author:** dsdrice  
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5-acre lots as allowed by the current zoning

6 shows the results of the level of service analysis for the site and Road A. The intersection of Peachurst Circle and Road A is a T-intersection for all movements during the peak hours based on the projected traffic volumes as a two-way, stop-sign-controlled intersection. The long-term analysis assumes the intersection of Peachurst/CR 43 is not a T-intersection. The long-term analysis assumes the adjacent access road is a two-way, stop-sign-controlled intersection. Please refer to the following supplemental reports.

7 shows the results of the level of service analysis for the site and Road A. The site access points to Peachurst Circle and Road A are better for all movements during the peak hours based on

**Subject:**  
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5-acre lots as allowed by the current zoning

g. Please see the appendix section for the proposed service analysis for the future intersection of Peachurst Circle and Road A is projected peak hours based on the projected

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proposed

form and 2040 short-term and long-term right-out the site are the site are

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/right-out

for all movement short-term and long-term right-out the site are developed section for analysis

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ed short-term short-term and long-term right-out the site are

**Subject:**  
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## 13 (2)

was run five times the long-term analysis with 5-acre lots as a foregoing supply

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5-acre lots

as allowed by the current zoning. Please see the supplemental scenarios.

← update for RI only

performed using Synchro/SimTraffic for Walker Road. Hourly total traffic volumes for the short-term use 2, and the long-term (2040) were entered in five times and the results were averaged. The

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update for RI only

14 (1)



**Subject:** Callout  
**Page Index:** 14  
**Date:** 9/19/2019 5:09:31 PM  
**Author:** dsdrice  
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See 9/17 e-mail

15 (2)

for westbound vehicles entering the westbound through acceleration lane would need to be considered and a channelization required for a channelized T would be on is converted to a four-lig intersection in the future.

← See 9/17 e-mail

allowed, or excessive delays occur, temporary traffic signal with a protected right turn island on the southeast turn lane on Walker Road would likely mitigate the intersection signal would mitigate the intersection right distance

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See 9/17 e-mail.

intersection is a one-lane modern roundabout. light-of-way for the north half of a roundabout. If this intersection is a roundabout in the short-term, the south to place the roundabout within the area of the intersection. The left turn lane approaching SR 83 and additional land from the site would be required.

ion of a roundabout and other/potential interim turn lanes/stands, etc.). The decision to allow County. This will be determined through the EPC

**Subject:**  
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substandard horizontal reverse curves

17 (1)

RI/RO

**Subject:**  
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**Author:** dsdrice  
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/RO


18 (2)

- Spacing of the proposed public road intersection
- Spacing of the south access point to Road A driveway at the south access point to Road A
- A reduction in the design speed for the 600-foot SR 83 to Road A to 30 mph based on vertical curve
- Note: See 9/17 e-mail
- LSC considers the addition of eastbound and Road and Highway 100 approaching SR 83 intersection and, as such, is not planning to submit
- LSC considers the existing shared westbound of Road approaching SR 83 to be part of the CDDT is not planning to submit a county deviation req

**Subject:** Callout  
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See 9/17 e-mail

7  
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Traffic in  
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Update

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23 (1)


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**Subject:** Highlight  
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**Date:** 9/19/2019 5:12:31 PM  
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25 (1)

Appendices will be reviewed in detail with updated submittal.

**Subject:** Text Box  
**Page Index:** 25  
**Date:** 9/19/2019 8:45:41 PM  
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Appendices will be reviewed in detail with updated submittal.

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31 (7)

Update




**Subject:** Text Box  
**Page Index:** 31  
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Update

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is a Rural Min


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Rural


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1 A from Pinehur

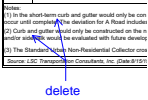



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east boundary  
  
us to the east b


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**Phase 2**

**Subject:**  
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Phase 2