

Figure 9 shows the directional distribution estimates for the site-generated traffic projected to be generated by the residential portion of the site. The estimates have been based on the following factors: the site land uses; the site location with respect to the nearby schools, employment, commercial, and activity centers; the street and roadway system serving the site; and the existing/projected traffic volumes. The residential distribution reflects the highest trip percentage oriented to/from the north on Highway 85 up to Academy Boulevard which provides road connections to destinations north and west. The percentage to/from Main Street takes into account the Main Street connection up to Hancock Expressway. From Hancock Expressway, there is quick access to Powers Boulevard north. Main Street split also includes area schools and other commercial centers as trip destinations. The splits to the south account for trip destinations in Fountain (including the commercial to the south), Widefield, the south part of Fort Carson (via Highway 16), and Pueblo. Appendix Figure 2 shows trip path assumptions used to assign the site-generated traffic projected to be generated by the residential portion of the site to each of the access points.

When the distribution percentages (from Figures 7 through 9) were applied to the trip generation estimates (from Table 2), the site-generated traffic volumes on the area roadways were determined. Figure 10 shows the site-generated traffic volumes due to development of the shopping center/non-residential portion of the site. Figure 11 shows the projected traffic volumes on the area roadways due to development of the 53-acre residential portion of the site.

BASELINE (BACKGROUND) TRAFFIC

Baseline traffic is the traffic estimated to be on the adjacent roadways and at adjacent intersections without the proposed development's trip generation of site-generated traffic volumes. Background traffic includes the through traffic and the traffic generated by nearby developments, but assumes zero traffic generated by the shopping center/non-residential and residential portions of the site. The baseline traffic volumes also do not include any traffic estimated to be currently generated by land uses within the existing Fountain Valley Shopping Center that are planned to be razed. The baseline traffic volumes include traffic estimated to be generated by the existing gas station located northwest of the intersection of US Hwy 85-87 and Main Street and an estimate of "cut-through" traffic traveling between Southmoor and the traffic signal at Main/US Hwy 85-87 through the site.

Figure 12a shows the estimated short-term baseline traffic volumes. The short-term baseline traffic volumes are based on the existing traffic volumes shown in Figure 6 without traffic estimated to be currently generated by land uses within the existing Fountain Valley Shopping Center that are planned to be razed/removed.

Figure 12b shows the lane geometry, traffic control, and level of service at the key intersections based on the short-term baseline volumes.

Figure 13a shows the estimated 2040 baseline traffic volumes. These volumes are based on the short-term baseline traffic volumes shown in Figure 12a plus additional growth of through traffic on the adjacent streets based on the Colorado Department of Transportation (CDOT) twenty-year growth factor for US Hwy 85-87 adjacent to the site.

State the % growth rate used for the long range horizon.


1

LSC Responses to River Bend Crossing TIS Redlines dated March 14, 2020

Page: 7

Number: 1 Author: dsdlaforce Subject: Callout Date: 3/14/2020 10:50:03

[State the % growth rate used for the long range horizon.](#)

 Author: jchodsdon Subject: Sticky Note Date: 8/17/2020 18:54:54
LSC RESPONSE: Added as requested

on the southeast corner of the intersection is 35 feet long. Per CDOT standard plan S-614-40A, a design length of 35 feet can accommodate 3 signal heads – one for the left-turn lane and one for each eastbound through lane. However, the overhead left-turn head may not be permitted as a primary left-turn head due to the lateral alignment. Alternatively, a primary post mounted left-turn head may be added on the island in the northeast corner. The left-turn striping may need to be modified from the concept in order to meet the lateral alignment criteria in the MUTCD. The third option is to install a short mast arm perpendicular to the existing signal pole in the northeast corner island on which a left-turn head could be mounted. The fourth option would be to add an additional signal pole with 25' mast arm in the northeast corner island. These options could be evaluated in more detail with the preparation of a signal modification plan that could be provided prior to issuance of a Notice-to-Proceed.

Roadway Improvement Fee Program


- The residential portion of the project will be required to participate in the El Paso County Road Improvement Fee Program. They will join the ten-mil PID. The ten-mil PID building permit fee portion associated with this option is \$1,221 per single-family dwelling unit. Based on 225 lots, the total building permit fee would be \$269,841.

* * * * *


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Add a bullet point recommendation for the north bound left turn into the residential and commercial access along Southmoor. Based on Fig 14a & 14b, an auxiliary left turn lane is required. Identify the required deceleration lane, taper length and storage length.

1

 Number: 1 Author: dsdlaforce Subject: Text Box Date: 3/14/2020 11:12:20

Add a bullet point recommendation for the north bound left turn into the residential and commercial access along Southmoor. Based on Fig 14a & 14b, an auxiliary left turn lane is required. Identify the required deceleration lane, taper length and storage length.

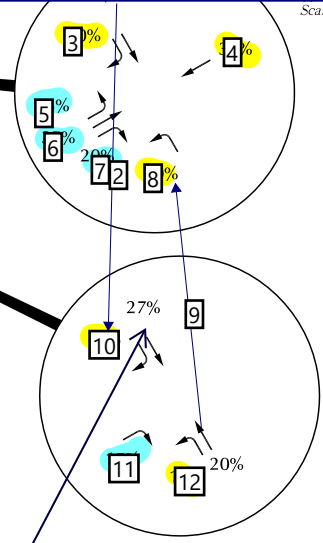
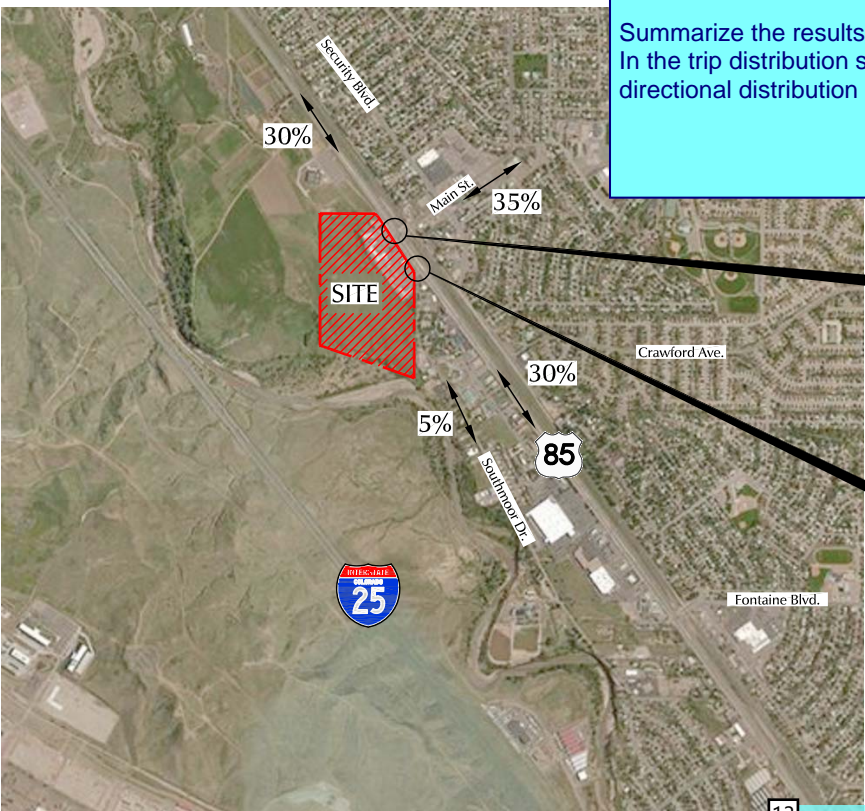
 Author: jchodsdon Subject: Sticky Note Date: 8/17/2020 18:55:15

LSC RESPONSE: Added as requested

1
 In: 20+35+20+15+5=95
 Out: 25+35+20+15=95

Add a footnote for the % internal trips captured.

Summarize the results of the internal trip estimate tool. In the trip distribution section (pg 5) explain why the directional distribution is 95% in/out instead of 100% in/out.



Note: See Appendix Figure 1 for detailed trip path assumptions.

13 Why is this 27%. The intersection to the north shows 5+20


LEGEND:

XX% = Commercial Percent Directional Distribution of Primary Trips
 (Note: includes diverted trips from South Academy Boulevard and I-25)


Directional Distribution of Primary Commercial Site-Generated Traffic

River Bend Crossing (LSC #184140)


Figure 7


 Number: 1 Author: dsdlaforce Subject: Text Box Date: 3/14/2020 10:44:17


In: $20+35+20+15+5=95$ Out: $25+35+20+15=95$ Add a footnote for the % internal trips captured. Summarize the results of the internal trip estimate tool. In the trip distribution section (pg 5) explain why the directional distribution is 95% in/out instead of 100% in/out.


 Author: jchodsdon Subject: Sticky Note Date: 8/17/2020 18:58:12


LSC RESPONSE: Updated as requested


 Number: 2 Author: dsdlaforce Subject: Arrow Date: 3/14/2020 10:19:22


 Number: 3 Author: dsdlaforce Subject: Highlight Date: 3/14/2020 10:17:26


 Number: 4 Author: dsdlaforce Subject: Highlight Date: 3/14/2020 10:17:32


 Number: 5 Author: dsdlaforce Subject: Highlight Date: 3/14/2020 10:18:12


 Number: 6 Author: dsdlaforce Subject: Highlight Date: 3/14/2020 10:18:14

 Number: 7 Author: dsdlaforce Subject: Highlight Date: 3/14/2020 10:18:15


 Number: 8 Author: dsdlaforce Subject: Highlight Date: 3/14/2020 10:17:30

 Number: 9 Author: dsdlaforce Subject: Arrow Date: 3/14/2020 10:19:28

 Number: 10 Author: dsdlaforce Subject: Highlight Date: 3/14/2020 10:17:34

 Number: 11 Author: dsdlaforce Subject: Highlight Date: 3/14/2020 10:18:17

 Number: 12 Author: dsdlaforce Subject: Highlight Date: 3/14/2020 10:17:38

 Number: 13 Author: dsdlaforce Subject: Callout Date: 3/14/2020 10:31:34

Why is this 27%. The intersection to the north shows 5+20.

 Author: jchodsdon Subject: Sticky Note Date: 8/17/2020 18:58:39

LSC RESPONSE: Updated as requested
