



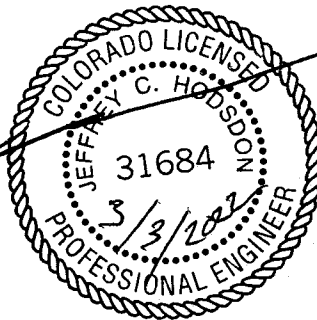
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**LSC Responses to  
Comments  
6/2/2022**

**Walden Preserve 2 Filing No. 5  
Traffic Impact Study  
(LSC #S214070)  
March 1, 2022**

**Traffic Engineer's Statement**

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

Matthew D. Dwyer

3/3/2022

Date

operate at LOS E during the peak hours. It is unlikely that a traffic-signal warrant would be met at this intersection.

### SH 83/WALDEN WAY INTERSECTION

This section contains an update regarding the W traffic report entitled "CDOT Access Permit Techr link to this report (complete copy) is attached and is also attached for reference.

Contact the review engineer (Gilbert LaForce) to discuss.

Is the requirement to convert to RI/RO under CDOT or County's purview?

If it's under the County's purview then a deviation request from the criteria is required for the County Engineer's determination.

#### Current Recommendation:

Based on the existing 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 Walden Way or the intersection would need to be converted to a right-in/right-out by constructing a raised island to prohibit left-turn movements. However, given the updated volume data, crash history data, traffic projections and the Pinehurst Urban Local paved road connection with Filing No. 5, the findings and recommendations in the July 2019 memo remain valid and LSC recommends that Filing 5 be allowed to proceed with the Walden Way/SH 83 intersection remaining a full-movement intersection, as is, but with these conditions:

Key traffic volume and safety information will be updated, and this recommendation would be revisited with future development of the area adjacent to Monument Academy (located to the west and northwest). LSC recommends the following as part of the terms and conditions of the permit for Filing No. 5


- Obtain crash history for the intersection on a semi-annual basis and send these data along with a brief summary to CDOT.
- Conduct semi-annual PM peak-hour turning-movement count data at this intersection and send these results to CDOT.
- The applicant will provide financial assurances for mitigating traffic-safety problems at this intersection, should problems arise. This could involve the installation of signing, markings, and potentially the installation and maintenance of centerline flexible, plastic delineator posts/traffic separators. See Exhibit No. 1 for examples of potential interim mitigation measures.
- Permit terms and conditions related to the Walden Way/SH 83 intersection would be reevaluated with the future access permit(s) for those future development sites adjacent to Monument Academy.

# LSC Responses to PCD Engineering comments - TIS

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 Number: 1      Author: dsdlaforce    Subject: Callout      Date: 4/11/2022 13:54:32

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Contact the review engineer (Gilbert LaForce) to discuss. Is the requirement to convert to RI/RO under CDOT or County's purview? If it's under the County's purview then a deviation request from the criteria is required for the County Engineer's determination.

 Author: jchodsdon    Subject: Sticky Note      Date: 6/2/2022 09:09:18

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LSC Response: Gilbert and I spoke on April 12th about the Walden Way/SH 83 intersection. I briefed him on the history of past discussions with CDOT. It is our understanding that this intersection is under CDOT jurisdiction. Gilbert was going to follow up with CDOT and request a review the TIS. I contacted CDOT to request comments.


**Table 2**  
**Walden Preserve 2 Filing No. 5**  
**Trip Generation Estimate**

Filing	ITE Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates <sup>(1)</sup>						Total Trips Generated							
				Average Weekday Traffic	Morning Peak Hour		School Peak Hour		Afternoon Peak Hour		Average Weekday Traffic	Morning Peak Hour		School Peak Hour		Afternoon Peak Hour	
					In	Out	In	Out	In	Out		In	Out	In	Out	In	Out
Currently Proposed Filing																	
5	210	Single-Family Detached Housing	50 DU <sup>(2)</sup>	9.43	0.18	0.52	0.41	0.29	0.59	0.35	472	9	26	21	15	30	17
Recorded Plats																	
1	210	Single-Family Detached Housing	21 DU	9.43	0.18	0.52	0.41	0.29	0.59	0.35	198	4	11	9	6	12	7
2	210	Single-Family Detached Housing	18 DU	9.43	0.18	0.52	0.41	0.29	0.59	0.35	170	3	9	7	5	11	6
3	210	Single-Family Detached Housing	4 DU	9.43	0.18	0.52	0.41	0.29	0.59	0.35	38	1	2	2	1	2	1
4	210	Single-Family Detached Housing	23 DU	9.43	0.18	0.52	0.41	0.29	0.59	0.35	217	4	12	9	7	14	8
To 1 Filings 1, 2 & 3			66 DU								622	12	34	27	19	39	23
Total Filings 1-5			116 DU								1,094	21	60	48	34	69	40
2																	
Buildout Trip Generation Estimate from Walden Preserve 2 Preliminary Plan and Filings 1 and 2 Updated Traffic Impact Study by LSC dated 9/17/2014																	
---	210	Single-Family Detached Housing	116 DU <sup>(2)</sup>	9.52	0.19	0.56	---	---	0.63	0.37	1,104	22	65	---	---	73	43
Notes: (1) Source: "Trip Generation, 11th Edition, 2021" by the Institute of Transportation Engineers (ITE) (2) DU = Dwelling Units																	
Source: LSC Transportation Consultants, Inc.																	


Update text to include Fil 4.

2

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 Number: 1 Author: dsdlaforce Subject: Highlight Date: 4/11/2022 11:23:44  
al Filings 1, 2 & 3

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 Number: 2 Author: dsdlaforce Subject: Callout Date: 4/11/2022 11:23:37

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[Update text to include Fil 4.](#)

 Author: jchodsdon Subject: Sticky Note Date: 6/2/2022 09:11:27

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LSC Response: This has been updated, as requested. This page has been inserted into the TIS document, replacing the page. The date of the report was not changed as this was a minor correction.