



MEMORANDUM

TO: Paul Brown, PE, PTOE

FROM: Charles M. Buck, PE, PTOE

DATE: May 20, 2021

SUBJECT: Traffic and Transportation Review
The Ridge at Lorson Ranch Submittal No. 1
FHU Reference No. 117253-06

I have reviewed the materials submitted for the Ridge at Lorson Ranch. The materials include the Traffic Impact Analysis report by LSC Transportation Consultants, Inc. dated April 6, 2021 and the Planned Unit Development and Preliminary Plan by Matrix, dated April 19, 2021. The site is generally located east of existing and ongoing development at Lorson Ranch in El Paso County, Colorado. The Ridge at Lorson Ranch would consist of 994 single family homes, with connection to Marksheffel Road via Fontaine and Lorson Boulevards.

The LSC report is a comprehensive analysis of the traffic impacts specific to the Ridge at Lorson Ranch. It is generally well written and understandable. In general, I concur with the methods, assumptions, conclusions, and recommendations of this report. Based on my review, I have the following comments:

Traffic Impact Analysis

1. A sight distance analysis is discussed on Page 3. A substandard sight distance to the east is identified at the intersection of Graying Drive/Scrub Jay Trail/Regan Ridge Drive, due to intersection spacing constraints. Per the Engineering Criteria Manual (ECM), the applicant will need to submit a Deviation Request for any substandard conditions. The traffic report seems to suggest that this condition may be mitigated by westbound traffic going slower than the presumed 40 MPH design speed, having just turned onto Graying at Walleye Drive. A firm recommendation on mitigation would help justify the Deviation Request.
2. Future traffic congestion at the Fontaine Boulevard/Walleye Drive intersection is identified in the report. Page 7 (and Figures 8c and 9c) identify two potential alternatives to improve this condition. However, no recommendation for either alternative is made, either in the text or in Table 3. This report should include a firm recommendation for mitigation.

Planned Unit Development

3. Sheet DT03 depicts the proposed typical cross sections. The Residential Urban Local and Residential Urban Collector cross sections match the corresponding typical in the ECM.
4. The cross section for Fontaine Boulevard generally matches the ECM typical cross section for Urban Non-Residential Collectors, except that the right-of-way is shown as 100 feet instead of the standard 80 feet. The proposed section does, however, match the existing cross section at the eastern terminus of Fontaine.

The above comments constitute my review. Please let me know if you have questions.