



# LSC RESPONSES TO DEVIATION AND EPC TIS REDLINES

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Page: 1

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Number: 1 Author: jeff Subject: Text Box Date: 5/1/2026 12:02:08 PM

LSC Responses to Deviation and TIS redline comments.

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Number: 2 Author: dsdparsons Subject: Callout Date: 3/17/2026 1:50:55 PM

Please remove the deviation at this time. A deviation will be reviewed when a more site specific layout is submitted to correspond with its review.

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Author: jeff Subject: Sticky Note Date: 5/1/2026 12:05:35 PM

LSC Response: It is our understanding that the Deviation Request will be considered with this application.

Note: The deviation has been revised to add anticipated site grading challenges to the "justification" under "LIMITS OF CONSIDERATION."

- Projections of short-term baseline (2026) and 20-year background traffic volumes on the study-area roadways adjacent to the site;
- The proposed site land use and access plan;
- Estimates of average weekday and weekday peak-hour trip generation for the proposed development and the estimated directional distribution of site-generated vehicle trips on roadways and intersections adjacent to and in the vicinity of the site;
- Projected site-generated and resulting total peak-hour intersection traffic volumes at the study-area intersections;
- Intersection level of service (LOS) analysis at the study-area intersections; generalized daily traffic-volume “level of service” (or comparison to El Paso County’s *Engineering Criteria Manual* design ADT by classification) on the study-area streets;
- Findings regarding any potential roadway improvements, including evaluation of short-term and long-term projected intersection volumes to determine potential requirements for any new auxiliary right-/left-turn lanes at the proposed site-access points and/or study-area intersections, based on the criteria in El Paso County’s *Engineering Criteria Manual (ECM)* and CDOT’s *State Highway Access Code*.

## PRIOR TRAFFIC REPORTS

The following previous traffic reports have been utilized/referenced when preparing this report.

- Walden Preserve Filing No. 5 ([SF2211](#))
- Monument Academy Charter School ([PPR199](#))
- Monument Academy Minor Subdivision

## LAND USE AND ACCESS

The proposed 35-acre rezone to multiple residential zone districts includes two parcels of land – Tracts A and B MA SUB. (Monument Academy Subdivision).

### Tract A

As shown in Figure 1, the 15.35-acre site is located west of Jane Lundeen Drive, south of Walker Road, and east of State Highway 83 (El Paso County parcel ID [6115011001](#)).

The north and south parts of Tract A are proposed for two different zone districts for the following anticipated residential development:

- South portion – 70 single-family attached dwelling units
- North portion – 230 multi-family dwelling units

Tract A access is proposed to Jane Lundeen Drive at three locations and one access to Pinehurst Circle is also proposed as shown in Figure 2. The north access is proposed as a right-in/right-out (RIRO), while the middle and south access points to Jane Lundeen are proposed to be full-movement.

Please include a statement that the access points are not approved with the rezone application and that the access points will be determined with later site development or final plat applications. <sup>1</sup>

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☰ Number: 1 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/19/2026 11:45:18 AM

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Please include a statement that the access points are not approved with the rezone application and that the access points will be determined with later site development or final plat applications.

👤 Author: jeff Subject: Sticky Note Date: 5/1/2026 1:32:03 PM  
LSC Response:

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A note has been added referencing the deviation section of the report.

Please model the traffic without this access point included as management may or may not approve this RIRO access point

Three Tract A accesses to Jane Lundeen Drive proposed:

- Right-in/right-out (RIRO) located approximately 504 feet south of Walker /Jane Lundeen
- Full-movement – located approximately 330 feet south of proposed north RIRO access
- Full-movement – located approximately 317 feet north of Pinehurst/Jane Lundeen

One access point is proposed to Pinehurst Circle located approximately 252 feet west of Jane Lundeen Drive. This access would be a left-in-only for eastbound traffic turning into the site from the adjacent one-way section of Pinehurst Circle.

Per CDOT, Pinehurst Cir from Hwy 83 to the roundabout is temporary. Please address if this proposed access would also be temporary or what happens when the access to Hwy 83 is removed.

While no specific plans have been prepared at this time, these access points would be subdivision **public street** connections.

## Tract B

As shown in Figure 1, the 19.9-acre Tract B parcel is located south of Pinehurst Circle and east of State Highway 83 (El Paso County parcel ID [6115010031](#)). Approximately 31 single-family dwelling units are anticipated for the Tract B site.

Primary access for Tract B is proposed to Pinehurst Circle as a new south leg of the Jane Lundeen Drive roundabout. A secondary access to Pinehurst Circle is also planned. This access would be located southeast of the Monument Academy southeast access. The specific location of this access has not yet been determined. The location will be identified at the site plan or platting stage of development. These new connections are proposed to be full-movement intersections. The Tract B access plan is shown in Figure 2. While no specific lot and roadway plans are included at this rezone stage, this report assumes these access points would be subdivision **public road** connections.

Previously, land-use assumptions for Tracts A and B were based on rezoning shown in the Black Forest Master Plan at the time the school TIS was prepared (2018):

- The Monument Academy TIS assumed Tracts A and B would be developed with a more intense mix of retail and office uses. Appendix Table 1 from the MA TIS is attached, for reference.
- Prior traffic reports included long term background traffic that may be generated by future development of land northeast of Walker Road/SH 83. A mix of future residential and commercial uses were assumed. These same estimated background trips have been assumed in this report.

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☰ Number: 1 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/19/2026 11:45:23 AM

Please model the traffic without this access point included as management may or may not approve this RIRO access point

↩ Author: jeff Subject: Sticky Note Date: 5/1/2026 12:15:29 PM

LSC Response: This scenario has been modeled as requested and added to the TIS report. Figure 12 shows this scenario, which is referenced in a new section added to the report to address this comment.

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📄 Number: 2 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/19/2026 11:44:12 AM

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☰ Number: 3 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/17/2026 2:51:05 PM

Per CDOT, Pinehurst Cir from Hwy 83 to the roundabout is temporary. Please address if this proposed access would also be temporary or what happens when the access to Hwy 83 is removed.

↩ Author: jeff Subject: Sticky Note Date: 4/16/2026 2:27:14 PM

LSC Response: This won't be necessary - CDOT is no longer saying this would be closed. At that time, CDOT only called it out as "temporary" to ensure they would be given the opportunity to review and comment on land use applications for Tracts A and/or B.

## ROADWAY AND TRAFFIC CONDITIONS AND MTCP CLASSIFICATION

### Study Area Roadway System

please include ownership for each roadway<sup>1</sup>

Figure 1 shows the roads adjacent to and in the vicinity of the site. Adjacent roads serving the site are identified below, followed by a brief description of each:

**State Highway 83 (SH 83)** runs north-to-south from Interquest Parkway to downtown Denver and is classified as a two-lane “R-A – Regional Highway.” Adjacent to the site, the posted speed limit on SH 83 is 65 miles per hour (mph). Auxiliary left-turn deceleration lanes, right-turn deceleration lanes, and right-turn acceleration lanes exist on both the northbound and southbound approaches at its intersection with Highway 105/Walker Road.

**Highway 105** is classified by El Paso County as a two-lane, Rural Principal Arterial that extends east-to-west from Jackson Creek Parkway to SH 83. The posted speed limit on Highway 105 adjacent to the site is 50 mph. Auxiliary turn lanes currently exist at its signalized intersection with SH 83. East of Highway 105, Highway 105 is renamed Walker Road.

**Walker Road** is classified by El Paso County as a two-lane, Rural Major Collector (2045 *Major Transportation Corridors Plan (MTCP) Roadway Plan*) that extends east from SH 83 to Meridian Road. Generally, the Walker Road posted speed limit is 45 mph east of State Highway 83. The posted speed limit on Walker Road is 35 mph in the westbound direction beginning about 600 feet east of Jane Lundeen Drives. No posted speed limit signs were observed in the eastbound direction east of State Highway 83.

please include statement that there is curb and gutter present and that this roadway has not been accepted to EPC at the time of this application<sup>2</sup>

**Jane Lundeen Drive** is a rural, two-lane paved Rural Local roadway extending generally north-to-south for 0.3 miles from Walker Road to Pinehurst Circle. Auxiliary turn lanes currently exist on the northbound approach at its roundabout intersection with Walker Road. No auxiliary turn lanes currently exist on the southbound approach at its roundabout intersection with Pinehurst Circle. A new northbound leg to the current roundabout T-intersection of Jane Lundeen Drive/Pinehurst Circle will be constructed as part of this development, which would create a four-leg roundabout intersection. The posted speed limit on Jane Lundeen Drive is 30 mph.

**Pinehurst Circle** is a rural, two-lane paved Rural Local roadway extending generally east-to-west for 1.8 miles from SH 83 to Walden Way. No auxiliary turn lanes currently exist on any approach at its roundabout intersection with Walker Road. The posted speed limit on Pinehurst Circle is 30 mph.

please include that the section from Highway 83 to the RAB is one lane EB<sup>3</sup>

Please refer to Figure 3 for existing intersection laneage, traffic control, peak-hour volumes, and average daily traffic volumes.

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☰ Number: 1 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/19/2026 3:13:17 PM

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please include ownership for each roadway

↻ Author: jeff Subject: Sticky Note Date: 4/16/2026 2:00:01 PM  
LSC Response: Added as requested.

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☰ Number: 2 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/17/2026 9:18:36 AM

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please include statement that there is curb and gutter present and that this roadway has not been accepted to EPC at the time of this application

↻ Author: jeff Subject: Sticky Note Date: 4/16/2026 2:00:08 PM  
LSC Response: Added as requested.

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☰ Number: 3 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/17/2026 9:28:01 AM

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please include that the section from Highway 83 to the RAB is one lane EB

↻ Author: jeff Subject: Sticky Note Date: 4/16/2026 2:00:17 PM  
LSC Response: Added as requested.

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## Existing Traffic Volumes

Vehicular intersection turning-movement counts were conducted at the following intersections. Counts were conducted during the following periods - the morning peak, mid-afternoon “school” peak, and late-afternoon peak traffic periods. Figure 3 shows peak-hour volumes based on the turning-movement volume data (raw-count data sheets are attached), as well as estimated weekday (AWT) traffic volumes:

- State Highway 83/Highway 105/Walker Road traffic counts will need to be updated<sup>1</sup>
  - Tuesday, May 13, 2023 from 6:30 a.m. – 8:30 a.m.
  - Tuesday, May 13, 2023 from 3:00 p.m. – 6:00 p.m.
- Jane Lundeen Drive/Walker Road
  - Wednesday, October 15, 2023 from 6:30 a.m. – 8:30 a.m.
  - Wednesday, October 15, 2023 from 3:00 p.m. – 6:00 p.m.
- Jane Lundeen Drive/Pinehurst Circle
  - Wednesday, October 15, 2023 from 6:30 a.m. – 8:30 a.m.
  - Wednesday, October 15, 2023 from 3:00 p.m. – 6:00 p.m.
- State Highway 83/Pinehurst Circle
  - Tuesday, May 13, 2023 from 6:30 a.m. – 8:30 a.m.
  - Tuesday, May 13, 2023 from 3:00 p.m. – 6:00 p.m.

## Existing Level of Service

Existing intersection level of service is summarized on Figure 3. Please refer to the level of service section for LOS definitions, methodology, and complete details.

## Existing Vehicle Queuing Observations

During May 2025 data collection (morning peak hour), queues on the westbound approach at Walker/SH 83 were observed backing into the Jane Lundeen/Walker Roundabout during a 15–20-minute period of time starting at 7:35 am. Also, for about 8–10 minutes, queues extended back onto the Jane Lundeen northbound approach. While some non-school motorists likely incur associated delay, the effect of queue spillback did not appear to be particularly problematic, as northbound motorists appeared to wait to enter the roundabout to avoid blockage of eastbound through traffic. Based on traffic crash/accident information LSC was able to obtain, no crashes have been reported at the intersection of Jane Lundeen Drive/Walker Road during the past three years.

## Crash History Data

Three years of reported crash data (2022-2025) were obtained and reviewed by LSC at the study-area intersections.

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☰ Number: 1 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/17/2026 9:09:19 AM

[traffic counts will need to be updated](#)

↶ Author: jeff Subject: Sticky Note Date: 4/16/2026 2:02:05 PM

LSC Response: New traffic counts were conducted. These references to "2023" were incorrect and have been corrected in the updated TIS.

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📄 Number: 2 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/17/2026 9:08:45 AM

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📄 Number: 3 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/17/2026 9:08:47 AM

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📄 Number: 4 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/17/2026 9:08:49 AM

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📄 Number: 5 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/17/2026 9:08:51 AM

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📄 Number: 6 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/17/2026 9:08:53 AM

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📄 Number: 7 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/17/2026 9:08:55 AM

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📄 Number: 8 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/17/2026 9:08:57 AM

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📄 Number: 9 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/17/2026 9:08:59 AM

## Existing Traffic Volumes

Vehicular intersection turning-movement counts were conducted at the following intersections. Counts were conducted during the following periods - the morning peak, mid-afternoon “school” peak, and late-afternoon peak traffic periods. Figure 3 shows peak-hour volumes based on the turning-movement volume data (raw-count data sheets are attached), as well as estimated weekday (AWT) traffic volumes:

- State Highway 83/Highway 105/Walker Road **traffic counts will need to be updated**
  - Tuesday, May 13, 2023 from 6:30 a.m. – 8:30 a.m.
  - Tuesday, May 13, 2023 from 3:00 p.m. – 6:00 p.m.
- Jane Lundeen Drive/Walker Road
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  - Wednesday, October 15, 2023 from 3:00 p.m. – 6:00 p.m.
- Jane Lundeen Drive/Pinehurst Circle
  - Wednesday, October 15, 2023 from 6:30 a.m. – 8:30 a.m.
  - Wednesday, October 15, 2023 from 3:00 p.m. – 6:00 p.m.
- State Highway 83/Pinehurst Circle
  - Tuesday, May 13, 2023 from 6:30 a.m. – 8:30 a.m.
  - Tuesday, May 13, 2023 from 3:00 p.m. – 6:00 p.m.

## Existing Level of Service

Existing intersection level of service is summarized on Figure 3. Please refer to the level of service section for LOS definitions, methodology, and complete details.

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During May 2025 data collection (morning peak hour), queues on the westbound approach at Walker/SH 83 were observed backing into the Jane Lundeen/Walker Roundabout during a 15–20-minute period of time starting at 7:35 am. Also, for about 8–10 minutes, queues extended back onto the Jane Lundeen northbound approach. While some non-school motorists likely incur associated delay, the effect of queue spillback did not appear to be particularly problematic, as northbound motorists appeared to wait to enter the roundabout to avoid blockage of eastbound through traffic. Based on traffic crash/accident information LSC was able to obtain, no crashes have been reported at the intersection of Jane Lundeen Drive/Walker Road during the past three years.

## Crash History Data

Three years of reported crash data (2022-2025) were obtained and reviewed by LSC at the study-area intersections.



### State Highway 83/Highway 105/Walker Road

Seven crashes were reported at this intersection from 2022-2025. Two of the crashes involved injuries, while none resulted in a fatality. No correctable crash patterns were identified in the crashes recorded.

### Jane Lundeen Drive/Walker Road

No crashes were reported at the intersection of Jane Lundeen Drive/Walker Road during the past three years.

### Jane Lundeen Drive/Pinehurst Circle

No crashes were reported at the intersection of Jane Lundeen Drive/Pinehurst Circle during the past three years.

### State Highway 83/Pinehurst Circle

No crashes were reported at the intersection of State Highway 83/Pinehurst Circle during the past three years.

## **Existing Pedestrian and Bicycle Facilities**

Proposed subdivision roads will be a Rural Local roadway and, per *ECM* criteria, would not require sidewalks.

1 sidewalk is required on the west side of Jane Lundeen per approved CDR201 2

Currently, sidewalks exist on the east side of Jane Lundeen Drive between the roundabouts at Walker Road and Pinehurst Circle. That sidewalk then continues along the north side of Pinehurst Circle for about 500 feet between the roundabout and the Monument Academy school access.

Bicycle facilities do not currently exist on the study-area roadways.


## **2026 Short Term Baseline Traffic Volumes**

Figure 4 shows the estimated 2026 short-term baseline turning movements at the study-area intersections:


- State Highway 83/Highway 105/Walker Road
- State Highway 83/Pinehurst Circle
- Jane Lundeen Drive/Walker Road
- Jane Lundeen Drive/Pinehurst Circle

These volumes represent existing traffic volumes from Figure 3 plus projected future trips from currently undeveloped, platted lots in Walden Preserve Filing No. 5. As of November 2025, there were 45 residential lots that were under construction or vacant in this adjacent subdivision east

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 Number: 1 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/17/2026 9:28:55 AM  
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 Number: 2 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/17/2026 9:29:45 AM

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[sidewalk is required on the west side of Jane Lundeed per approved CDR201](#)

 Author: jeff Subject: Sticky Note Date: 4/16/2026 2:05:18 PM  
LSC Response: This has been added and this has been revised.

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of Tract B. ITE Land Use Code “210 – Single-Family (Detached) Housing” was used to estimate projected future traffic from these 45 single-family dwelling units, which were then added to existing traffic counts to establish short-term baseline traffic volumes.

### SIGHT DISTANCE ANALYSIS – PRELIMINARY

The following is a preliminary analysis of the sight distance at the proposed access points. While the site distance analysis may be moved to this report however it will be evaluated with the future applications for SDP and final plat.

### TRIP GENERATION

Estimates of the vehicle trips projected to be generated by the proposed Tract A and Tract B residential subdivisions/development (following rezoning application approval) have been made using the nationally published trip-generation rates from *Trip Generation, 12<sup>th</sup> Edition, 2025* by the Institute of Transportation Engineers (ITE).

Table 1 below presents a **summary** of the estimated Tract A and B site trip generation. A detailed trip-generation estimate, including ITE rates for the proposed land uses, is presented in Table 2 (attached).

**Table 1: Estimated Site Vehicle-Trip Generation Summary**

Tract A (300 Dwelling Units)			
Analysis Period	In	Out	Total
Morning Peak Hour	31	100	131
School Afternoon Peak Hour	80	60	140
Afternoon Peak Hour	98	60	159
Daily/24-Hour	966	966	1,931
Tract B (31 Dwelling Units)			
Analysis Period	In	Out	Total
Morning Peak Hour	7	19	26
School Afternoon Peak Hour	17	11	27
Afternoon Peak Hour	20	12	33
Daily/24-Hour	258	258	516

### Tract A

Approximately 300 multi-family and single-family attached dwelling units are envisioned for Tract A. Estimated site vehicle-trip generation for Tract A is as follows:

- 24-hour daily – 1,931 total vehicle trips, with about half entering and half exiting the site
- AM peak hour – 31 entering trips and 100 exiting trips
- School-PM peak hour – 80 entering trips and 60 exiting trips
- PM peak hour – 98 entering trips and 60 exiting trips

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☰ Number: 1 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 4/16/2026 3:40:25 PM

the site distance analysis may be moved to this report however it will be evaluated with the future applications for SDP and final plat.

↶ Author: jeff Subject: Sticky Note Date: 5/1/2026 12:31:12 PM  
LSC Response: This section has been re-written in the updated TIS report.

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✍ Number: 2 Author: Bret Dilts - DPW Engineering Subject: Line Date: 3/19/2026 2:01:43 PM

**Table 3: Intersection Levels 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 sec or less	10.0 sec or less
B	10.1-20.0 sec	10.1-15.0 sec
C	20.1-35.0 sec	15.1-25.0 sec
D	35.1-55.0 sec	25.1-35.0 sec
E	55.1-80.0 sec	35.1-50.0 sec
F	80.1 sec or more	50.1 sec or more

(1) For unsignalized intersections, if v/c ratio is greater than 1.0 the level of service is LOS F, regardless of the projected average control delay per vehicle.

LOS values have been included in each figure for each turning movement/approach during the weekday morning and afternoon peak hours for the proposed site-access intersections and off-site intersections in the study area:

- Figure 3: Existing Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 4: 2026 Short-Term Baseline Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 8: 2026 Short-Term Baseline + Site Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 9: 2045 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 10: 2045 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

LOS calculations for long-term scenarios were based upon the recommended lane geometries and traffic controls outlined in the figures above.

**State Highway 83/Highway 105/Walker Road**

Short Term

If no modifications are made to existing signal timings or lane geometries during the short-term scenarios, the following turning movements currently operate at and are projected to remain at LOS E or worse, with or without the addition of site-generated traffic:

- Westbound-through/right – LOS F during AM peak hour
- Eastbound-through – LOS E during school-PM peak hour


WB left appears to degrade to F at AM and PM school peak

Appears to fall to F

All other movements at this intersection currently operate at and are projected to remain at LOS D or better during all short-term peak hours with the addition of site-generated traffic (without any signal-timing or lane-geometry modifications).


If a second westbound-through lane were to be constructed, all individual turning movements would operate at LOS D or better during the short-term AM and PM peak hours. With minor signal-timing

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 Number: 1      Author: Bret Dilts - DPW Engineering      Subject: Engineer      Date: 3/19/2026 12:35:00 PM


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[WB left appears to degrade to F at AM and PM school peak](#)

 Author: jeff      Subject: Sticky Note      Date: 5/1/2026 1:33:32 PM


LSC Response: These reflect the "unmitigated" condition. The report also includes LOS results for a "mitigated" condition. We have added clarification to the report.

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 Number: 2      Author: Bret Dilts - DPW Engineering      Subject: Engineer      Date: 3/19/2026 12:02:54 PM

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 Number: 3      Author: Bret Dilts - DPW Engineering      Subject: Engineer      Date: 3/19/2026 12:03:16 PM

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[Appears to fall to F](#)

 Author: jeff      Subject: Sticky Note      Date: 5/1/2026 1:33:52 PM

LSC Response: These reflect the "unmitigated" condition. The report also includes LOS results for a "mitigated" condition. We have added clarification to the report.

modifications (3 seconds of green time shifted from the northbound-through/southbound-through phases on SH 83 to the eastbound-through/westbound-through phases on Walker/Highway 105), all individual turning movements would operate at LOS D or better during the short-term school PM peak hour with the addition of site-generated traffic. [please indicate if the EB through would need to be adjusted to meet this new lane configuration.](#)

#### Long Term

Based on existing signal timings and lane geometries, the signalized intersection of SH 83/Highway 105/Walker Road is projected to operate at LOS F overall during the 2045 AM and 2045 school-PM peak hours, with or without the addition of site-generated traffic.

Previous traffic studies in the vicinity have assumed both the SH 83 and the Highway 105/Walker Road intersection approaches improved from 2-through lanes to 4 through lanes in the long term. As shown in Figure 10, all individual turning movements at this intersection are projected to operate at LOS D or better during all long-term peak hours with 2 westbound-through lanes, 1 westbound-left lane, 2 eastbound-through lanes, and minor signal timing modifications.

#### Roundabout (Alternative LOS)

If the intersection of SH 83/Highway 105/Walker Road were to be converted to a roundabout during the long term, all individual turning movements would operate at LOS C or better, with or without the addition of site-generated traffic. Please refer to the proposed roundabout laneage shown on Figure 9 and Figure 10 for more details.

### **Jane Lundeen Drive/Walker Road**

#### Short Term

All movements at this intersection currently operate at and are projected to remain at LOS B or better during all short-term peak hours, with the addition of site-generated traffic.

#### Long Term

The westbound single-lane approach is projected to operate at LOS E during the 2045 school-PM peak hour, with or without the addition of site-generated traffic. All other movements at this intersection are projected to operate at LOS C or better for all long-term both peak hours with the addition of site-generated traffic. [please include a configuration to bring the LOS into acceptable ECM criteria](#)

### **Jane Lundeen Drive/Pinehurst Circle**

All movements at this intersection are projected to operate at LOS A during all long-term peak hours with the addition of site-generated traffic. Although queues extend back on Pinehurst Circle from the school access to the roundabout at Jane Lundeen Drive, these queues are brief (limited to only 5-10 minutes during school pick-up procedures during the school-PM peak period).

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☰ Number: 1 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/19/2026 12:38:48 PM

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please indicate if the EB through would need to be adjusted to meet this new lane configuration.

↶ Author: jeff Subject: Sticky Note Date: 5/1/2026 1:00:47 PM

LSC Response: Added narrative to address this comment, as requested, but in the recommendations section of the report. This will be determined at the design stage.

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☰ Number: 2 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/19/2026 12:41:01 PM

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please include a configuration to bring the LOS into acceptable ECM criteria

↶ Author: jeff Subject: Sticky Note Date: 4/16/2026 2:14:26 PM

LSC Response: The roundabout LOS analysis has been revised based on Sidra analysis and added to the report. Updated LOS results are at acceptable levels.

## Site Access to Jane Lundeen Drive – Tract A

### North Site Access (RIRO)

All movements at the proposed north RIRO access to Tract A are projected to operate at LOS A during all short-term and long-term peak hours with the addition of site-generated traffic.

### Middle Site Access (Full-Movement)

All movements at the proposed middle full-movement site access to Tract A are projected to operate at LOS D or better during all short-term peak hours.

During the long term, the eastbound single-lane approach is projected to operate at LOS E or worse based on the long-term AM peak and school-PM peak analysis scenarios. All other individual turning movements/single-lane approaches are projected to operate at LOS C or better during all peak hours.

Despite this LOS E individual movement level of service, analysis results show a v/c ratio to be below 1.00 for all turning movements/approaches during all long-term buildout traffic scenarios. Delay for the side street is projected to be in the E range during the busiest 15 minutes during Monument Academy parent drop-off and pick up. Motorists exiting the residential development will likely learn to avoid departing during these “sharp” school peak times. Drivers departing during these periods would have a good “indirect” left turn option by turning right onto Jane Lundeen drive south, complete a U-turn in the roundabout.

please indicate if a traffic signal study should be completed at this intersection to improve the LOS

### South Site Access (Full-Movement)

All movements at the proposed south full-movement site access to Tract A are projected to operate at LOS C or better during all short-term and long-term peak hours.


## Site Access to Pinehurst Circle – Tract B

### West Site Access (Roundabout)

Currently, the intersection of Jane Lundeen Drive/Pinehurst Circle is a 3-leg roundabout. A new south leg (northbound approach) will be constructed with Tract B development.

All movements at this intersection are projected to operate at LOS A during all long-term peak hours with the addition of site-generated traffic. Although queues extend back on Pinehurst Circle from the school access to the roundabout at Jane Lundeen Drive, these queues are brief (limited to only 5-10 minutes during school pick-up procedures during the school-PM peak period).


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 Number: 1      Author: Bret Dilts - DPW Engineering      Subject: Engineer      Date: 3/17/2026 2:45:05 PM

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 Number: 2      Author: Bret Dilts - DPW Engineering      Subject: Engineer      Date: 3/17/2026 2:45:10 PM

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 Number: 3      Author: Bret Dilts - DPW Engineering      Subject: Engineer      Date: 3/19/2026 12:43:55 PM

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[please indicate if a traffic signal study should be completed at this intersection to improve the LOS](#)

 Author: jeff      Subject: Sticky Note      Date: 5/1/2026 1:03:45 PM

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LSC Response: LSC has incorporated a new "mitigation" section of the report with possible options to improve LOS in the updated report: 1) TWSC LOS analysis with the **eastbound approach** restricted to **right turns only** during the school AM and PM peak periods. This restriction could potentially be with regulatory signs w/time of day supplemental plates.

- 2) A roundabout analysis
- 3) Other options related to school operations.

### Short Term – Existing Laneage with Existing Signal Timings

Results from the SimTraffic simulations indicate that all queues on the eastbound and westbound approaches at the signalized intersection of SH 83/Highway 105/Walker Road would be accommodated during the short term with the addition of site-generated traffic. No upstream block times or storage block times were reported for the westbound approach during the long term. Constructing a second westbound-through lane would be required to alleviate queue spillback during the short term.

[please indicate the responsibility to construct this second lane](#) <sup>1</sup>

### Long Term – Recommended Laneage with Modified Signal Timings

The following queuing analysis results assume the following modifications would be made to the existing laneage on Walker Road and Highway 105 approaching SH 83, assuming minor signal-timing modifications would be implemented:

- 1 westbound-left turn lane (current condition)
- 2 westbound-through turn lanes
- 2 eastbound-through turn lanes

#### Westbound Approach

Results from the SimTraffic simulations indicate that westbound queue spillback extending back on Walker Road between SH 83 and the roundabout at Jane Lundeen Drive would be mitigated during all peak hours with the recommended intersection approach-lane modifications shown in Figure 10. No upstream block times or storage block times were reported for the westbound approach during the long term.

#### Eastbound Approach


Results from the SimTraffic simulations indicate that eastbound queues extending back on Highway 105 west of SH 83 would be mitigated during the AM and PM peak hours with the recommended turn-lane modifications shown in Figure 10. Brief queue-storage block times were reported during the school PM peak hour for the eastbound-through turn lane. Queues in this lane would block vehicles from entering the eastbound-left turn lane approximately 7 percent of the time during the busiest 15-minute interval of the school PM peak hour. Otherwise, storage block time would be minimal (0-2 percent storage block times during the remainder of the school PM peak hour).

### STREET CLASSIFICATIONS

Road classifications for major roadways are shown on the 2045 Roadway Plan in the County *MTCP*. Also, *ECM* Tables 2-4 through 2-7 list design average daily traffic (ADT) thresholds for roadway functional classifications. Determination of functional classification is based on several factors.


Please refer to Figure 11 for a summary of proposed roadway classifications for roadways in the study area with the addition of site-generated traffic.

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 Number: 1      Author: Bret Dilts - DPW Engineering      Subject: Engineer      Date: 3/19/2026 12:46:29 PM

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[please indicate the responsibility to construct this second lane](#)

 Author: jeff      Subject: Sticky Note      Date: 4/16/2026 2:30:25 PM  
LSC Response: This has been added to the updated report.

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## Auxiliary-Turn-Lane Needs Evaluation and Recommendations

### Tract A – North Site Access (RIRO)

Left turns would not be permitted into or out of the site, as the proposed north site access on Jane Lundeen Drive would be restricted to right-in/right-out movement.

The projected southbound-right turn volume at this intersection is not projected to exceed the 50-vph minimum right-turn volume thresholds prescribing a turn lane outlined in the *ECM* upon site buildout. As such, a southbound-right deceleration lane would **not** be required on Jane Lundeen Drive approaching this proposed site access.

### Tract A – Middle Site Access (Full-Movement)

Fewer than 25 vehicles are projected to turn northbound-left from Jane Lundeen Drive onto the middle site access. As such, a northbound-left deceleration lane would **not** be required.

Fewer than 50 vehicles are projected to turn southbound-right from Jane Lundeen Drive onto the middle site access. As such, a southbound-right deceleration lane would **not** be required.

### Tract A – South Site Access (Full-Movement)

Fewer than 25 vehicles are projected to turn northbound-left from Jane Lundeen Drive onto the south site access. As such, a northbound-left deceleration lane would **not** be required.

Fewer than 50 vehicles are projected to turn southbound-right from Jane Lundeen onto the south site access. As such, a southbound-right deceleration lane would **not** be required.

### Tract A – Southwest Site Access (Left-In Only)

Greater than 25 vehicles are projected to turn northbound-left from Jane Lundeen Drive onto the south site access. As such, the *ECM* prescribes a 325-foot eastbound-left deceleration lane would be required (based on criteria for a 35-mph design speed):

- 135 feet of full-width lane
- 140-foot approach taper
- 50 feet of storage length

the deviation request will not be considered with the rezoning application. Please restate this section that it will be considered at a later stage of development

Please refer to the deviation request included with this submittal, which addresses the **potential** request to waive this turn-lane requirement at the site-development or platting stage based on unique site-specific conditions.

Right turns would not be permitted into or out of the site, as the proposed southwest site access on Pinehurst Circle would be restricted to left-in movement only.

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Number: 1 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/19/2026 12:52:04 PM

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the deviation request will not be considered with the rezone application. Please restate this section that it will be considered at a later stage of development

Author: jeff Subject: Sticky Note Date: 5/1/2026 1:04:56 PM

LSC Response: It is our understanding that the Deviation Request will be considered with this application.

Note: The deviation has been revised to add anticipated site grading challenges to the "justification" under "LIMITS OF CONSIDERATION."

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Number: 2 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/19/2026 12:51:08 PM

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## TRACT A AND B ROADWAY CLASSIFICATIONS

A classification of Rural Local is likely most appropriate for the Tract B internal roadways. Tract A streets would likely be Urban Local or Local (Low Volume) given the higher density zoning. This can be confirmed at the Preliminary Plan/Platting stage.

## COUNTY ROAD IMPROVEMENT FEE PROGRAM

### Transportation Impact Fees

This development would be required to participate in the Roadway Improvement Fee Program. Estimates of fees would be included at the plat stage.

## MULTI-MODAL TRANSPORTATION AND TDM OPPORTUNITIES

No multi-modal transportation improvement projects have been identified as being needed by the year 2045 per Figure 27 of El Paso County's 2024 *MTCP*.

### DEVIATIONS

as discussed, this will <sup>1</sup>  
be considered at a  
later date.


A deviation to the following elements of the El Paso County Engineering Criteria is included with the submittal.

- Intersection spacing of proposed public road intersections (proposed site-access points) on Jane Lundeen Drive and Pinehurst Circle.
- Auxiliary turn lane at the southwest, left-in only access to Tract A from Pinehurst Circle.

## FINDINGS AND CONCLUSIONS


- Tract A is projected to generate about:
  - Average weekday – 1,931 new driveway vehicle-trips (half entering, half exiting)
  - AM peak hour – 31 entering vehicles and 100 exiting vehicles
  - School-PM peak hour – 80 entering vehicles and 60 exiting vehicles
  - PM peak hour – 98 entering vehicles and 60 exiting vehicles
- Tract B is projected to generate about:
  - Average weekday – 516 new driveway vehicle-trips (half entering, half exiting)
  - AM peak hour – 7 entering vehicles and 19 exiting vehicles
  - School-PM peak hour – 17 entering vehicles and 11 exiting vehicles
  - PM peak hour – 20 entering vehicles and 12 exiting vehicles
- Please refer to the "Level of Service" section above for analysis of existing conditions, and short- and long-term projected conditions. The levels of service analysis for Walker Road/SH 83/Highway 105 includes results based on current laneage/traffic control and with recommended lane improvements.

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 Number: 1      Author: Bret Dilts - DPW Engineering      Subject: Engineer      Date: 3/19/2026 12:54:29 PM

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[as discussed, this will be considered at a later date.](#)

 Author: jeff      Subject: Sticky Note      Date: 5/1/2026 1:05:35 PM  
LSC Response: see response above.

---

 Number: 2      Author: Bret Dilts - DPW Engineering      Subject: Engineer      Date: 3/19/2026 12:54:01 PM

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~°V.....

- Please refer to the “Queuing Analysis” section above for more details.
- No auxiliary turn lanes would be required at any of the proposed site access intersections, with the possible exception of the Tract A Left-In only access. ~~Please refer to the deviation request included with this application submittal.~~ Please refer to the “Auxiliary Turn-Lane Analysis” section for evaluation details.
- Upgrades with additional east/west (side street) laneage are projected to be needed to improve levels of service and address queuing during the school peak parent drop off and pick up times. An alternative could include replacing the signalized intersection with a modern roundabout. Also note: although the applicant cannot control or dictate school schedules or operations, it is notable that staggering of school start times to spread out school-peak-period traffic demand could potentially have a significant effect and improve level of service/reduce queuing. ~~Please refer to the deviation request included with this submittal.~~

\* \* \* \* \*

Please contact me if you have any questions regarding this report.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By Jeffrey C. Hodsdon, P.E.  
Principal

JCH/JAB:jas

Enclosures: Table 2  
Figure 1 – Figure 11  
Traffic Count Reports  
Synchro LOS Reports  
Sidra LOS Reports  
Queue Reports

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Number: 1 Author: Bret Dilts - DPW Engineering Subject: Line Date: 3/19/2026 1:50:02 PM

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Number: 2 Author: Bret Dilts - DPW Engineering Subject: Line Date: 3/19/2026 1:50:10 PM

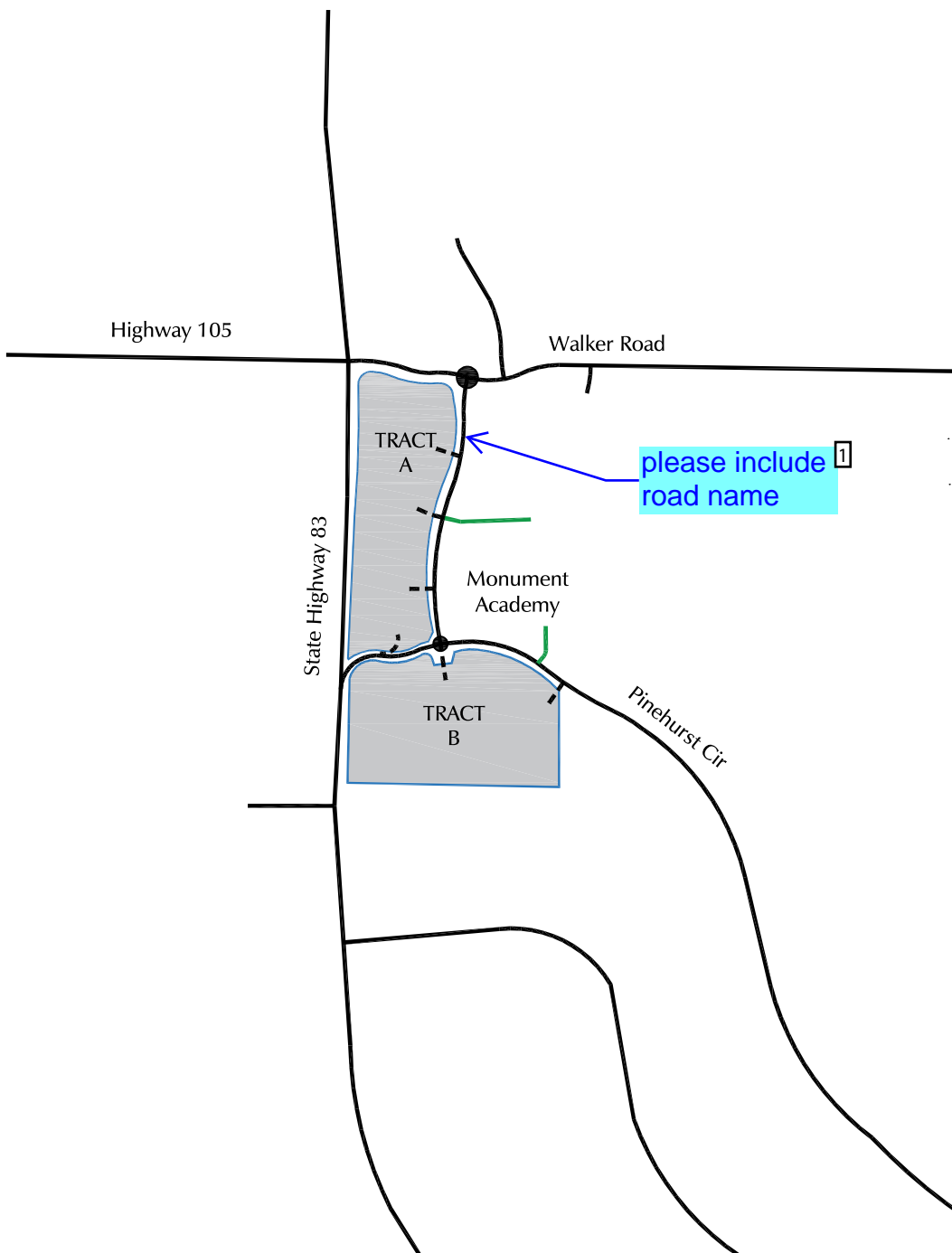
---

Number: 3 Author: Bret Dilts - DPW Engineering Subject: Line Date: 3/19/2026 1:50:36 PM


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1" = 1,000'  
scale




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 Number: 1      Author: Bret Dilts - DPW Engineering      Subject: Engineer      Date: 3/17/2026 2:41:39 PM

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please include road name

 Author: jeff      Subject: Sticky Note      Date: 4/16/2026 2:23:11 PM  
LSC Response: Added as requested.

---



1" = 400'  
scale

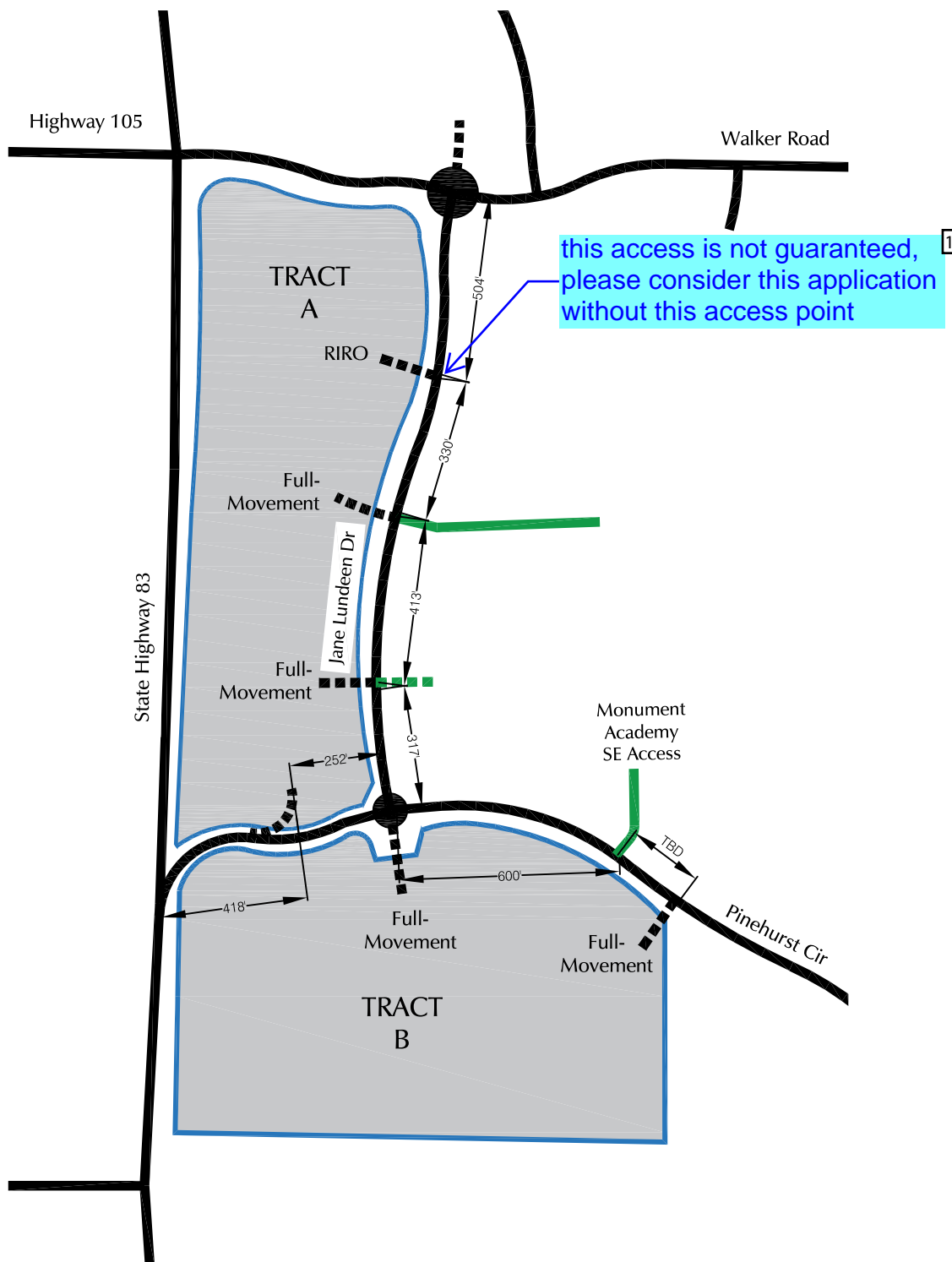


Figure 2  
Access Plan


Monument Academy South Residential (LSC #S254260)

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Number: 1 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/19/2026 1:52:42 PM

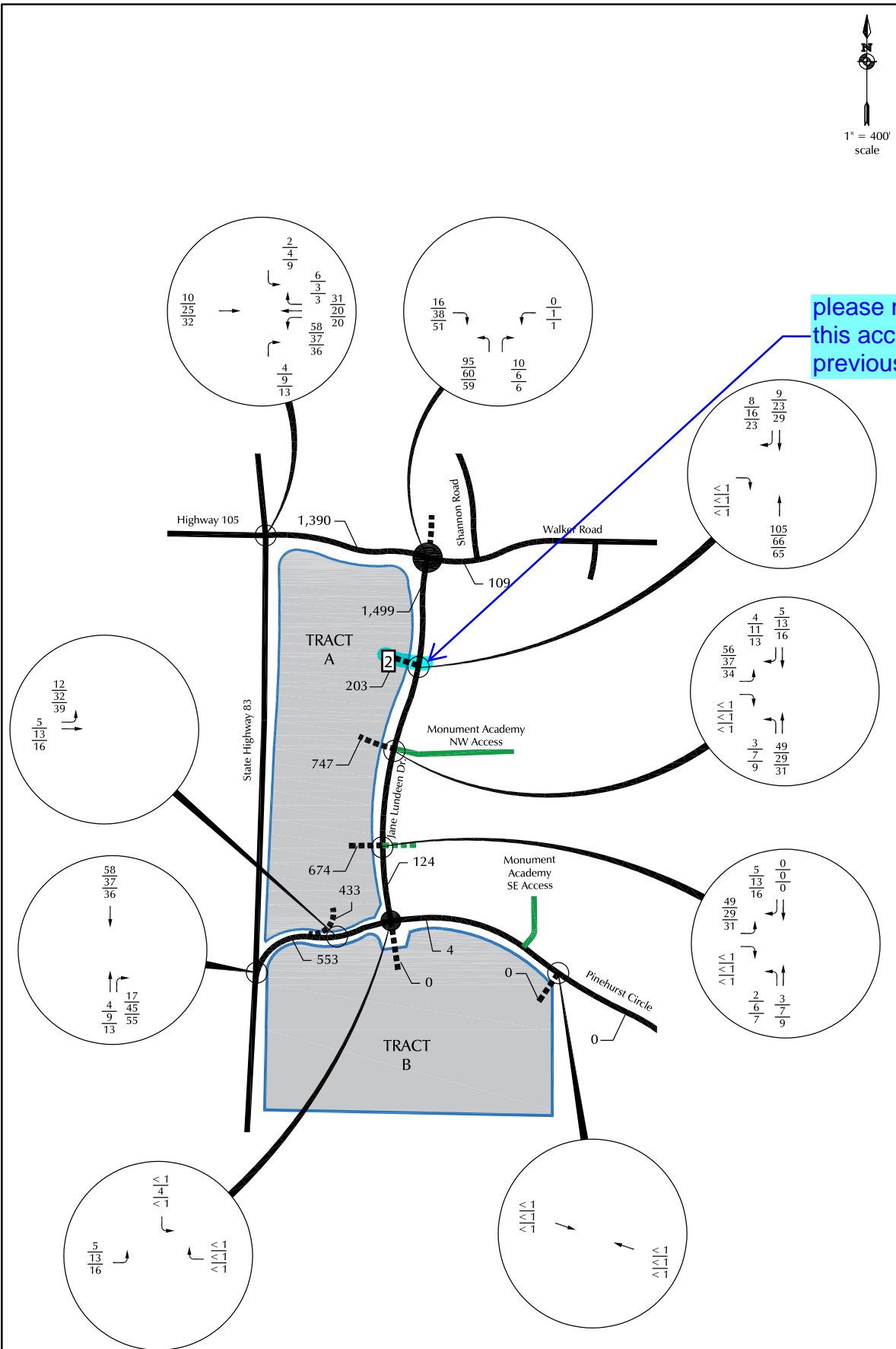
---

[this access is not guaranteed, please consider this application without this access point](#)

 Author: jeff Subject: Sticky Note Date: 5/1/2026 1:07:51 PM

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LSC Response: This scenario has been modeled as requested and added to the TIS report. Figure 12 shows this scenario, which is referenced in a new section added to the report to address this comment.



please model without this access point per previous comment

Legend:

- X = AM Weekday Peak-Hour Traffic (Vehicles/Hour)
- X = School PM Weekday Peak-Hour Traffic (Vehicles/Hour)
- X = PM Weekday Peak-Hour Traffic (Vehicles/Hour)


X,XXX = Average Daily Traffic (Vehicles/Day)



Figure 6  
Site-Generated Traffic  
Tract A


Monument Academy South Residential (LSC #S254260)

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 Number: 1      Author: Bret Dilts - DPW Engineering      Subject: Engineer      Date: 3/19/2026 11:46:02 AM

---


[please model without this access point per previous comment](#)

 Author: jeff      Subject: Sticky Note      Date: 5/1/2026 1:08:07 PM

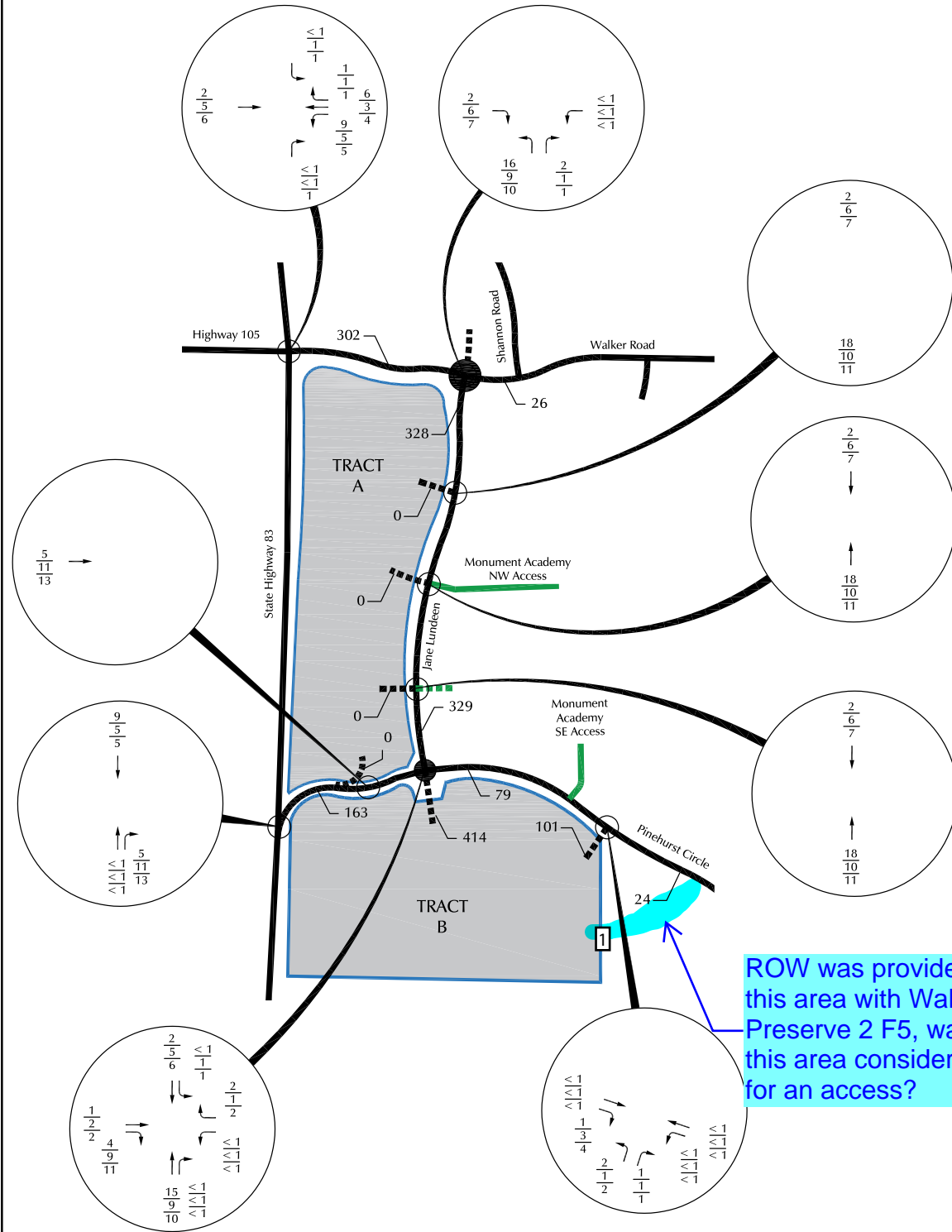
---

LSC Response: This scenario has been modeled as requested and added to the TIS report. Figure 12 shows this scenario, which is referenced in a new section added to the report to address this comment.

---

 Number: 2      Author: Bret Dilts - DPW Engineering      Subject: Engineer      Date: 3/19/2026 11:43:43 AM

---



ROW was provided in this area with Walden Preserve 2 F5, was this area considered for an access?

Legend:


- X AM Weekday Peak-Hour Traffic (Vehicles/Hour)
- X = School PM Weekday Peak-Hour Traffic (Vehicles/Hour)
- X PM Weekday Peak-Hour Traffic (Vehicles/Hour)

X,XXX = Average Daily Traffic (Vehicles/Day)


Figure 7  
Site-Generated Traffic  
Tract B



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 Number: 1 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/19/2026 11:49:51 AM

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 Number: 2 Author: Bret Dilts - DPW Engineering Subject: Engineer Date: 3/19/2026 11:50:49 AM

---

ROW was provided in this area with Walden Preserve 2 F5, was this area considered for an access?

 Author: jeff Subject: Sticky Note Date: 5/1/2026 1:09:57 PM

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LSC Response: Details of the east access to the Tract B development will be determined the next stage of the development process.