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May 25, 2022

El Paso County Planning and  
Community Development Department  
2880 International Circle, Suite 110  
Colorado Springs, CO 80910

Re: Traffic Impact Study Golden Eagle Ranch

To Whom it Concerns,

The following analysis is for concrete batching operations out of the proposed Golden Eagle Ranch located at 710 Rock Creek Canyon Rd. This project is anticipated to add a traffic load of 220 loads per day to this road for an anticipated duration of 41 days. The potential concerns created by this operation are:

- Safe entry to traffic by loaded trucks
- Negative impacts to the existing pavement due to heavy loading

These issues are addressed below along with an analysis of anticipated peak traffic impacts from pit operations and total anticipated durations for operations.

Sincerely,

Richard Timian  
General Superintendent

Thresholds for a traffic study have been met per the descriptions below. A Traffic Study per Engineering Criteria Manual Appendix B shall be provided by a licensed civil engineer.

[https://library.municode.com/co/el\\_paso\\_county/codes/engineering\\_criteria\\_manual/?nodeId=ENCRMA\\_APXBTRIMSTGU](https://library.municode.com/co/el_paso_county/codes/engineering_criteria_manual/?nodeId=ENCRMA_APXBTRIMSTGU)

**Analysis of**

identify if any auxiliary turn lanes are required per ECM 2.3.7.D at the proposed access to Rock Creek Canyon.

**Site Traffic Impacts**

Above it indicates 41 days. Revise accordingly for consistency.

Total Concrete	57,000 CY
Anticipated Peak Production Rate During Construction:	1,782 CY per Day
Anticipated Average Load Size:	11 CY per Load Wet Batch (Out) 25 Ton per Load Material Haul (In)
Anticipated Peak Traffic from Pit: (When Mainline Paving)	220 Loads per Day 162 Loads out of the plant site 58 loads into the plant site
Daily hours of Production (7am-7pm)	12 hours
Hourly Traffic Expectation	21 Loads per Hour
Anticipated Duration of Heavy Haul Activities	37 Days

Indicate whether this meets the sight distance criteria indicated in 2.4.1. (refer to tables 2-33 thru 2-35) Please identify the posted speed of rock creek canyon road.

**Safe Entry of Trucks into Traffic**

**Existing Conditions:**

Number of Existing Travel Lanes	2 (1 in each direction)
Width of Existing Highway	46 LF
Access Point	Existing Field Access / Driveway (on Rock Creek Canyon Rd)
Sight Distance to the East (To the Traffic Signal at SH 115)	600 LF Plus or Minus
Sight Distance to West	900 LF

It appears that the location would meet the sight distance of the posted speed of 25mph for multi-unit trucks. Please address the comment and provide an exhibit.

**Proposed Temporary Improvements**

We are proposing access to the plant site will be approximately 600 linear feet west of State Highway 115. At an old access into the property. Once complete the access will be restored to pre-activity conditions.

Address all access design guidelines indicated in ECM2.4.1.

Also, please provide the radius required at the driveway and any shoulder improvements needed to accommodate the turn movements of the haul vehicles.

Please clarify the existing access off Rock Creek Canyon. Per County GIS it appears there are two access,+100 ft from hwy 115 and over 1000ft from Hwy115 (FYI: These may not be approved access points as i could not find access permits on file and may need to be closed). Will the site only utilize the new access that is 600' from hwy 115? please clarify.

**Improvement Due**

rior to constructi  
will be corrected

**ROW Entry Allowances**

This operation will utilize an existing access on to CDOT ROW at the intersection of SH 115 and Rock Creek Canyon Rd. utilizing the existing traffic signal for access to State Highway 115 while building the northbound phase. When we are building the southbound phase trucks will access directly into the project without affecting traffic on SH 115. Trucks returning to the batch plant will follow standard traffic regulations and utilize the existing left turn signal. It will only be utilized during batching operations for the duration of the project (less than 2 years). No further access agreements will be necessary.



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May 23, 2022

El Paso County Planning and  
Community Development Department  
2880 International Circle, Suite 110  
Colorado Springs, CO 80910

Re: Traffic Impact Study Orton Borrow Pit

To Whom it Concerns,

The following analysis is for earthen borrow operations out of the proposed Orton Pit in Located at approximately mile post 27.7 of state highway 115 between Colorado Springs and Penrose Colorado. This project is anticipated to add a traffic load of 174 loads per day to this piece of highway for an anticipated duration of 40 days. The potential concerns created by this operation are:

- Safe entry to traffic by loaded trucks
- Negative impacts to the existing pavement due to heavy loading
- ROW entry allowances

These issues are addressed below along with an analysis of anticipated peak traffic impacts from pit operations and total anticipated durations for operations.

Sincerely,

Travis Bell  
General Superintendent

## **Analysis of Orton Pit Traffic Impacts**

Total Borrow Required for Project:	80,000 CY
Anticipated Peak Production Rate During Construction:	2,600 CY per Day
Anticipated Average Load Size:	15 CY per Load
<b>Anticipated Peak Traffic from Pit:</b>	<b>174 Loads per Day</b>
Daily hours of Production (7am-7pm)	12 hours
Hourly Traffic Expectation	14.5 Loads per Hour
Anticipated Duration of Heavy Haul Activities	40 Days

## **Safe Entry of Trucks into Traffic**

### **Existing Conditions:**

Number of Existing Travel Lanes	2 (1 in each direction)
Width of Existing Highway	46 LF
Access Point	Existing Field Access / Driveway
Sight Distance to the North (SB Lanes)	6,200 LF
Sight Distance to South (NB Lanes)	900 LF

### **Proposed Temporary Improvements**

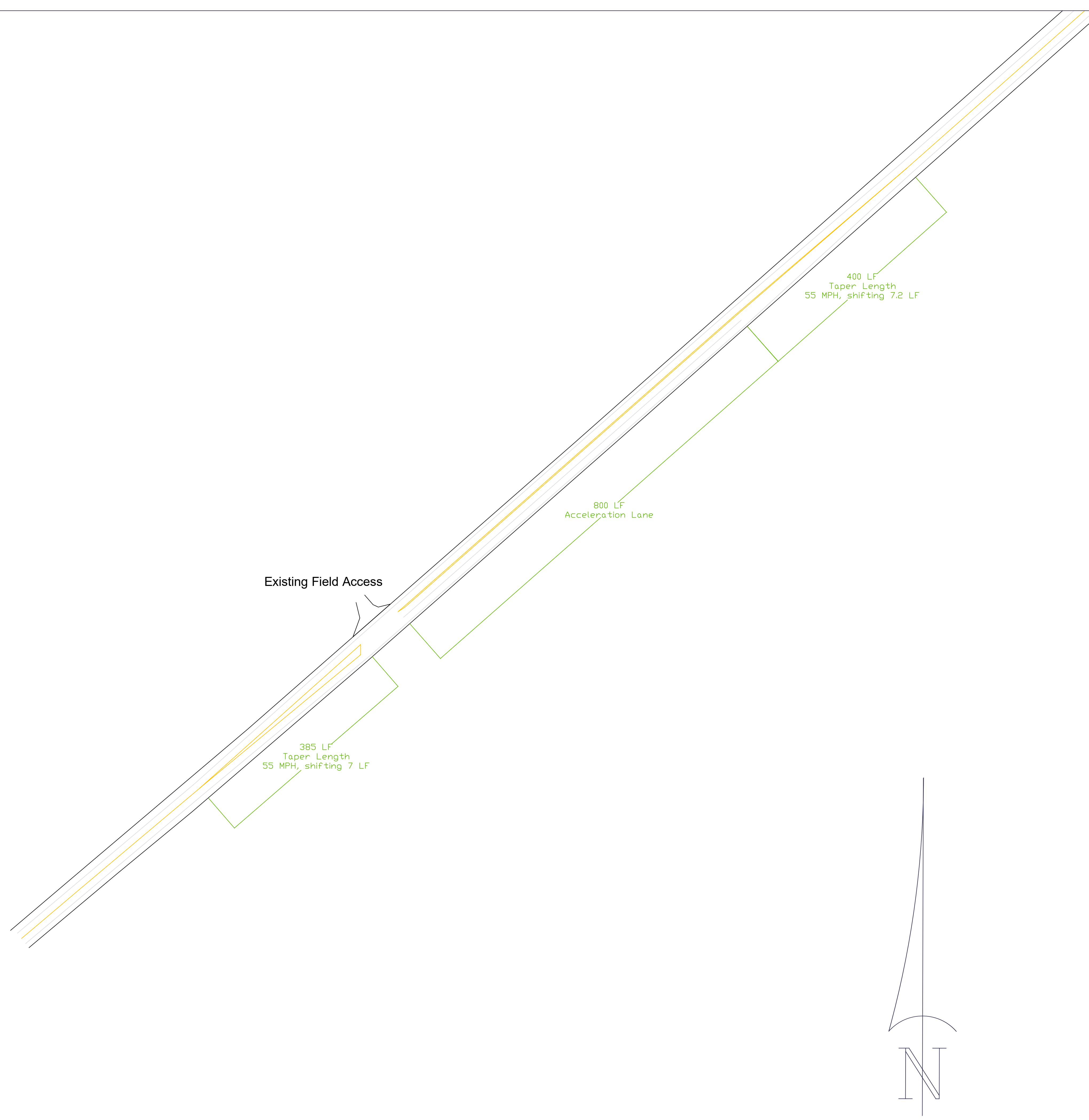
Due to the high volume of trucks leaving the pit and the need for a left hand turn to join North bound traffic CRCC is proposing to install an 800 foot long acceleration lane for trucks leaving the pit headed North. No loaded trucks will be permitted to leave the pit heading south. A plan for this proposed acceleration lane can be found in Exhibit A below. This acceleration lane will be installed using temporary striping (water based) inside the existing CDOT project limits and will utilize temporary traffic control from the project. All tapers were based off MUTCD standards for temporary traffic control and the length of the acceleration lane was based off of a similar lane leaving the Table Mountain Quarry approximately 2 miles north of this location. Following the haul of this material the configuration will be returned to the final design provided by CDOT in the project plans.

## **Negative Impacts to the Existing Pavement Due to Heavy Loading**

This section of roadway will undergo a full reconstruction following this haul operation as a part of CDOT project 22903.

## **ROW Entry Allowances**

This operation will utilize an existing access on to CDOT ROW inside of the project limits for CDOT project 22903. It will only be utilized for mining operations for the duration of the project (less than 2 years). No further access agreements will be necessary.

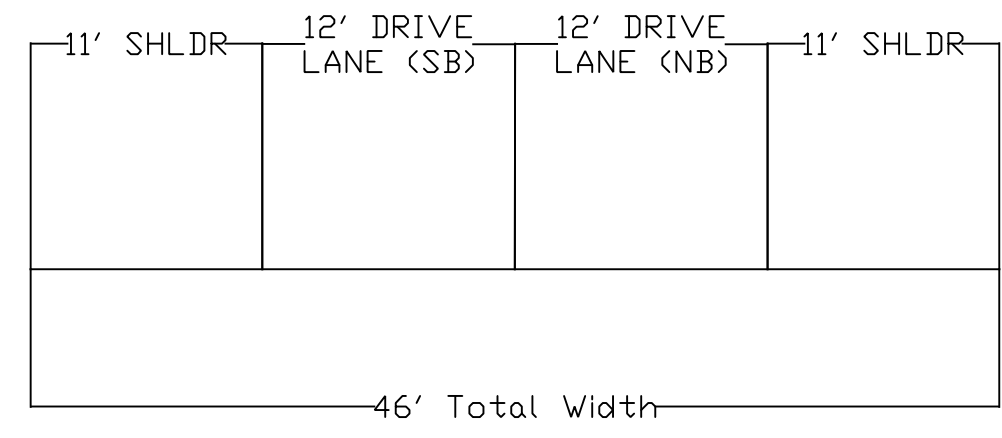


Legend

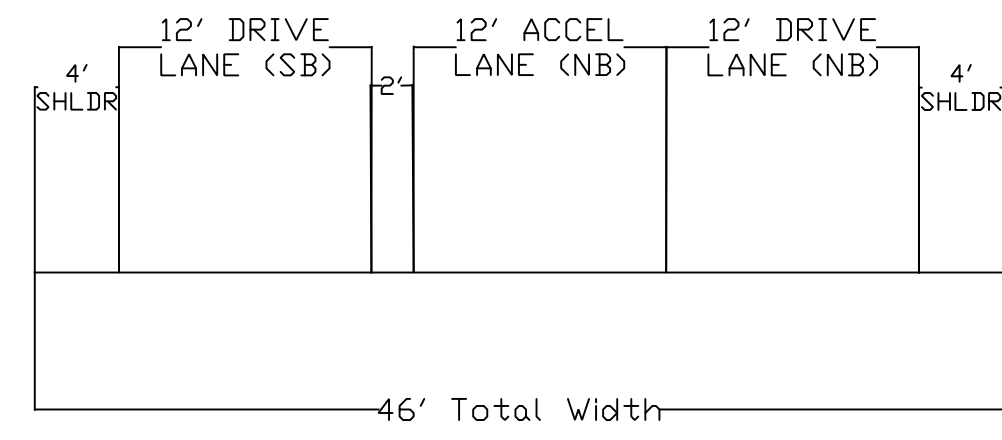
- Edge Existing Road
- White Striping
- Double Yellow Striping

Typical Sections

Existing Configuration



Proposed Temporary Configuration



Notes

- 1) All traffic shifts and changes will be inside of existing SH115 project limits.
- 2) All taper lengths were calculated using MUTCD guidelines for temporary traffic control
- 3) 6,200 LF of sight distance available from existing field access to the north.
- 4) Right hand entrance and left hand exits are all that will be permitted for material haul trucks.
- 5) Length of acceleration lane matches existing lane exiting the TEZAK Table Mountain Quarry 2 miles South of this location.

