Table 6: Escrow Analysis for Off Site Improvements

Saddlehorn Filing No. 2

	Trigger (vph)	TIS Report Site Generated Traffic Volumes AM	PM	TIS Report Volumes: Projected Short-Term Total Traffic (TIS Fig 10) AM	PM	2043 Projected Total Traffic AM	PM	Percentages of Short-Term Total AM	PM	Average of AM and PM Percentages	Percentages of 2043 Total AM	PM	Average of AM and PM Percentages	Filing 2 percentage plus 25% of Filing 1 portion included as noted with highlighting (5) AM	PM	Average of AM and PM Percentages	Recommended Percentage for Escrow(1)	Estimated Total Improvement Cost	Estimated Filing No. 2 Amount(1)
Judge Orr/Curtis		**Filing 2 Only**																	
Eastbound Right Turn Deceleration Lane	50	2	8	84	48	205	142	2.4%	16.7%	9.5%	1.0%	5.6%	3.3%						
Northbound Left Turn Lane - potential future lengthening (restriping)	260(2)	8	5	54	90	165	259	14.8%	5.6%	10.2%	4.8%	1.9%	**3.4%**						
Westbound Right Turn Deceleration Lane	50	0	0	49	23	129	103	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**						
		Filings 1 & 2																	
Eastbound Right Turn Deceleration Lane	50	4	17	84	48	205	142	4.8%	35.4%	**20.1%**	2.0%	12.0%	7.0%	1.2%	7.2%	4.2%	**20.1%**	$112,623	$22,625
Northbound Left Turn Lane - potential future lengthening (restriping)	260(2)	16	10	54	90	165	259	29.6%	11.1%	20.4%	9.7%	3.9%	**6.8%**	6.1%	2.4%	**4.2%**	**4.2%**	$18,125	$768
Westbound Right Turn Deceleration Lane	50	0	0	49	23	129	103	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.0%**	$119,873	$0
		Filings 1-5																	
Eastbound Right Turn Deceleration Lane	50	5	19	84	48	205	142	6.0%	39.6%	**22.8%**	2.4%	13.4%	7.9%				**22.8%**	$112,623	$25,642
Northbound Left Turn Lane - potential future lengthening (restriping)	260(2)	19	12	54	90	165	259	35.2%	13.3%	24.3%	11.5%	4.6%	**8.1%**				**8.1%**	$18,125	$1,463
Westbound Right Turn Deceleration Lane	50	16	10	49	23	129	103	32.7%	43.5%	38.1%	12.4%	9.7%	**11.1%**				**11.1%**	$119,873	$13,253
Falcon Highway/Curtis		**Filing 2 Only**																	
Southbound Right Turn Deceleration Lane	25(3)	7	4	42	29	107	167	16.7%	13.8%	15.2%	6.5%	2.4%	4.5%						
Eastbound Left turn Deceleration Lane Lengthening	50(4)	2	10	18	44	45	105	11.1%	22.7%	16.9%	4.4%	9.5%	7.0%						
		Filings 1 & 2																	
Southbound Right Turn Deceleration Lane	25(3)	20	12	42	29	107	167	47.6%	41.4%	44.5%	18.7%	7.2%	12.9%	24.4%	20.7%	**22.5%**	**22.5%**	$99,978	$22,542
Eastbound Left turn Deceleration Lane Lengthening	50(4)	7	23	18	44	45	105	38.9%	52.3%	45.6%	15.6%	21.9%	18.7%	7.2%	12.6%	**9.9%**	**39.5%**	$66,092	$26,092
		Filings 1-5																	
Southbound Right Turn Deceleration Lane	25(3)	27	17	42	29	107	167	64.3%	58.6%	**61.5%**	25.2%	10.2%	17.7%				**61.5%**	$99,978	$61,439
Eastbound Left turn Deceleration Lane Lengthening	50(4)	10	30	18	44	45	107	55.6%	68.2%	61.9%	22.2%	28.0%	25.1%				**100.0%**	$66,092	$66,092

(1) LSC General Note Regarding Escrows: There are a number of developments – in progress and future/planned - in the area which will also add traffic to these intersection turn lanes. As El Paso County collects escrow for other developments also impacting these turning movements, LSC recommends that as the collective impact trips (directly impacting these turn movements, fair-share recalculation of pro-rata share escrow amounts and credit be provided to developments according to the updated fair-share calculations. Also, once the improvements are completed, applicable/allowable Countywide Fee Program credits for construction of intersection approach improvements (turn lanes) be applied based on a ratio of fee program unit cost divided by the improvement cost.

(2) 265' current length; 56/183 ex. vol.; 9/5 Fil 2 vol. 260' Stacking - future trigger.. once intersection is signalized Or if Stop signs are switched to EB and WB or while NB stop control remains, if queue reaches lengths that overspill the lane, at a frequency more than "infrequently."

(3) The default ECM trigger for this potential right turn lane is 25 vph. However, since the southbound approach is currently Stop-sign controlled, the turn lane is not currently needed due to speed differential between through traffic and right turning traffic. LSC recommends the following triggers:
o Once the intersection is signalized (if as signal is the selected future traffic control instead of a modern roundabout) or
o If El Paso County switches the orientation of the stop signs such that Curtis is changed to the “major street” and Falcon Highway is changed to the “minor street” (the intersection remains two-way, stop-sign control).
The check for either trigger could occur with future subdivision filings and a determination could be made at that time if this project should install the turn lane (with fee-program credit per fee program provisions). If neither trigger is met, escrow for pro-rata share of this potential improvement with each Filing. Per EPC, Saddlehorn values alone would exceed 25 vph, which could trigger the improvement LSC would suggest escrow in leu of lane construction if the above two triggers are not met as the lane could potentially be "throw away" if a roundabout is selected as the future traffic control. The escrow for the southbound right turn lane could potentially be returned to the applicant, as it would not be necessary with a roundabout.

(4) 290' current full-width left turn lane length; For Existing plus Fil. 1-5, recommended "trigger:" once projected queue (95th percentile) exceeds 50'

(5) Long Term Filing 2 Percentage plus 25% of the Filing No. 1 long term percentage (Filings 1&2 minus Filing No. 2)

Rev. 4-11-2023 (minor correction 5-5-2023 - cell K37 - 2043 AM Total, Fil 1-5 row for SB RT decel. lane at Falcon Hwy/Curtis)