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Sundance West Rezone
Traffic Technical Memorandum
PCD File No.: P258
(LSC #S254010)
October 2, 2026

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.

COLORADO LICENSED
JEFFREY C. HODSDON
31684
PROFESSIONAL ENGINEER
10-2-26

Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

Admin Note: Please add developer info per County standard signature block before obtaining their signature.

Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

[Name, Title]
[Business Name]
[Address]

Date

Sundance West

Rezone

Traffic Technical Memorandum

Prepared for:
Bill and Matt Dunston
17145 Colonial Park Drive
Monument, CO 80132

OCTOBER 2, 2026

LSC Transportation Consultants, Inc.
Prepared by: Jeffrey C. Hodsdon, P.E.

EPC PCD File No.: P258
LSC #S254010

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October 2, 2026

Bill and Matt Dunston
17145 Colonial Park Drive
Monument, CO 80132

RE: Sundance West
Rezone
Traffic Technical Memorandum
El Paso County, CO
LSC #S245010
PCD File Nos. P258;

Dear Bill and Matt,

LSC Transportation Consultants, Inc. has prepared this Traffic Technical Memorandum for the planned rural residential development proposed for the 19.5-acre site in El Paso County, Colorado located on the southeast corner of Hodgen Road/Farrar Drive. This report accompanies the property rezoning submittal to El Paso County. Access to the development would be to Farrar Drive.

REPORT CONTENTS

The preparation of this report included the following:

- An inventory of existing roadway and traffic conditions on major thoroughfares adjacent to the site, including surface conditions, functional classification, widths, pavement markings, traffic-control signs, posted speed limits, intersection and access spacing, roadway and intersection alignments, roadway grades, and auxiliary turn lanes;
- Weekday peak-hour turning-movement traffic counts at the "study-area" intersection of Hodgen Road/Farrar Drive;
- Current average daily traffic (ADT) volumes on the on the roadways adjacent to the site;
- Projections of 20-year background traffic volumes on the roadways adjacent to the site;
- The proposed site land use and general 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;
- Projected site-generated and resulting total peak-hour intersection traffic volumes on the adjacent roadways and at the intersection of Hodgen Road/Farrar Drive;
- Intersection level of service (LOS) analysis of the Farrar Drive/Hodgen Road intersection;
- Evaluation of the generalized daily traffic-volume "level of service" (or comparison to El Paso County's *Engineering Criteria Manual* design ADT by classification) for Farrar Drive;

- Evaluation of short-term and long-term projected intersection volumes to determine potential requirements for any auxiliary right-/left-turn lanes at the intersection of Farrar Drive/Hodgen Road, based on the criteria in El Paso County's *Engineering Criteria Manual* (*ECM*) and other considerations; and
- Preliminary roadway improvement recommendations for the segment of Farrar Drive adjacent to the site. These are preliminary at this stage and would be addressed in detail at the subdivision stage of the process.

LAND USE AND ACCESS

Approximately 7 single-family residential dwelling units are proposed for the development on this site, which is located on the southeast corner of Hodgen Road/Farrar Drive, the 19.52-acre site (El Paso County parcel ID 6125001003 Lot 1 Thal Subdivision). The site is primarily vacant land, as shown in Figure 1. However, one structure currently exists on the site. The proposed zoning is RR-2.5. The subdivision application will follow.

Access would be to Farrar Road only. No direct access is proposed to Hodgen Road. The existing driveway to Hodgen Road for **this** property (parcel 6125001003) will be closed with the development of this subdivision. This driveway closure would not affect the adjacent parcel to the east (Parcel no. 6125001004) as it is under different ownership and not a part of this project. This developer has no desire, no intention, nor any legal right to close adjacent property owners' access to Hodgen Road. The adjacent property owner will likely use their existing driveway until in the future, they happen to subdivide or the **County** negotiates (like with a future roadway corridor safety/access management project, for example) with the property owner terms of closing and replacing the access through Sundance West or other alternative.

PREVIOUS TIS REPORTS

This memorandum is a resubmittal of the previous version reviewed by staff (dated May 23, 2025).

In 2014, LSC previously completed a TIS report for the Providence Point Subdivision located across Farrar to the west (PCD file SF164). The report entitled *"Eagle Crest Estates Subdivision*" was dated June 13, 2014. The report was for the six-lot subdivision and a complete analysis of the intersection of Hodgen Road/Farrar Road was included. The report findings indicated acceptable future levels of service with stop-sign traffic control (through the 2040 horizon year) and auxiliary turn lanes would not be necessary. The 2040 analysis was based on an assumption of **background** trips from 22 single-family dwelling units plus the 5 five new homes proposed for that "site"/new subdivision - all within the "travelshed" of Farrar Road. Some of these units included existing homes and some included future homes on this current Sundance West site.

ADJACENT ROADWAYS AND CURRENT TRAFFIC CONDITIONS

Adjacent Roadways

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:

Hodgen Road is shown as a Rural Minor Arterial on the County's 2024 *MTCP* (2045 Roadway Plan). Hodgen Road extends east from the intersection of Roller Coaster Road/Baptist Road/Hodgen Road to Eastonville Road. The speed limit on Hodgen Road is 55 miles per hour (mph) in the vicinity of the site. No auxiliary turn lanes currently exist on Hodgen Road at its stop-sign-controlled, T-intersection with Farrar Drive.

Farrar Drive is an unpaved two-lane roadway that extends south from Hodgen Road for about one mile. Farrar Drive public right-of-way (for a Rural Local (gravel) county road – not yet county maintained) extends about 950 feet south of Hodgen Road (the segment adjacent to Providence Point Estates). South of this point, it is a private road. Farrar Drive is approximately 22 feet wide north of Haes Haven View and 16 feet wide south of Haes Haven View. There is no posted speed limit on Farrar Drive.

Please refer to Figure 2 for existing intersection laneage and traffic control (along with peak-hour volumes and average daily traffic volumes).

Existing Traffic Volumes

Vehicular turning-movement counts were conducted at the intersection of Hodgen Road/Farrar Drive.

- Wednesday, February 5, 2025 from 6:30 – 8:30 a.m.
- Tuesday, February 4, 2025 from 4:00 – 6:00 p.m.

A 24-hour, directional, roadway-segment traffic count was conducted on Farrar Drive south of Hodgen Road on February 4-5, 2025 from 6:00 a.m. – 6:00 a.m.

Figure 2 shows the intersection turning-movement volumes and the ADT volume count results (raw count data sheets are attached).

Existing Intersection Level of Service

Existing intersection level of service is summarized in Figure 2. Please refer to the level of service section for LOS definitions, methodology, and complete details.

Crash History Data

Three years of crash data were collected at the intersection of Hodgen Road/Farrar Drive. Four crashes were reported at this intersection from February 2022-February 2025, none of which resulted in fatality. No correctable crash patterns were identified.

TRIP GENERATION

Estimates of the vehicle trips projected to be generated by the proposed residential subdivision have been made using the nationally published trip-generation rates from *Trip Generation, 12th Edition,* by the Institute of Transportation Engineers (ITE). Corresponding trip-generation rates from ITE Land Use Category "210 – Single-Family (Detached) Housing" have been used to develop the trip-generation estimates for the proposed 7-dwelling-unit residential site.

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

Table 1: Estimated Site Vehicle-Trip Generation Summary

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour	1	4	5
Afternoon Peak Hour	4	2	6
Weekday/24-hour	32	32	64

The proposed subdivision is projected to generate about 64 total vehicle trips on the average weekday during a 24-hour period, with approximately half entering and half exiting the site. During the morning peak hour, approximately 1 entering and 4 exiting vehicles are estimated to be generated. Approximately 4 entering and 2 exiting vehicles are estimated to be generated by the site during the afternoon peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

The directional-distribution estimate of site-generated vehicle trips to the study-area roads and intersections is a necessary component in determining the site's traffic impacts. Figure 4 shows the percentages of the site-generated vehicle trips projected to be oriented to and from the site's major approaches. Estimates have been based on the following factors: other area traffic impact studies, the traffic-count data, the proposed land use, the area roadway system serving the site, and the site's geographic location relative to the greater El Paso County area.

Site-Generated Traffic

Site-generated traffic volumes have been estimated at the intersection of Hodgen Road/Farrar Drive. These site-generated volumes have been calculated by applying directional-distribution percentages estimated by LSC (from Figure 4) to the trip-generation estimates (from Table 2). Figure 5 shows the projected site-generated traffic volumes for the average weekday and weekday morning and afternoon peak hours.

The site generated traffic estimate of ADT on Farrar Road just south of Haes Haven View assumes trips from this development except from the northwest one lot. This is subject to change at the subdivision stage. Also, the potential future connection (via easement) to the adjacent property to the east is a south of this point.

FUTURE BACKGROUND AND TOTAL TRAFFIC PROJECTIONS

2027 Baseline Traffic Volumes

The estimated short-term/2027 "baseline" traffic volumes are presented in Figure 3. These volumes assume buildout of the six lots in Providence Point Estates. No additional homes or development is assumed for the larger "background" lots to the south within the Farrar Drive "travelshed." Aside from the Providence Point subdivision, It appears that there are five developed homes to the south within the larger parcel area served by Farrar Drive (i.e., in the Farrar Drive "travelshed"). The Farrar Drive volumes in Figure 3 are based the count data (shown in Figure 2) plus 18 trips per day and corresponding peak-hour trips to be generated by two future homes to be built on vacant, platted lots within Providence Point. Table 3 shows the baseline trip calculation used as basis for the volumes in Figure 3.

The through volumes on Hodgen Road have been "grown" to 2027.

Alternate Estimate of 2027 Baseline Volumes

Appendix Figure A-1 presents an alternate estimate of 2027 baseline traffic based on ITE trip-generation rate-based estimates (rather than based on the traffic count data) for all 6 lots in Providence Point and the five parcels with existing, developed homes to the south. Appendix Table A-1 shows the baseline trip calculation. This alternate baseline estimate has been included for reference as the recorded count data shows the currently-developed homes generating trips at about half the average ITE trip-generation rate.

2027 Baseline + Site-Generated Traffic Volumes

Figure 6 shows the sum of projected 2027 baseline traffic volumes (from Figure 3) and site-generated volumes (shown in Figure 5). These volumes represent the projected short-term total traffic following development of the site.

Alternate 2027 Baseline + Site Generated Traffic Volumes

Appendix Figure A-2 shows the sum of the alternate estimate of 2027 baseline traffic volumes (from Appendix Figure A-1) and site-generated volumes (shown in Figure 5).

2045 Background Traffic Volumes

Consider adding a line return here for readability.

Long-term background traffic volumes are estimates by LSC.

Hodgen Road Through Traffic

LSC recently completed a traffic impact study for Settlers Ranch Filing 3, which included multiple intersections on Hodgen Road just west of this site. Eastbound and westbound link volumes on Hodgen Road for the 2045 Total scenario assumed a 3.3-percent annual growth rate during that study, so the same growth rates have been applied for this report.

Farrar Drive Traffic

Estimated site-generated traffic for the 7-dwelling-unit residential development is **not** included in 2045 **background** traffic volumes. The long-term background traffic volumes include future trip generation for five future homes on the five currently-vacant parcels within the area served by Farrar Drive (in the Farrar Drive "travelshed)." Background traffic on Farrar Drive does not assume any other new subdivisions/significant "background" development on those other parcels accessed by Farrar Drive. Future background traffic added to Farrar Drive also assumes the **potential** for the additional trips generated by the one single-family home located on the adjacent parcel to the east (parcel 6125001003) with change in access (by others) as described in the land-use section above.

Please refer to Figure 7 for estimated long-term background traffic volumes on Farrar Drive and at the intersection of Farrar Drive /Hodgen Road.

Alternate 2045 Background Traffic Volumes (Based on 5-Acre Density)

Appendix Figure B-1 presents an alternate estimate of 2045 background traffic based on future growth assuming 5-acre-lot density on the six larger parcels south of this site and south of Providence Point. The adjacent parcel to the east of the site has also been assumed at 5 acre-lot density. Appendix Table B-2 shows this 5-acre-lot density trip calculation. This alternate 5-acre-lot density estimate has been included at the request of County staff. Note: This more conservative long-term estimate also assumes ITE trip-generation rate-based estimates (rather than based on the traffic count data) for all 6 lots in Providence Point (and the five parcels with existing, developed homes to the south).

Please include a narrative for the 2045 ITE background (figure a-3) as was done for the other ones so that it is easy to track where the 108 trips comes from on figure a-3

2045 Total Traffic Volumes

Figure 8 shows the sum of 2045 background traffic volumes (from Figure 7) plus site-generated traffic volumes (from Figure 5).

Alternate 2045 Background + Site Generated Traffic Volumes

Appendix Figure B-2 shows the sum of the alternate estimate of 2045 background traffic volumes (from Appendix Figure B-1) and site-generated volumes (shown in Figure 5).

INTERSECTION LEVEL OF SERVICE ANALYSIS

Intersection Level of service (LOS) has been calculated for the Hodgen Road/Farrar Drive intersection as a component of the auxiliary turn-lane-needs analysis. LOS is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Table 3 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 3: Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections Average Control Delay (seconds per vehicle)	Unsignalized Intersections Average Control Delay (seconds per vehicle)(1)
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:

- Figure 2: 2025 Existing Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 3: 2027 Baseline Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 6: 2027 Baseline + Site-Generated Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 7: 2045 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 8: 2045 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

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

All movements at the intersection of Hodgen Road/Farrar Drive are projected to operate at LOS D or better during both peak hours through 2045, with or without the addition of site-generated traffic.

Note: Level of service analysis would need to be provided in the future with a TIS for subdivision applications for parcels south of the site (i.e., Appendix Figures B-1 and B-2 only show the estimated future **volumes** assuming all larger parcels to the south served by Farrar Drive subdivided to 5-acre lot density).

FARRAR DRIVE GENERALIZED DAILY TRAFFIC VOLUME "LEVEL OF SERVICE"

Based on the 2045 background and total traffic projections in this report, all segments of Farrar Drive adjacent to and in the vicinity of the site are projected to remain under the 200-vpd *ECM* "design ADT" for Rural Local (gravel) roadways through 2045, except the northernmost segment, based on ITE trip-generation rates for the homes in the travelshed. The segment of Farrar Drive south of Hodgen Road shows:

- A short-term total ADT of 121 vehicles per day, based on the projected 2027 baseline+site traffic (shown in Figure 6).
- An alternate estimate of short-term ADT of 164 vehicles per day, based on the projected alternate 2027 baseline+site traffic (shown in Appendix Figure A-2) (ITE-rate-based estimate for all homes).
- A 2045 total ADT of 157 vehicles per day, based on the projected 2045 background+site traffic (shown in Figure 8).
- An alternate estimate of 2045 ADT of 172 vehicles per day, based on the projected alternate 2045 background + site traffic (shown in Appendix Figure A-4) (ITE-rate-based estimate for all homes).
- An alternate "5-acre-lot density" estimate of 2045 ADT of 672 vehicles per day, based on the projected alternate 2045 background+site traffic (shown in Appendix Figure B-2) (assuming background development to the south and east up to a 5-acre-lot density).

Based on the projected buildout of existing background parcels (assuming subdivision of background parcels to be served by Farrar Drive, the estimated ADT would be below the *ECM* 200 vpd threshold for a County standard Local (Gravel) roadway.

200 in Table A-1. Please revise here and in figure, or update table to be correct.

Existing background does not assume subdivision of other parcels. Please remove.

AUXILIARY TURN LANE NEEDS ASSESSMENT

ECM Requirements for Auxiliary Turn Lanes

Left-Turn Deceleration Lanes

According to the El Paso County *Engineering Criteria Manual* (*ECM*), exclusive left-turn lanes shall be provided for any access on "Minor Arterials and lower classifications" with a projected peak-hour ingress turning volume of 25 vehicles per hour (vph) or greater.

Right-Turn Deceleration Lane

Per Section 2.3.7.D.1 of the *ECM* for Minor Arterials and lower classifications, exclusive right-turn lanes shall be provided for any access with a projected peak-hour ingress turning volume of 50 vehicles per hour (vph) or greater.

Right-Turn Acceleration Lanes

Right-turn acceleration lanes are **generally not required** on Minor Arterials and lower classifications roadways, per Section 2.3.7.D.2 of the *ECM*.

Other Considerations

Level of service (intersection capacity) analysis results and vehicle crash history have also been considered as part of this auxiliary lane needs evaluation.

Hodgen Road/Farrar Drive Intersection - Findings

Left-Turn Deceleration Lane

The projected westbound-left turn volume at the intersection of Hodgen Road/Farrar Drive is **not** projected to exceed the 25-vph minimum right-turn volume thresholds prescribing a turn lane outlined in the *ECM* based on the total traffic projections. As such, a westbound-left-turn deceleration lane would **not** be required on Hodgen Road approaching Farrar Drive.

Right-Turn Deceleration Lane

Fewer than 50 vehicles are projected to turn eastbound-right from Hodgen Road onto Farrar Drive based on the total traffic scenarios. As such, an eastbound-right deceleration lane would **not** be required on Hodgen Road approaching Farrar Drive.

Right-Turn Acceleration Lane

Hodgen Road is classified as a Rural Minor Arterial, and per the *ECM* criteria, a right-turn acceleration lane is generally not required. Moreover, the LOS results and review of the traffic crash history do not indicate the potential need for right-turn acceleration lane. As such, an eastbound-right deceleration lane would **not** be required on Hodgen Road approaching Farrar Drive.

Note: The turn-lane assessment would need to be provided in the future with a TIS for subdivision applications for parcels south of the site (i.e., Appendix Figure B-2 only shows the estimated future volumes assuming all larger parcels to the south served by Farrar Drive subdivided to 5-acre lot density).

POTENTIAL ROADWAY SEGMENT IMPROVEMENTS – FARRAR DRIVE

- Public right-of-way has been established for the 950-foot-long section of Farrar Drive south of Hodgen Road. Any additional public ROW needs will be determined at the subdivision/Final Plat stage of the process.
- Any additional right of way needs for Hodgen Road will be determined at the final plat stage, as well.
- Please refer to the FARRAR DRIVE GENERALIZED DAILY TRAFFIC VOLUME "LEVEL OF SERVICE" section above for analysis of the projected future ADT relative to the design ADT of a Rural Local (Gravel) roadway. Based on the projected buildout of existing background parcels (assuming subdivision of background parcels to be served by Farrar Drive), the estimated ADT would be below the *ECM* 200 vpd threshold for a County standard Local (Gravel) roadway.
- Segments of Farrar Drive serving this site would need to be improved to meet the County's Rural Local (gravel) roadway standards, or to a different cross section if supported by a deviation. This would be determined at the subdivision stage. The section of Farrar Drive between Hodgen Road and Haes Haven Road is Farrar Drive is gravel and approximately 22 feet wide. Between Haes Haven Road and the south site boundary, Farrar Drive has a gravel width of 16 feet. These widths are is narrower than the County's standard cross-section for a Rural Local (Gravel) roadway. Table 2-5: "Roadway Design Standards for Rural Collectors and Locals" of the *ECM* outlines the criteria. Improvement by this developer of Farrar Drive south of this site should not be required as all but negligible site-generated trips would travel to/from the north.

COUNTY ROAD IMPROVEMENT FEE PROGRAM

Transportation Impact Fees

Per *ECM* Appendix B: *State what the current applicable Transportation Impact Fees are and what option the developer will be selecting for payment*.

This project will be required to participate in the El Paso County Road Improvement Fee Program. The applicant will select the fee program option at the subdivision stage of this development. The fee amount will be based on the 6 proposed dwelling units, not including the 1 existing dwelling unit.

DEVIATIONS

No deviations are requested at this time (with the rezone application).

FINDINGS AND CONCLUSIONS

- The site is projected to generate about 64 new vehicle-trips on the average weekday.
- During the weekday morning peak hour of adjacent street traffic, 1 vehicle would enter the site while 4 vehicles would exit.
- During the weekday afternoon peak hour of adjacent street traffic, 4 vehicles would enter the site while 2 vehicles would exit.
- Please refer to the "Level of Service" section above for more details.
- No auxiliary turn lanes would be required at the intersection of Hodgen Road/Farrar Drive. Please refer to the "Auxiliary Turn-Lane Analysis" section for evaluation details.
- Based on the projected buildout of existing background parcels (assuming subdivision of background parcels to be served by Farrar Drive), the estimated ADT would be below the *ECM* 200 vpd threshold for a County standard Local (Gravel) roadway.
- Regarding Farrar Drive in the vicinity of the site, please refer to the "Roadway Segment Improvement Recommendations" section above. Improvements to Farrar Drive adjacent to the site would be addressed in more detail at the subdivision stage of development.

Please see comment on page 12.

* * * * *

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

Respectfully submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E.
Principal

JCH/JAB:jas

Enclosures: Table 2
Appendix Table A-1 and Appendix Table B-1
Figure 1 – Figure 8
Appendix Figure A-1 – Appendix Figure B2
Traffic Count Reports
Synchro LOS Reports

Table 2

TRANSPORTATION
CONSULTANTS, INC.

Table 2: Detailed Trip Generation Estimate

ITE Land Use		Value	Units [1]	Trip Generation Rates [2]					Total Trips Generated				
				Average Weekday	A.M. Peak Hour		P.M. Peak Hour		Average Weekday [3]	A.M. Peak Hour [4]		P.M. Peak Hour [4]	
Code	Description				In	Out	In	Out		In	Out	In	Out
Proposed with This Development													
210	Single-Family (Detached) Housing	7	DU	9.09	0.19	0.51	0.58	0.35	64	1	4	4	2
Current Developed Homes [5]													
	Farrar Road Volume Counts (2025)	9	DU						**39**	**1**	**3**	**2**	**2**
Additional/Future Background Trips for Vacant Parcels [6]													
210	Single-Family (Detached) Housing	5	DU	9.09	0.19	0.51	0.58	0.35	45	1	3	3	2
Additional Potential Future Background Trips on Farrar Road [7]													
210	Single-Family (Detached) Housing	1	DU	9.09	0.19	0.51	0.58	0.35	9.1	0	1	1	0
Total Future "Background" Homes (Including Existing) [6]													
210	Single-Family (Detached) Housing	15	DU						94	2	6	5	4
Total Future Homes													
210	Single-Family (Detached) Housing	22	DU						157	3	10	9	7

[1] DU = dwelling units

[2] Source: *Trip Generation, 12th Edition* by the Institute of Transportation Engineers (ITE)

[3] Units = vehicle-trips per day

[4] Units = vehicle-trips per hour

4

[5] Currently, there are 9 DU of "background" lots with developed homes that are served by Farrar Road - two in Providence Point and five to the south

[6] Total future homes include 2 not yet built in Providence Point (at the time of the count) plus 1 DU each per vacant lot to the south

[7] If driveway from existing home on (EPC parcel ID 6125001004) to the east takes access through this site to Farrar Dr.

October 2, 2026

Appendix Table A-1 and Appendix Table B-1

TRANSPORTATION
CONSULTANTS, INC.

Appendix Table A-1 Farrar Drive "Travelshed" Trip Generation Estimate

ITE Land Use		Value	Units [1]	Trip Generation Rates [2]					Total Trips Generated				
				Average Weekday	A.M. Peak Hour		P.M. Peak Hour		Average Weekday [3]	A.M. Peak Hour [4]		P.M. Peak Hour [4]	
Code	Description				In	Out	In	Out		In	Out	In	Out
Proposed with This Development													
210	Single-Family (Detached) Housing	7	DU	9.09	0.19	0.51	0.58	0.35	64	1	4	4	2
Current Developed Homes [5]													
210	Single-Family (Detached) Housing	9	DU	9.09	0.19	0.51	0.58	0.35	82	2	5	5	3
Additional/Future Background Trips for Vacant Parcels [6]													
210	Single-Family (Detached) Housing	5	DU	9.09	0.19	0.51	0.58	0.35	45	1	3	3	2
Additional Potential Future Background Trips on Farrar Road [7]													
210	Single-Family (Detached) Housing	1	DU	9.09	0.19	0.51	0.58	0.35	9.1	0	1	1	0
Total Future "Background" Homes (Including Existing) [6]													
210	Single-Family (Detached) Housing	15	DU						136	3	8	9	5
Total Future Homes													
210	Single-Family (Detached) Housing	22	DU						200	4	11	13	8

Please fill in rate

4

[1] DU = dwelling units

[2] Source: *Trip Generation, 12th Edition* by the Institute of Transportation Engineers (ITE)

[3] Units = vehicle-trips per day

[4] Units = vehicle-trips per hour

[5] Currently, there are 9 DU of "background" lots with developed homes that are served by Farrar Road - two in Providence Point and five to the south

[6] Total future homes include 2 not yet built in Providence Point (at the time of the count) plus 1 DU each per vacant lot to the south

[7] If driveway from existing home on (EPC parcel ID 6125001004) to the east takes access through this site to Farrar Dr.

October 2, 2026

Appendix Table B-1: Farrar Road "Travelshed" w/5 AC LOTS Trip Generation Estimate

ITE Land Use		Value	Units [1]	Trip Generation Rates [2]					Total Trips Generated				
				Average Weekday	A.M. Peak Hour		P.M. Peak Hour		Average Weekday [3]	A.M. Peak Hour [4]		P.M. Peak Hour [4]	
Code	Description				In	Out	In	Out		In	Out	In	Out
Proposed with This Development													
210	Single-Family (Detached) Housing	7	DU	9.09	0.19	0.51	0.58	0.35	64	1	4	4	2
Current Developed Homes [5]													
210	Single-Family (Detached) Housing	9	DU	9.09	0.19	0.51	0.58	0.35	82	2	5	5	3
Additional/Future Background Trips for Vacant Parcels [6]													
210	Single-Family (Detached) Housing	54	DU	9.09	0.19	0.51	0.58	0.35	491	10	28	31	19
Additional Potential Future Background Trips on Farrar Road [7]													
210	Single-Family (Detached) Housing	4	DU	9.09	0.19	0.51	0.58	0.35	36.4	1	2	2	1
Total Future "Background" Homes (Including Existing) [6]													
210	Single-Family (Detached) Housing	67	DU						609	13	34	39	24
Total Future Homes													
210	Single-Family (Detached) Housing	74	DU						673	14	38	43	26

[1] DU = dwelling units

[2] Source: *Trip Generation, 12th Edition* by the Institute of Transportation Engineers (ITE)

[3] Units = vehicle-trips per day

[4] Units = vehicle-trips per hour

[5] Currently, there are 9 DU of "background" lots with developed homes that are served by Farrar Road - two in Providence Point and five to the south

[6] Total future homes include 2 not yet built in Providence Point (at the time of the count) plus 1 DU each per vacant lot to the south

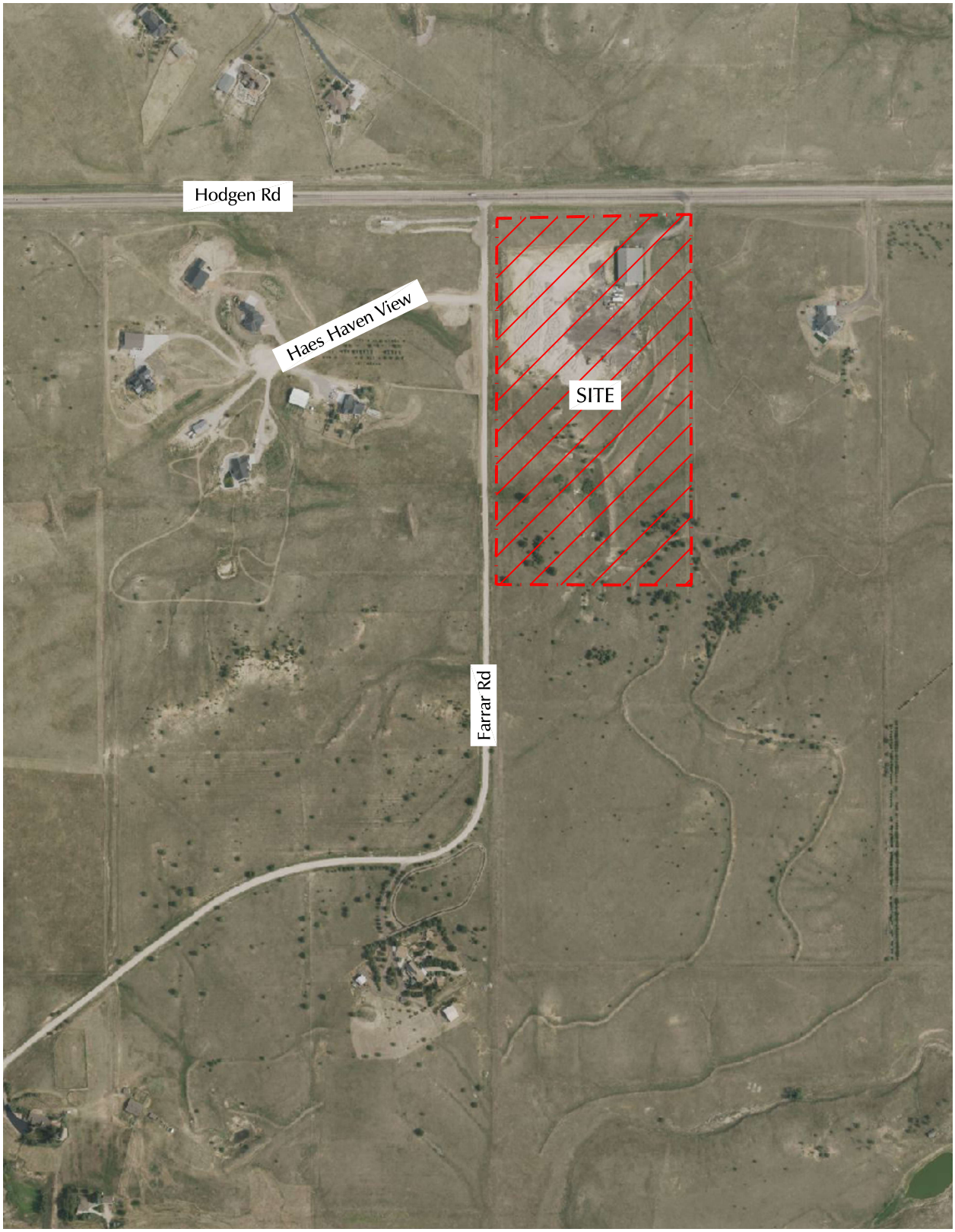
[7] If driveway from existing home on (EPC parcel ID 6125001004) to the east takes access through this site to Farrar Dr.

October 2, 2026

Please make black or add to legend if this is supposed to be highlighted for some reason.

Figure 1 – Figure 8

TRANSPORTATION
CONSULTANTS, INC.



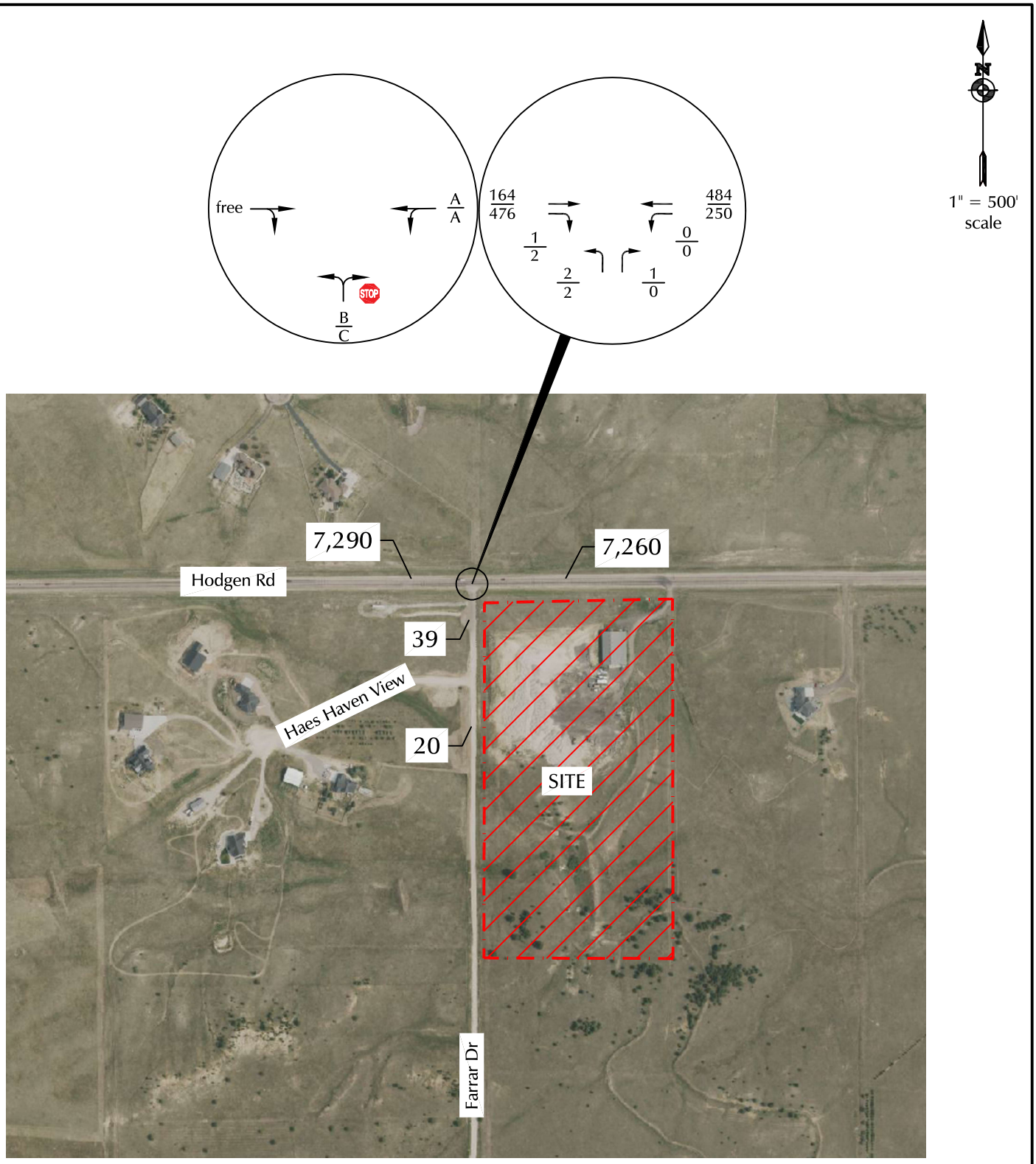
1" = 500'
scale

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 1

Vicinity Map

Sundance West Rezone (LSC #S254010)



STOP = Stop Sign

X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour) (Counts by LSC - Feb 2025)

X,XXX = Average Weekday Traffic (Vehicles/Day) (Estimated by LSC based on factored peak-hour counts)

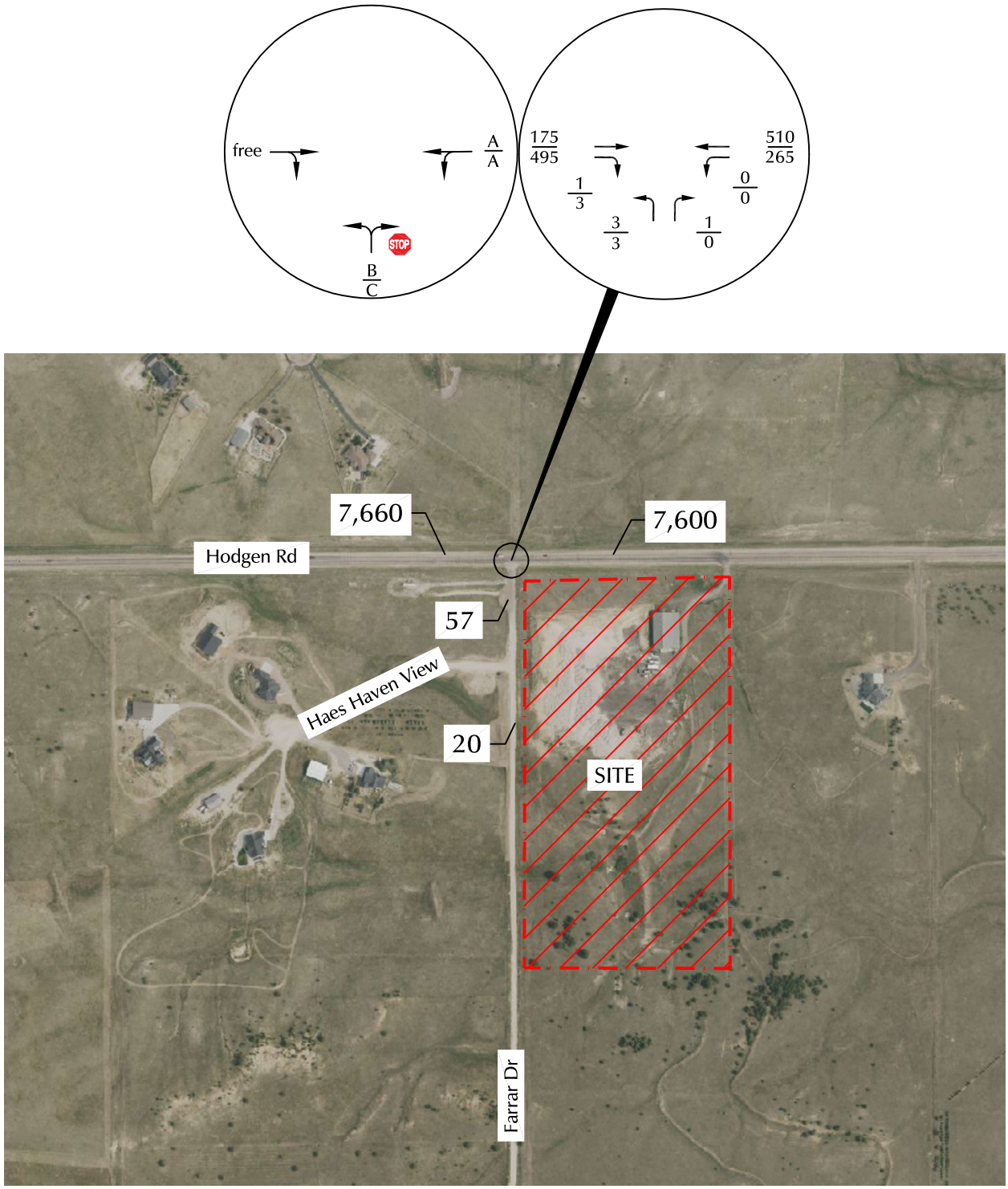
*Based on 2025 Counts

Figure 2

2025 Traffic*, Lane Geometry, Traffic Control, and LOS

Sundance West Rezone (LSC #S254010)

LSC TRANSPORTATION CONSULTANTS, INC.



1" = 500'
scale

STOP = Stop Sign

X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

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

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 3

2027 Baseline Traffic, Lane Geometry, Traffic Control, and LOS

Sundance West Rezone (LSC #S254010)

1" = 500'
scale

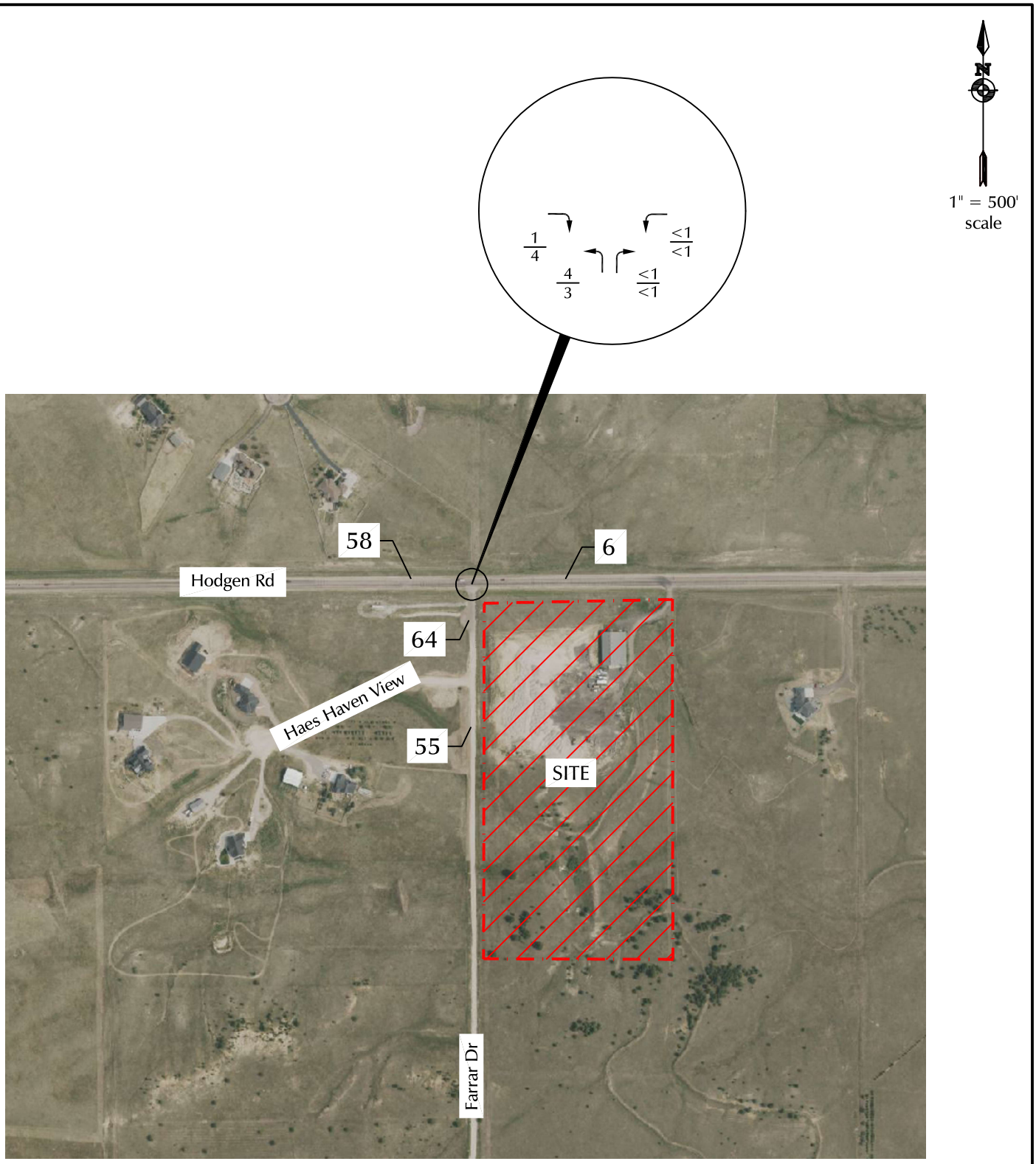
Figure 4

Directional Distribution

Sundance West Rezone (LSC #S254010)

LSC TRANSPORTATION CONSULTANTS, INC.

XX% = Estimated Percent Directional Distribution of Site-Generated Trips



TRANSPORTATION CONSULTANTS, INC.

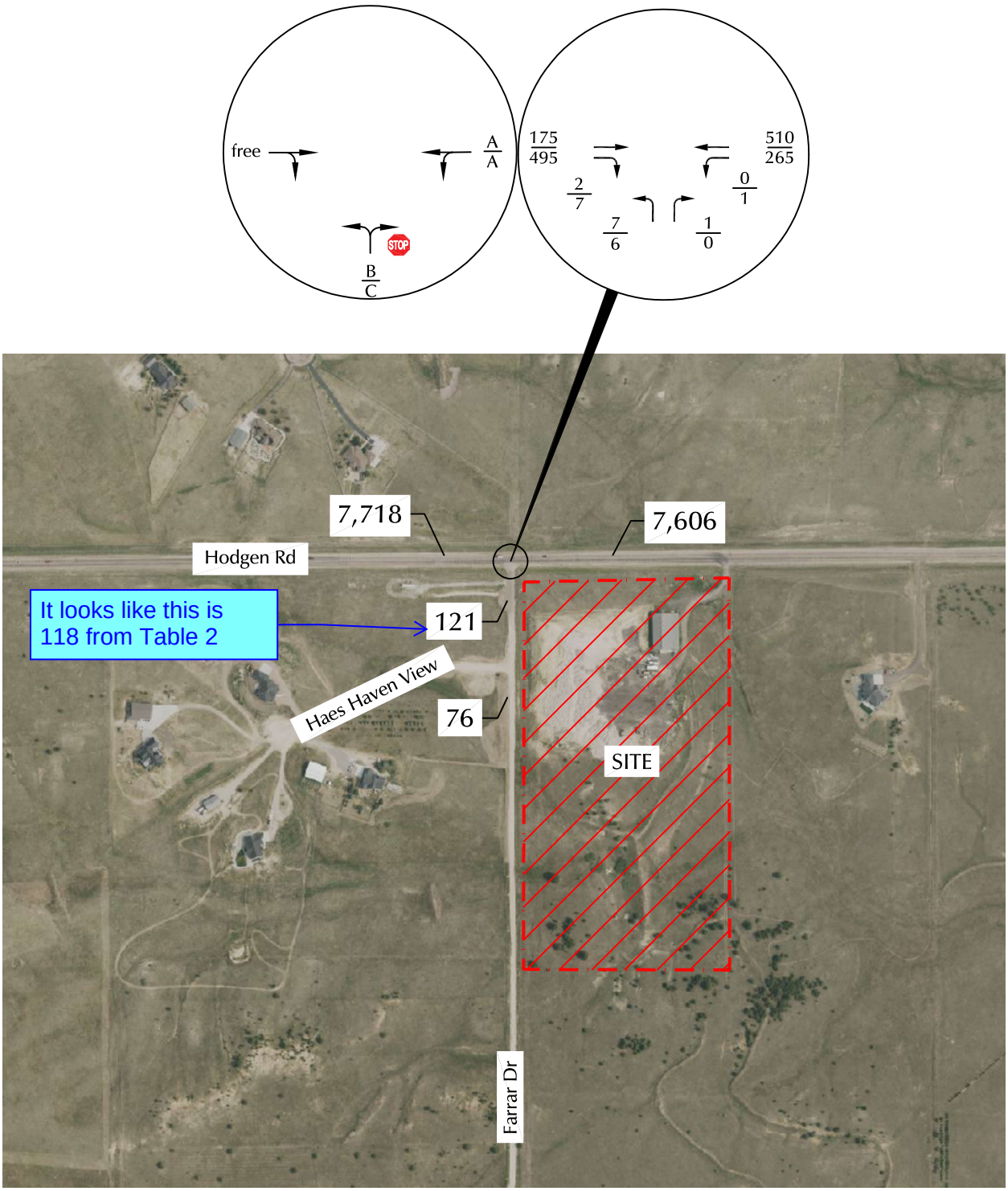
XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

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

Figure 5

Site-Generated Traffic

Sundance West Rezone (LSC #S254010)



1" = 500' scale

Figure 6

2027 Baseline + Site-Generated Traffic, Lane Geometry, Traffic Control, and LOS

Sundance West Rezone (LSC #S254010)

STOP = Stop Sign

X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

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

LSC TRANSPORTATION CONSULTANTS, INC.

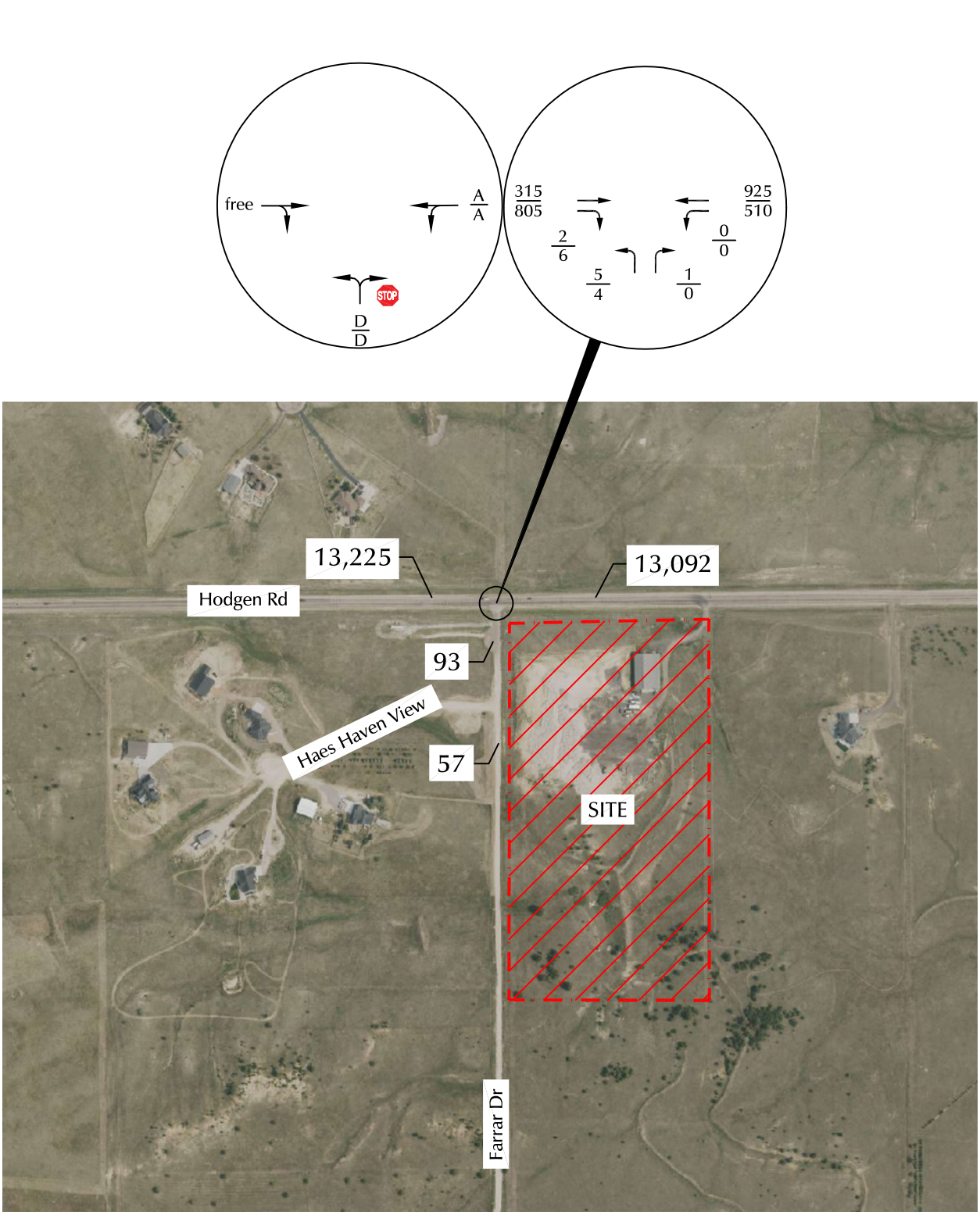


Figure 7

2045 Background Traffic, Lane Geometry, Traffic Control, and LOS

Sundance West Rezone (LSC #S254010)

STOP = Stop Sign

X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

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

LSC TRANSPORTATION CONSULTANTS, INC.

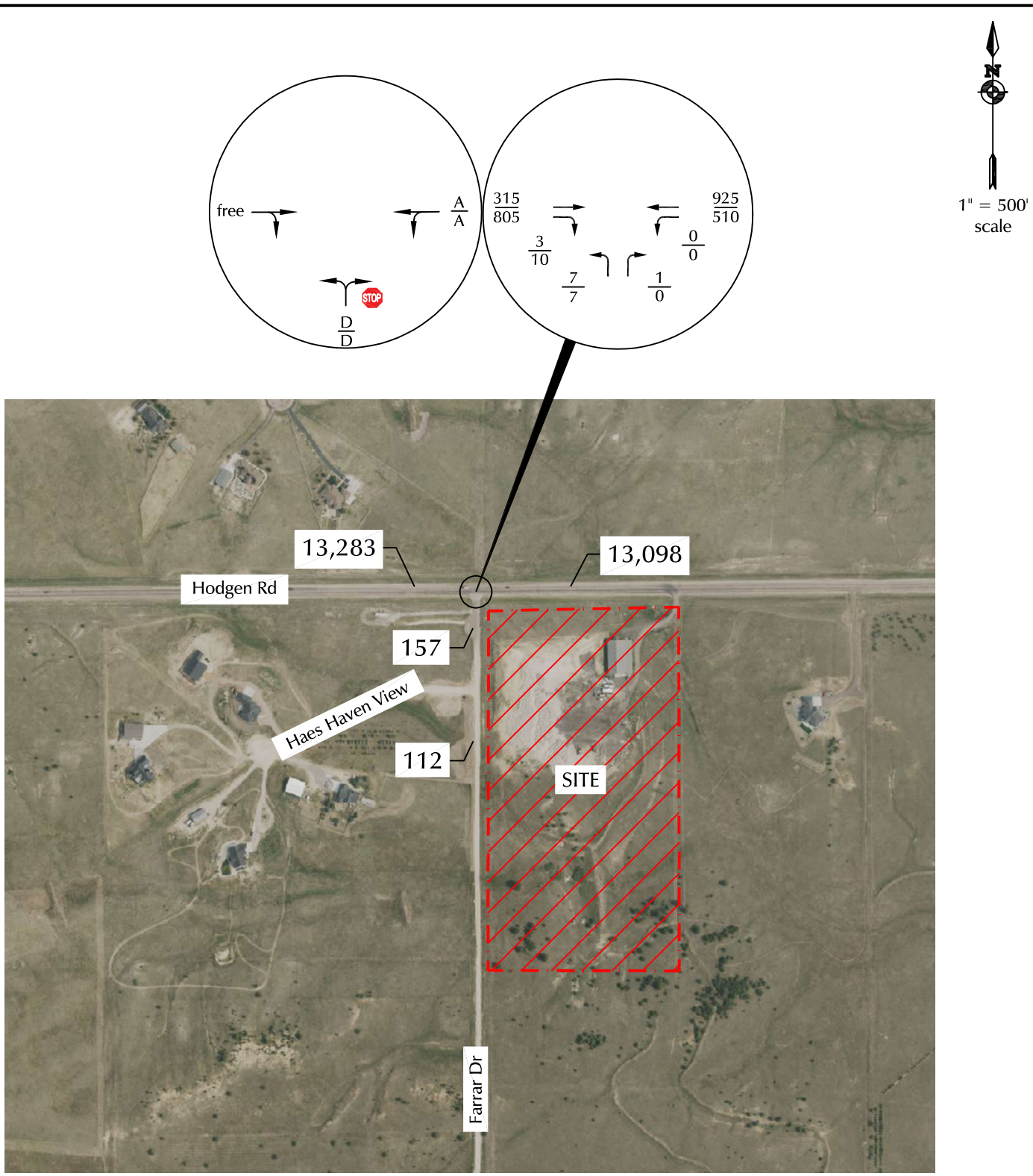


Figure 8

2045 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

Sundance West Rezone (LSC #S254010)

STOP = Stop Sign

X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

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

LSC TRANSPORTATION CONSULTANTS, INC.

Appendix Figure A-1 – Appendix Figure B2

TRANSPORTATION
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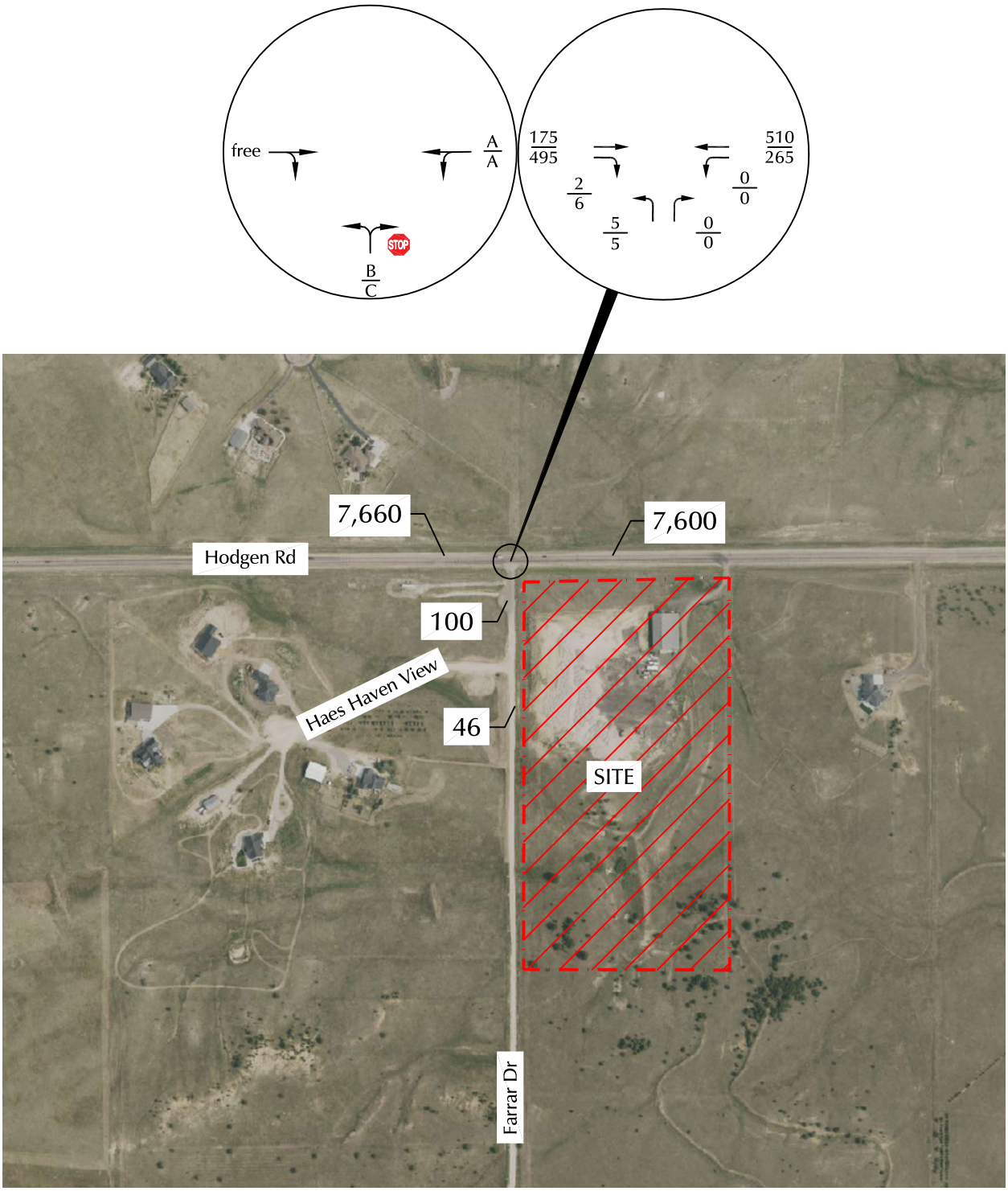


1" = 500' scale

STOP = Stop Sign

X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

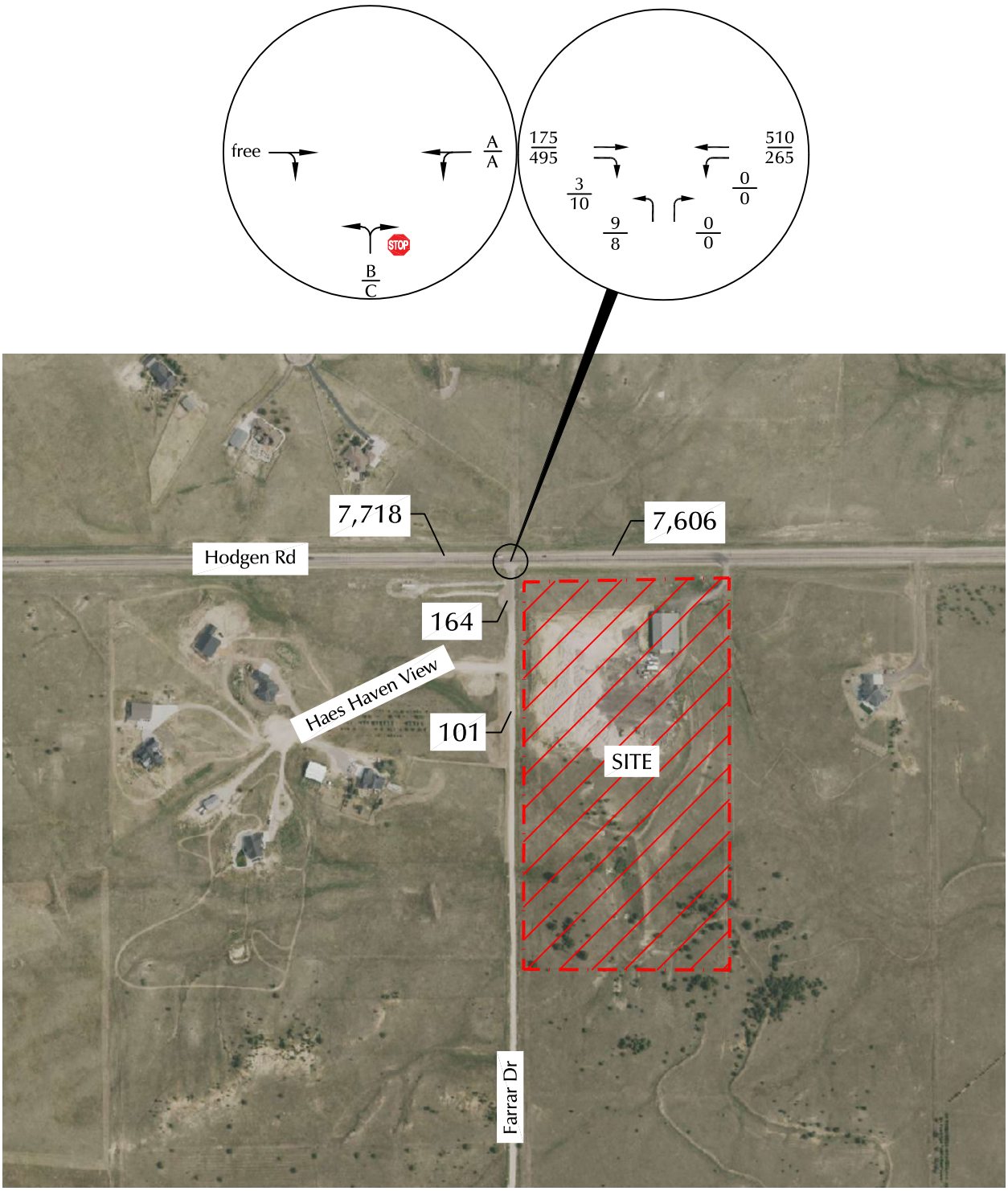
X,XXX = Average Weekday Traffic (Vehicles/Day)

Appendix Figure A-1

2027 ITE Baseline Traffic, Lane Geometry, Traffic Control, and LOS

Sundance West Rezone (LSC #S254010)

LSC TRANSPORTATION CONSULTANTS, INC.



1" = 500'
scale

Appendix Figure A-2

2027 ITE Baseline + Site-Generated Traffic, Lane Geometry, Traffic Control, and LOS

Sundance West Rezone (LSC #S254010)

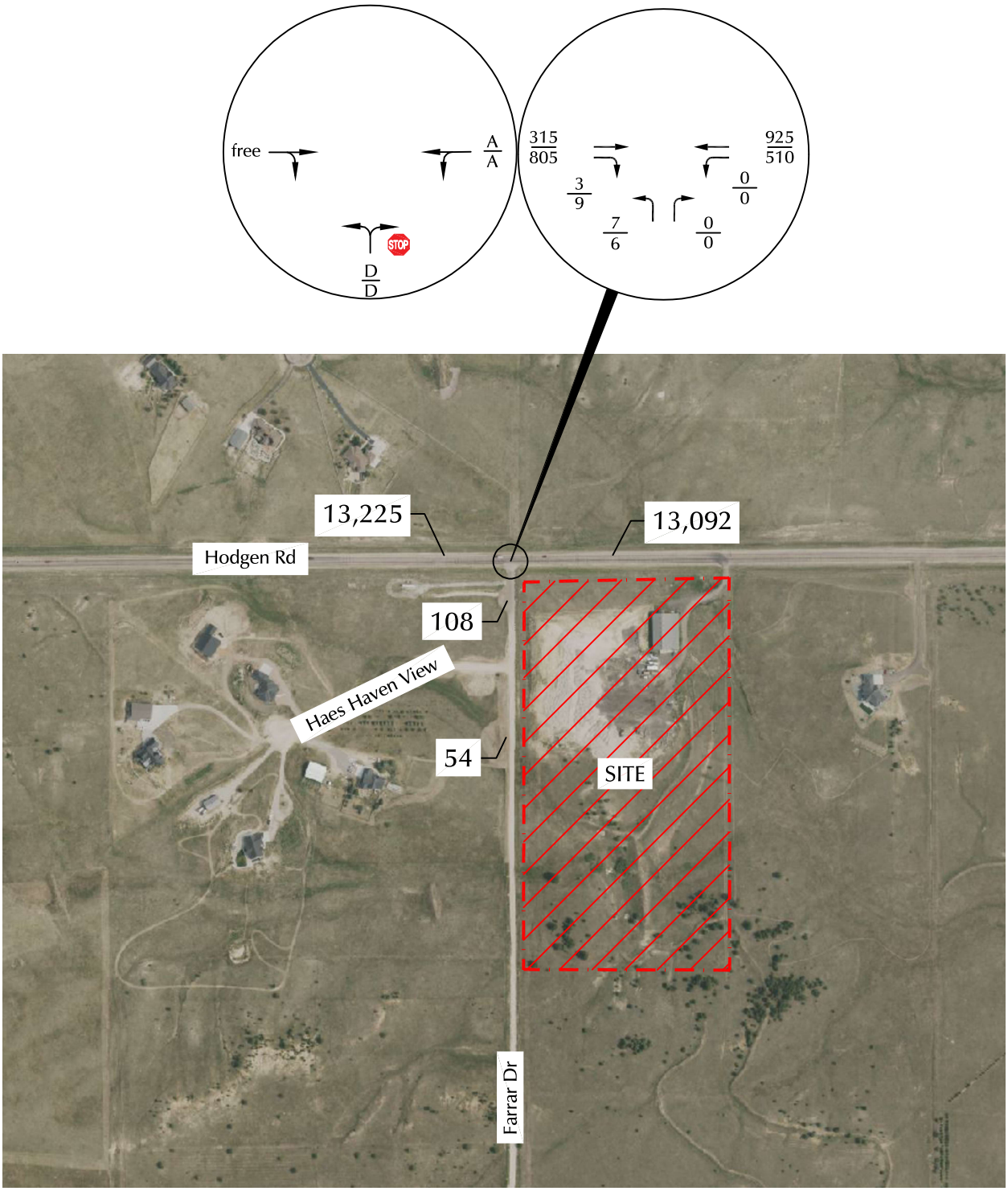
STOP = Stop Sign

X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

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

LSC TRANSPORTATION CONSULTANTS, INC.



1" = 500'
scale

*Based on weekday count data (rather than the 2017 baseline values) plus future background trips.

STOP = Stop Sign

X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

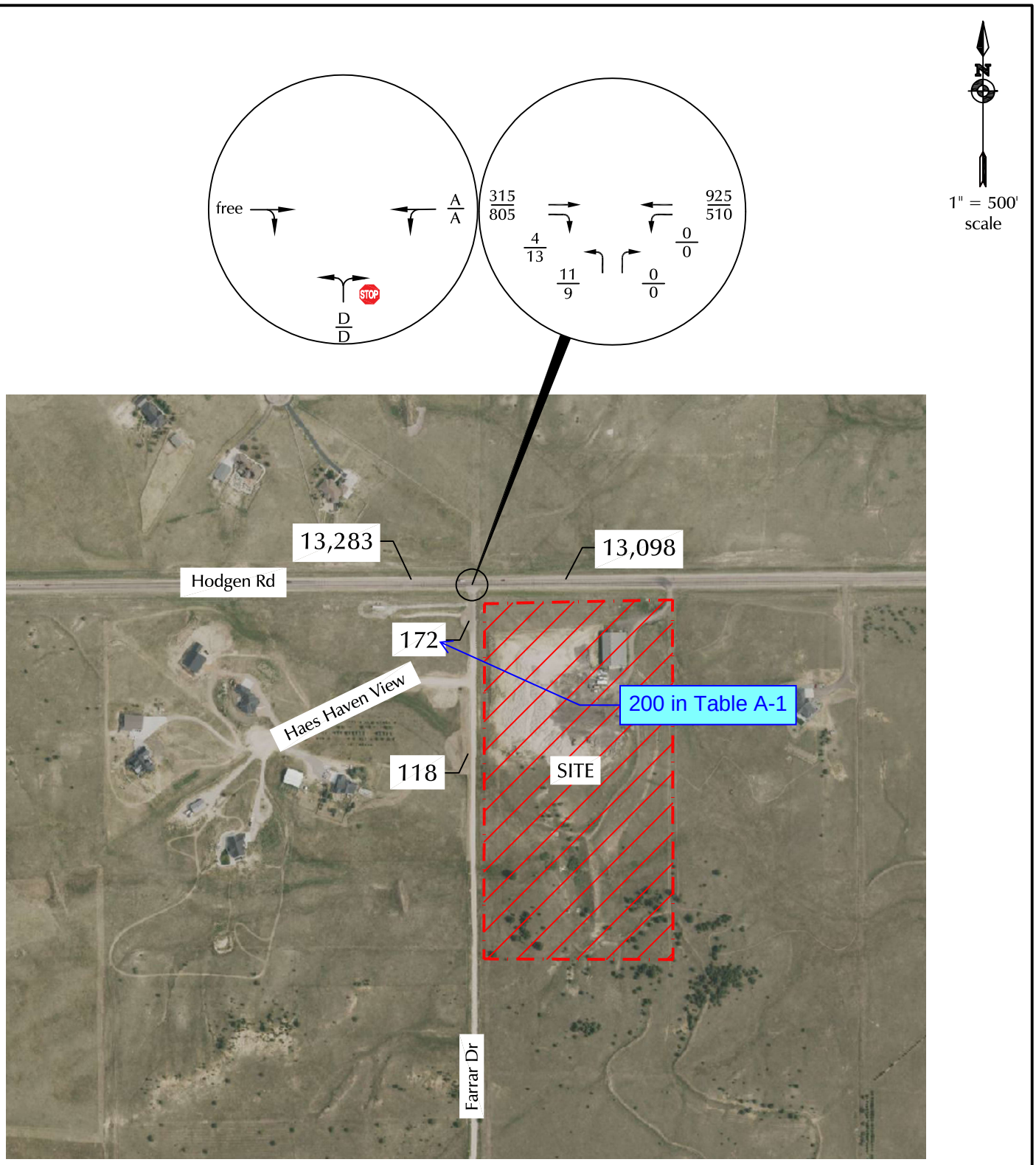
X,XXX = Average Weekday Traffic (Vehicles/Day)

TRANSPORTATION CONSULTANTS, INC.

Appendix Figure A-3

2045 ITE Background Traffic, Lane Geometry, Traffic Control, and LOS

Sundance West Rezone (LSC #S254010)



Appendix Figure A-4

2045 ITE Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

Sundance West Rezone (LSC #S254010)

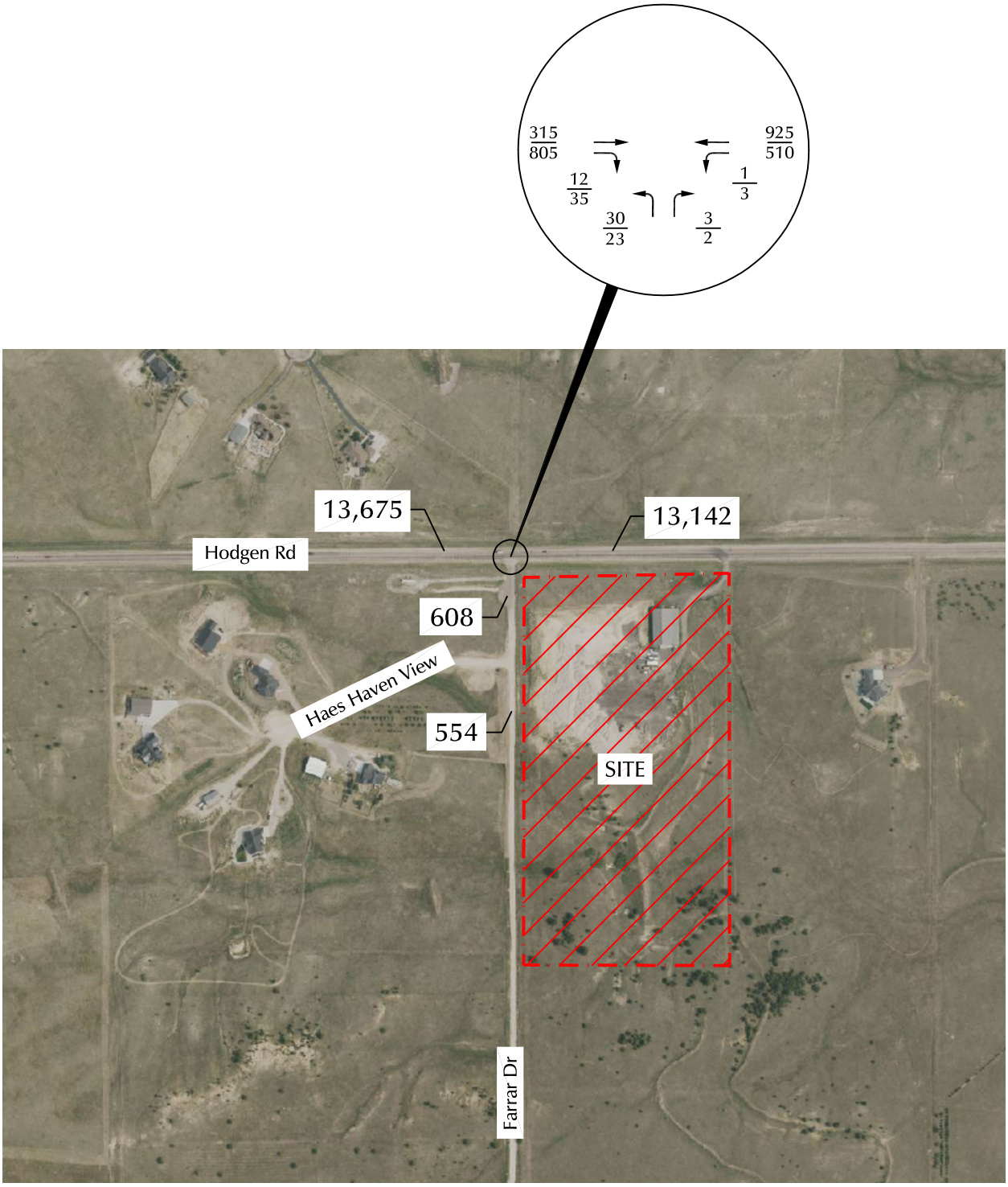
STOP = Stop Sign

X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

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

LSC TRANSPORTATION CONSULTANTS, INC.



Appendix Figure B-1

5-Acre Lot Buildout 2045 Background Traffic, Lane Geometry, Traffic Control, and LOS

Sundance West Rezone (LSC #S254010)

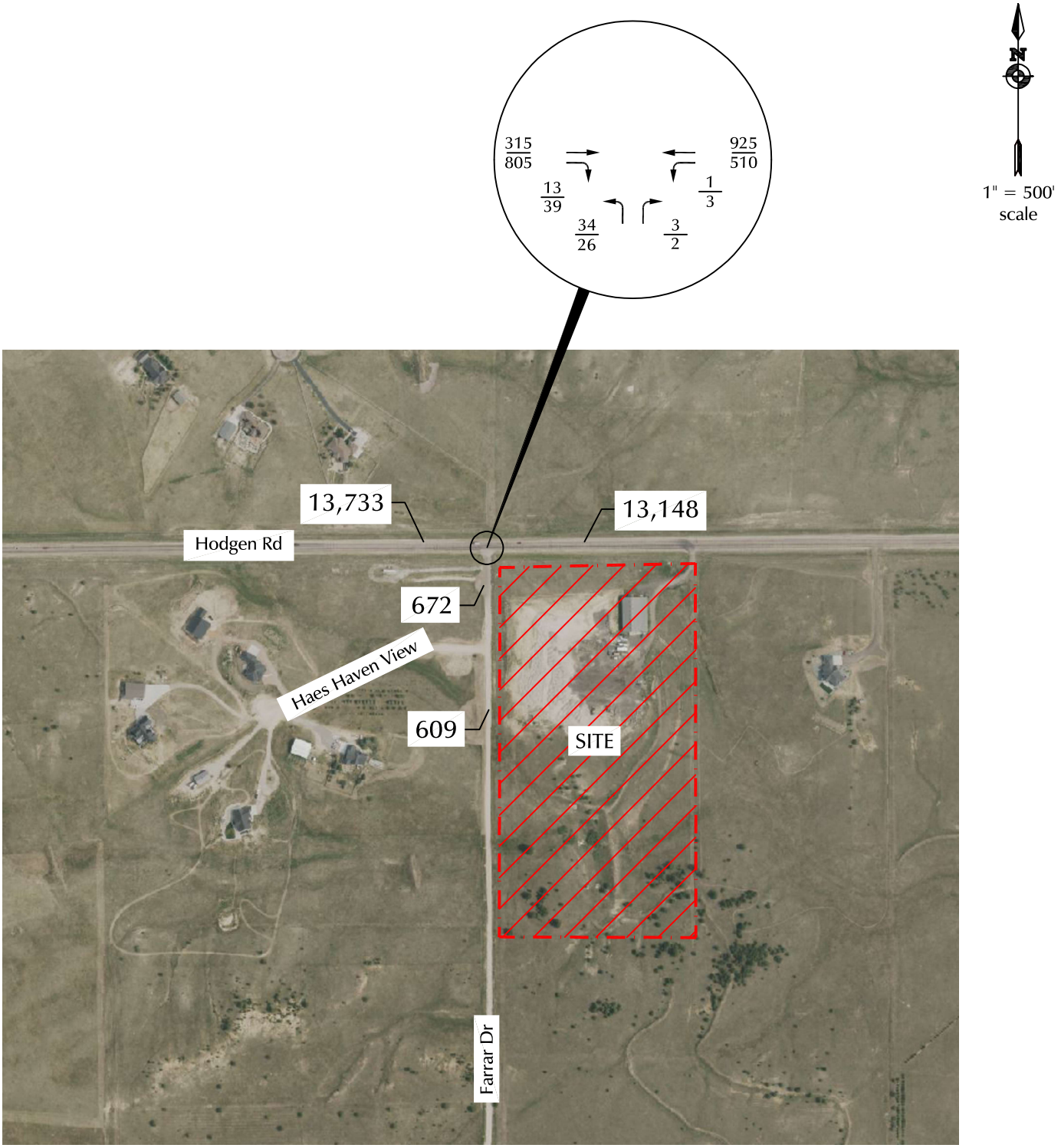
TRANSPORTATION CONSULTANTS, INC.

STOP = Stop Sign

X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

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



Appendix Figure B-2

5-Acre Lot Buildout 2045 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

Sundance West Rezone (LSC #S254010)

TRANSPORTATION CONSULTANTS, INC.

STOP = Stop Sign

X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

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

Traffic Counts

TRANSPORTATION
CONSULTANTS, INC.

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Farrar Rd - Hodgen Rd AM
Site Code : S254010
Start Date : 2/5/2025
Page No : 1

Groups Printed- Unshifted

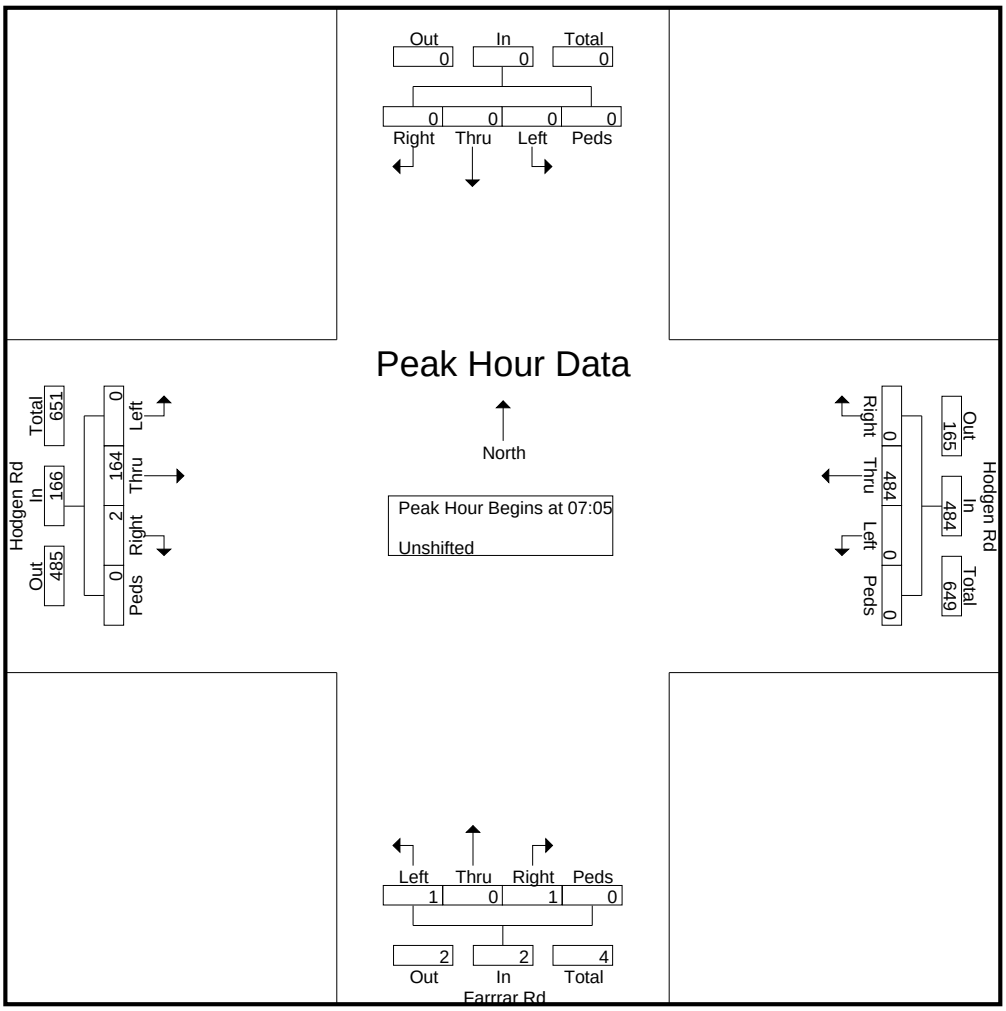
	Southbound					Hodgen Rd Westbound					Farrrar Rd Northbound					Hodgen Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	4	0	0	4	25
06:35	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	0	7	0	0	7	50
06:40	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	10	0	0	10	42
06:45	0	0	0	0	0	0	39	0	0	39	0	0	1	0	1	0	5	0	0	5	45
06:50	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	9	0	0	9	42
06:55	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	8	0	0	8	31
Total	0	0	0	0	0	0	191	0	0	191	0	0	1	0	1	0	43	0	0	43	235
07:00	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	12	0	0	12	45
07:05	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	12	0	0	12	45
07:10	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	0	9	0	0	9	54
07:15	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	0	13	0	0	13	58
07:20	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	1	9	0	0	10	45
07:25	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	0	11	0	0	11	62
07:30	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	0	11	0	0	11	64
07:35	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	1	19	0	0	20	54
07:40	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0	0	12	0	0	12	58
07:45	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	0	16	0	0	16	61
07:50	0	0	0	0	0	0	30	0	0	30	1	0	0	0	1	0	15	0	0	15	46
07:55	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	22	0	0	22	53
Total	0	0	0	0	0	0	481	0	0	481	1	0	0	0	1	2	161	0	0	163	645
08:00	0	0	0	0	0	0	36	0	0	36	0	0	1	0	1	0	15	0	0	15	52
08:05	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	16	0	0	16	44
08:10	0	0	0	0	0	0	24	0	0	24	0	0	1	0	1	0	18	0	0	18	43
08:15	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	17	0	0	17	44
08:20	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	8	0	0	8	42
08:25	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	0	22	0	0	22	60
Grand Total	0	0	0	0	0	0	859	0	0	859	1	0	3	0	4	2	300	0	0	302	1165
Apprch %	0	0	0	0		0	100	0	0		25	0	75	0		0.7	99.3	0	0		
Total %	0	0	0	0	0	0	73.7	0	0	73.7	0.1	0	0.3	0	0.3	0.2	25.8	0	0	25.9	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Farrar Rd - Hodgen Rd AM
Site Code : S254010
Start Date : 2/5/2025
Page No : 2

	Southbound					Hodgen Rd Westbound					Farrrar Rd Northbound					Hodgen Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:05																					
07:05	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	12	0	0	12	45
07:10	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	0	9	0	0	9	54
07:15	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	0	13	0	0	13	58
07:20	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	**1**	9	0	0	10	45
07:25	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	0	11	0	0	11	62
07:30	0	0	0	0	0	0	**53**	0	0	**53**	0	0	0	0	0	0	11	0	0	11	**64**
07:35	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	1	19	0	0	20	54
07:40	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0	0	12	0	0	12	58
07:45	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	0	16	0	0	16	61
07:50	0	0	0	0	0	0	30	0	0	30	**1**	0	0	0	**1**	0	15	0	0	15	46
07:55	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	**22**	0	0	**22**	53
08:00	0	0	0	0	0	0	36	0	0	36	0	0	**1**	0	1	0	15	0	0	15	52
Total Volume	0	0	0	0	0	0	484	0	0	484	1	0	1	0	2	2	164	0	0	166	652
% App. Total	0	0	0	0		0	100	0	0		50	0	50	0		1.2	98.8	0	0		
PHF	.000	.000	.000	.000	.000	.000	.761	.000	.000	.761	.083	.000	.083	.000	.167	.167	.621	.000	.000	.629	.849

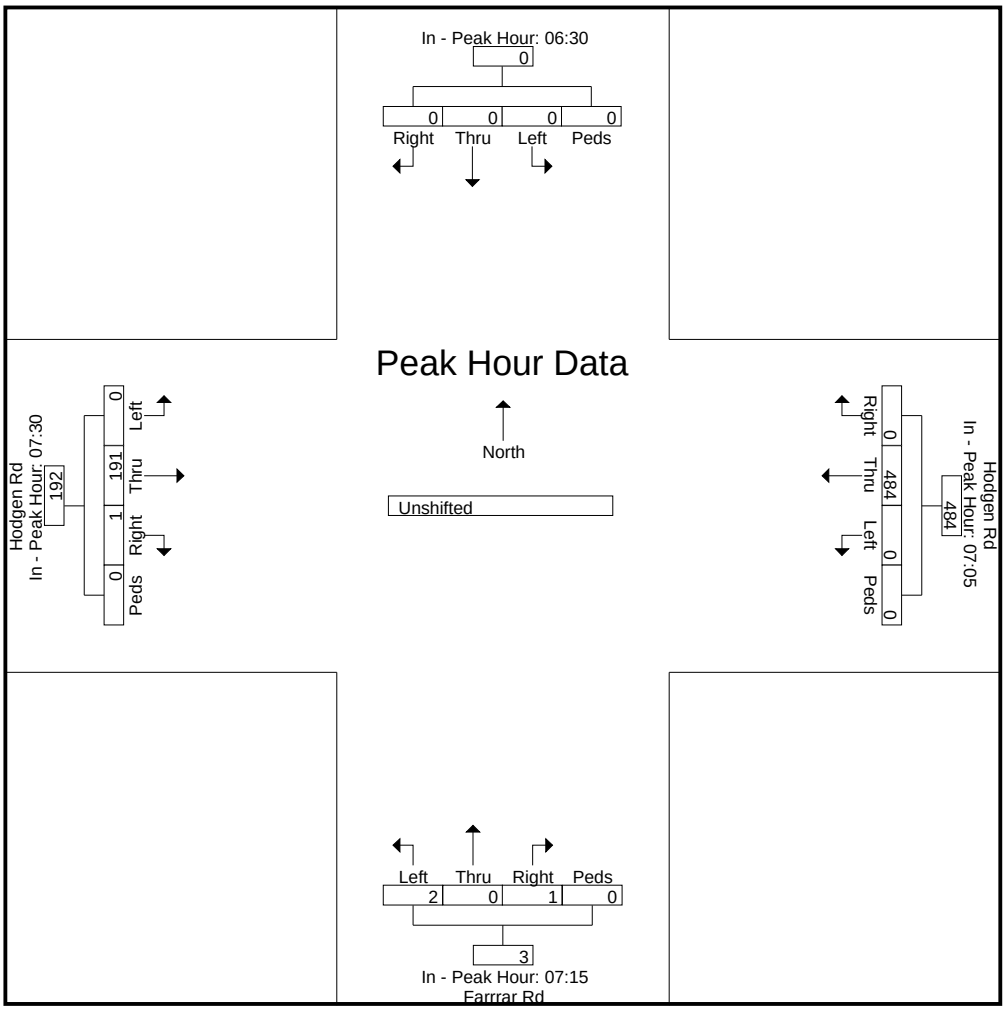


LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Farrar Rd - Hodgen Rd AM
Site Code : S254010
Start Date : 2/5/2025
Page No : 3

	Southbound					Hodgen Rd Westbound					Farrrar Rd Northbound					Hodgen Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	06:30					07:05					07:15					07:30					
+0 mins.	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	11	0	0	11	
+5 mins.	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	**1**	19	0	0	20	
+10 mins.	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	0	12	0	0	12	
+15 mins.	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	16	0	0	16	
+20 mins.	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	0	15	0	0	15	
+25 mins.	0	0	0	0	0	0	**53**	0	0	**53**	0	0	0	0	0	0	**22**	0	0	**22**	
+30 mins.	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	15	0	0	15	
+35 mins.	0	0	0	0	0	0	46	0	0	46	**1**	0	0	0	**1**	0	16	0	0	16	
+40 mins.	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	0	18	0	0	18	
+45 mins.	0	0	0	0	0	0	30	0	0	30	0	0	**1**	0	1	0	17	0	0	17	
+50 mins.	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	8	0	0	8	
+55 mins.	0	0	0	0	0	0	36	0	0	36	0	0	1	0	1	0	22	0	0	22	
Total Volume	0	0	0	0	0	0	484	0	0	484	1	0	2	0	3	1	191	0	0	192	
% App. Total	0	0	0	0		0	100	0	0		33.3	0	66.7	0		0.5	99.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.761	.000	.000	.761	.083	.000	.167	.000	.250	.083	.723	.000	.000	.727	



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Farrar Rd - Hodgen Rd PM
Site Code : S254010
Start Date : 2/4/2025
Page No : 1

Groups Printed- Unshifted

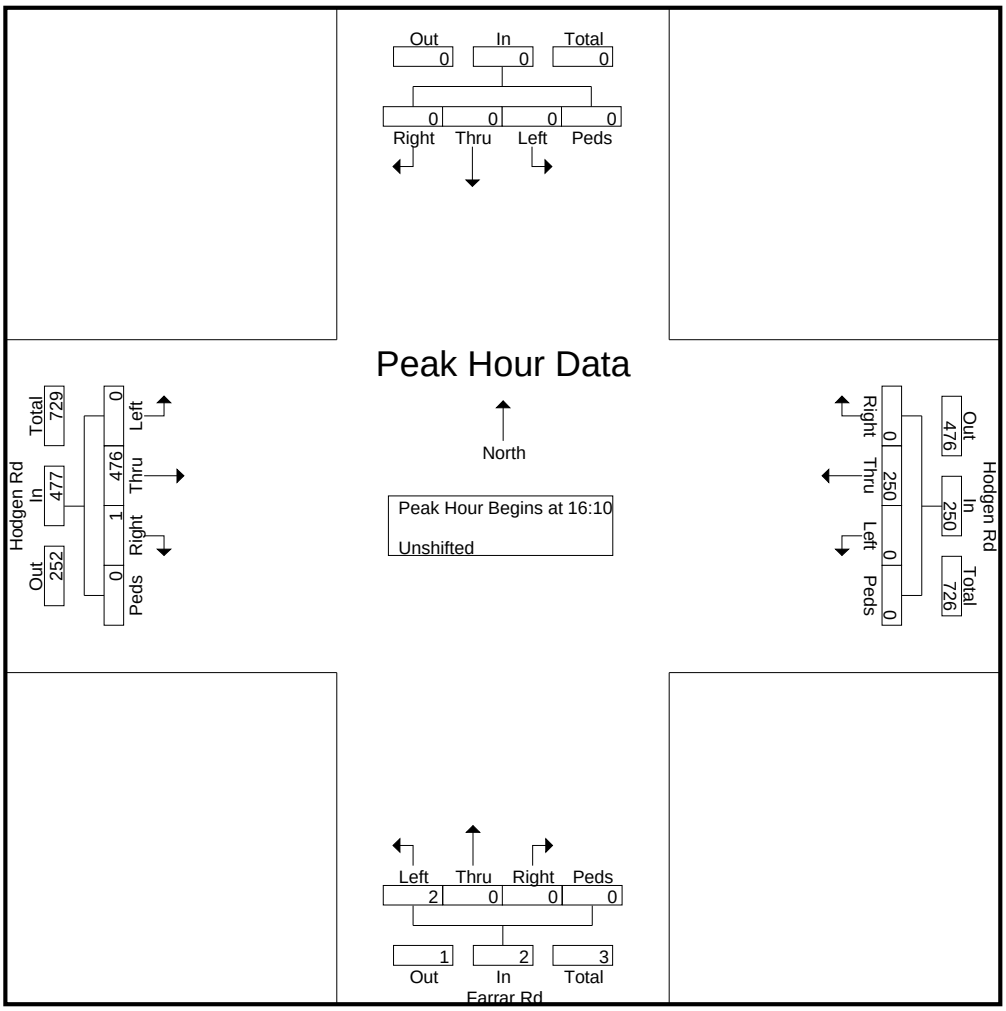
	Southbound					Hodgen Rd Westbound					Farrar Rd Northbound					Hodgen Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	1	35	0	0	36	56
16:05	0	0	0	0	0	0	18	0	0	18	0	0	1	0	1	0	34	0	0	34	53
16:10	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	47	0	0	47	77
16:15	0	0	0	0	0	0	23	0	0	23	0	0	1	0	1	0	55	0	0	55	79
16:20	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	1	40	0	0	41	60
16:25	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	28	0	0	28	45
16:30	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	48	0	0	48	76
16:35	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	0	32	0	0	32	47
16:40	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	39	0	0	39	55
16:45	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	41	0	0	41	62
16:50	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	41	0	0	41	58
16:55	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	30	0	0	30	57
Total	0	0	0	0	0	0	250	0	0	250	0	0	3	0	3	2	470	0	0	472	725
17:00	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	33	0	0	33	50
17:05	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	42	0	0	42	63
17:10	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	32	0	0	32	48
17:15	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	32	0	0	32	49
17:20	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	1	63	0	0	64	82
17:25	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	32	0	0	32	48
17:30	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	40	0	0	40	58
17:35	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	35	0	0	35	55
17:40	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	1	46	0	0	47	61
17:45	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	30	0	0	30	46
17:50	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	33	0	0	33	44
17:55	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	0	29	0	0	29	43
Total	0	0	0	0	0	0	197	0	0	197	0	0	1	0	1	2	447	0	0	449	647
Grand Total	0	0	0	0	0	0	447	0	0	447	0	0	4	0	4	4	917	0	0	921	1372
Apprch %	0	0	0	0		0	100	0	0		0	0	100	0		0.4	99.6	0	0		
Total %	0	0	0	0	0	0	32.6	0	0	32.6	0	0	0.3	0	0.3	0.3	66.8	0	0	67.1	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Farrar Rd - Hodgen Rd PM
Site Code : S254010
Start Date : 2/4/2025
Page No : 2

	Southbound					Hodgen Rd Westbound					Farrar Rd Northbound					Hodgen Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:10																					
16:10	0	0	0	0	0	0	**30**	0	0	**30**	0	0	0	0	0	0	47	0	0	47	77
16:15	0	0	0	0	0	0	23	0	0	23	0	0	**1**	0	**1**	0	**55**	0	0	**55**	**79**
16:20	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	**1**	40	0	0	41	60
16:25	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	28	0	0	28	45
16:30	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	48	0	0	48	76
16:35	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	0	32	0	0	32	47
16:40	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	39	0	0	39	55
16:45	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	41	0	0	41	62
16:50	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	41	0	0	41	58
16:55	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	30	0	0	30	57
17:00	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	33	0	0	33	50
17:05	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	42	0	0	42	63
Total Volume	0	0	0	0	0	0	250	0	0	250	0	0	2	0	2	1	476	0	0	477	729
% App. Total	0	0	0	0		0	100	0	0		0	0	100	0		0.2	99.8	0	0		
PHF	.000	.000	.000	.000	.000	.000	.694	.000	.000	.694	.000	.000	.167	.000	.167	.083	.721	.000	.000	.723	.769

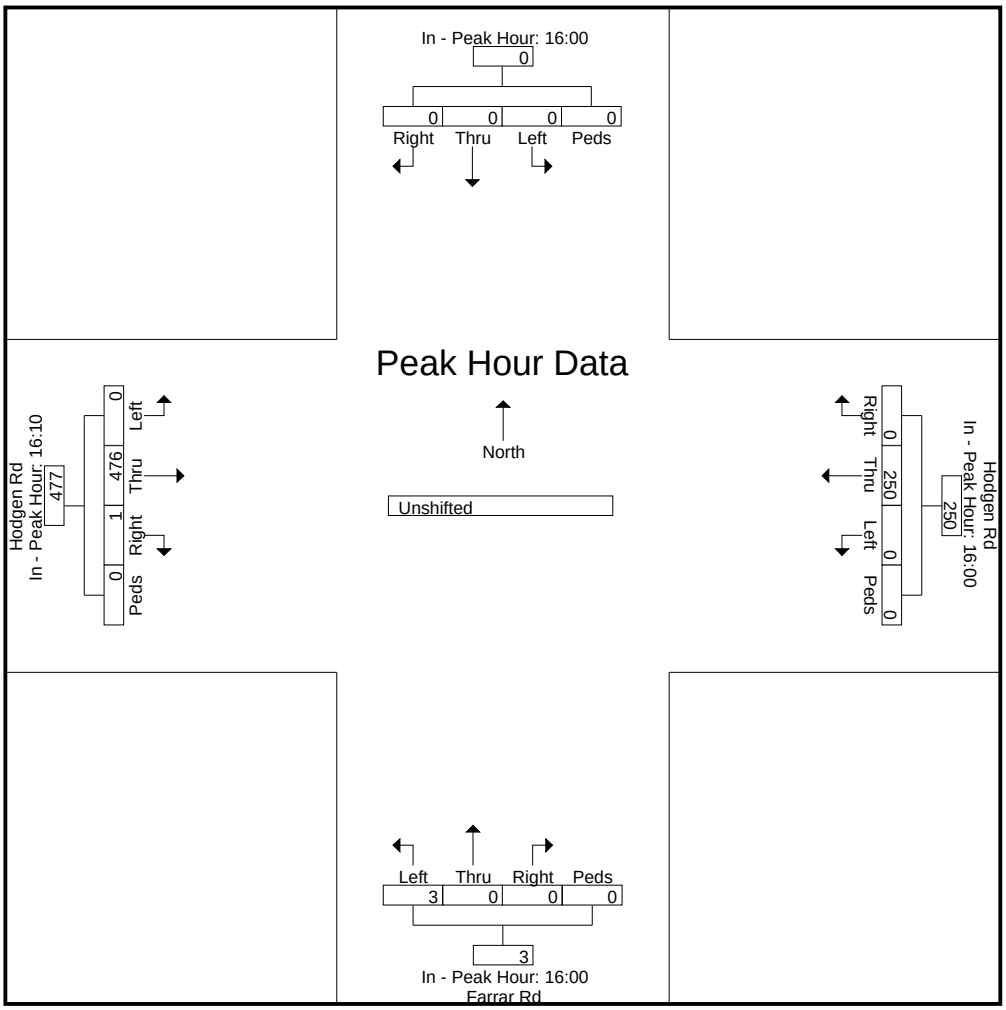


LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Farrar Rd - Hodgen Rd PM
Site Code : S254010
Start Date : 2/4/2025
Page No : 3

	Southbound					Hodgen Rd Westbound					Farrar Rd Northbound					Hodgen Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:00					16:00					16:00					16:10					
+0 mins.	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	47	0	0	47	
+5 mins.	0	0	0	0	0	0	18	0	0	18	0	0	**1**	0	**1**	0	**55**	0	0	**55**	
+10 mins.	0	0	0	0	0	0	**30**	0	0	**30**	0	0	0	0	0	**1**	40	0	0	41	
+15 mins.	0	0	0	0	0	0	23	0	0	23	0	0	1	0	1	0	28	0	0	28	
+20 mins.	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	48	0	0	48	
+25 mins.	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	32	0	0	32	
+30 mins.	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	39	0	0	39	
+35 mins.	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	0	41	0	0	41	
+40 mins.	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	41	0	0	41	
+45 mins.	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	30	0	0	30	
+50 mins.	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	33	0	0	33	
+55 mins.	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	42	0	0	42	
Total Volume	0	0	0	0	0	0	250	0	0	250	0	0	3	0	3	1	476	0	0	477	
% App. Total	0	0	0	0		0	100	0	0		0	0	100	0		0.2	99.8	0	0		
PHF	.000	.000	.000	.000	.000	.000	.694	.000	.000	.694	.000	.000	.250	.000	.250	.083	.721	.000	.000	.723	



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Farrar Rd 24 hr Avg Daily Count
Site Code : S254010
Start Date : 2/5/2025
Page No : 1

Groups Printed- Bank 1

	Farrar Rd Southbound					Westbound					Farrrar Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
*** BREAK ***																					
06:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:00	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
08:00	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
09:00	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
10:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
13:00	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
14:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
15:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
16:00	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
17:00	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
18:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
*** BREAK ***																					
21:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Grand Total	0	19	0	0	19	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	39
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	48.7	0	0	48.7	0	0	0	0	0	0	51.3	0	0	51.3	0	0	0	0	0	

Level of Service Reports

TRANSPORTATION
CONSULTANTS, INC.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	164	1	0	484	2	1
Future Vol, veh/h	164	1	0	484	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	189	1	0	526	3	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	190	0	716	190
Stage 1	-	-	-	-	190	-
Stage 2	-	-	-	-	526	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1384	-	397	852
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1384	-	397	852
Mov Cap-2 Maneuver	-	-	-	-	397	-
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	593	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	483	-	-	1384	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Control Delay (s)	12.5	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	476	1	0	250	2	0
Future Vol, veh/h	476	1	0	250	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	517	1	0	272	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	518	0	790	518
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	272	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1048	-	359	558
Stage 1	-	-	-	-	598	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1048	-	359	558
Mov Cap-2 Maneuver	-	-	-	-	359	-
Stage 1	-	-	-	-	598	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	359	-	-	1048	-
HCM Lane V/C Ratio	0.007	-	-	-	-
HCM Control Delay (s)	15.1	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	175	2	0	510	5	1
Future Vol, veh/h	175	2	0	510	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	201	2	0	554	6	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	203	0	757	202
Stage 1	-	-	-	-	202	-
Stage 2	-	-	-	-	554	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1368	-	376	838
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1368	-	376	838
Mov Cap-2 Maneuver	-	-	-	-	376	-
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	13.87
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	414	-	-	1368	-
HCM Lane V/C Ratio	0.019	-	-	-	-
HCM Ctrl Dly (s/v)	13.9	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	495	6	0	265	4	0
Future Vol, veh/h	495	6	0	265	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	538	7	0	288	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	545	0	829	541
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	288	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1024	-	340	541
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	761	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1024	-	340	541
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.74
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	340	-	-	1024	-
HCM Lane V/C Ratio	0.015	-	-	-	-
HCM Ctrl Dly (s/v)	15.7	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	175	4	0	510	9	1
Future Vol, veh/h	175	4	0	510	9	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	201	5	0	554	12	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	206	0	758	203
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	554	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1366	-	375	837
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1366	-	375	837
Mov Cap-2 Maneuver	-	-	-	-	375	-
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.37
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	397	-	-	1366	-
HCM Lane V/C Ratio	0.032	-	-	-	-
HCM Ctrl Dly (s/v)	14.4	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	495	11	1	265	7	0
Future Vol, veh/h	495	11	1	265	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	538	12	1	288	9	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	550	0	834	544
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	290	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1020	-	338	539
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1020	-	338	539
Mov Cap-2 Maneuver	-	-	-	-	338	-
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	759	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	15.95
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	338	-	-	7	-
HCM Lane V/C Ratio	0.027	-	-	0.001	-
HCM Ctrl Dly (s/v)	16	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	315	3	0	925	8	1
Future Vol, veh/h	315	3	0	925	8	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	342	3	0	1005	10	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	346	0	1349	344
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	1005	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1213	-	166	699
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	354	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1213	-	166	699
Mov Cap-2 Maneuver	-	-	-	-	166	-
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	354	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	26.19
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	181	-	-	1213	-
HCM Lane V/C Ratio	0.064	-	-	-	-
HCM Ctrl Dly (s/v)	26.2	-	-	0	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	805	9	0	510	5	0
Future Vol, veh/h	805	9	0	510	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	875	10	0	554	6	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	885	0	1434	880
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	554	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	765	-	147	346
Stage 1	-	-	-	-	406	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	765	-	147	346
Mov Cap-2 Maneuver	-	-	-	-	147	-
Stage 1	-	-	-	-	406	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	30.53
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	147	-	-	765	-
HCM Lane V/C Ratio	0.043	-	-	-	-
HCM Ctrl Dly (s/v)	30.5	-	-	0	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	315	5	0	925	12	1
Future Vol, veh/h	315	5	0	925	12	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	342	5	0	1005	15	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	348	0	1351	345
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	1005	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1211	-	166	698
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	354	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1211	-	166	698
Mov Cap-2 Maneuver	-	-	-	-	166	-
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	354	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	27.57
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	176	-	-	1211	-
HCM Lane V/C Ratio	0.095	-	-	-	-
HCM Ctrl Dly (s/v)	27.6	-	-	0	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	805	14	1	510	8	0
Future Vol, veh/h	805	14	1	510	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	875	15	1	554	10	0

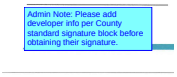
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	890	0	1439	883
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	557	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	761	-	146	345
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	574	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	761	-	146	345
Mov Cap-2 Maneuver	-	-	-	-	146	-
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	574	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	31.49
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	146	-	-	4	-
HCM Lane V/C Ratio	0.07	-	-	0.001	-
HCM Ctrl Dly (s/v)	31.5	-	-	9.7	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

V3_Traffic Memo.pdf Markup Summary

Joseph Sandstrom (17)



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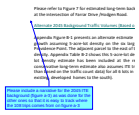

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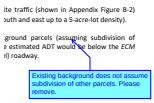

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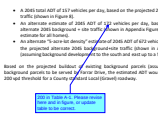

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200 in Table A-1. Please revise here and in figure, or update table to be correct.

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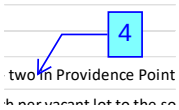

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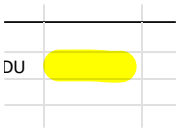

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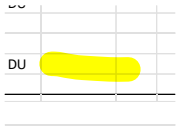

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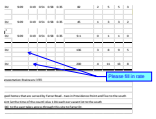

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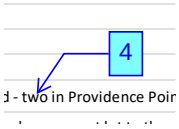

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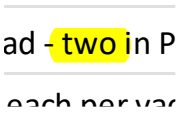

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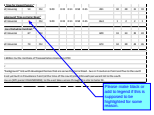

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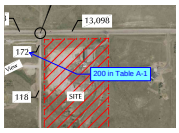

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