

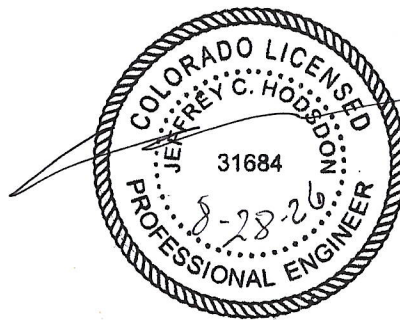


LSC TRANSPORTATION CONSULTANTS, INC.
102 S. Tejon Street, Suite 1100
Colorado Springs, CO 80903
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lsctrans.com
Website: <http://www.lsctrans.com>

**Sundance West Rezone
Traffic Technical Memorandum
PCD File No.: P258
(LSC #S254010)
August 28, 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.



Developer's Statement

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

Date

Sundance West

Rezone

Traffic Technical Memorandum

Prepared for:

Bill and Matt Dunston

17145 Colonial Park Drive

Monument, CO 80132

AUGUST 28, 2026

LSC Transportation Consultants, Inc.

Prepared by: Jeffrey C. Hodsdon, P.E.

EPC PCD File No.: P258

LSC #S254010



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Table 2

Appendix Table 1

Figure 1 – Figure 8

Traffic Count Reports

Synchro LOS Reports



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Website: <http://www.lsctrans.com>

August 28, 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) 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.

Missing words. I think you meant to include "Will be closed" here.

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	2	4	7
Afternoon Peak Hour	5	3	8
Weekday/24-hour	40	40	80

The proposed subdivision is projected to generate about 80 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 2 entering and 4 exiting vehicles are estimated to be generated. Approximately 5 entering and 3 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.

This sentence doesn't make sense here as the next sentence seems to be talking about new homes.

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.

FUTURE BACKGROUND AND TOTAL TRAFFIC PROJECTIONS

word(s) missing here and is this referring to Providence point Estates?

2027 Baseline Traffic Volumes

The estimated short-term/2027 “baseline” traffic volumes are presented in Figure 3. These volumes assume buildout of the adjacent (six homes completed and occupied by residents). **No additional homes or development is assumed within the Farrar Drive “travelshed.”** Aside from the Providence Point subdivision, LSC estimates five homes to the south within the Farrar Drive “travelshed.” The volumes in Figure 3 consider the count data (shown in Figure 2). However, the volumes are based on ITE trip-generation rates for 11 single-family detached homes. Appendix Table 1 shows the baseline trip calculation. The baseline estimate has been completed as the recorded count data does not correlate well with typical/expected trip generation and directional volumes. This could be due to homes built but not yet occupied at the time the counts were conducted or home construction traffic (which would be a temporary condition).

The through volumes on Hodgen Road were also “grown” to 2027.

Are the 11 homes the ones that are existing on parcels to the south? Please clarify between the 5 homes to south and the 11 homes.

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.

Identify that these are the currently vacant parcels to the south.

2045 Background Traffic Volumes

Long-term background traffic volumes are estimates by LSC.

Hodgen Road Through Traffic

Please specifically state how the recorded count data does not correlate (high/low, etc.).

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.

Please be consistent.

Farrar Drive Traffic

Estimated site-generated traffic for the 7-dwelling-unit residential development is **not** included in 2045 background traffic volumes. In addition to the 2027 baseline land-use assumptions and volumes, the long-term background traffic volumes include potential future additional residential traffic that may be generated by 3 currently-vacant parcels within the area south of **Providence Point** and this site 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.

2045 Total Traffic Volumes

Figure 8 shows the sum of 2045 background traffic volumes (from Figure 5).

Future subdivisions should be contemplated because all surrounding parcels are RR-5. There is currently a rezone to 2.5 acres off of Siesta Grove, parcel 6100000292.

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	Unsignalized Intersections
	Average Control Delay (seconds per vehicle)	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.

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 long-term ADT of 215 vehicles per day, based on the assumptions outlined in the baseline/background traffic sections above.

Based on the daily traffic count conducted and the assumption of 39 vehicles per day for the completed homes at the time of the count, the projected ADT (175 vpd) would be below the *ECM* 200 vpd threshold day.

Please see the above comments and revise. It's not clear if the 2027 total traffic is exceeding the 200 vpd threshold for paving Farrar. I think it would be beneficial to schedule a meeting to discuss.

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.

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. This can be evaluated further at the subdivision stage.
- Segments of Farrar Drive serving this site may 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. Between Haes Haven Road and the south site boundary, Farrar Drive has a gravel width of 16 feet, which 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.

This section does not address that Farrar Road north of Haes Haven road is also narrower than County standard, as mentioned earlier in the report. Please include under the roadway improvement section.

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 80 new vehicle-trips on the average weekday.
- During the weekday morning peak hour of adjacent street traffic, 2 vehicles would enter the site while 4 vehicles would exit.
- During the weekday afternoon peak hour of adjacent street traffic, 5 vehicles would enter the site while 3 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.
- 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 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 2
Figure 1 – Figure 8
Traffic Count Reports
Synchro LOS Reports

Table 2

Comment on appendix table 1 below.

Table 2: Detailed Trip Generation Estimate

ITE Land Use		Value	Units ¹	Trip Generation Rates ²				Total Trips Generated					
				Average Weekday	A.M.		P.M.		Average Weekday ³	A.M.		P.M.	
					Peak Hour In	Peak Hour Out	Peak Hour In	Peak Hour Out		Peak Hour ⁴ In	Peak Hour ⁴ Out	Peak Hour ⁴ In	Peak Hour ⁴ Out
Code	Description												
210	Single-Family (Detached) Housing	7	DU	11.39	0.22	0.63	0.69	0.40	80	2	4	5	3
¹ DU = dwelling units													
² Source: <i>Trip Generation, 12th Edition</i> by the Institute of Transportation Engineers (ITE)													
³ Units = vehicle-trips per day													
⁴ Units = vehicle-trips per hour													
August 28, 2026													

Appendix Table 1

Why is the trip generation rate different for the homes proposed with this development compared to all the other homes? Please revise or address in the report. This does not seem like it would be a higher density urban trip rate for this area.

Appendix Table 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
<u>Proposed with This Development</u>													
210	Single-Family (Detached) Housing	7	DU	11.39	0.22	0.63	0.69	0.40	80	2	4	5	3
<u>Current Developed Homes</u> ⁵													
210	Single-Family (Detached) Housing	9	DU	9.09	0.19	0.51	0.58	0.35	82	2	5	5	3
<u>Additional/Future Background Trips for Vacant Parcels</u> ⁶													
210	Single-Family (Detached) Housing	5	DU	9.09	0.19	0.51	0.58	0.35	45	1	3	3	2
<u>Additional Potential Future Background Trips on Farrar Road</u> ⁷													
210	Single-Family (Detached) Housing	1	DU	9.09	0.19	0.51	0.58	0.35	9.1	0	1	1	0
<u>Total Future "Background" Homes (Including Existing)</u> ⁶													
210	Single-Family (Detached) Housing	15	DU						136	3	8	9	5
<u>Total Future Homes</u>													
210	Single-Family (Detached) Housing	22	DU						216	4	12	13	8

¹ DU = dwelling units

²Source: *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

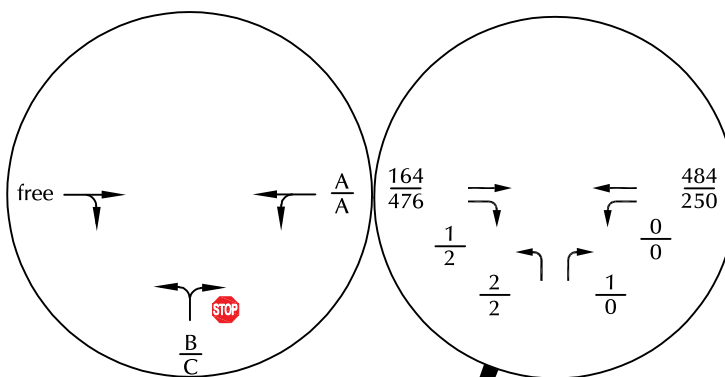
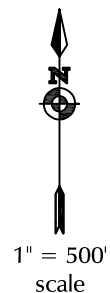
⁷ If driveway from existing home on (EPC parcel ID 6125001004) to the east takes access through this site to Farrar Dr.

August 28, 2026

Figures 1-8



1" = 500'
scale



= Stop Sign

$\frac{X}{X}$ = AM Individual Movement Peak-Hour LOS
PM Individual Movement Peak-Hour LOS

$\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hour) (Counts by LSC - Feb 2025)
PM Weekday Peak-Hour Traffic (Veh/Hour)

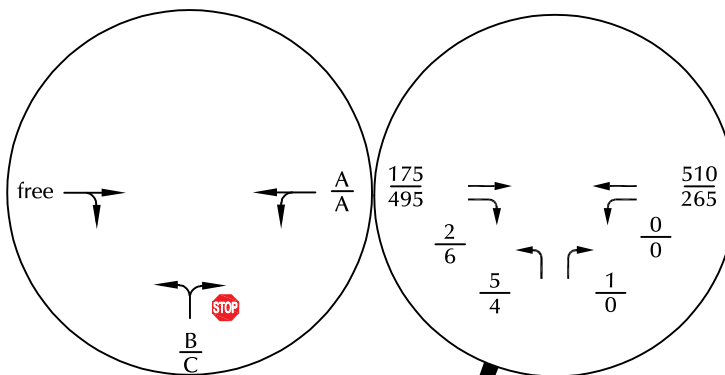
X,XXX = Average Weekday Traffic (Vehicles/Day) (Estimated by LSC based on factored peak-hour counts)



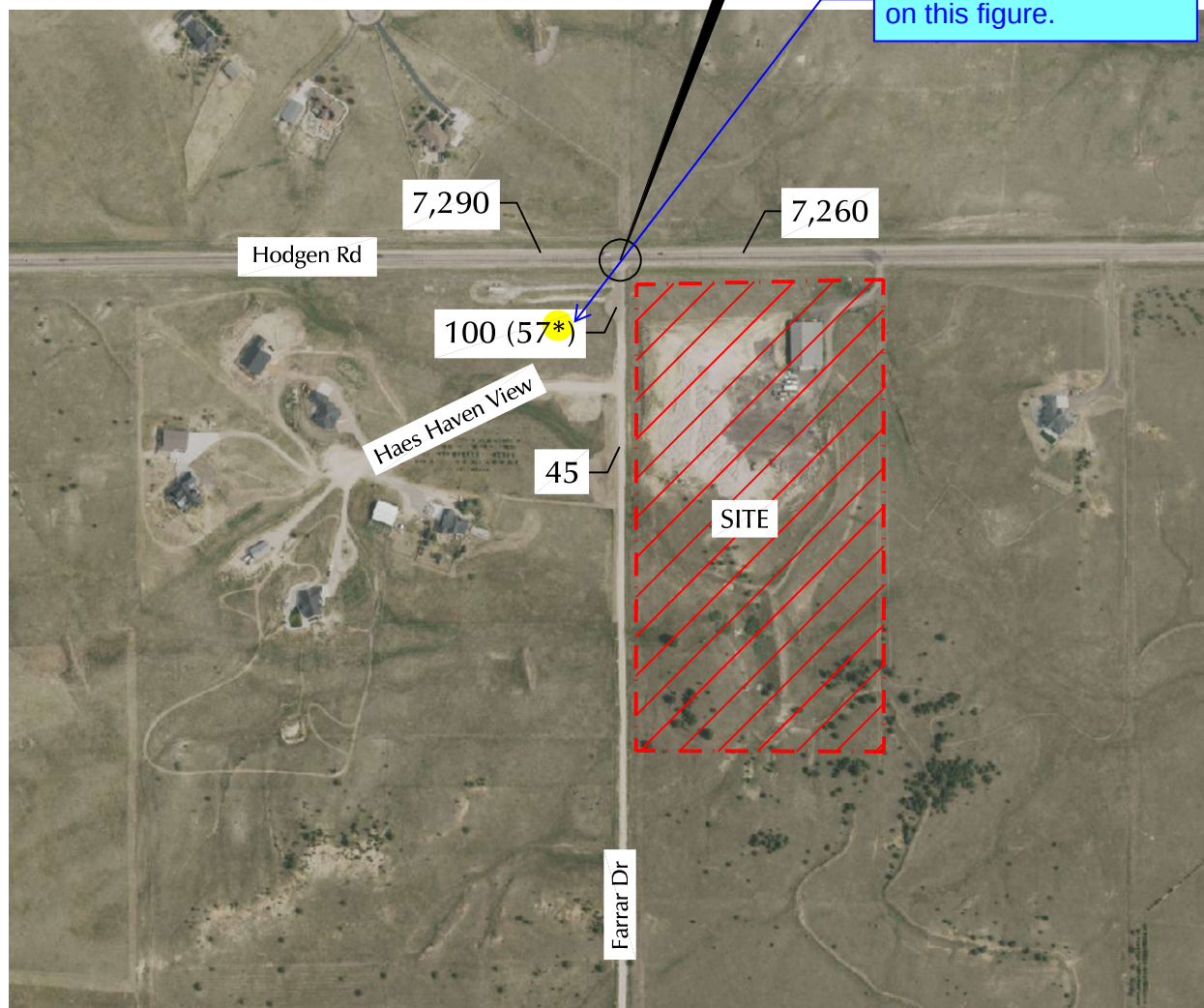
*Based on 2025 Counts

Figure 2 2025 Traffic*, Lane Geometry, Traffic Control, and LOS

Sundance West Rezone (LSC #S254010)



Please define asterisk on this figure.



= Stop Sign

$\frac{X}{X}$

= $\frac{\text{AM Individual Movement Peak-Hour LOS}}{\text{PM Individual Movement Peak-Hour LOS}}$

$\frac{XX}{XX}$

= $\frac{\text{AM Weekday Peak-Hour Traffic (Veh/Hour)}}{\text{PM Weekday Peak-Hour Traffic (Veh/Hour)}}$

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



Figure 3 2027 Baseline Traffic, Lane Geometry, Traffic Control, and LOS

Sundance West Rezone (LSC #S254010)



1" = 500'
scale



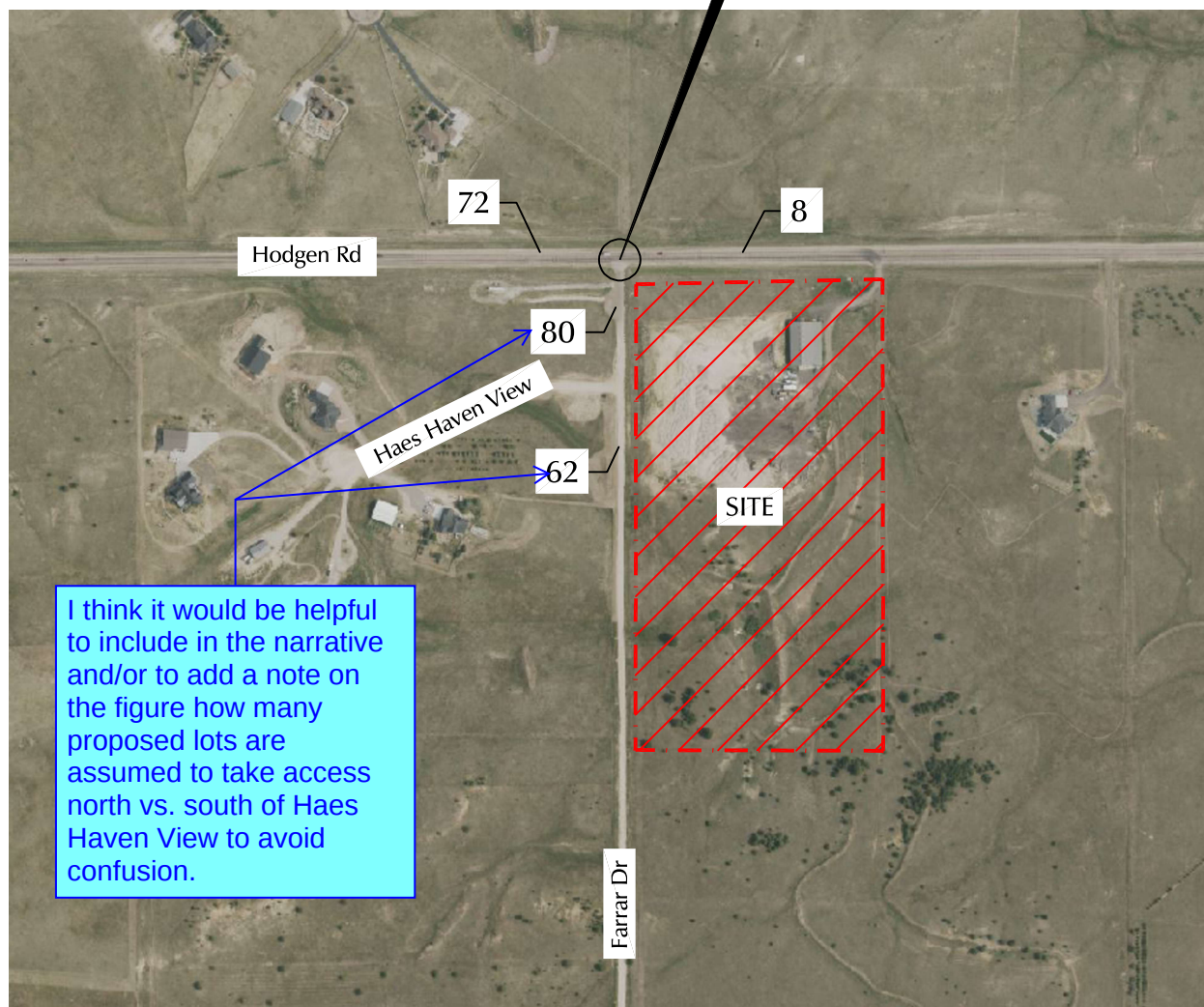
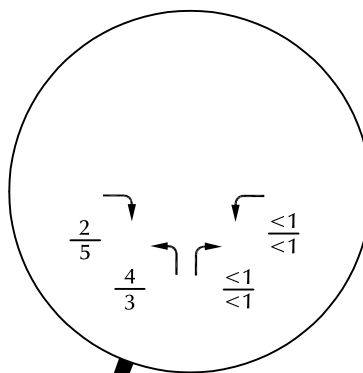
XX% = Estimated Percent Directional Distribution of Site-Generated Trips

Figure 4
**Directional
Distribution**

Sundance West Rezone (LSC #S254010)



1" = 500'
scale



I think it would be helpful to include in the narrative and/or to add a note on the figure how many proposed lots are assumed to take access north vs. south of Haes Haven View to avoid confusion.

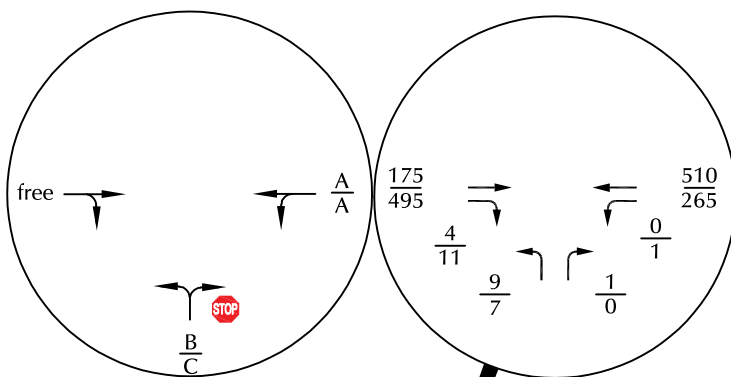


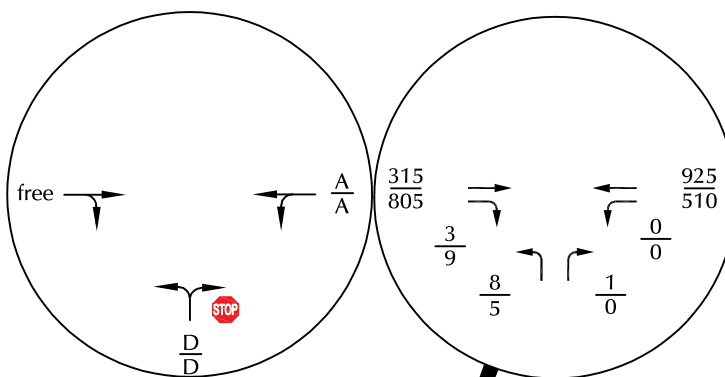
Figure 6

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

Sundance West Rezone (LSC #S254010)



-  = Stop Sign
- $\frac{X}{X}$ = AM Individual Movement Peak-Hour LOS
PM Individual Movement Peak-Hour LOS
- $\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hour)
PM Weekday Peak-Hour Traffic (Veh/Hour)
- X,XXX = Average Weekday Traffic (Vehicles/Day)



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

2027? (typical for figures)

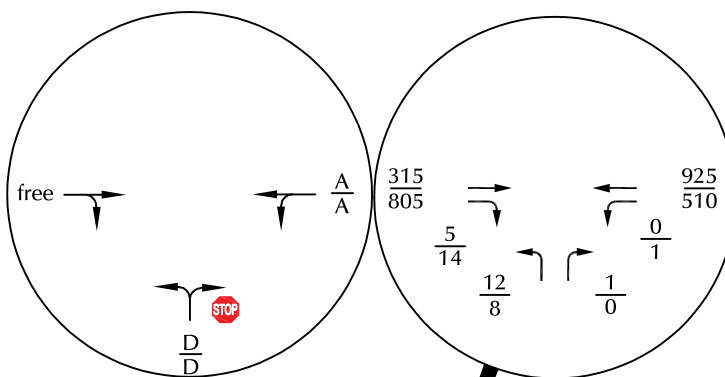
Figure 7

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

Sundance West Rezone (LSC #S254010)



-  = Stop Sign
- $\frac{X}{X}$ = AM Individual Movement Peak-Hour LOS
PM Individual Movement Peak-Hour LOS
- $\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hour)
PM Weekday Peak-Hour Traffic (Veh/Hour)
- X,XXX = Average Weekday Traffic (Vehicles/Day)



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



-  = Stop Sign
- $\frac{X}{X}$ = AM Individual Movement Peak-Hour LOS
PM Individual Movement Peak-Hour LOS
- $\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hour)
PM Weekday Peak-Hour Traffic (Veh/Hour)
- X,XXX = Average Weekday Traffic (Vehicles/Day)

Figure 8 2045 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

Sundance West Rezone (LSC #S254010)

Traffic Counts

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					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
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	0	100	0	0	100	25	0	75	0	0	0.7	99.3	0	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	

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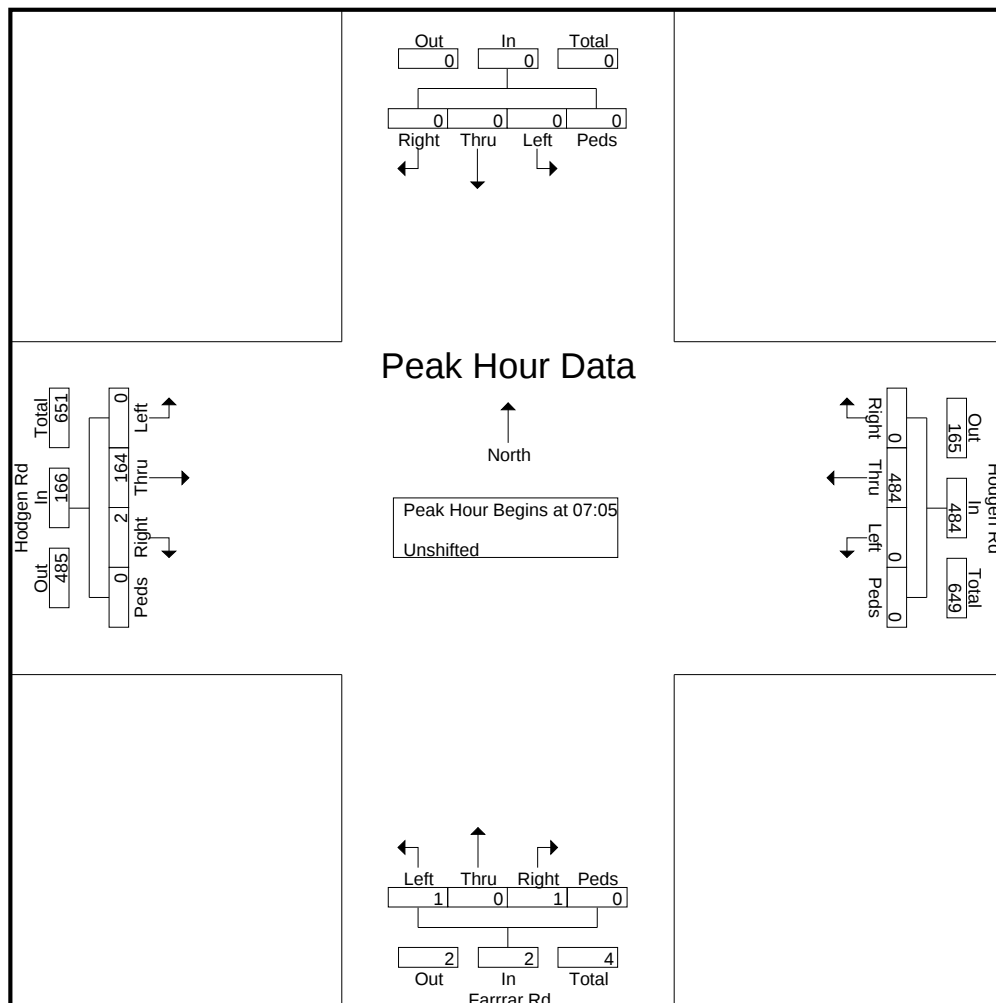
File Name : Farrar Rd - Hodgen Rd AM

Site Code : S254010

Start Date : 2/5/2025

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 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	0	100	0	0	100	50	0	50	0	100	1.2	98.8	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.761	.000	.000	.761	.083	.000	.083	.000	.167	.167	.621	.000	.000	.629	.849



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File Name : Farrar Rd - Hodgen Rd AM

Site Code : S254010

Start Date : 2/5/2025

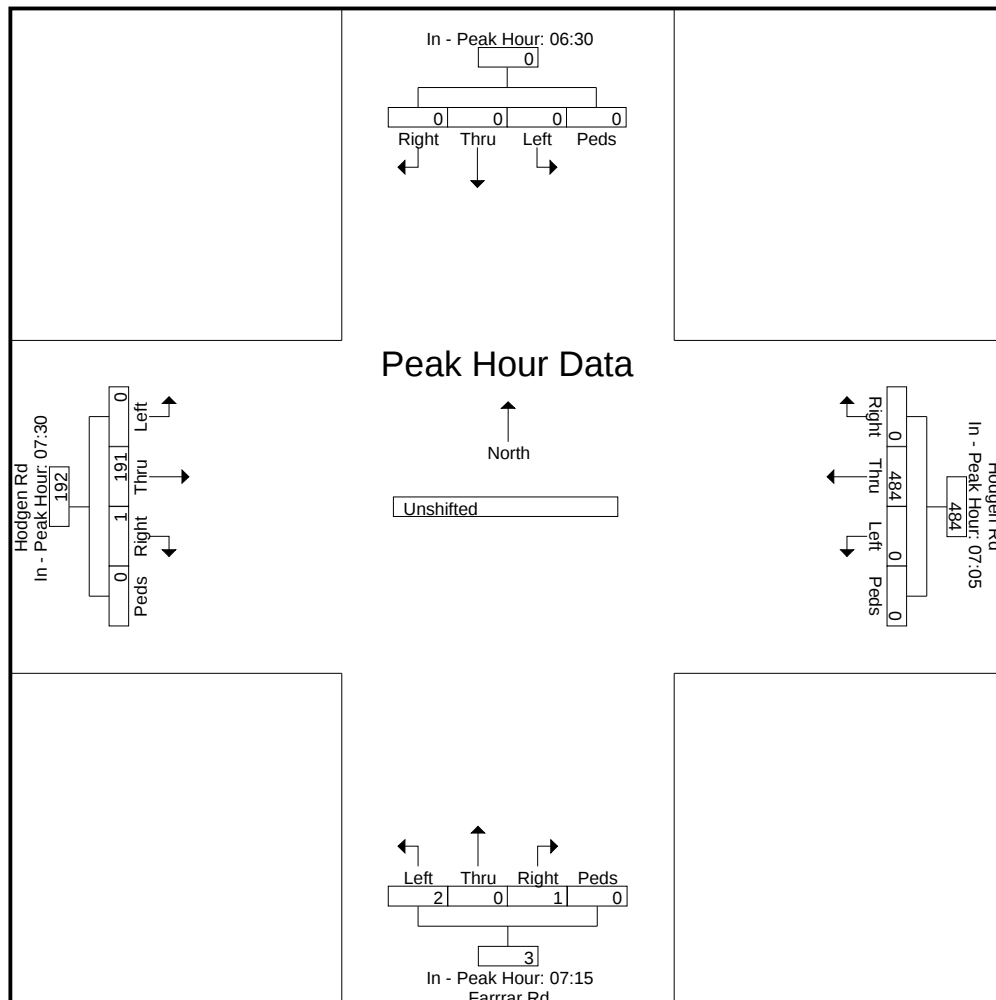
Page No : 3

	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 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	0	100	0	0	100	33.3	0	66.7	0	0	0.5	99.5	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.761	.000	.000	.761	.083	.000	.167	.000	.250	.083	.723	.000	.000	.727



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2504 E. Pikes Peak Ave, Suite 304
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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	

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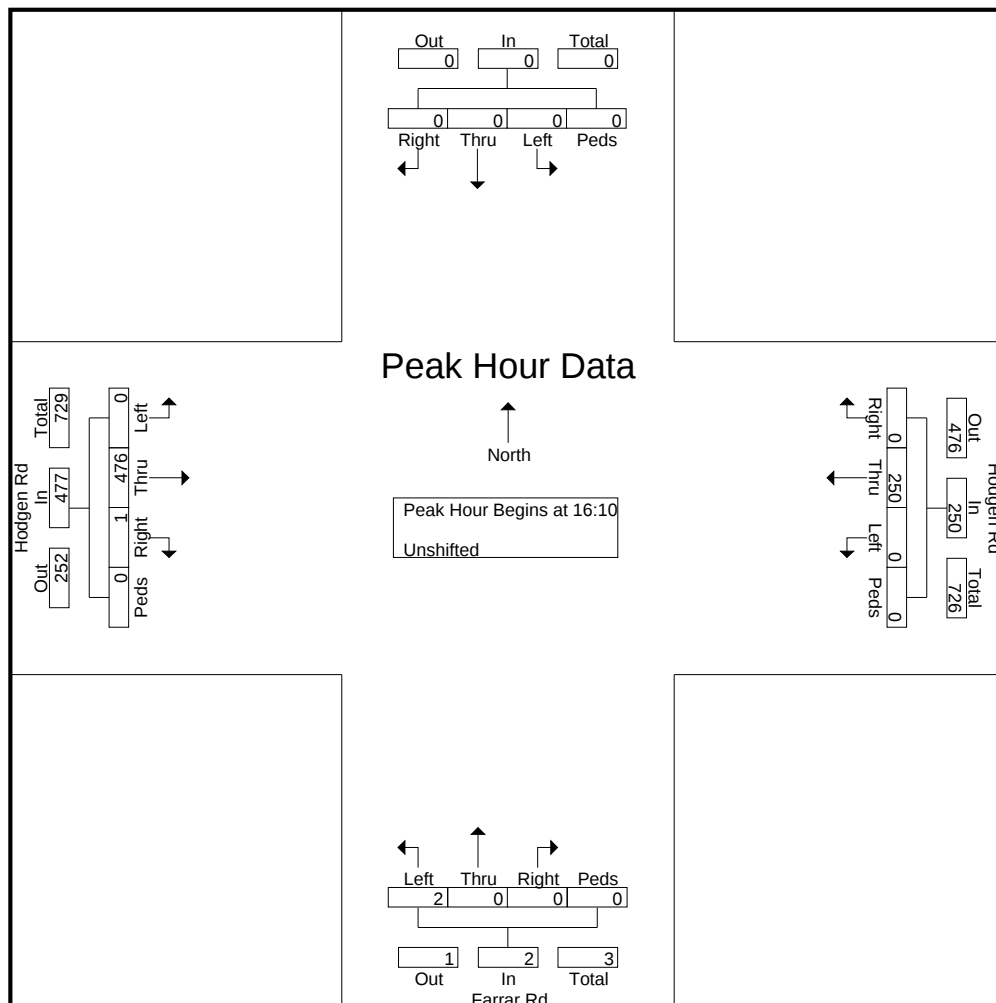
File Name : Farrar Rd - Hodgen Rd PM

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	0	100	0	0	100	0	0	100	0	0	0.2	99.8	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.694	.000	.000	.694	.000	.000	.167	.000	.167	.083	.721	.000	.000	.723	.769



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File Name : Farrar Rd - Hodgen Rd PM

Site Code : S254010

Start Date : 2/4/2025

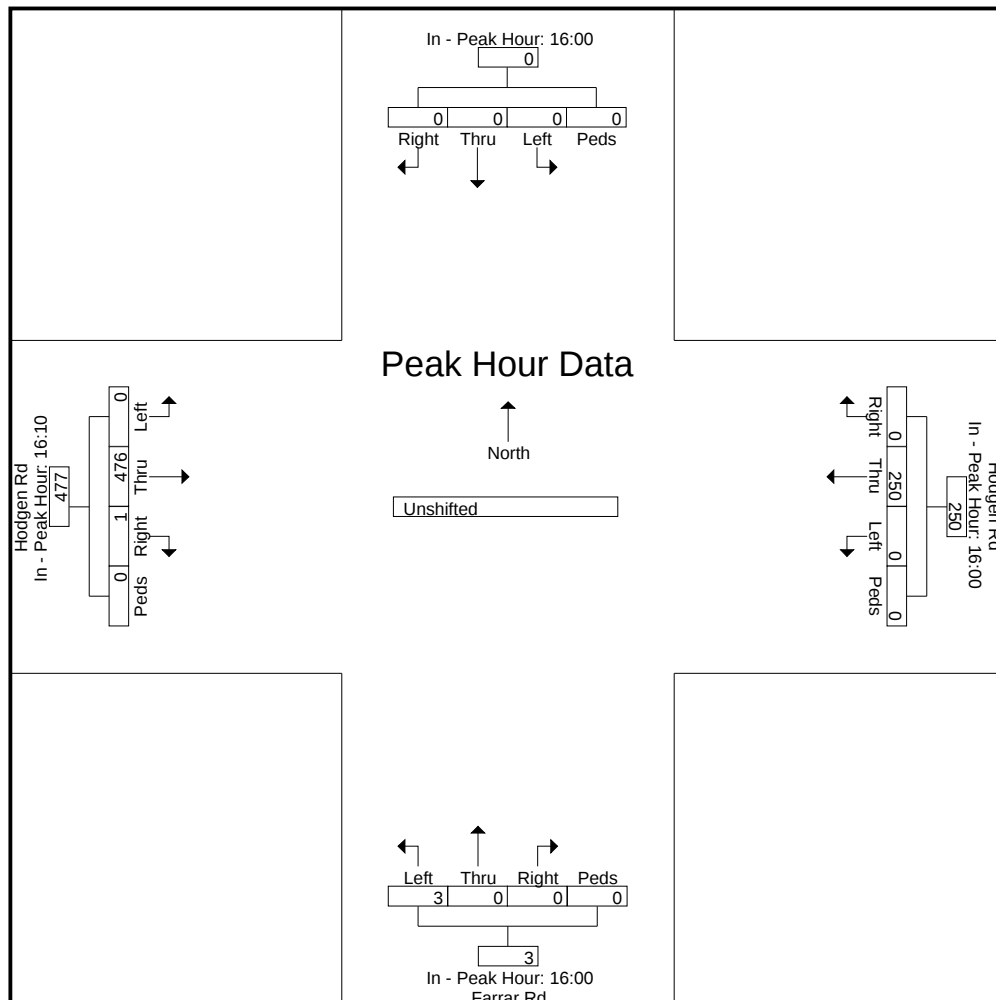
Page No : 3

	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	0	100	0	0	100	0	0	100	0	0	0.2	99.8	0	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
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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

Start Time	Farrar Rd Southbound					Westbound					Farrar Rd Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. 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



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	-	

V2_Traffic Memo.pdf Markup Summary

Joseph Sandstrom (1)



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