



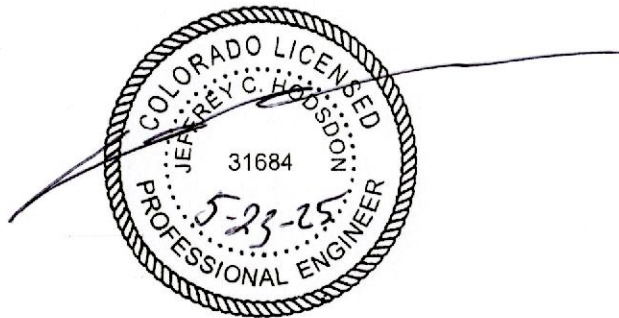
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**Dunston Thal (Farrar) Property Rezone
Traffic Technical Memorandum
(LSC #S2540100)
May 23, 2025**

CD File No. P258

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

Dunston Thal (Farrar) Property Rezone

Traffic Technical Memorandum

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

MAY 23, 2025

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

LSC #S254010



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Table 2

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Figure 1 – Figure 7

Traffic Count Reports

Synchro LOS Reports



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May 23, 2025

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

RE: Dunston Thal (Farrar) Property
Rezone
Traffic Technical Memorandum
El Paso County, CO
LSC #S245010

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.

LAND USE AND ACCESS

Approximately 7 single-family residential dwelling units are proposed for 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). The site is primarily vacant land, as shown in Figure 1. However, one single-family dwelling unit currently exists on the site. Six additional single-family dwelling units, each approximately 2.5 acres, are proposed for the development. The initial application is for a property rezone to RR-2.5. The subdivision application will follow.

Access would be to Farrar Drive only. No direct access is proposed to Hodgen Road. The existing property driveway to Hodgen Road would be closed as part of the subdivision/development. Potential lot driveway locations, access easements, and other details will be determined with the subdivision submittal.

Will closing this driveway have any affect on lot 2 to the east, which shares the access easement?

Response: The developer cannot cause or require the access to be closed. Alternatively, the developer has provided an access easement for lot 2 with the concurrently submitted subdivision application in the event the County chooses to close their access in the future. The TIS has been updated to include this information.

ADJACENT ROADWAYS AND CURRENT TRAFFIC CONDITIONS

Adjacent Roadways

Figure 1 shows the roads adjacent to and in the vicinity of the site. Adjacent 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 M Plan). Hodgen Road extends east from the intersection of Roller C Road/Hodgen Road to Eastonville Road. The speed limit on Hodgen Road (mph) in the vicinity of the site. No auxiliary turn lanes currently exist on stop-sign-controlled, T-intersection with Farrar Drive.

Farrar Drive is an unpaved two-lane roadway that extends south from Hodgen Road for one mile. Farrar Drive public right-of-way (for a Rural Local (gravel) county road maintained) extends about 950 feet south of Hodgen Road (the segment adjacent to Point Estates). South of this point, it is a private road. Farrar Drive is approximately 16 feet wide north of Haes Haven View and 16 feet wide south of Haes Haven View. The 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 a 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, 11th Edition, 2021* 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 6-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	5	7
Afternoon Peak Hour	5	3	8
Daily/24-hour	42	42	83

The proposed subdivision is projected to generate about 83 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 5 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. These trips represent all 7 dwelling units, including the 1 existing lot plus the 6 proposed lots.

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 3 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 3) to the trip-generation estimates (from Table 2). Figure 4 shows the projected site-generated traffic volumes for the average weekday and weekday morning and afternoon peak hours.

FUTURE BACKGROUND AND TOTAL TRAFFIC PROJECTIONS

Existing + Site-Generated Traffic Volumes

Figure 5 shows the sum of existing traffic volumes (from Figure 2) and site-generated volumes (shown in Figure 4). These volumes represent the projected short-term total traffic following development of the site. No additional traffic for future homes to be built on Farrar Drive have been included in these totals.

2045 Background Traffic Volumes

Long-term background traffic volumes are estimates by LSC. 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.

Estimated site-generated traffic for the 7-dwelling-unit residential development is **not** included in 2045 background traffic volumes. However, potential future additional traffic that may be generated by 5 vacant parcels in the vicinity of the site served by Farrar Drive has been added to the existing traffic as part of future background traffic volumes on Farrar Drive. Background traffic on Farrar Drive does not assume any other new subdivisions/significant “background” development on those other parcels accessed by Farrar Drive.

Please refer to Figure 6 for estimated long-term background traffic volumes on Farrar Drive and at the intersection of Farrar Drive /Hodgen Road.

2045 Total Traffic Volumes

Figure 7 shows the sum of 2045 background traffic volumes (from Figure 6) plus site-generated traffic volumes (from Figure 4).

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 5: 2025 Existing + Site Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 6: 2045 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 7: 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 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. The segment of Farrar Drive south of Hodgen Road is projected to have a long-term ADT of 182 vehicles per day.

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.

Any additional right of way needs will be determined for Hodgen Road at the final plat as well.

Response: understood. This acknowledgement has been added to the TIS.

Right-Turn Acceleration

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 section of Farrar Drive south of Hodgen Road. Any additional public ROW needs will be determined at the subdivision stage.
- The analysis of the projected future ADT in this report supports a classification of Rural Local (Gravel).
- 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.

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 83 new vehicle-trips on the average weekday.
- During the weekday morning peak hour of adjacent street traffic, 2 vehicles would enter the site while 5 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.
- All segments of Farrar Drive in the vicinity of the site are projected to remain under the 200-vpd design ADT for Rural Local gravel roadways through 2045. Please refer to the “Roadway Segment Improvement Recommendations” section for preliminary recommendations for improvements to Farrar Drive adjacent to the site. Roadway improvements 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 1
Figure 1 – Figure 7
Traffic Count Reports
Synchro LOS Reports

Table 2

Table 2: Detailed Trip Generation Estimate

ITE		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	Peak Hour	Peak Hour	Peak Hour		Peak Hour ⁴	Peak Hour ⁴		
Code	Description				In	Out	In	Out		In	Out	In	Out
Proposed with This Development													
210	Single-Family (Detached) Housing	7	DU	11.96	0.23	0.67	0.71	0.42	84	2	5	5	3

¹ DU = dwelling units

² Source: *Trip Generation, 11th Edition (2021)* by the Institute of Transportation Engineers (ITE)

³ Units = vehicle-trips per day

⁴ Units = vehicle-trips per hour

⁵ Trips from 7 lots to be added (1 existing DU and 6 additional DU are proposed)

May 23, 2025

Appendix Table 1

Appendix Table 1: Farrar Drive "Travelshed" Trip Generation Estimate

ITE		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	Peak Hour	Peak Hour	Peak Hour		Peak Hour ⁴	Peak Hour ⁴		
Code	Description				In	Out	In	Out		In	Out	In	Out
<u>Proposed with This Development ⁵</u>													
210	Single-Family (Detached) Housing	7	DU	11.96	0.23	0.67	0.71	0.42	84	2	5	5	3
<u>Additional/Future Background Trips for Vacant Parcels</u>													
210	Single-Family (Detached) Housing	5	DU	11.96	0.23	0.67	0.71	0.42	60	1	3	4	2
<u>Total Future Homes ⁶</u>													
210	Single-Family (Detached) Housing	12	DU	11.96	0.23	0.67	0.71	0.42	143	3	8	9	5
<u>Additional Potential Background Trips on Farrar Road ⁷</u>													
210	Single-Family (Detached) Housing	1	DU	11.96	0.23	0.67	0.71	0.42	12	0	1	1	0

¹ DU = dwelling units

² Source: *Trip Generation, 11th Edition (2021)* by the Institute of Transportation Engineers (ITE)

³ Units = vehicle-trips per day

⁴ Units = vehicle-trips per hour

⁵ Trips from 7 lots to be added (1 existing DU and 6 additional DU are proposed)

⁶ Total future homes include 1 DU each per vacant lot plus 1 potential parcel with a relocated driveway

⁷ If driveway from existing home is relocated to Farrar Road (EPC parcel ID 6125001004)

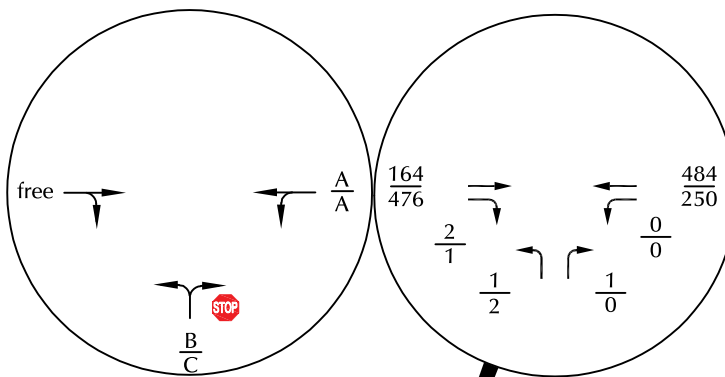
Note: Currently, there are 9 DU of "background" lots with developed homes that are served by Farrar Road

May 23, 2025

Figures 1-7



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 Daily Traffic (Vehicles/Day) (Estimated by LSC based on factored peak-hour counts)



Figure 2 Existing Traffic, Lane Geometry, Traffic Control, and LOS

Dunston Thal Property Rezone (LSC# S254010)



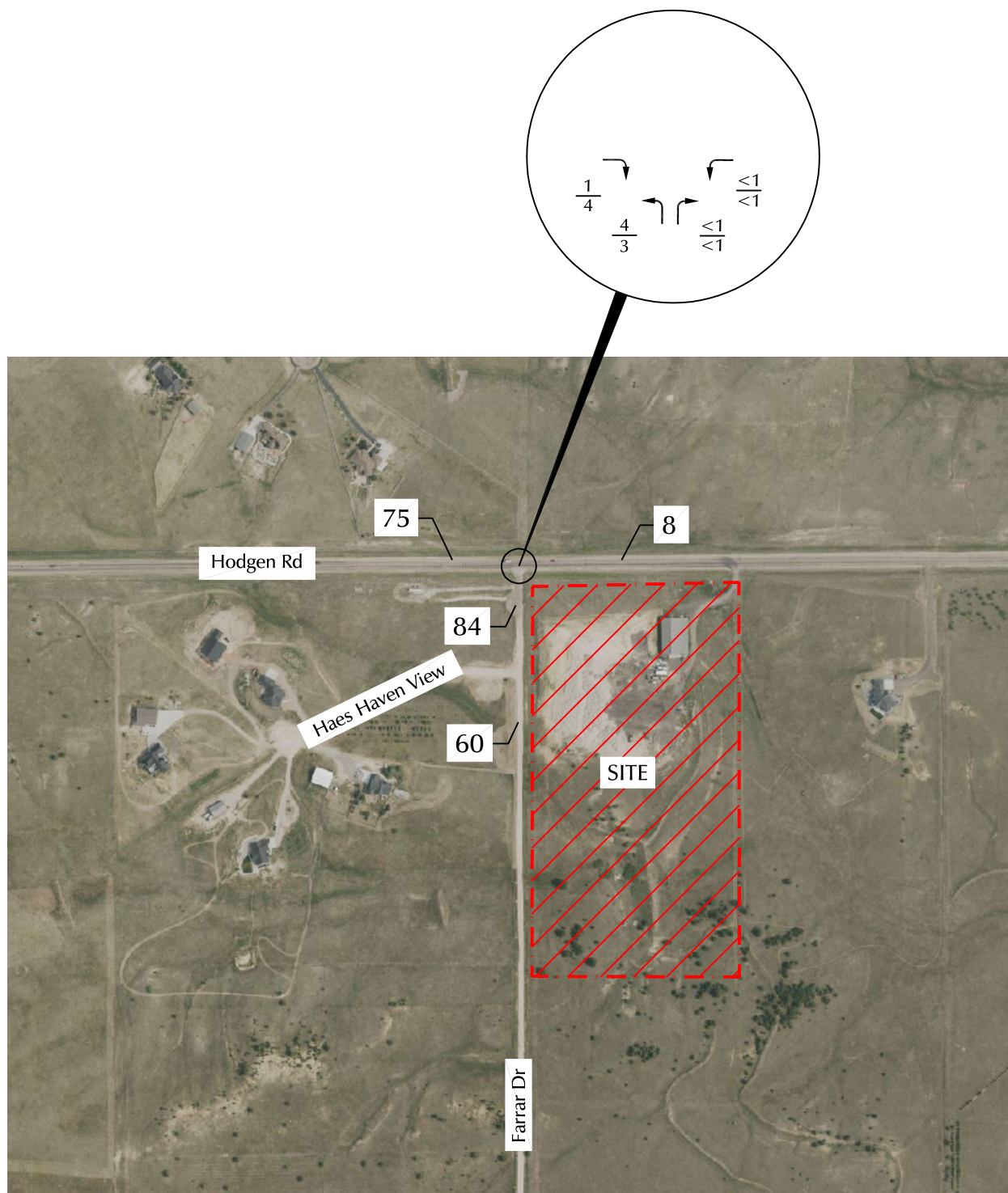
1" = 500'
scale



XX% = Estimated % Distribution of Site-Generated Trips

Figure 3
Directional Distribution

Dunston Thal Property Rezone (LSC# S254010)



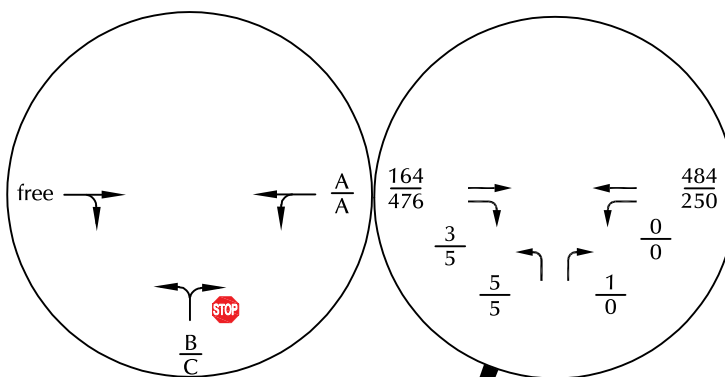


Figure 5

Existing + Site-Generated Traffic, Lane Geometry, Traffic Control, and LOS

Dunston Thal Property 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 Daily Traffic (Vehicles/Day)

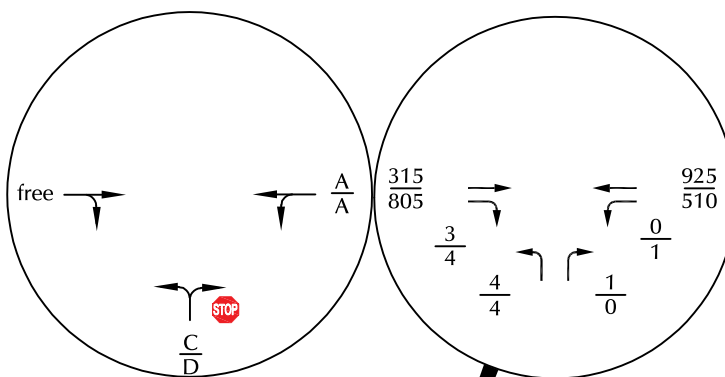


Figure 6

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

Dunston Thal Property 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 Daily Traffic (Vehicles/Day)

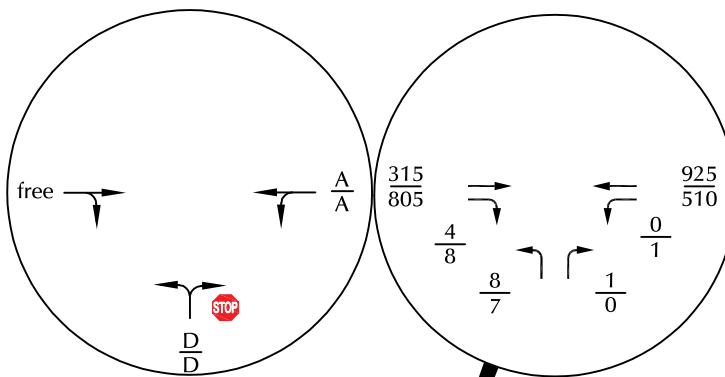


Figure 7

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

Dunston Thal Property 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 Daily Traffic (Vehicles/Day)

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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719-633-2868

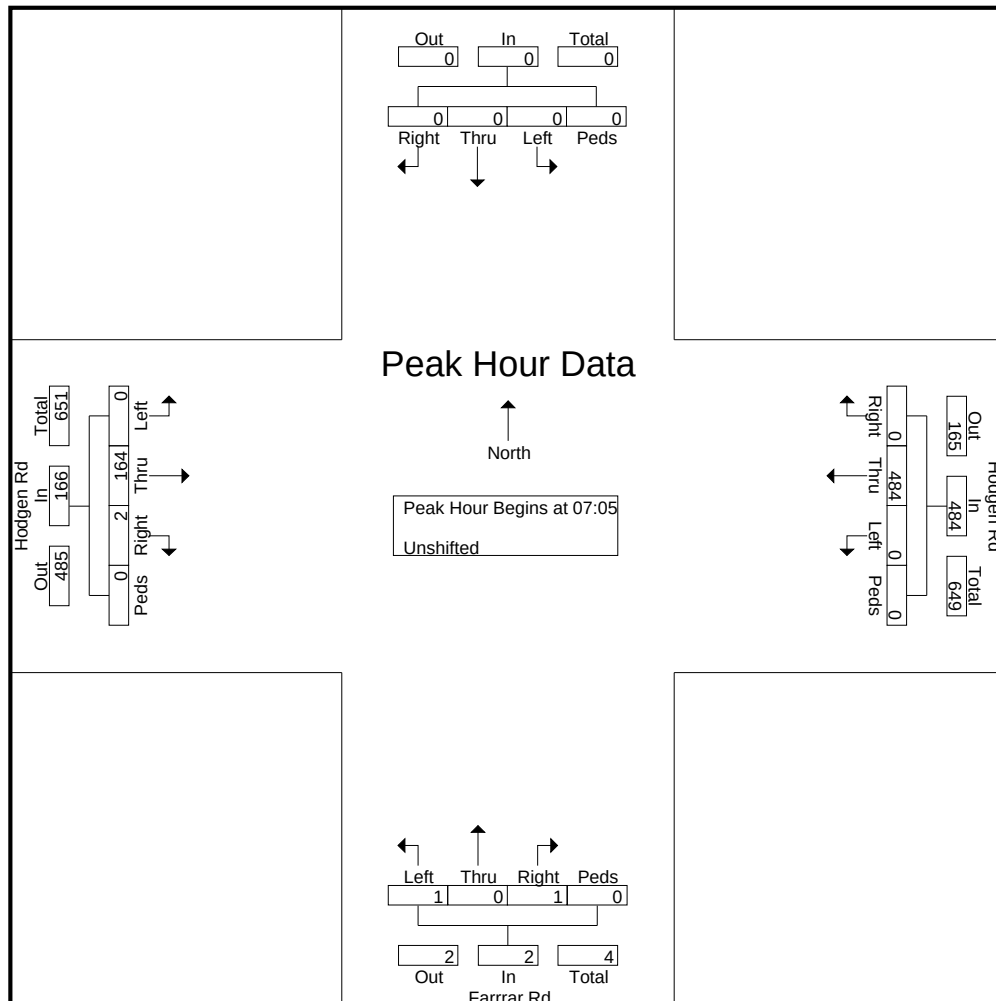
File Name : Farrar Rd - Hodgen Rd AM

Site Code : S254010

Start Date : 2/5/2025

Page No : 2

	Southbound					Hodgen Rd Westbound					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	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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2504 E. Pikes Peak Ave, Suite 304
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719-633-2868

File Name : Farrar Rd - Hodgen Rd AM

Site Code : S254010

Start Date : 2/5/2025

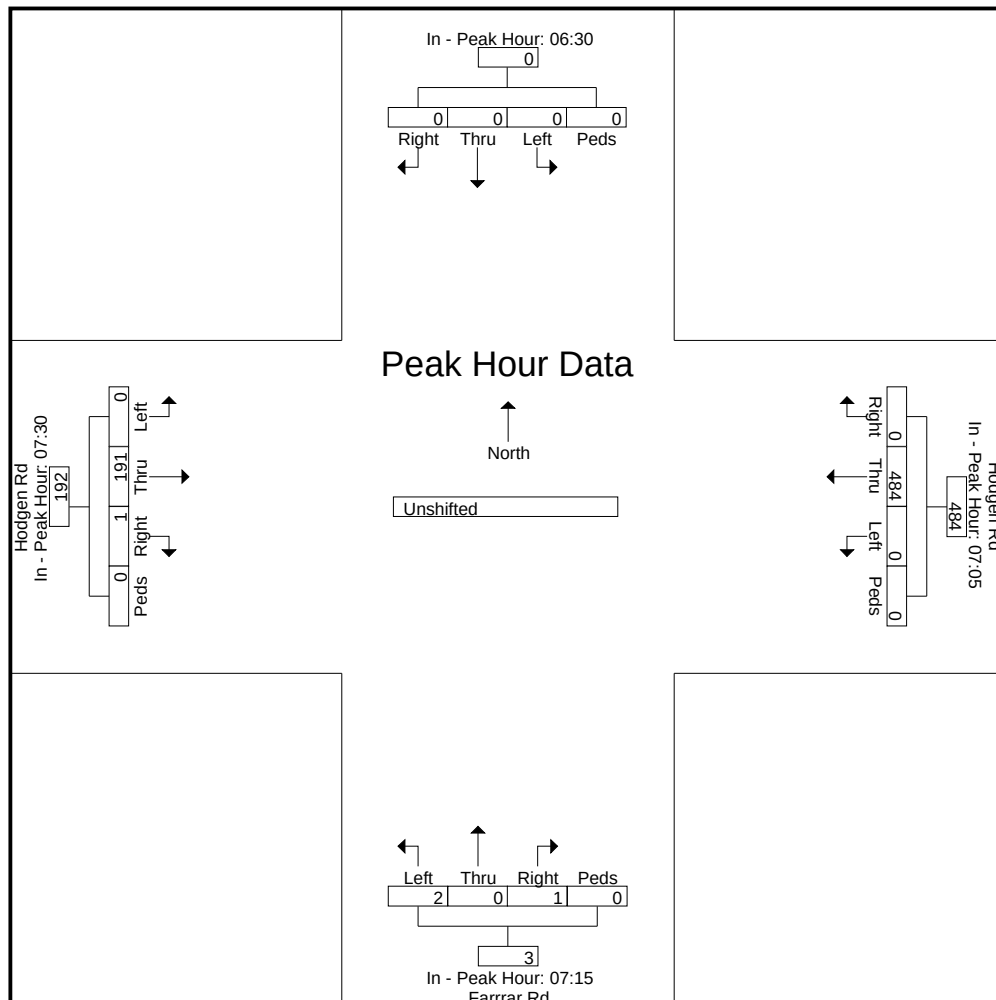
Page No : 3

	Southbound					Hodgen Rd Westbound					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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2504 E. Pikes Peak Ave, Suite 304
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719-633-2868

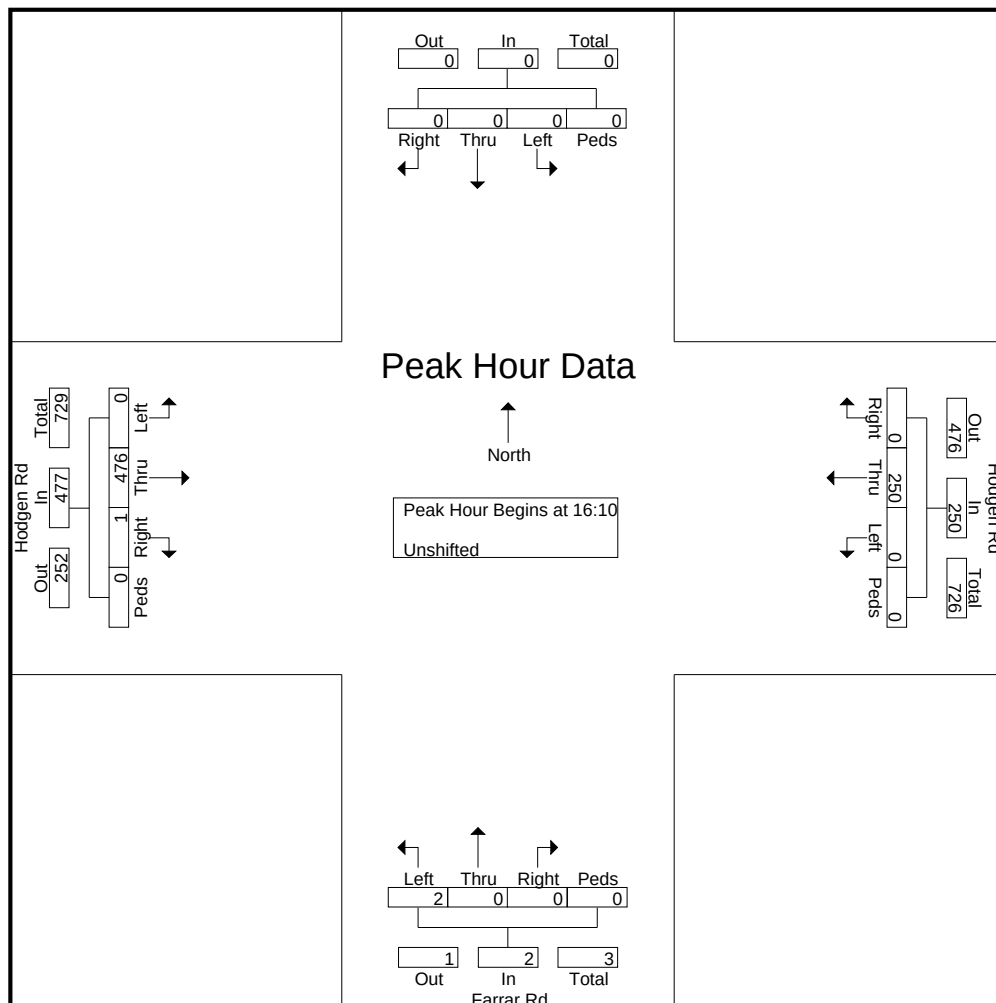
File Name : Farrar Rd - Hodgen Rd PM

Site Code : S254010

Start Date : 2/4/2025

Page No : 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	100
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

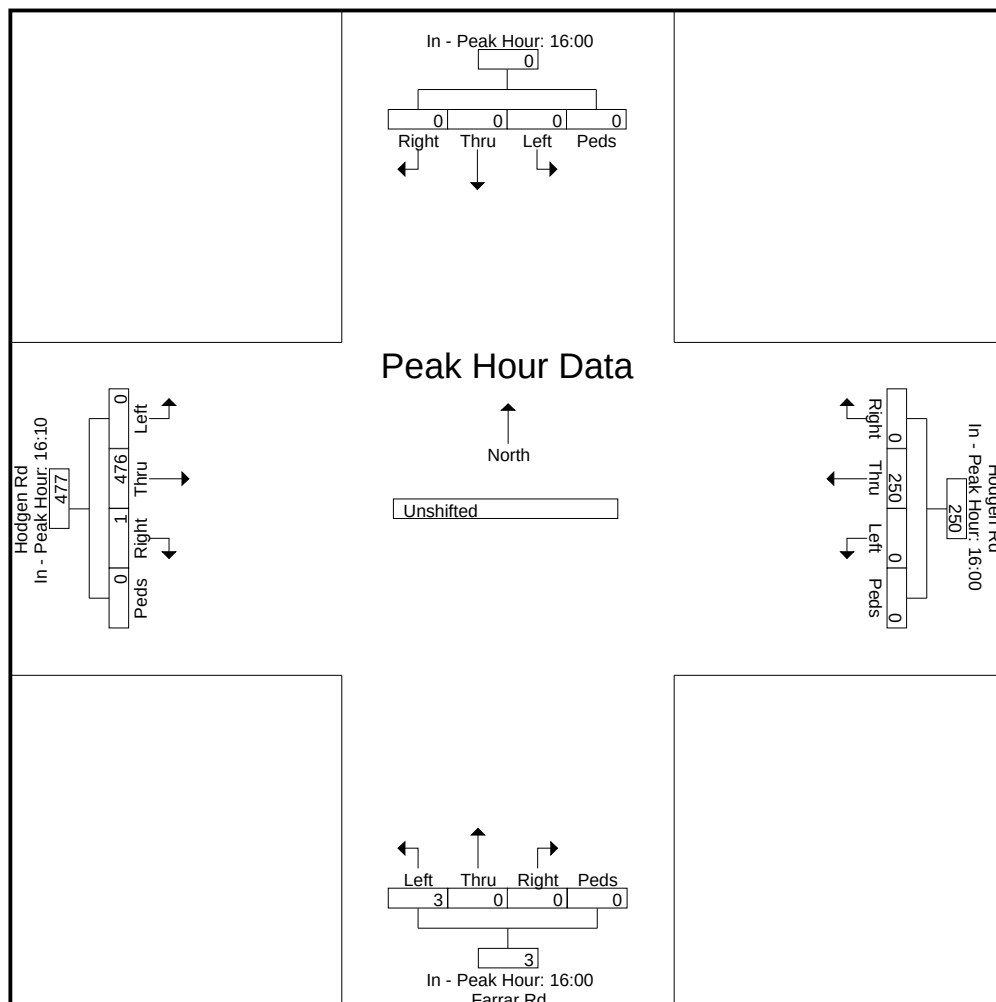
Page No : 3

	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	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



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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

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					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	164	2	0	484	1	1
Future Vol, veh/h	164	2	0	484	1	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	2	0	526	1	1
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	191	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	-	-	1383	-	397	852
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1383	-	397	852
Mov Cap-2 Maneuver	-	-	-	-	397	-
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	593	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		11.7	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	542	-	-	1383	-	
HCM Lane V/C Ratio	0.005	-	-	-	-	
HCM Control Delay (s)	11.7	-	-	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	164	3	0	484	5	1
Future Vol, veh/h	164	3	0	484	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	189	3	0	526	6	1
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	192	0	717	191
Stage 1	-	-	-	-	191	-
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	-	-	1381	-	396	851
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1381	-	396	851
Mov Cap-2 Maneuver	-	-	-	-	396	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	593	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		13.4	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	435	-	-	1381	-	
HCM Lane V/C Ratio	0.018	-	-	-	-	
HCM Control Delay (s)	13.4	-	-	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	476	5	0	250	5	0
Future Vol, veh/h	476	5	0	250	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	517	5	0	272	6	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	522	0	792	520
Stage 1	-	-	-	-	520	-
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	-	-	1044	-	358	556
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1044	-	358	556
Mov Cap-2 Maneuver	-	-	-	-	358	-
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	774	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		15.2	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	358	-	-	1044	-	
HCM Lane V/C Ratio	0.018	-	-	-	-	
HCM Control Delay (s)	15.2	-	-	0	-	
HCM Lane LOS	C	-	-	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	315	3	0	925	4	1
Future Vol, veh/h	315	3	0	925	4	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	5	1
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	345	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	-	-	1214	-	166	699
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	354	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1214	-	166	699
Mov Cap-2 Maneuver	-	-	-	-	166	-
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	354	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		24		
HCM LOS				C		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	196	-	-	1214	-	
HCM Lane V/C Ratio	0.033	-	-	-	-	
HCM Control Delay (s)	24	-	-	0	-	
HCM Lane LOS	C	-	-	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	805	4	1	510	4	0
Future Vol, veh/h	805	4	1	510	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	875	4	1	554	5	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	879	0	1433	877
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	556	-
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	-	-	769	-	148	348
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	574	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	769	-	148	348
Mov Cap-2 Maneuver	-	-	-	-	148	-
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	573	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		30.2	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	148	-	-	769	-	
HCM Lane V/C Ratio	0.035	-	-	0.001	-	
HCM Control Delay (s)	30.2	-	-	9.7	0	
HCM Lane LOS	D	-	-	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	4	0	925	8	1
Future Vol, veh/h	315	4	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	4	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 Control Delay, s	0		0		26.2	
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 Control Delay (s)	26.2	-	-	0	-	
HCM Lane LOS	D	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	805	8	1	510	7	0
Future Vol, veh/h	805	8	1	510	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	875	9	1	554	9	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	884	0	1436	880
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	556	-
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	-	-	-	-	574	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	765	-	147	346
Mov Cap-2 Maneuver	-	-	-	-	147	-
Stage 1	-	-	-	-	406	-
Stage 2	-	-	-	-	573	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		31.1	
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	147	-	-	765	-	
HCM Lane V/C Ratio	0.061	-	-	0.001	-	
HCM Control Delay (s)	31.1	-	-	9.7	0	
HCM Lane LOS	D	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

V1 - Traffic Memo - RLR.pdf Markup Summary

1 (1)

(LSC #S2540100) May 23, 2025 PCD File No. P258	Subject: Text Box Page Label: 1 Author: Joseph Sandstrom Date: 9/18/2025 4:02:34 PM Status: Color:  Layer: Space:	PCD File No. P258
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6 (1)

lot is located on the southeast corner of Hodgen Road/Farver Drive, the 18.1 acre parcel is 40.00000000. The site is currently vacant land, is zoned C, and single-family dwelling and currently sits on the site. The applicant is currently with approximately 2.5 acres, the proposed for the development is for a property rezoned to R2-2. The subdivision application will follow. could be to Farver Drive only. No direct access is proposed to Hodgen Road. 1 (continued) Hodgen Road would be closed as part of the subdivision application. The applicant is currently with approximately 2.5 acres, the proposed for the development is for a property rezoned to R2-2. The subdivision application will follow. Will closing this driveway have any effect on lot 2 to the east, which shares the access easement? 18.1 ACRE PARCEL ADJACENT TO LOT 2 TO THE WEST. ADJACENT TO LOT 2 TO THE EAST. ADJACENT TO LOT 2 TO THE SOUTH. ADJACENT TO LOT 2 TO THE NORTH. 18.1 ACRE PARCEL ADJACENT TO LOT 2 TO THE WEST. ADJACENT TO LOT 2 TO THE EAST. ADJACENT TO LOT 2 TO THE SOUTH. ADJACENT TO LOT 2 TO THE NORTH.	Subject: Callout Page Label: 6 Author: CDurham Date: 9/23/2025 12:52:51 PM Status: Color:  Layer: Space:	Will closing this driveway have any effect on lot 2 to the east, which shares the access easement?
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12 (1)

18.1 ACRE PARCEL ADJACENT TO LOT 2 TO THE WEST. ADJACENT TO LOT 2 TO THE EAST. ADJACENT TO LOT 2 TO THE SOUTH. ADJACENT TO LOT 2 TO THE NORTH. 18.1 ACRE PARCEL ADJACENT TO LOT 2 TO THE WEST. ADJACENT TO LOT 2 TO THE EAST. ADJACENT TO LOT 2 TO THE SOUTH. ADJACENT TO LOT 2 TO THE NORTH. 18.1 ACRE PARCEL ADJACENT TO LOT 2 TO THE WEST. ADJACENT TO LOT 2 TO THE EAST. ADJACENT TO LOT 2 TO THE SOUTH. ADJACENT TO LOT 2 TO THE NORTH. 18.1 ACRE PARCEL ADJACENT TO LOT 2 TO THE WEST. ADJACENT TO LOT 2 TO THE EAST. ADJACENT TO LOT 2 TO THE SOUTH. ADJACENT TO LOT 2 TO THE NORTH.	Subject: Callout Page Label: 12 Author: Joseph Sandstrom Date: 9/23/2025 12:34:50 PM Status: Color:  Layer: Space:	Any additional right of way needs will be determined for Hodgen Road at the final plat as well.
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