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Prepared For:

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Internal Traffic Circulation Memo

The purpose of this memo is to address internal traffic circulation for Lot 2 of the Falcon Highlands Market Place Filing No. 1B. The proposed improvements will involve a new 2,579 square foot Arby's fast-food drive-thru restaurant building to be constructed on an existing 1.14 vacant, 'pad-ready' commercial outlet.

The existing site has previously been studied via the *Traffic Impact Technical Report for the Marketplace Filing No. 1* done by the URS Corporation in 2005. The existing site has been planned for a fast-food restaurant use per Figure 1 of aforementioned overall traffic master plan. Per Table 1 of URS' overall report the commercial-restaurant site was planned for an average daily traffic (ADT) of 1,736 trips per day, 186 peak morning trips per day, and 121 peak evening trips per day. The proposed Arby's fast-food drive-thru restaurant building will generate an ADT of 1,279 trips per day, 118 peak morning trips per day, and 84 peak evening trips per day. These traffic calculations show that the proposed trip generation calculations fall under the allowable master planned traffic calculations and therefore will have no adverse affects on the internal circulation of the Falcons Highlands Market Place commercial subdivision or its surrounding properties. The proposed calculations are attached with this memo and all traffic data was taken from Section 934 of the "Trip Generation Manual" – 9th Edition. The aforementioned master traffic impact study/report has also been provided with this submittal.

EXCEPTS FROM THE
TRAFFIC IMPACT TECHNICAL REPORT
FOR THE MARKETPLACE FILING NO. 1
BY THE URS CORPORATION - 2005

Hamilton Designs Project No.: 2019-0246
 Project Name: Arby's I Falcon, CO
 Description: Average Traffic Flow Estimates

By: KPB
 Date 10/14/20

B =	building area, ft ²	B =	2,579
T =	trip generation rate*	T =	496.12
ADT =	average daily trips	ADT =	(2,579 x 496.12)/1000
ADT =	(B x T)/1000	ADT =	1279

All data taken from Seciton 934 of "Trip Generation Manual" 10th Edition
 * (daily average, per 1,000 ft² building area)

	ADT =	1279		Turns/day
Entering Distribution :	50%	=		640
Exiting Distribution:	50%	=		640

Directional Distribution				Turns/day
	Entering			
	East	50% *	=	320
	West	50% *	=	320
	Exiting			
	East	50% *	=	320
	West	50% *	=	320

*assumed

Hamilton Designs Project No.:	2019-0246	By: KPB
Project Name:	Arby's I Falcon, CO	Date 10/14/20
Description:	Peak-Morning Traffic Flow Estimates	

B =	building area, ft ²	B =	2,579
T =	trip generation rate*	T =	45.92
PT =	peak morning trips	PT =	(2,579 x 45.92)/1000
PT =	(B x T)/1000	PT =	118

All data taken from Seciton 934 of "Trip Generation Manual" 9th Edition
 * (peak, morning, per 1,000 ft² building area)

	PT =	118		Turns/day
Entering Distribution :	50%	=		59
Exiting Distribution:	50%	=		59

Directional Distribution				Turns/day
	Entering			
	East	50% *	=	30
	West	50% *	=	30
	Exiting			
	East	50% *	=	30
	West	50% *	=	30

*assumed

Hamilton Designs Project No.:	2019-0246	By: KP
Project Name:	Arby's I Falcon, CO	Date 10/14/20
Description:	Peak-Evening Traffic Flow Estimates	

B =	building area, ft ²	B =	2,579
T =	trip generation rate*	T =	32.65
PT =	peak evening trips	PT =	(2,579 x 32.65)/1000
PT =	(B x T)/1000	PT =	84

All data taken from Seciton 934 of "Trip Generation Manual" 9th Edition
 * (peak, evening, per 1,000 ft² building area)

	PT =	84		Turns/day
Entering Distribution :	50%	=		42
Exiting Distribution:	50%	=		42

Directional Distribution				Turns/day
	Entering			
	East	50% *	=	21
	West	50% *	=	21
	Exiting			
	East	50% *	=	21
	West	50% *	=	21

*assumed

EXCEPTS FROM THE
TRAFFIC IMPACT TECHNICAL REPORT
FOR THE MARKETPLACE FILING NO. 1
BY THE URS CORPORATION - 2005

**TRAFFIC IMPACT TECHNICAL
REPORT
OCTOBER 2005**



VERSION: # 2
DATE: 10/10/05

**For the
MARKETPLACE
FILING NO. 1**

Prepared for:
Regency Center
1873 S. Bellaire St., Suite 600
Denver, CO 80222
&
Cygnet Land, LLC
24 N. Tejon St.
Colorado Springs, CO 80903

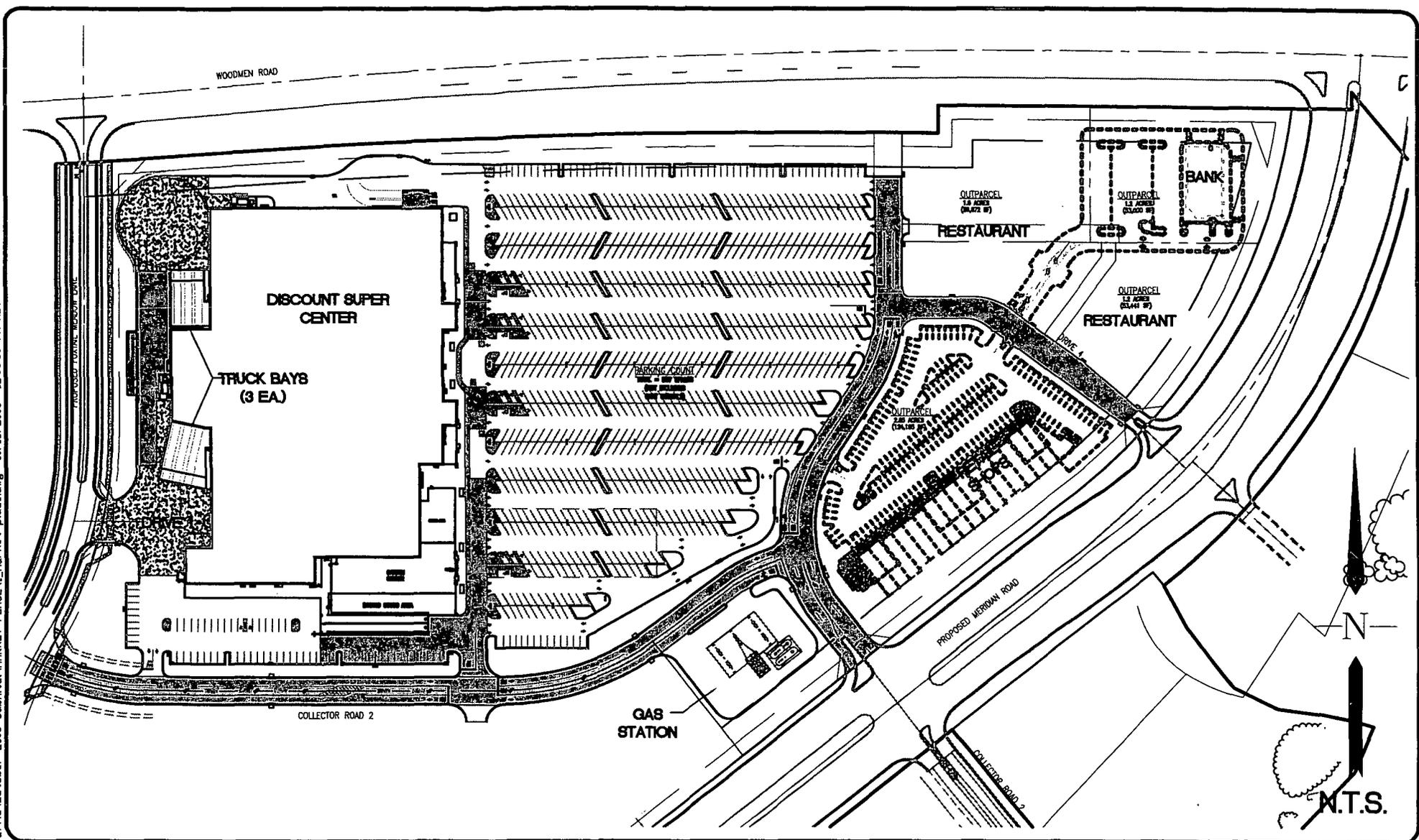
Prepared by:
URS Corporation
9960 Federal Drive, Suite 300
Colorado Springs, CO 80921

Signature

Date

October 17, 2005

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MARKET PLACE FILING NO. 1

Site Map

URS

FIGURE 1

Table 1 – Marketplace Trip Generation

Area	Land Use	% KSF /Unit per Acre Homes, Acre, Ksf	ADT			AM Peak			PM Peak		
			Total	In	Out	Total	In	Out	Total	In	Out
			A	Discount Super Store [813]	184.3	9070	4535	4535	339	173	166
	Shopping Center [820]	10.5	451	226	226	11	7	4	40	19	21
	Shopping Center [820]	11.2	481	241	241	12	7	5	42	21	21
	Bank [912]	5.0	1232	616	616	62	35	27	229	115	115
	High Turnover Restaurant [932]	6.0	763	381	381	69	36	33	66	40	26
	Gas Station w/market [945]	3.4	4110	2055	2055	264	135	129	328	164	164
	Fast Food w/drive thru [934]	3.5	1736	868	868	186	95	91	121	63	58
	High Turnover Restaurant [932]	5.2	661	331	331	60	31	29	57	35	22
	<i>Area A Subtotal: 28%</i>		<i>18504</i>	<i>9252</i>	<i>9252</i>	<i>1003</i>	<i>519</i>	<i>484</i>	<i>1596</i>	<i>807</i>	<i>790</i>
	<i>*Area A Diverted Subtotals:</i>		<i>11678</i>	<i>5839</i>	<i>5839</i>	<i>698</i>	<i>361</i>	<i>336</i>	<i>1214</i>	<i>613</i>	<i>602</i>
<p>*Diverted: Shopping Center=25%, Restaurant = 15%, Gas Station = 85%, Fast Food = 25%, Bank= 15% for Area A site only **Diverted: Gas Station = 85%, Specialty Retail = 25%, Fast Food = 25% for Area B-N only # = N Total</p>											

4.0 ANALYSIS SCENARIOS

Currently, with the exception of Falcon Meadows Boulevard, no north-south roadways exist west of Meridian Road in the vicinity of this project. A number of roadways are planned according to the El Paso County Major Thoroughfare Plan. It is unknown when these roadways will be constructed.

For this analysis, to be conservative, all traffic was assumed to either go to Woodmen Road or new Meridian Road. None was assumed to/from the south through the Banning Lewis Development.

El Paso County recently constructed a new access controlled two-lane Woodmen Road, with existing Woodmen Road to act as a frontage road. The location and types of access along Woodmen Road have been set based on the Woodmen Road Access Control Plan completed in year 2003. Based on the Woodmen Road EA, it will eventually be widened to four lanes. The County plan is for Woodmen Road to eventually be a six-lane section. To stay conservative, we will review Woodmen as a 4-lane section with the necessary auxiliary lanes.

2025 was the year chosen for analysis. The Falcon Highlands development was assumed to be fully built out. Woodmen Road was assumed to be in its ultimate configuration.

Figure 5 depicts the access locations and year 2025 volumes.