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White Cottage Farm
Transportation Memorandum
(LSC #S214190)
June 1, 2021

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.

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke.

6/2/21
Date

White Cottage Farm

Transportation Memorandum

Prepared for:

Urban Strategies

6 Tejon Street South

Colorado Springs, CO 80903

Contact: Mr. Les Gruen

JUNE 1, 2021

LSC Transportation Consultants, Inc.

Prepared by: Jack Bauer

and Jeffrey C. Hodsdon, P.E.

LSC #S214190



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June 1, 2021

Les Gruen
Urban Strategies
6 Tejon Street South
Colorado Springs, CO 80903

RE: White Cottage Farm
Transportation Memorandum
El Paso County, Colorado
LSC #S214190

Dear Mr. Gruen,

LSC Transportation Consultants, Inc. has prepared this Transportation Memorandum for the proposed White Cottage Farm wedding/event center venue in El Paso County, Colorado. Located at 16910 Thompson Road, the 8.02-acre property (El Paso County parcel ID 5119000007) currently has several small buildings on-site. There are two existing accesses to the property on Thompson Road.

This report presents information regarding the proposed White Cottage Farm wedding venue use on the property, estimated vehicle-trip generation, and an evaluation of the site driveway relative to County access criteria for purposes of obtaining a driveway permit.

PROPOSED LAND USE AND OPERATIONAL DETAILS

The proposed White Cottage Farm wedding/event center venue in El Paso County, Colorado is located at 16910 Thompson Road (El Paso County parcel ID 5119000007). The 8.02-acre property currently has several small buildings on-site.

There are two existing driveways to the property on Thompson Road. Both are relatively new (not reflected on some aerial imagery). The previous driveway (shown on some older aerial imagery) has been closed. The current accesses are separated by approximately 167 feet. These are located south of the original driveway location.

Per information provided by the applicant, small weddings/events for up to 100 guests would be hosted at the venue. This is the maximum allowable. The average event size is likely to be significantly lower than 100 guests.

The applicant estimates the following:

- About one-third of the events would host about 100 guests (the maximum)
- About one-third of the events would host about 75 guests (75 percent of maximum)
- About one-third of the events would host about 50 guests (50 percent of maximum)

The venue would operate year-round with the following seasonal variation assumptions:

- Twelve events per month from May through October (about two to three events per weekend, with potentially some weekday evening events as well)
- Two events per month from November through April (about one event every other weekend)

Guests would travel to and from the site via personal/passenger vehicles. A few off-site employees would travel to/from the site to work the events. Vendors and wedding service providers (approximately 20 persons total for capacity events) would travel to/from the venue using their company or business-use personal vehicles in support of the events. Vendors would include event coordinators, caterers, florists, photographers, videographers, bands, DJs, etc.

This land use does not match a typical ITE Land Use category (ITE – Institute of Transportation Engineers) for use in estimating trip generation. Therefore, a project-specific trip-generation estimate, based on this operational information, is included in this report.

SITE ACCESS

Two site access points are located at 16910 Thompson Road, approximately 2,580 feet north of Hodgen Road (centerline distance). This report presents recommendations for access closure/modifications for purposes of serving the proposed wedding venue. A copy of the site plan is attached for reference.

STUDY AREA ROADWAYS

Hodgen Road is a two-lane paved roadway, which extends east from the intersection of Roller Coaster Road/Baptist Road to Eastonville Road. Hodgen Road is a Rural Minor Arterial (east of Highway 83). The roadway also extends west from Roller Coaster Road, continuing west as Baptist Road. Hodgen also. The speed limit on Hodgen Road is 55 mph in the vicinity of Thompson Road. El Paso County's 2060 MTCP shows Hodgen Road as a four-lane Rural Principal Arterial (180 feet of right-of-way per the *Engineering Criteria Manual (ECM)*). No auxiliary turn lanes currently exist at the stop-sign-controlled intersection of Hodgen/Thompson.

Thompson Road extends approximately 1.5 miles north-to-south between Hodgen Road and Walker Road. Thompson Road is identified in the *El Paso County Road System – 2016* report as a two-lane, gravel, Local roadway. The posted speed limit along Thompson Road is 30 mph. Right-of-way width on Thompson Road is 60 feet, while the roadway width is 24 feet.

Walker Road is a paved, two-lane, “unimproved” rural roadway that extends east from State Highway 83. *MTCP 2040 Roadway Plan* shows Walker Road classified as a two-lane Minor Arterial east of Stepler Road and a 4-lane Minor Arterial roadway between Stepler Road and SH 83.

EXISTING AND BASELINE TRAFFIC VOLUMES

Existing Traffic Volumes

Vehicular turning-movement counts were conducted at the intersection of Hodgen Road/Thompson Road on the following date and times:

- Thursday, March 18, 2021 from 7:00 – 9:00 a.m.
- Thursday, March 18, 2021 from 4:00 – 6:00 p.m.

Figure 3 shows these turning-movement volumes, as well as the daily traffic volumes on the study-area roadway. Raw count data are attached. This figure also shows the results of a multi-day machine traffic count conducted along Thompson Road in April 2021 between the proposed south site access and Hodgen Road. Raw count data is attached.

Short Term Baseline Traffic Volumes

The Covid-19 pandemic may still be affecting the study-area traffic volumes. LSC incorporated recent traffic data and estimated “typical” current daily and design-hour volumes. Major street through volumes on Hodgen Road were adjusted (increased) to align more closely with recently-recorded historical volumes from previously-conducted LSC traffic studies. Figure 4 shows the “short-term baseline” volume estimates.

Site Trip Generation Estimate

Typically, estimates of vehicle trips projected to be generated by a site are made using the nationally-published average trip-generation rates for land-use codes in *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE). However, due to the unique land use of the proposed wedding venue, LSC has estimated trip generation based on information provided by the applicant presented in the “Proposed Land Use” section above.

Table 1 presents the trip-generation estimate. This table presents estimated averages as the number of wedding attendees/guests will vary by event. The number trips by vendors and private guest vehicles for the wedding party/immediate family will likely vary, as well.

Table 1: Estimated Event Day and Average Daily Vehicle Trip Generation

Guest Description	Event Daily (24 hr) Trip Generation Estimates						Event Peak-Hour Trip Generation			
	Persons	Daily Person-Trips		Estimated Avg Vehicle Occupancy	Daily Vehicle-Trips		Pre-Event Peak-Hour Trips		Post-Event Peak-Hour Trips	
		In	Out		In	Out	In	Out	In	Out
White Cottage Farm Management and Staff Residing Off-Site										
Event staff/employees	2	2	2	1.0	2	2	0	0	0	0
Event Guests (Wedding Party Guests) ^{1, 10, 11}										
100 % of Capacity (33.3%)	100	100	100	3.0	33	33	33	1	1	25
75 % of Capacity (33.3%)	75	75	75	3.0	25	25	25	1	1	25
50 % of Capacity (33.3%)	50	50	50	3.0	17	17	17	0	0	17
Vendors and Event Support Providers ^{8, 9}										
Caterer	6	6	6	3.0	2	2	-	-	-	-
Florist	2	2	2	1.0	2	2	-	-	-	-
Photographer	1	1	1	1.0	1	1	-	-	-	-
Videographer	1	1	1	1.0	1	1	-	-	-	-
Officiant	1	1	1	1.0	1	1	-	-	-	-
Rentals	2	2	2	1.0	2	2	-	-	-	-
Reception MC ²	1	1	1	1.0	1	1	-	-	-	-
Musician(s)	4	4	4	2.0	2	2	-	-	-	-
Misc. other vendors	2	2	2	2.0	1	1	-	-	-	-
Sub-Total	20	-	-	Sub-Total	13	13	1	1	0	3
Total Maximum Single-Event Day Vehicle-Trips (at 100% Capacity) ³					48	48	34	2	1	28
Total 75% Capacity Single-Event Day Vehicle-Trips (at 75% Capacity) ³					40	40	26	2	1	28
Total 50% Capacity Single-Event Day Vehicle-Trips (at 50% Capacity) ³					32	32	18	1	0	20
Calculation of Average Daily Trips (Event and Non-Event Days)										
60	Event Days (Annually) ⁷									
48	Event Days (Peak Season: May - October) ⁷									
12	Event Days (Non-Peak Season: November - April) ⁷									
1.14	Peak 3-months - Average Daily Non-Event Day Owner trips/day (Tours) ⁶									
0.29	Annual Average Daily Non-Event Day Owner trips/day (Tours) ⁶									
13	Overall Annual Average Daily Trips ¹²									
29	Overall Peak Seasonal Average Daily Trips ¹²									
97	Max Total Single-Event Day Vehicle-Trips ^{4, 5}									
80	Average of Single Event Day Vehicle Trips									
¹ Assumes average vehicle occupancy of 3 persons per vehicle using personal vehicle										
² If separate from musicians										
³ Sum of "in" + "out" vehicle-trips										
⁴ Peak hour "in" = 2:00 p.m. - 3:00 p.m.										
⁵ Peak hour "out" = 8:15 p.m. - 9:15 p.m.										
⁶ Tour = owner meets prospective client/bride on-site, each driving separately Tours would occur 2x per week on weekdays, accounting for 4 total trips/tour										
⁷ Assumes 90% of weddings occur on Saturday										
⁸ Peak arrival time of providers and wedding party is 1:00 p.m. - 2:00 p.m.										
⁹ Vendors must end by 10:00 p.m.										
¹⁰ Peak arrival time for guests arriving at the wedding is 2:00 p.m. - 3:00 p.m.										
¹¹ Most guests depart by 9:00 p.m. and all guests have departed by 10:00 p.m.										
¹² Average of event and non-event days for the period										

Average Event-Day Total Trips

Based on the projections in Table 1, the proposed wedding venue would generate the following number of vehicle trips on the average event day, with half entering and half exiting the site:

- 13 vpd – overall annual average daily trips
 - Average of event and non-event days year-round
- 29 vpd – peak seasonal average daily trips
 - Average of event and non-event days from May through October
- 97 vpd – maximum total single-day event vehicle-trips
 - Single-day maximum on event days only

Single-Day Event Peak-Hour Trip Generation

Per information provided by the applicant, one-third of single-day events would operate at 100-, 75-, and 50-percent capacity, respectively. The average of these single-day events would be one operating at 75-percent capacity.

The table presents annual average daily trips and summer-season average daily trips. These averages include both event days and non-event days. These have been provided because there will be significantly more non-event days than event days.

During the pre-event peak hour (average peak-hour trip generation/75-percent capacity event), approximately 26 vehicles would enter and 2 vehicles would exit the site. Approximately 1 entering vehicle and 28 exiting vehicles are projected for the post-event peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

Estimating the directional distribution of site-generated vehicle trips to the study-area roads and intersections is a necessary component in determining the site's traffic impacts. Figure 5 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: the proposed land use, the area road system serving the site, and the site's geographic location relative to the balance of City of Colorado Springs metro area/the Pikes Peak Region.

Site-Generated Traffic

Figure 6 shows projected site-generated traffic volumes for the weekday morning and evening peak hours. Site-generated traffic volumes at the following intersections have been calculated by applying the directional-distribution percentages estimated by LSC (from Figure 5) to the trip-generation estimates (from Table 1).

Short-Term Total Traffic Volumes

Figure 7 shows the sum of short-term baseline traffic volumes (from Figure 4) and site-generated peak-hour traffic volumes (shown in Figure 6). These volumes represent the projected short-term total traffic.

Estimated Future 2041 Background Traffic Volumes

Figure 8 shows the projected 20-year background traffic volumes for the year 2041. Estimated 2041 background traffic volumes on adjacent roadways and at the study-area intersections are based on projected additional development (background traffic) in the vicinity of the site and minor eastbound-/westbound-through volume increases on Hodgen Road (using approximately a 20-year growth factor of 1.2). Long-term baseline volumes also include estimates of additional traffic to be generated by not-yet-developed parcels adjacent to this site. Traffic from the proposed wedding venue site is **not** included in the **background** traffic volumes.

Future 2041 Total Traffic Volumes

Figure 9 shows the projected 2041 total traffic volumes, which are the sum of 2041 background traffic volumes (from Figure 8) plus site-generated traffic volumes (from Figure 6).

Average Daily Traffic Impacts on Thompson Road

Thompson Road is a Local, rural, gravel roadway. The *ECM* design ADT for a “Rural Gravel” roadway is 200 ADT. LSC has estimated background/baseline and total ADT volumes on Thompson Road just north of Hodgen Road. With the addition of projected “annual average” or “seasonal average” site-generated traffic to the roadway, average daily traffic volumes on Thompson Road are not likely to exceed the 200 ADT threshold based on the projected overall total **annual average** or **peak seasonal** average daily volumes.

- 161 vpd – overall annual average daily trips
 - Average of event and non-event days year-round
- 174 vpd – peak seasonal average daily trips
 - Average of event and non-event days from May through October
- 230 vpd – maximum total single-day event vehicle-trips
 - Single-day maximum on event days only

Note: vehicle trips to be generated by the wedding venue are limited by the maximum allowable number of guests. The number of trips generated by each event and the resulting seasonal and annual average trips are the result of the applicant’s event programming.

LEVEL OF SERVICE ANALYSIS

The intersections of Hodgen Road/Thompson Road and Thompson Road/site access points have been analyzed to determine the projected intersection levels of service for short- and long-term traffic scenarios for the following time periods:

- Weekday morning peak hour (7:15am – 8:15am)
- Weekday afternoon peak hour (4:00pm – 5:00pm)
- Saturday peak hour of the generator (2:00pm – 3:00pm)

Level of service (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 2 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 2: 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.

Detailed Synchro reports are attached. A summary of LOS during the weekday morning and evening peak hours for the following unsignalized intersections is shown in the following figures:

- Figure 3: Existing Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 4: Short-Term Baseline Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 7: Short-Term Total Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 8: 2041 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 9: 2041 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

Weekday Peak Hours of Adjacent Street Traffic

Peak hours of adjacent street traffic are as follows:

- Weekday morning peak hour (7:15am – 8:15am)
- Weekday afternoon peak hour (4:00pm – 5:00pm)

The weekday morning and afternoon peak hours at Hodgen Road/Thompson Road have been analyzed for short-term baseline and 2041 background traffic scenarios only. The results are shown in the figures.

Note: these have been provided for information only. The short-term baseline-plus-site (total) and 2041 background-plus-site (total) scenario have been omitted, as the volumes and analysis would be essentially the same as the baseline/background scenarios for weekday AM and PM peak-hour periods. The proposed use is expected to add negligible traffic to the intersection on average basis during the **weekday** AM and PM peak hour periods. There may be an infrequent event with arrivals during the PM peak hour on Friday evening. Weekday peak hours typically counted and studied are Tuesday through Thursday.

Short Term

All approaches and individual turning movements at the stop-sign-controlled intersection of Hodgen Road/Thompson Road are projected to operate at LOS B or better during the Saturday afternoon peak hour based on the baseline traffic scenario.

Long Term

The southbound approach at the stop-sign-controlled intersection of Hodgen Road/Thompson Road is projected to operate at LOS B during both long-term weekday peak hours based on the 20-year background traffic scenario.

Saturday Peak Hour of the Generator

The peak hour of the generator (White Cottage Farm) is anticipated to occur generally on Saturdays from 2:00 p.m. through 3:00 p.m. when an event is scheduled. All approaches and individual turning movements at the stop-sign-controlled intersection of Hodgen Road/Thompson Road are projected to operate at LOS B through 2041 during the Saturday peak hour of the generator, with or without the addition of site-generated traffic (i.e., based on short-term baseline/long-term background, **and** total-traffic volume scenarios).

ACCESS SIGHT DISTANCE ANALYSIS

Sight Distance Field Measurements

Sight distance field measurements utilized a driver's eye height of 3.5 feet and a height of 3.5 feet for a vehicle traveling along Thompson Road. The following analysis corresponds to field-measured sight distances for the proposed site-access intersections with Thompson Road. Field-measured sight distances for passenger vehicles are as follows:

- Location of existing north site access
 - To the north: greater than ¼ mile
 - To the south: 380 feet
- South site access (existing – recommending for closure)
 - To the north: 274 feet
 - To the south: greater than ¼ mile
- Potential alternate access location (centered between the venue sign and the north access)
 - To the north: greater than ¼ mile
 - To the south: 353 feet

LSC recommends that the south existing site-access be closed. The north access location could be utilized or potentially shifted south as far as the existing venue sign. LSC measured several potential locations for a consolidated site access between the existing north driveway and the existing venue sign, all of which exceeded the County's minimum sight-distance requirements.

Please refer to Figure 10 through Figure 15 for detailed sight-distance analysis diagrams.

Entering Sight Distance

Entering sight distance at the proposed site-access location shown on the site plan assume that lines of sight to the north and south from the access points would be kept clear of any sight-distance obstructions. This includes landscaping, signage, etc. proposed for the wedding venue. Please refer to Figure 10 through Figure 12 for more detail.

North Access

With a 30-mph posted speed limit on Thompson Road, the 380-foot field-measured sight distances for the existing north site access to Thompson Road would exceed the required 300-foot requirement for entering sight distance for passenger vehicles, as shown in the *ECM* Table 2-35.

The requirement of 390 feet for single-unit trucks (or larger shuttle vehicles/buses) would likely be met for the infrequent single-unit truck, as the driver's eye height would be higher than 3.5 feet above the access drive surface.

South Access

With a 30-mph posted speed limit on Thompson Road, the 274-foot field-measured sight distances for the existing north site access to Thompson Road would **not** exceed the required 300-foot requirement for entering sight distance for passenger vehicles, as shown in *ECM* Table 2-35. Therefore, access entering sight distance **would not** be acceptable at the existing south site access location.

The requirement of 390 feet for single-unit trucks (or larger shuttle vehicles/buses) would likely be met for the infrequent single-unit truck, as the driver's eye height would be higher than 3.5 feet above the access drive surface.

Stopping Sight Distance

Site-access points/driveways on Thompson Road must meet *ECM* standards for sight distance along the roadway contained in Section 2.4.1.D.1 of the *ECM*. Based on the 30-mph posted speed limit) and spot-grades along Thompson Road (downgrade of approximately 6.3 percent at each access point), the necessary stopping sight distance along Thompson Road approaching each access is 290 feet.

North Access

Based on the field measurements, the stopping sight distance at the existing north site-access intersection is 380 feet approaching the access from the north along Thompson Road and would exceed $\frac{1}{4}$ mile approaching the access from the south. The stopping sight distance would exceed the 290-foot County standard in both directions for stopping sight distance at a posted speed of 30 mph.

South Access

Based on the field measurements, the stopping sight distance at the existing north site-access intersection is 274 feet approaching the access from the south along Thompson Road and would exceed $\frac{1}{4}$ mile approaching the access from the north. The stopping sight distance would **not** meet the 290-foot County standard in the southbound direction for stopping sight distance at a posted speed of 30 mph.

Optional Alternate Access Location

Depending on site grading and the site layout, the access could be placed anywhere between the existing north driveway location and the existing venue sign. LSC measured several potential locations for a consolidated site access between the existing north driveway and the existing venue sign, all of which exceeded the County's minimum sight-distance requirements.

With a 30-mph posted speed limit on Thompson Road, the 353-foot field-measured sight distances for a location centered between the existing north site access to Thompson Road and the venue sign would exceed the required 290-foot requirement for entering sight distance for passenger vehicles, as shown in *ECM* Table 2-35.

The requirement of 390 feet for single-unit trucks (or larger shuttle vehicles/buses) would likely be met for the infrequent single-unit truck, as the driver's eye height would be higher than 3.5 feet above the access drive surface.

DRIVEWAY ACCESS EVALUATION

ECM Criteria for Access Design

One site-access point/driveway is proposed (at the existing driveway location). The following summarizes *Engineering Criteria Manual* Section 2.4.1 access criteria, which states the following five access design guidelines:

- Adequate spacing
- Proper alignments
- Clear sight distances
- Coordinated widths with its intended use.
- Clearances from intersections

The following sections address each of these criteria for site driveway.

Adequate Spacing

Thompson Road is a local service roadway and individual lot access is permitted by the *ECM*.

Access Alignment

Horizontal Alignment

Per *ECM* criteria, "All proposed site access points should be aligned at 90 degrees to the adjacent roadway centerline." The site currently has two driveways, neither of which is aligned at 90 degrees to Thompson Road. Given the sight-distance constraints described above, this will be problematic.

As such, LSC recommends that the two existing site access locations be closed and replaced with a single access intersecting Thompson Road (at approximately a 90-degree angle) halfway between the existing driveways to align with the existing "White Cottage Farm" venue sign.

Vertical Alignment

Per *ECM* Section 2.4.1.C.2, "maximum access grades are 4% for commercial and industrial properties with a required 30-foot landing length and a 4% for rural residential properties with a required 15-foot landing length." This vertical alignment criterion for commercial properties is not currently met for the driveways, as indicated below:

- North site access – 11.1 to 13.7 percent grade (gravel)
- South site access – 9.2 to 10.4 percent grade (gravel)

Access Sight Distances

The access sight distance criteria in section 2.4.1.D would apply:

“Any potentially obstructing objects, such as but not limited to advertising signs, structures, trees, and bushes, shall be designed, placed, and maintained at a height not to interfere with the sight distance needed by any vehicle using the access.”

Please refer to the “Sight Distance Analysis” section above for a detailed discussion about sight distance at the existing and proposed site access points. All *ECM*-required sight distances would be met at the existing north site access point location or the alternate access point location. However, not all *ECM*-required sight distances would be met at the existing south site access point.

As indicated in the criteria quoted above, site improvements as well as roadside slopes, walls etc. should not impede the required sight-distance lines of sight.

Access Width

Per *ECM* Section 2.4.1.E.1, “two way-residential access points shall have a 10-foot minimum and a 24-foot maximum width.” Although commercial-access points criteria require a minimum 25-foot and maximum 40-foot access width, the full commercial-access width would not likely be necessary. However, the access radii will need to accommodate the design vehicle associated with the wedding venue – potentially single-unit trucks, buses, RVs, vehicles towing trailers, and fire equipment. It would be reasonable to assume use of the entire width of the access and the adjacent Thompson Road for turning in and out.

Clearances from Intersections

The site driveway is not near adjacent major intersections.

AUXILIARY TURN LANE ANALYSIS

According to the El Paso County *Engineering Criteria Manual (ECM)*:

- Exclusive left-turn lanes shall be provided for any access or public side-road connection to a Minor Arterial with a projected peak-hour ingress turning volume of 25 vehicles per hour (vph) or greater.
- Exclusive right-turn lanes shall be provided at Minor Arterial accesses with a projected peak-hour ingress turning volume of 50 vph or greater.

Hodgen Road/Thompson Road Intersection

Eastbound Left-Turn Deceleration Lane

An eastbound left-turn lane is not currently warranted at the intersection of Hodgen Road/Thompson Road, as the peak hour volume is below the 25 vph threshold. The short- and long-term projected total volumes based on the average peak-hour trip generation of the proposed wedding venue would also not exceed the 25-vph threshold. The venue has the potential to generate in excess of 25 vph during “maximum-size” events (at or near 100-percent capacity, which is 100 guests). However, construction of the turn lane would not be reasonably justified with the estimated 20 occurrences of maximum-size events per year. The need for the turn lane is dependent on the number of programmed events per year generating sufficient hourly trips on Saturday afternoon (or other times) which result in more than 25 vph (total) for that eastbound left turn on Hodgen. LSC suggests that unless the 30th-highest hourly volume of the year for this left-turn movement exceeds 25 vph, then the left-turn lane would not be warranted based on turning volume.

Westbound Right-Turn Deceleration Lane

A westbound right-turn lane would **not** be required at the intersection of Hodgen Road/Thompson Road, based on the short- and long-term projected turning-movement volumes at this intersection.

CONCLUSIONS/RECOMMENDATIONS

- Table 1 presents annual average daily trips and summer season average daily trips. These averages include both event days and non-event days. These have been provided because there will be significantly more non-event days than event days.
- The proposed wedding venue would generate the following number of vehicle trips, with half entering and half exiting the site:
 - 13 vpd – overall annual average daily trips
 - Average of event and non-event days year-round
 - 29 vpd – peak seasonal average daily trips
 - Average of event and non-event days from May through October
 - 97 vpd – maximum total single-day event vehicle-trips
 - Single-day maximum on event days only
- With the addition of projected “annual average” or “seasonal average” site-generated traffic to the roadway, average daily traffic volumes on Thompson Road are not projected to exceed the 200 vpd *ECM* design ADT of a gravel roadway.
- During the pre-event peak hour, approximately 26 vehicles would enter and 2 vehicles would exit the site. Approximately 1 entering vehicle and 28 exiting vehicles are projected

for the post-event peak hour (which is expected to primarily occur on Saturday night – an off-peak time).

- The need for an eastbound left-turn deceleration lane at the Hodgen Road/Thompson Road intersection is not anticipated based on the venue programming information provided by the applicant and this analysis. Please refer to the “Auxiliary Turn-Lane Analysis” section for details.
- Please refer to the “Level of Service” section above for detailed LOS analysis results for individual turning movements and approaches at all studied intersections, during both weekday peak hours and the Saturday peak hour of the generator through the 2041 horizon year.
- The site currently has two driveways. Available sight distance at the south driveway is short of meeting *ECM* sight distance criteria. As such, LSC recommends that the south access be closed and access for the wedding venue be located anywhere between the existing north driveway (location acceptable) and the existing “White Cottage Farm” venue sign. LSC measured several potential locations for a single site access between the existing north driveway (the north driveway meets the minimum sight distance required) and the existing venue sign, all of which exceeded the County’s minimum sight distance requirements.
- Per *ECM* criteria, “All proposed site access points should be aligned at 90 degrees to the adjacent roadway centerline.” The north access or an alternate location just to the south (as recommended and described above) should be (re)constructed at 90 degrees to Thompson Road.

* * * * *

Please contact me if you have any questions.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

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

JCH:JAB:jas

Enclosures: Figure 1 - Figure 15
LOS Synchro reports
Traffic Count reports

Figures



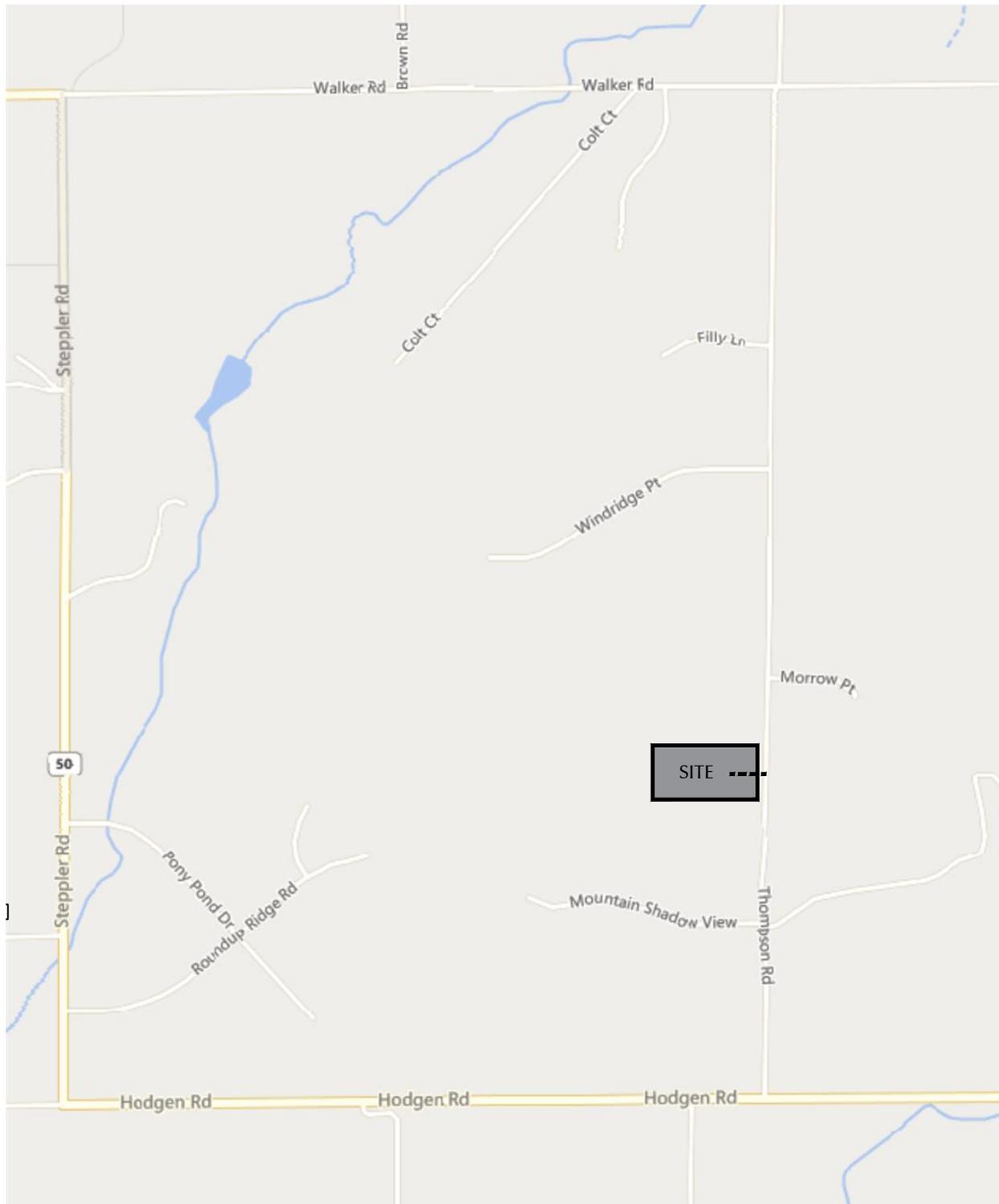


Figure 1
Vicinity Map
White Cottage Farm (LSC# S214190)

1"=60'
scale

PROPERTY SETBACK LINE AT 25'-0"

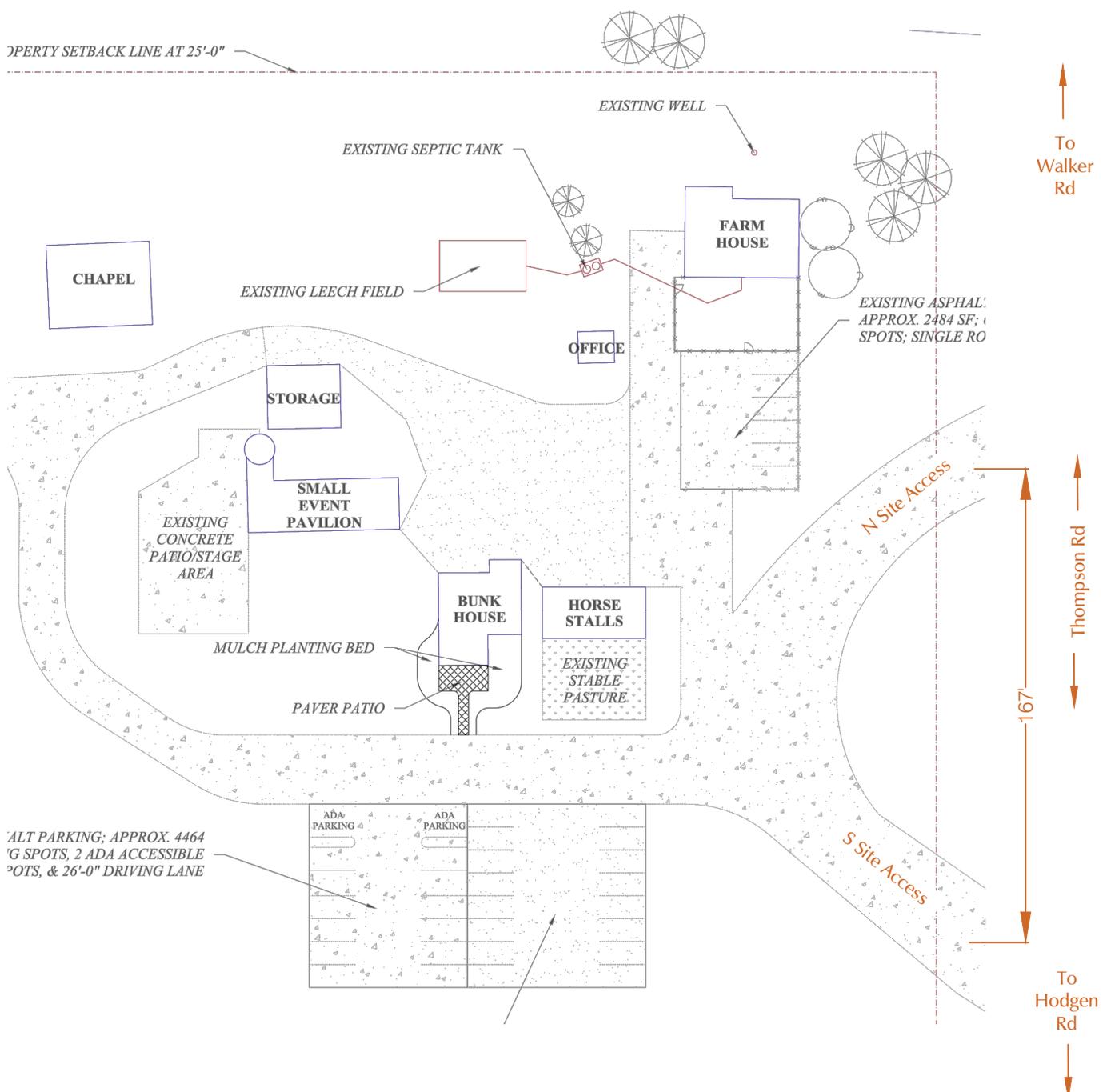
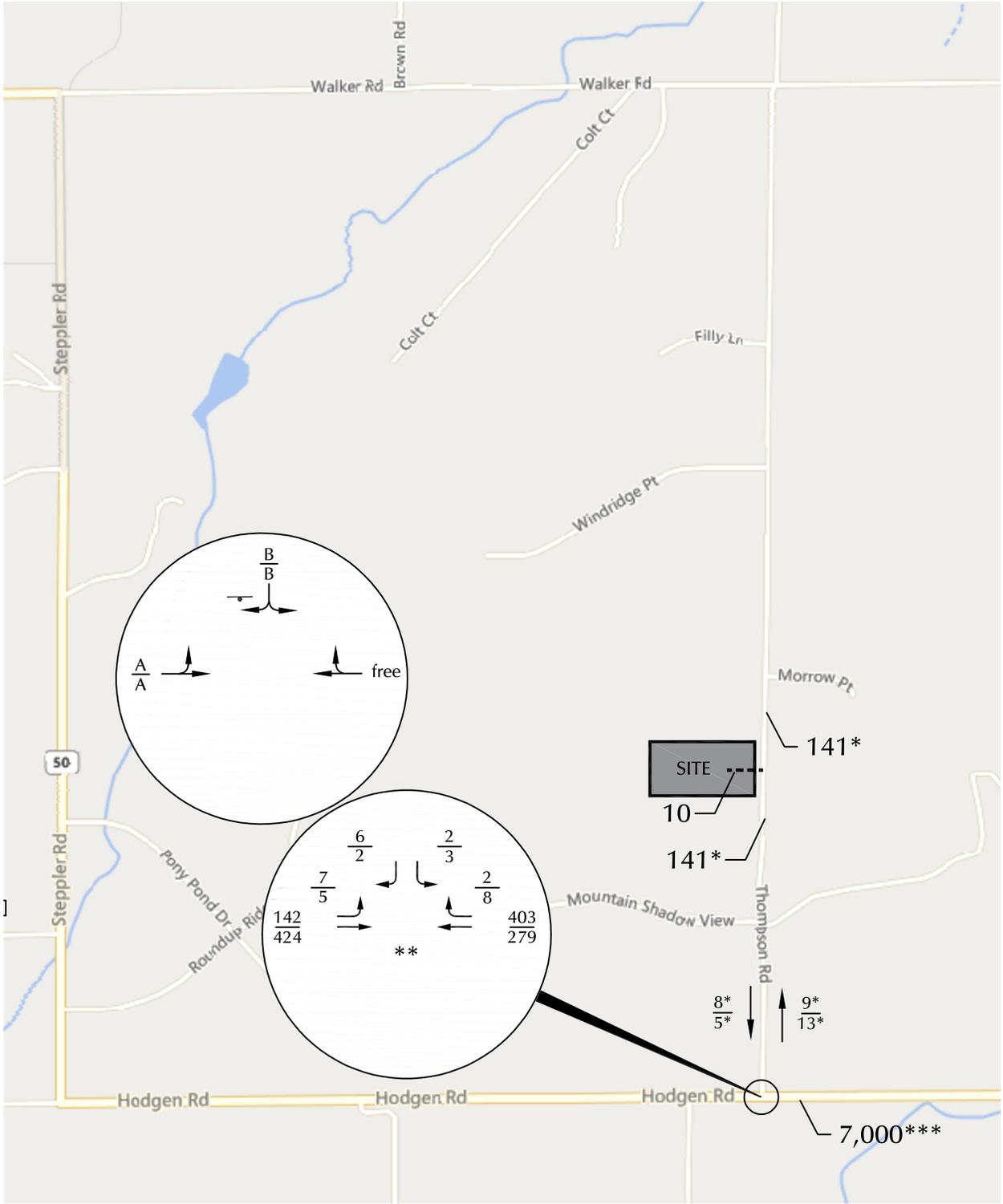


Figure 2
Site Plan

White Cottage Farm (LSC# S214190)



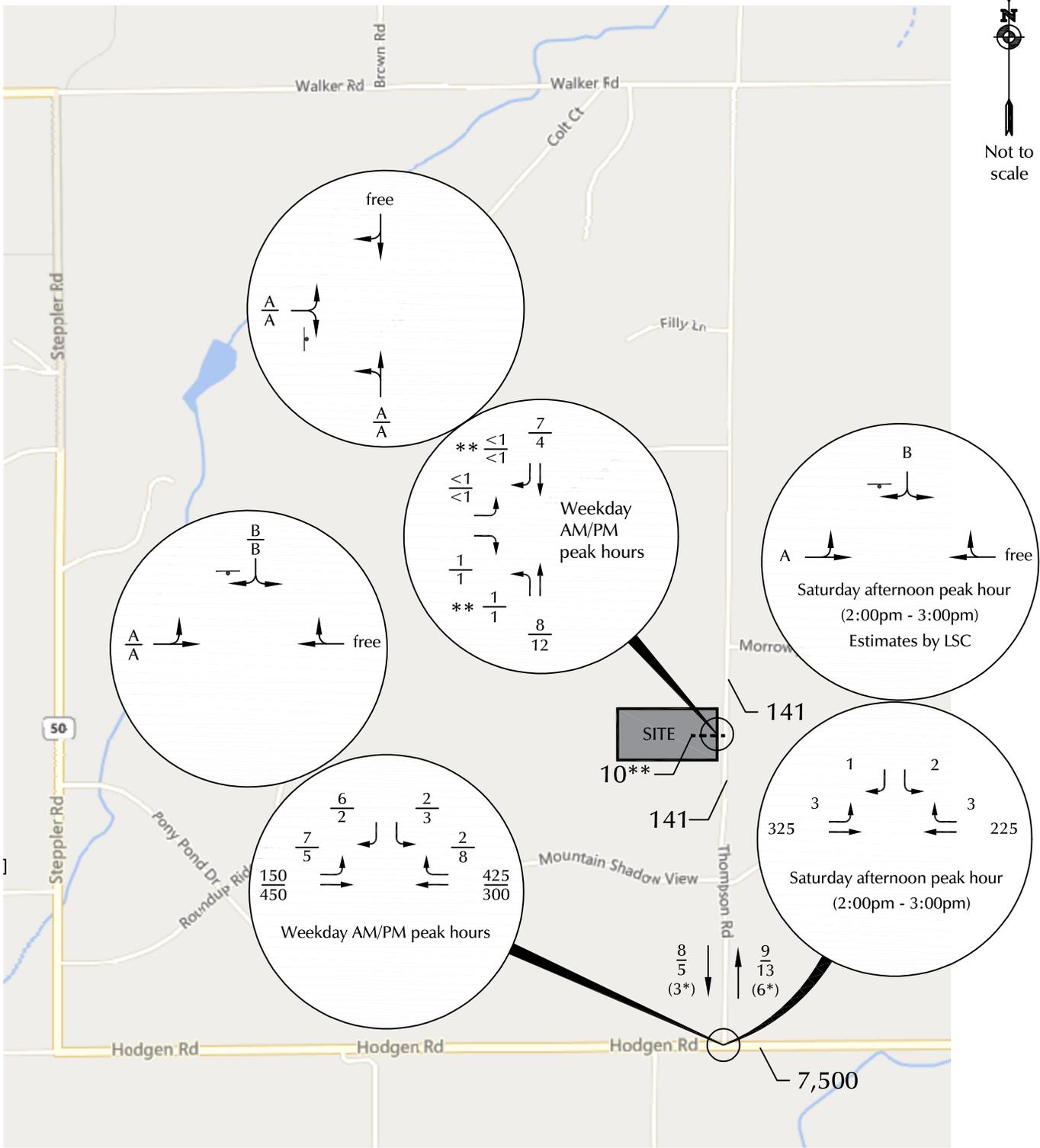
* Based on 7-day average of count data from LSC (April 2021)
 ** Counts by LSC (March 2021)
 *** Estimated by LSC (average weekday traffic based on peak-hour counts)



- = Stop Sign
- $\frac{X}{X}$ = AM Individual Movement Weekday Peak-Hour LOS
PM Individual Movement Weekday 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 3
**Existing Traffic, Lane
 Geometry, Traffic
 Control, and LOS**

White Cottage Farm (LSC# S214190)



Note: Short-term baseline (adjusted estimates for Hodgen Rd to account for remaining effects of Covid-19 pandemic)

* Saturday afternoon peak hour ** Note: "No-build" trips - estimated

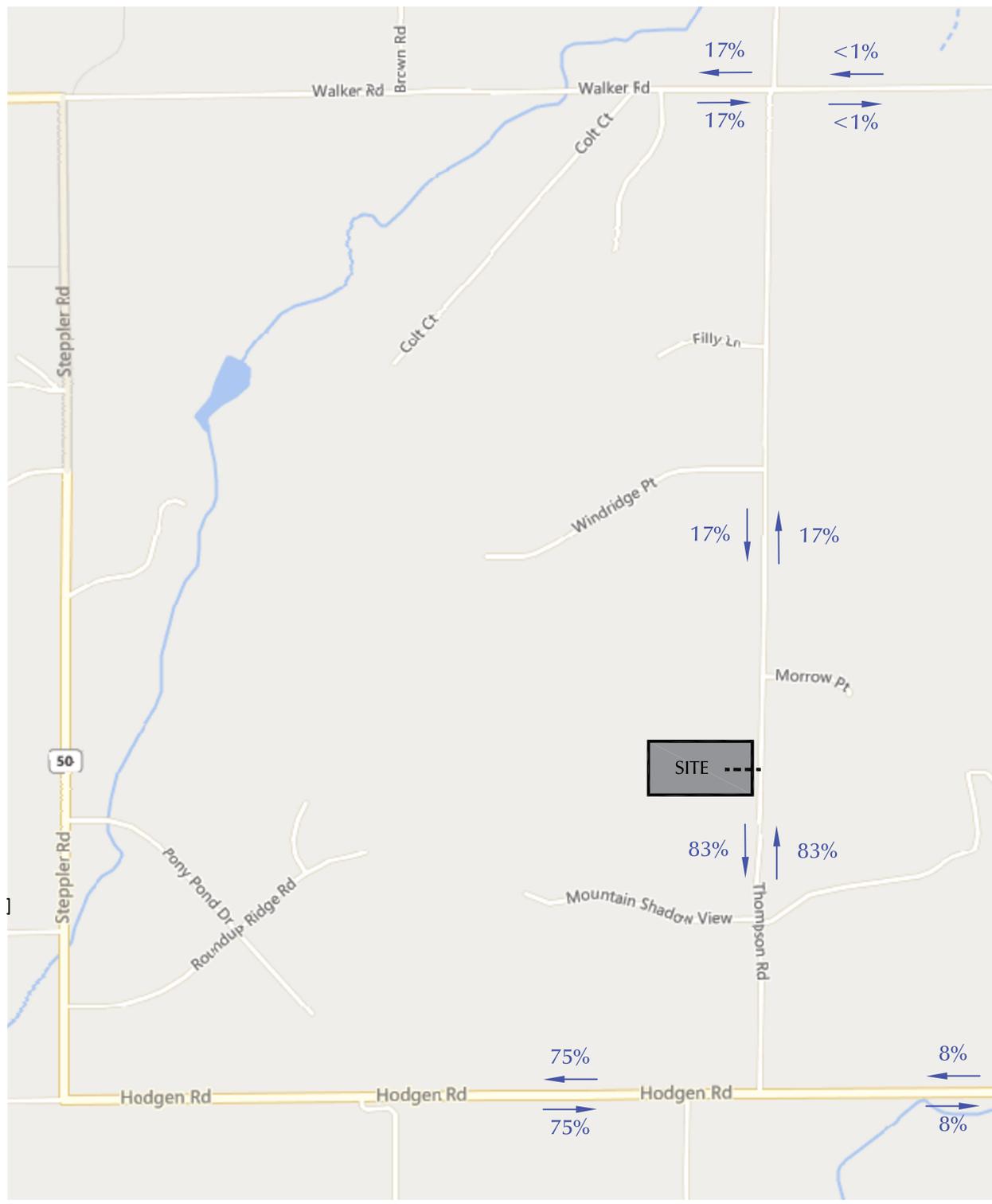
Figure 4

Short-Term Baseline Traffic, Lane Geometry, Traffic Control, and LOS

White Cottage Farm (LSC# S214190)



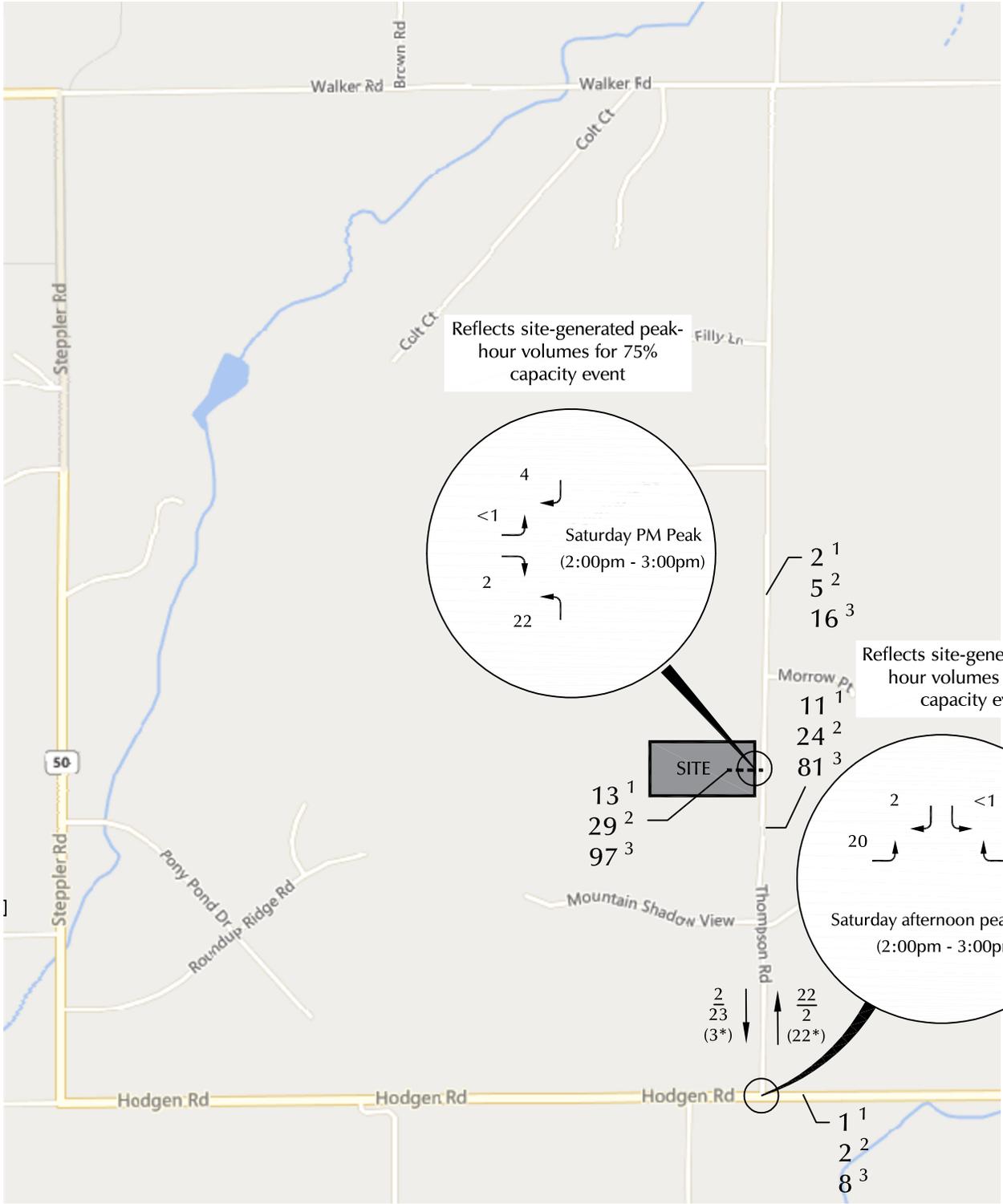
- = Stop Sign
- $\frac{X}{X}$ = AM Individual Movement Peak-Hour LOS
PM Individual Movement Peak-Hour LOS
- $\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hour)
PM Weekday Peak-Hour Traffic (Veh/Hour)
- X,XXX = Average Daily Traffic (Vehicles/Day)



XX% = Estimated % distribution of site-generated trips (% of entering or exiting trips)

Figure 5
Directional Distribution

White Cottage Farm (LSC# S214190)



* The peak hour is the Saturday "peak hour of the generator," which will generally occur prior to the start of events (typically, 2:00pm - 3:00pm on Saturday afternoon)

- ¹ Overall annual average daily vehicle-trips
- ² Overall peak-season average daily vehicle-trips
- ³ Maximum total single-event daily vehicle-trips

XX = Saturday Afternoon Peak-Hour Traffic (Veh/Hour)*

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

Site-Generated Traffic

Figure 6

White Cottage Farm (LSC# S214190)



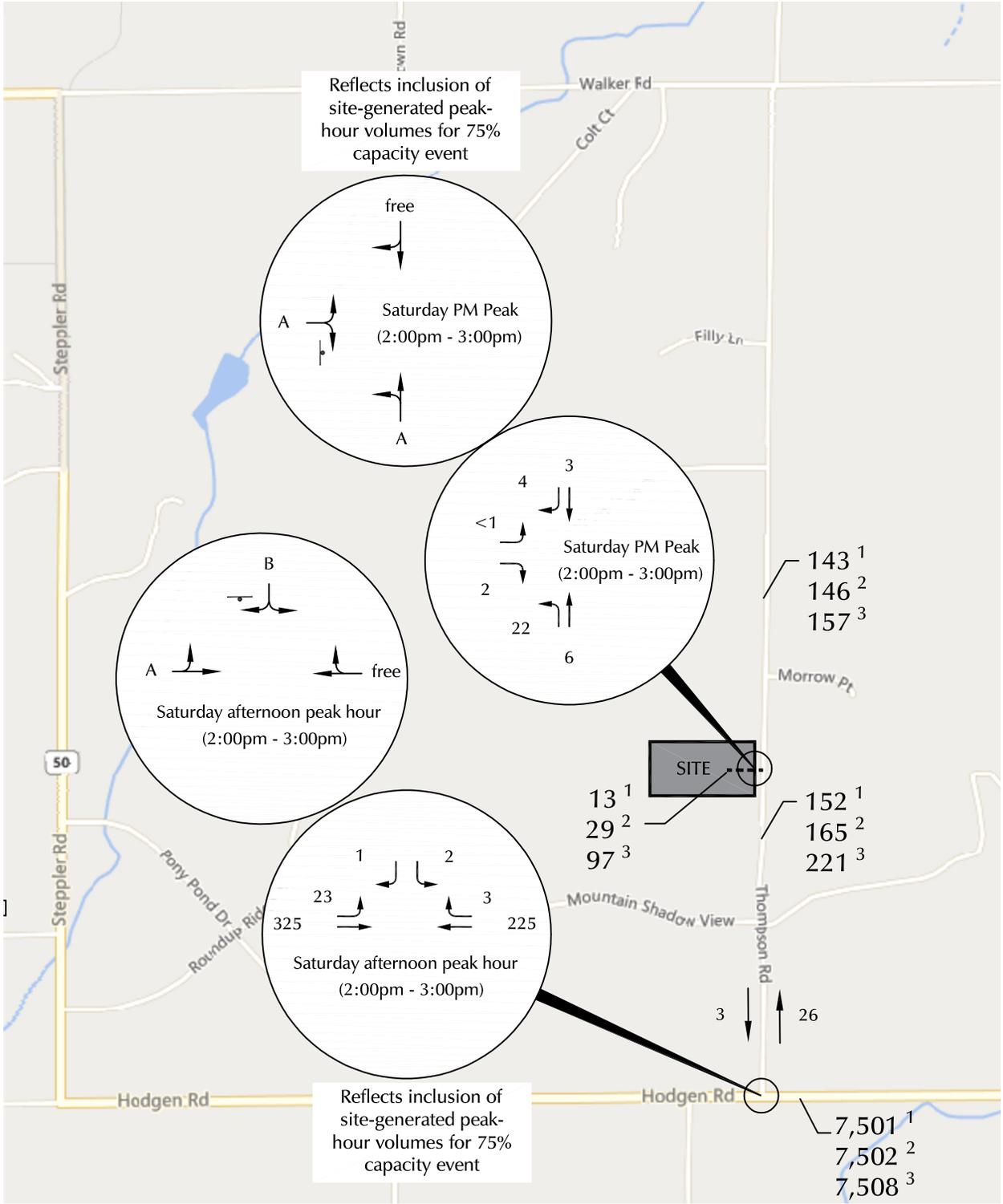


Figure 7

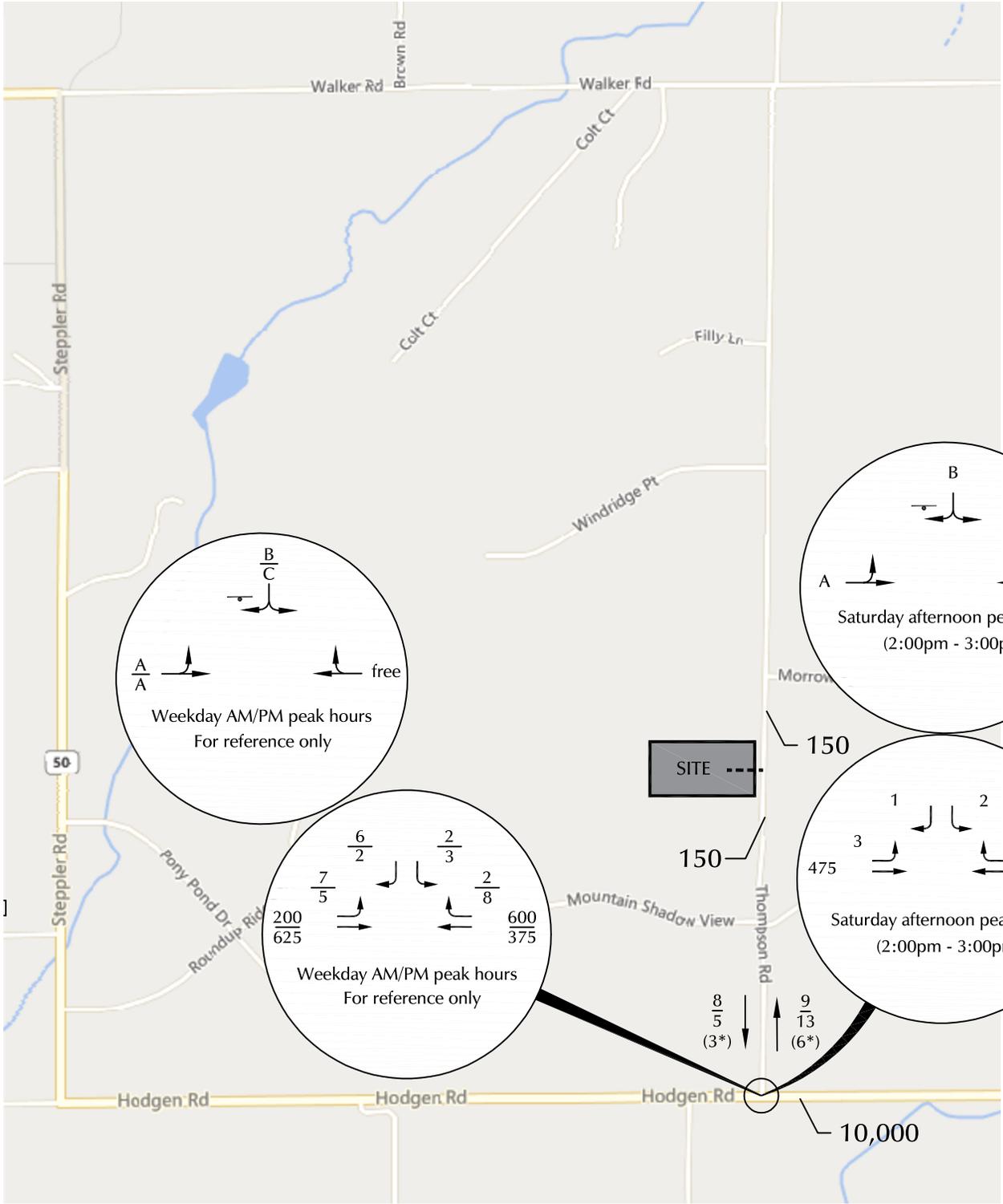
Short-Term Total Traffic, Lane Geometry, Traffic Control, and LOS

White Cottage Farm (LSC# S214190)

- ¹ Overall annual average daily vehicle-trips
- ² Overall peak-season average daily vehicle-trips
- ³ Maximum total single-event daily vehicle-trips

- ⊥ = Stop Sign
- X = Saturday PM Individual Movement Peak-Hour LOS
- XX = Saturday PM Weekday Peak-Hour Traffic (Veh/Hour)
- X,XXX = Average Daily Traffic (Vehicles/Day)





* Saturday afternoon peak hour (estimated by LSC)

Figure 8
 2041 Background Traffic,
 Lane Geometry, Traffic
 Control, and LOS

White Cottage Farm (LSC# S214190)



- = 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)

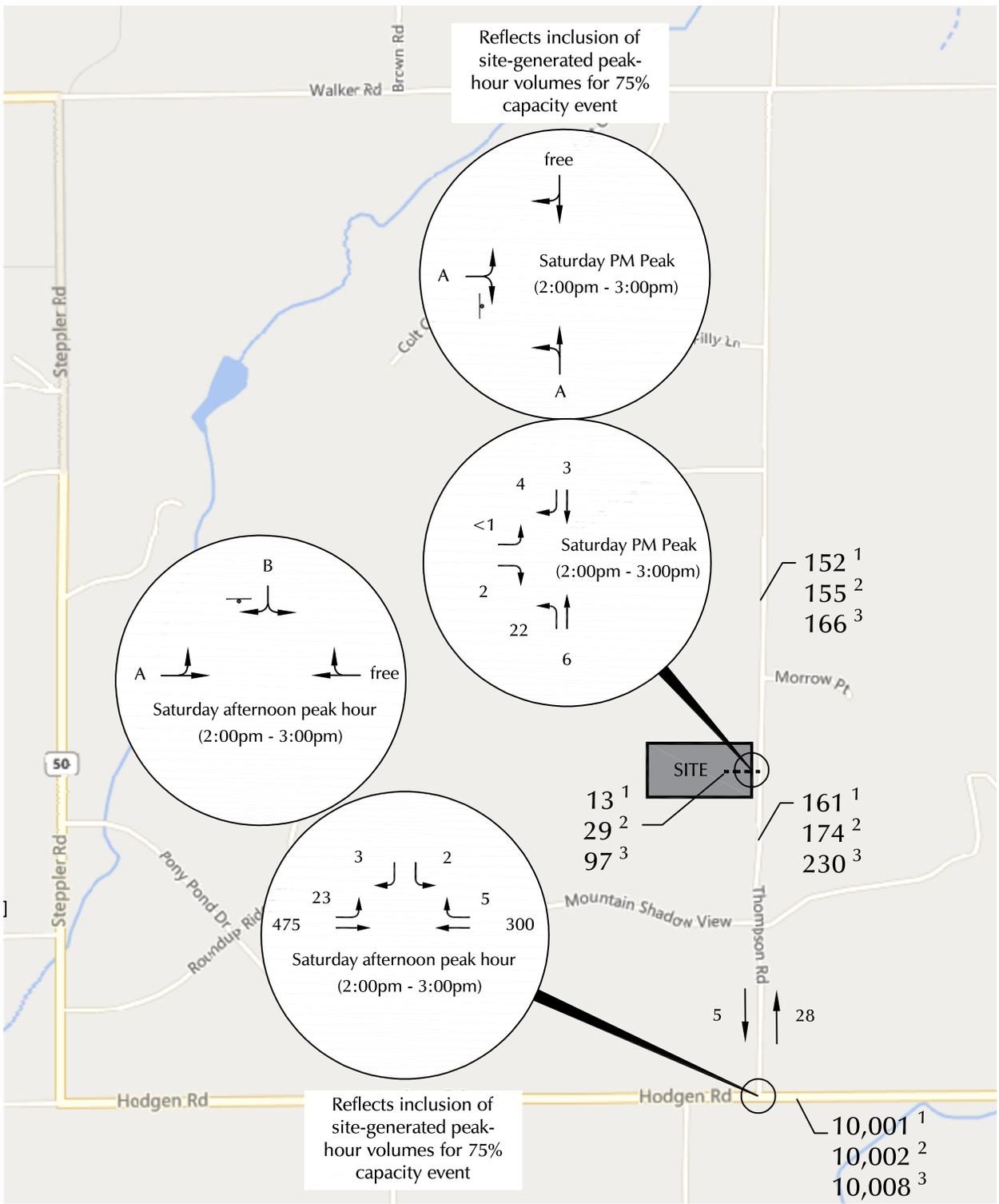


Figure 9

2041 Total Traffic, Lane Geometry, Traffic Control, and LOS

White Cottage Farm (LSC# S214190)

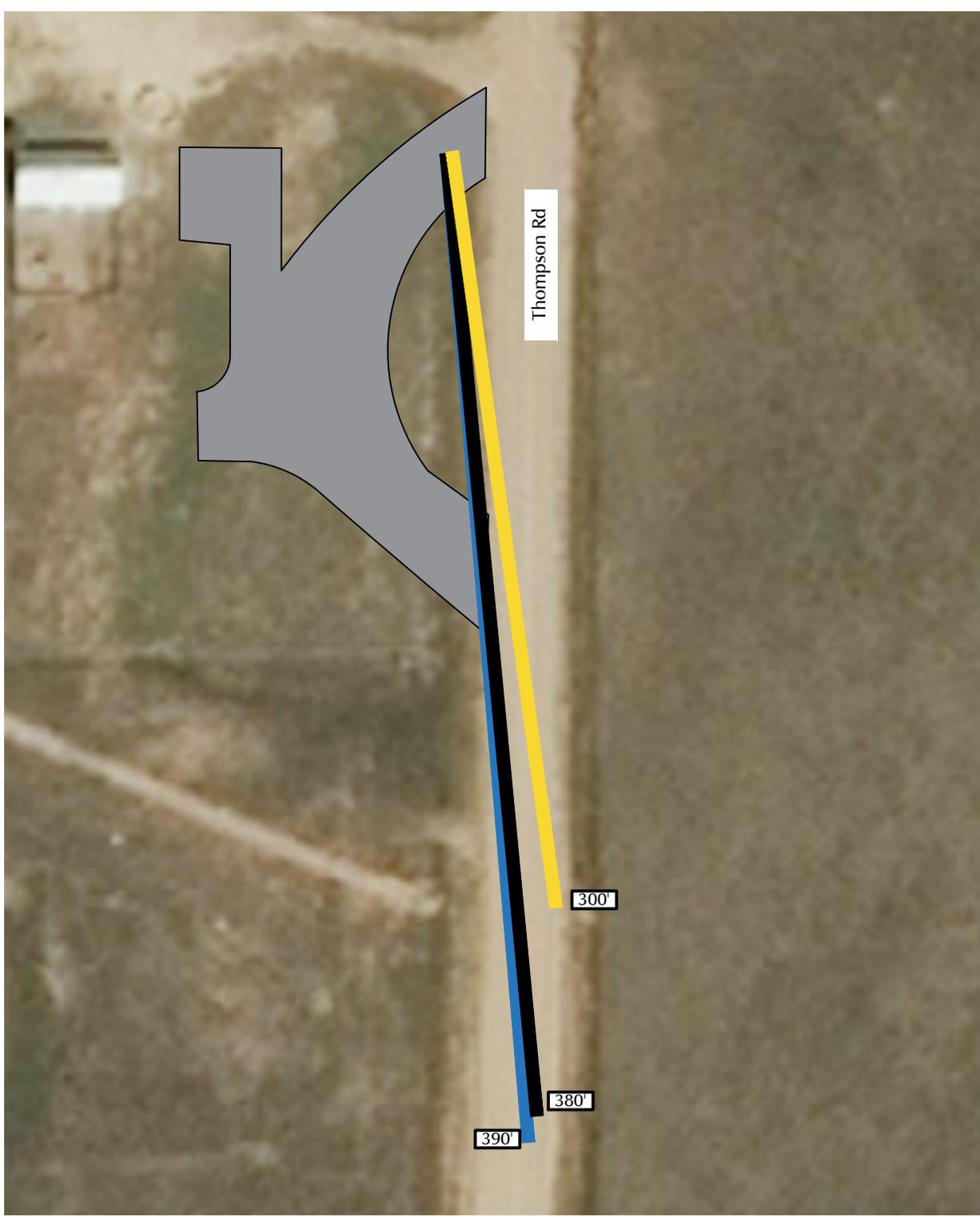
- ¹ Overall annual average daily vehicle-trips
- ² Overall peak-season average daily vehicle-trips
- ³ Maximum total single-event daily vehicle-trips

- ⊥ = Stop Sign
- X = Saturday PM Individual Movement Peak-Hour LOS
- XX = Saturday PM Weekday Peak-Hour Traffic (Veh/Hour)
- X,XXX = Average Daily Traffic (Vehicles/Day)





1" = 60"
scale



- XXX' Sight distance length
- Length of field-measured sight distance from the access point (from passenger car driver's eye)
- Required intersection sight distance for passenger vehicles (from passenger car driver's eye)
- Required intersection sight distance for single-unit trucks (from single-unit truck driver's eye)

Figure 10

Intersection Sight Distance North Access

White Cottage Farm (LSC# S214190)





1" = 60"
scale



XXX'

Sight distance length



Length of field-measured sight distance from the access point (from passenger car driver's eye)



Required intersection sight distance for passenger vehicles (from passenger car driver's eye)



Required intersection sight distance for single-unit trucks (from single-unit truck driver's eye)

Figure 11

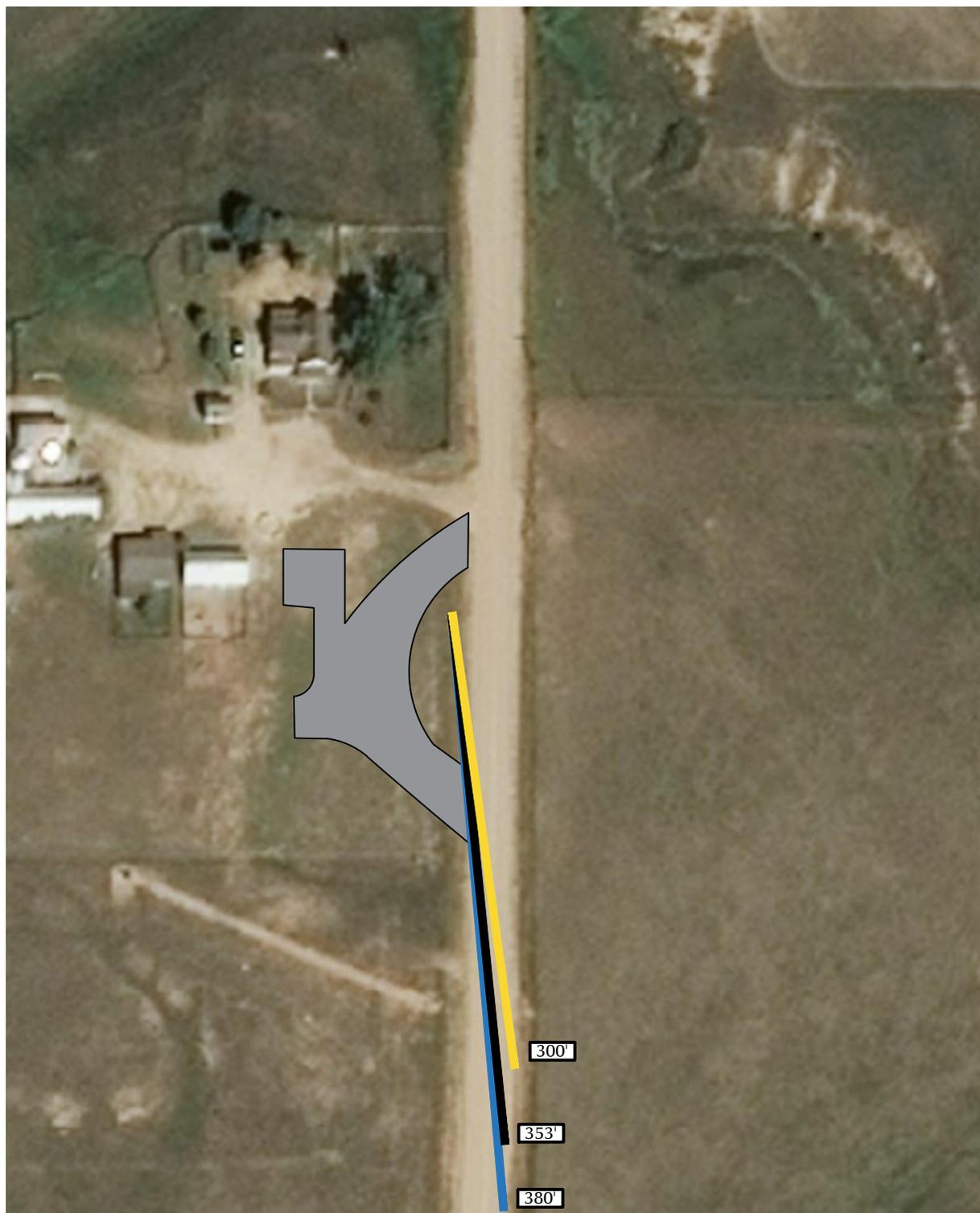
Intersection Sight Distance South Access

White Cottage Farm (LSC# S214190)





1" = 100"
scale



XXX'

Sight distance length



Length of field-measured sight distance from the access point (from passenger car driver's eye)



Required intersection sight distance for passenger vehicles (from passenger car driver's eye)



Required intersection sight distance for single-unit trucks (from single-unit truck driver's eye)

Figure 12

Intersection Sight Distance Alternate Access



1" = 60'
scale



- XXX' Sight distance length
- Length of field-measured sight distance line of sight from approaching motorists traveling along Thompson Rd
- County-required stopping sight distance (adjusted for grade)

Figure 13

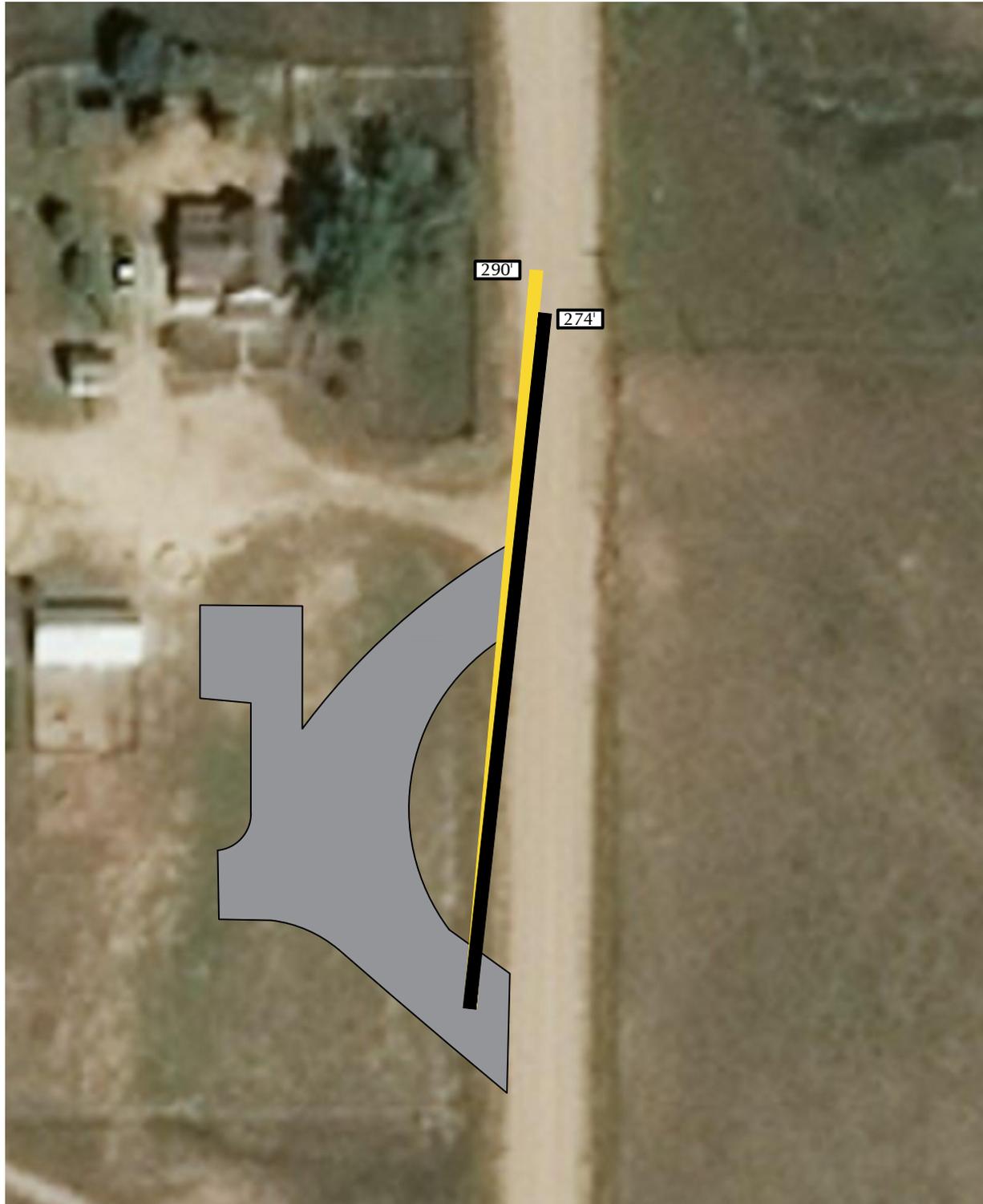
Stopping Sight Distance North Access

White Cottage Farm (LSC# S214190)





1" = 60'
scale



- XXX' Sight distance length
- Length of field-measured sight distance line of sight from approaching motorists traveling along Thompson Rd
- County-required stopping sight distance (adjusted for grade)

Figure 14

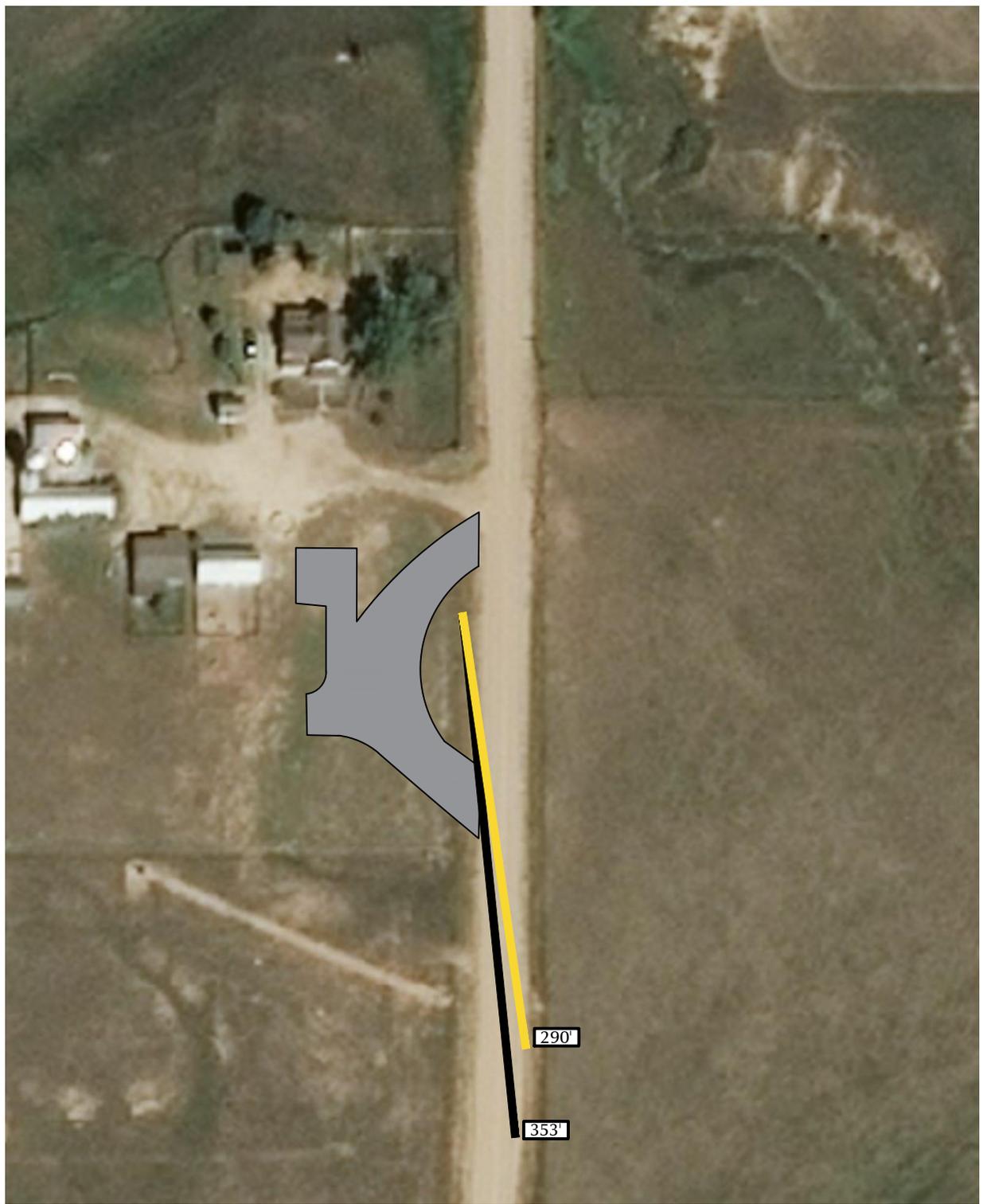
Stopping Sight Distance South Access

White Cottage Farm (LSC# S214190)





1" = 100'
scale



- XXX' Sight distance length
- Length of field-measured sight distance line of sight from approaching motorists traveling along Thompson Rd
- County-required stopping sight distance (adjusted for grade)

Figure 15

Stopping Sight Distance Alternate Access

White Cottage Farm (LSC# S214190)



Levels of Service



HCM 6th TWSC
1: Hodgen Rd & Thompson Rd

Existing
AM

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	7	142	403	2	2	6
Future Vol, veh/h	7	142	403	2	2	6
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	8	163	438	2	3	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	440	0	-	0	618 439
Stage 1	-	-	-	-	439 -
Stage 2	-	-	-	-	179 -
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	1120	-	-	-	453 618
Stage 1	-	-	-	-	650 -
Stage 2	-	-	-	-	852 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1120	-	-	-	449 618
Mov Cap-2 Maneuver	-	-	-	-	449 -
Stage 1	-	-	-	-	645 -
Stage 2	-	-	-	-	852 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1120	-	-	-	565
HCM Lane V/C Ratio	0.007	-	-	-	0.018
HCM Control Delay (s)	8.2	0	-	-	11.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
1: Hodgen Rd & Thompson Rd

Existing
PM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	424	279	8	3	2
Future Vol, veh/h	5	424	279	8	3	2
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	5	461	303	9	4	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	312	0	-	0	779 308
Stage 1	-	-	-	-	308 -
Stage 2	-	-	-	-	471 -
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	1248	-	-	-	364 732
Stage 1	-	-	-	-	745 -
Stage 2	-	-	-	-	628 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1248	-	-	-	362 732
Mov Cap-2 Maneuver	-	-	-	-	362 -
Stage 1	-	-	-	-	741 -
Stage 2	-	-	-	-	628 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1248	-	-	-	454
HCM Lane V/C Ratio	0.004	-	-	-	0.014
HCM Control Delay (s)	7.9	0	-	-	13
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	7	150	425	2	2	6
Future Vol, veh/h	7	150	425	2	2	6
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	8	172	462	2	3	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	464	0	-	0	651 463
Stage 1	-	-	-	-	463 -
Stage 2	-	-	-	-	188 -
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	1097	-	-	-	433 599
Stage 1	-	-	-	-	634 -
Stage 2	-	-	-	-	844 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1097	-	-	-	430 599
Mov Cap-2 Maneuver	-	-	-	-	430 -
Stage 1	-	-	-	-	629 -
Stage 2	-	-	-	-	844 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1097	-	-	-	545
HCM Lane V/C Ratio	0.007	-	-	-	0.019
HCM Control Delay (s)	8.3	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	450	300	8	3	2
Future Vol, veh/h	5	450	300	8	3	2
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	5	489	326	9	4	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	335	0	-	0	830 331
Stage 1	-	-	-	-	331 -
Stage 2	-	-	-	-	499 -
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	1224	-	-	-	340 711
Stage 1	-	-	-	-	728 -
Stage 2	-	-	-	-	610 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1224	-	-	-	338 711
Mov Cap-2 Maneuver	-	-	-	-	338 -
Stage 1	-	-	-	-	724 -
Stage 2	-	-	-	-	610 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1224	-	-	-	428
HCM Lane V/C Ratio	0.004	-	-	-	0.015
HCM Control Delay (s)	8	0	-	-	13.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	3	325	225	3	2	1
Future Vol, veh/h	3	325	225	3	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	92	92	87	87	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	353	259	3	3	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	262	0	0	620	261
Stage 1	-	-	-	261	-
Stage 2	-	-	-	359	-
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	1302	-	-	452	778
Stage 1	-	-	-	783	-
Stage 2	-	-	-	707	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1302	-	-	451	778
Mov Cap-2 Maneuver	-	-	-	451	-
Stage 1	-	-	-	781	-
Stage 2	-	-	-	707	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1302	-	-	-	524
HCM Lane V/C Ratio	0.003	-	-	-	0.007
HCM Control Delay (s)	7.8	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		3	
Traffic Vol, veh/h	23	325	225	3	2	1
Future Vol, veh/h	23	325	225	3	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	92	92	87	87	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	353	259	3	3	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	262	0	-	0	664 261
Stage 1	-	-	-	-	261 -
Stage 2	-	-	-	-	403 -
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	1302	-	-	-	426 778
Stage 1	-	-	-	-	783 -
Stage 2	-	-	-	-	675 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1302	-	-	-	416 778
Mov Cap-2 Maneuver	-	-	-	-	416 -
Stage 1	-	-	-	-	764 -
Stage 2	-	-	-	-	675 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1302	-	-	-	492
HCM Lane V/C Ratio	0.019	-	-	-	0.008
HCM Control Delay (s)	7.8	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	23	6	3	4
Future Vol, veh/h	0	3	23	6	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	29	8	4	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	73	7	9	0	0
Stage 1	7	-	-	-	-
Stage 2	66	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	931	1075	1611	-	-
Stage 1	1016	-	-	-	-
Stage 2	957	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	914	1075	1611	-	-
Mov Cap-2 Maneuver	914	-	-	-	-
Stage 1	998	-	-	-	-
Stage 2	957	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	5.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1611	-	1075	-	-
HCM Lane V/C Ratio	0.018	-	0.004	-	-
HCM Control Delay (s)	7.3	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	7	200	600	2	2	6
Future Vol, veh/h	7	200	600	2	2	6
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	93	93	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	230	645	2	3	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	647	0	0	892	646
Stage 1	-	-	-	646	-
Stage 2	-	-	-	246	-
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	939	-	-	312	472
Stage 1	-	-	-	522	-
Stage 2	-	-	-	795	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	939	-	-	309	472
Mov Cap-2 Maneuver	-	-	-	309	-
Stage 1	-	-	-	517	-
Stage 2	-	-	-	795	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	939	-	-	-	417
HCM Lane V/C Ratio	0.009	-	-	-	0.025
HCM Control Delay (s)	8.9	0	-	-	13.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	5	625	375	8	3	2
Future Vol, veh/h	5	625	375	8	3	2
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	93	93	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	672	408	9	4	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	417	0	-	0	1095 413
Stage 1	-	-	-	-	413 -
Stage 2	-	-	-	-	682 -
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	1142	-	-	-	236 639
Stage 1	-	-	-	-	668 -
Stage 2	-	-	-	-	502 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1142	-	-	-	234 639
Mov Cap-2 Maneuver	-	-	-	-	234 -
Stage 1	-	-	-	-	663 -
Stage 2	-	-	-	-	502 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1142	-	-	-	313
HCM Lane V/C Ratio	0.005	-	-	-	0.02
HCM Control Delay (s)	8.2	0	-	-	16.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	3	475	300	3	2	1
Future Vol, veh/h	3	475	300	3	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	92	92	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	516	326	3	3	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	329	0	-	0	850 328
Stage 1	-	-	-	-	328 -
Stage 2	-	-	-	-	522 -
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	1231	-	-	-	331 713
Stage 1	-	-	-	-	730 -
Stage 2	-	-	-	-	595 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1231	-	-	-	330 713
Mov Cap-2 Maneuver	-	-	-	-	330 -
Stage 1	-	-	-	-	728 -
Stage 2	-	-	-	-	595 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1231	-	-	-	402
HCM Lane V/C Ratio	0.003	-	-	-	0.01
HCM Control Delay (s)	7.9	0	-	-	14
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	23	475	300	5	2	3
Future Vol, veh/h	23	475	300	5	2	3
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	93	93	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	511	326	5	3	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	331	0	-	0	890 329
Stage 1	-	-	-	-	329 -
Stage 2	-	-	-	-	561 -
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	1228	-	-	-	313 712
Stage 1	-	-	-	-	729 -
Stage 2	-	-	-	-	571 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1228	-	-	-	304 712
Mov Cap-2 Maneuver	-	-	-	-	304 -
Stage 1	-	-	-	-	709 -
Stage 2	-	-	-	-	571 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1228	-	-	-	463
HCM Lane V/C Ratio	0.02	-	-	-	0.014
HCM Control Delay (s)	8	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	23	6	3	4
Future Vol, veh/h	0	3	23	6	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	29	8	4	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	73	7	9	0	0
Stage 1	7	-	-	-	-
Stage 2	66	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	931	1075	1611	-	-
Stage 1	1016	-	-	-	-
Stage 2	957	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	914	1075	1611	-	-
Mov Cap-2 Maneuver	914	-	-	-	-
Stage 1	998	-	-	-	-
Stage 2	957	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	5.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1611	-	1075	-	-
HCM Lane V/C Ratio	0.018	-	0.004	-	-
HCM Control Delay (s)	7.3	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

Traffic Counts



LSC Transportation Consultants, Inc.
 545 E Pikes Peak Ave, Suite 210
 Colorado Springs, CO 80905
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File Name : Thompson Rd - Hodgen Rd AM
 Site Code : S214190
 Start Date : 3/18/2021
 Page No : 1

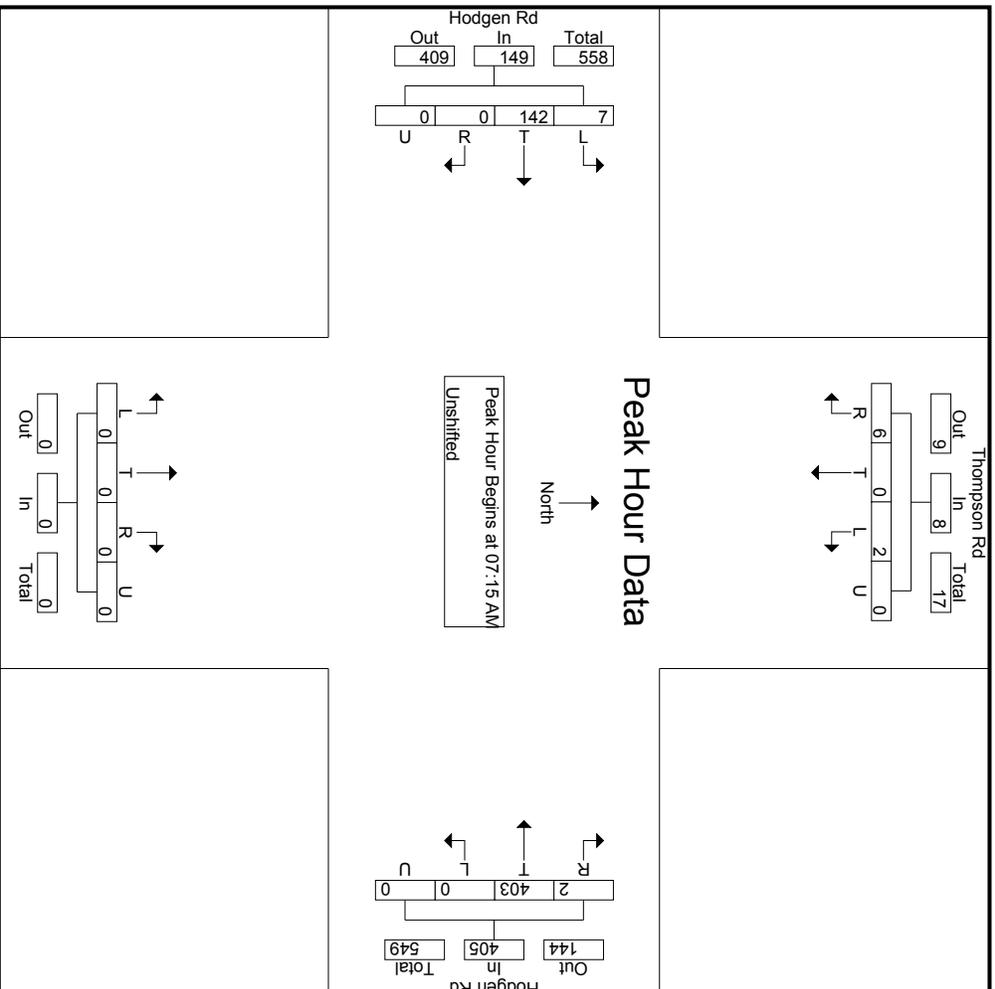
Groups Printed- Unshifted

Start Time	Thompson Rd Southbound					Hodgen Rd Westbound					Northbound					Hodgen Rd Eastbound					Int. Total	
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total		
07:00 AM	1	0	1	0	2	0	98	0	0	98	0	0	0	0	0	0	10	0	0	0	10	110
07:15 AM	0	0	2	0	2	0	112	0	0	112	0	0	0	0	0	1	29	0	0	0	30	144
07:30 AM	0	0	0	0	0	0	111	1	0	112	0	0	0	0	0	2	32	0	0	0	34	146
07:45 AM	0	0	1	0	1	0	107	0	0	107	0	0	0	0	0	2	45	0	0	0	47	155
Total	1	0	4	0	5	0	428	1	0	429	0	0	0	0	0	5	116	0	0	0	121	555
08:00 AM	2	0	3	0	5	0	73	1	0	74	0	0	0	0	0	2	36	0	0	0	38	117
08:15 AM	0	0	2	0	2	0	64	0	0	64	0	0	0	0	0	0	38	0	0	0	38	104
08:30 AM	0	0	1	0	1	0	91	0	0	91	0	0	0	0	0	1	45	0	0	0	46	138
08:45 AM	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	0	43	0	0	0	43	95
Total	2	0	6	0	8	0	280	1	0	281	0	0	0	0	0	3	162	0	0	0	165	454
Grand Total	3	0	10	0	13	0	708	2	0	710	0	0	0	0	0	8	278	0	0	0	286	1009
Approch %	23.1	0	76.9	0	1.3	0	99.7	0.3	0	70.4	0	0	0	0	0	2.8	97.2	0	0	0	28.3	
Total %	0.3	0	1	0	1.3	0	70.2	0.2	0	70.4	0	0	0	0	0	0.8	27.6	0	0	0	28.3	

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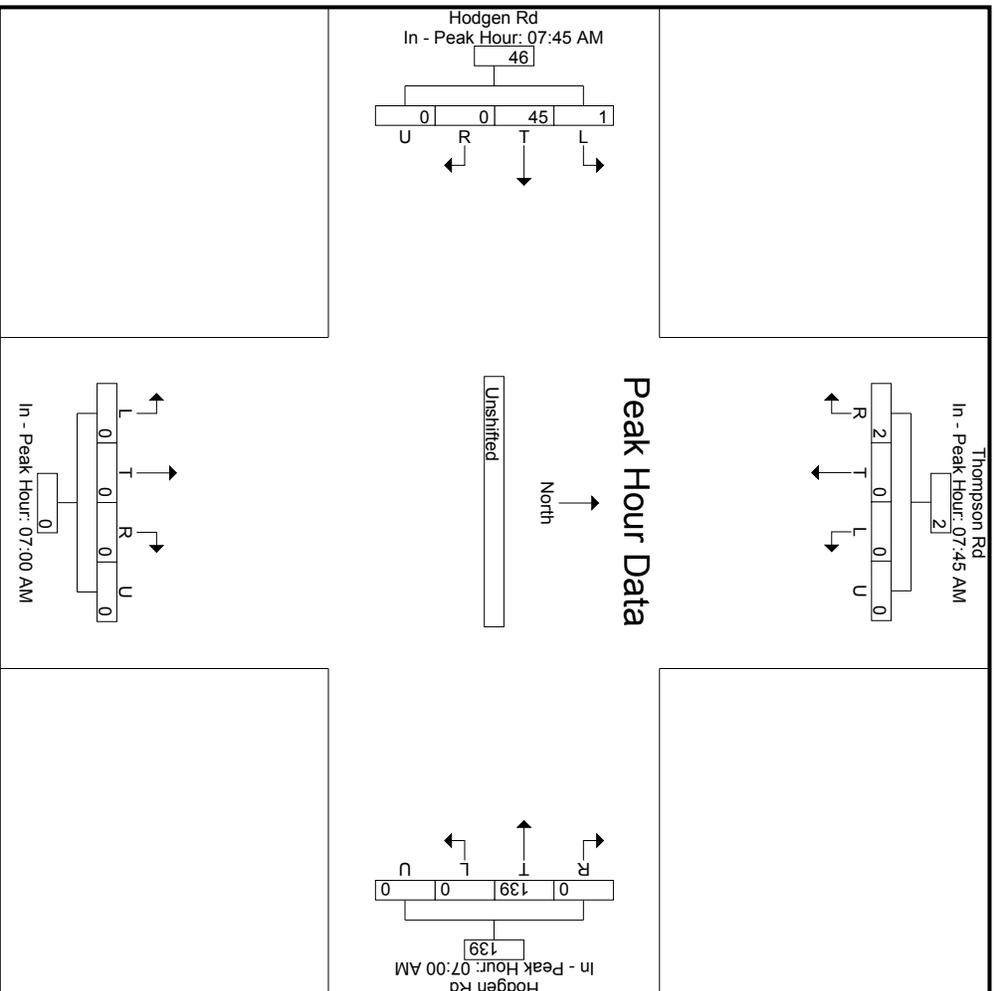
Start Time	Thompson Rd Southbound					Hodgen Rd Westbound					Northbound					Hodgen Rd Eastbound									
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total				
Peak Hour Analysis From 7:00:00 AM to 8:45:00 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 7:15:00 AM																									
7:15:00 AM	0	0	2	0	2	0	112	0	0	112	0	0	0	0	0	0	0	0	0	0	1	29	0	0	30
7:30:00 AM	0	0	0	0	0	0	111	1	0	112	0	0	0	0	0	0	0	0	0	0	2	32	0	0	34
7:45:00 AM	0	0	1	0	1	0	107	0	0	107	0	0	0	0	0	0	0	0	0	0	2	45	0	0	47
8:00:00 AM	2	0	3	0	5	0	73	1	0	74	0	0	0	0	0	0	0	0	0	0	2	36	0	0	38
Total Volume	2	0	6	0	8	0	403	2	0	405	0	0	0	0	0	0	0	0	0	0	7	142	0	0	149
% App. Total	25	0	75	0	25	0	99.5	0.5	0	99.5	0	0	0	0	0	0	0	0	0	0	4.7	95.3	0	0	95.3
PHF	.250	.000	.500	.000	.400	.000	.900	.500	.000	.904	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.875	.789	.000	.000	.793



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File Name : Thompson Rd - Hodgen Rd AM
 Site Code : S214190
 Start Date : 3/18/2021
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	Thompson Rd Southbound					Hodgen Rd Westbound					Northbound					Hodgen Rd Eastbound					
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
Peak Hour Analysis From 7:00:00 AM to 8:45:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	7:45:00 AM					7:00:00 AM					7:00:00 AM					7:45:00 AM					
+0 mins.	0	0	1	0	1	0	98	0	0	98	0	0	0	0	0	2	45	0	0	47	
+5 mins.	2	0	3	0	5	0	112	0	0	112	0	0	0	0	0	2	36	0	0	38	
+10 mins.	0	0	2	0	2	0	111	1	0	112	0	0	0	0	0	0	38	0	0	38	
+15 mins.	0	0	1	0	1	0	107	0	0	107	0	0	0	0	0	1	45	0	0	46	
Total Volume	2	0	7	0	9	0	428	1	0	429	0	0	0	0	0	5	164	0	0	169	
% App. Total	22.2	0	77.8	0		0	99.8	0.2	0		0	0	0	0		3	97	0	0		
PHF	.250	.000	.583	.000	.450	.000	.955	.250	.000	.958	.000	.000	.000	.000	.000	.625	.911	.000	.000	.899	



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545 E Pikes Peak Ave, Suite 210

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719-633-2868

File Name : Thompson Rd - Hodgen Rd PM

Site Code : S214150

Start Date : 3/18/2021

Page No : 1

Groups Printed- Unshifted

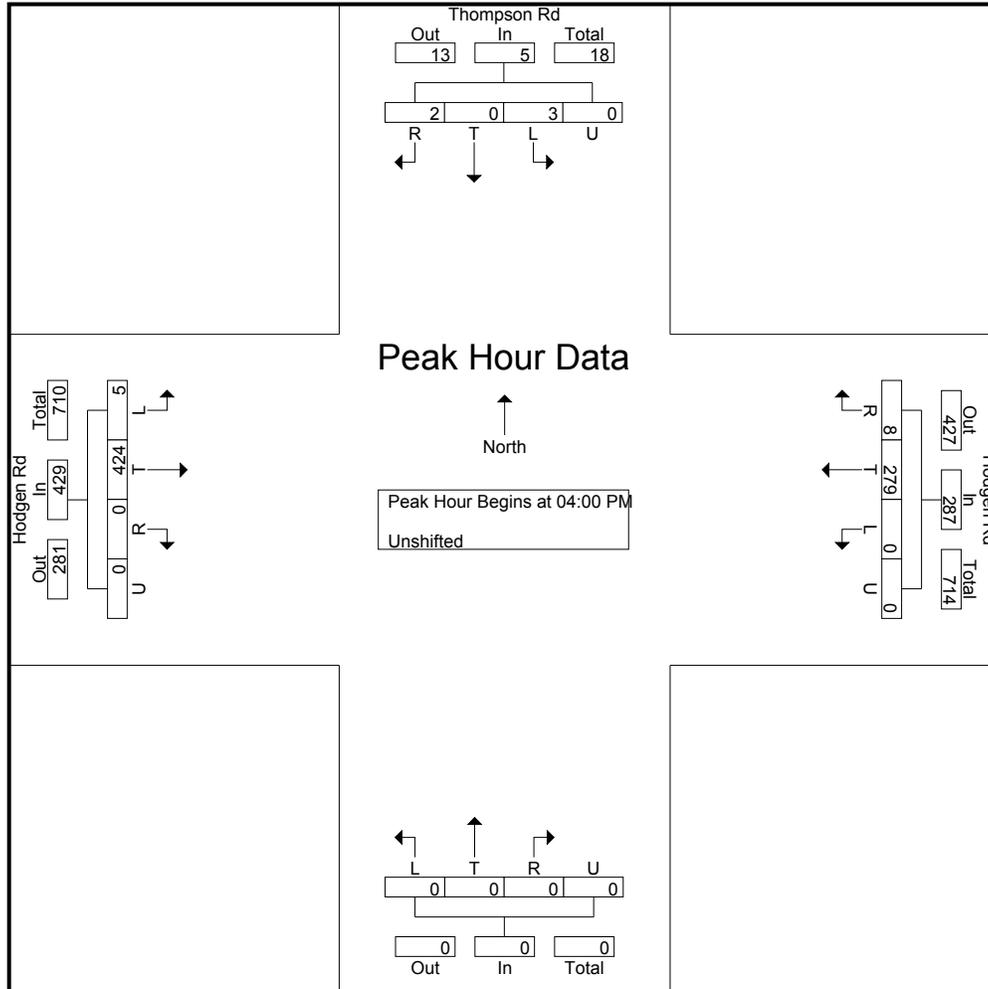
Start Time	Thompson Rd Southbound					Hodgen Rd Westbound					Northbound					Hodgen Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	0	0	0	0	0	0	32	1	0	33	0	0	0	0	0	0	40	0	0	40	73
04:05 PM	0	0	0	0	0	0	28	2	0	30	0	0	0	0	0	2	45	0	0	47	77
04:10 PM	0	0	0	0	0	0	19	1	0	20	0	0	0	0	0	0	35	0	0	35	55
04:15 PM	2	0	0	0	2	0	29	2	0	31	0	0	0	0	0	2	35	0	0	37	70
04:20 PM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	22	0	0	22	44
04:25 PM	1	0	1	0	2	0	18	0	0	18	0	0	0	0	0	0	37	0	0	37	57
04:30 PM	0	0	1	0	1	0	23	1	0	24	0	0	0	0	0	0	37	0	0	37	62
04:35 PM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	21	0	0	21	43
04:40 PM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	38	0	0	38	63
04:45 PM	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	0	41	0	0	41	57
04:50 PM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	31	0	0	31	58
04:55 PM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	1	42	0	0	43	62
Total	3	0	2	0	5	0	279	8	0	287	0	0	0	0	0	5	424	0	0	429	721
05:00 PM	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	0	36	0	0	36	48
05:05 PM	0	0	2	0	2	0	14	0	0	14	0	0	0	0	0	0	38	0	0	38	54
05:10 PM	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	0	39	0	0	39	80
05:15 PM	0	0	0	0	0	0	26	1	0	27	0	0	0	0	0	0	35	0	0	35	62
05:20 PM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	35	0	0	35	56
05:25 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	1	40	0	0	41	56
05:30 PM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	1	27	0	0	28	48
05:35 PM	1	0	1	0	2	0	16	1	0	17	0	0	0	0	0	1	35	0	0	36	55
05:40 PM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	34	0	0	34	53
05:45 PM	1	0	0	0	1	0	16	1	0	17	0	0	0	0	0	0	29	0	0	29	47
05:50 PM	1	0	1	0	2	0	25	2	0	27	0	0	0	0	0	0	35	0	0	35	64
05:55 PM	1	0	2	0	3	0	16	0	0	16	0	0	0	0	0	0	18	0	0	18	37
Total	4	0	7	0	11	0	240	5	0	245	0	0	0	0	0	3	401	0	0	404	660
06:00 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	27	0	0	27	42
06:05 PM	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	0	36	0	0	36	62
Grand Total	7	0	9	0	16	0	560	13	0	573	0	0	0	0	0	8	888	0	0	896	1485
Apprch %	43.8	0	56.2	0		0	97.7	2.3	0		0	0	0	0		0.9	99.1	0	0		
Total %	0.5	0	0.6	0	1.1	0	37.7	0.9	0	38.6	0	0	0	0	0	0.5	59.8	0	0	60.3	

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File Name : Thompson Rd - Hodgen Rd PM
 Site Code : S214150
 Start Date : 3/18/2021
 Page No : 2

Start Time	Thompson Rd Southbound					Hodgen Rd Westbound					Northbound					Hodgen Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 04:00 PM to 06:05 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	32	1	0	33	0	0	0	0	0	0	40	0	0	40	73
04:05 PM	0	0	0	0	0	0	28	2	0	30	0	0	0	0	0	0	2	45	0	47	77
04:10 PM	0	0	0	0	0	0	19	1	0	20	0	0	0	0	0	0	0	35	0	35	55
04:15 PM	2	0	0	0	2	0	29	2	0	31	0	0	0	0	0	2	35	0	0	37	70
04:20 PM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	22	0	0	22	44
04:25 PM	1	0	1	0	2	0	18	0	0	18	0	0	0	0	0	0	37	0	0	37	57
04:30 PM	0	0	1	0	1	0	23	1	0	24	0	0	0	0	0	0	37	0	0	37	62
04:35 PM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	0	21	0	21	43
04:40 PM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	38	0	0	38	63
04:45 PM	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	0	41	0	0	41	57
04:50 PM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	31	0	0	31	58
04:55 PM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	1	42	0	0	43	62
Total Volume	3	0	2	0	5	0	279	8	0	287	0	0	0	0	0	5	424	0	0	429	721
% App. Total	60	0	40	0		0	97.2	2.8	0		0	0	0	0		1.2	98.8	0	0		
PHF	.125	.000	.167	.000	.208	.000	.727	.333	.000	.725	.000	.000	.000	.000	.000	.208	.785	.000	.000	.761	.780

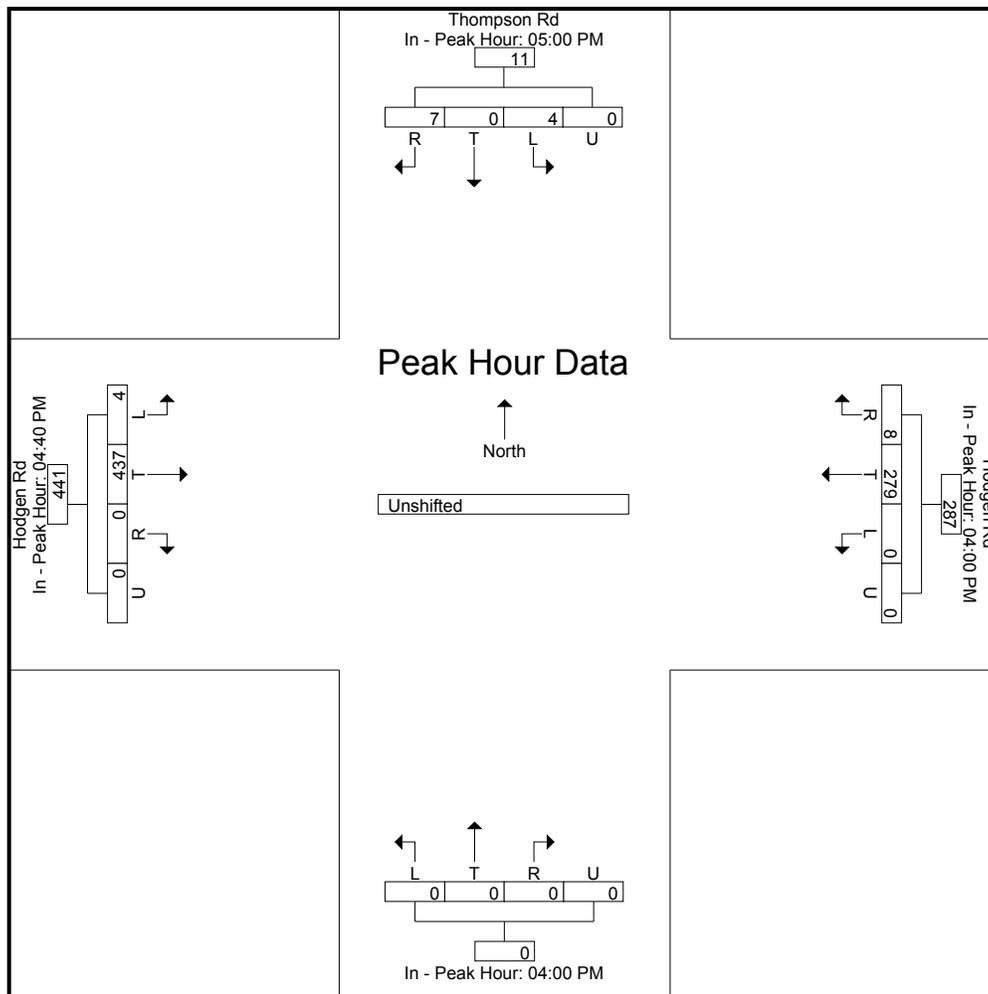


LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
 Colorado Springs, CO 80905
 719-633-2868

File Name : Thompson Rd - Hodgen Rd PM
 Site Code : S214150
 Start Date : 3/18/2021
 Page No : 3

Start Time	Thompson Rd Southbound					Hodgen Rd Westbound					Northbound					Hodgen Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 04:00 PM to 06:05 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					04:00 PM					04:00 PM					04:40 PM					
+0 mins.	0	0	1	0	1	0	32	1	0	33	0	0	0	0	0	0	38	0	0	38	
+5 mins.	0	0	2	0	2	0	28	2	0	30	0	0	0	0	0	0	41	0	0	41	
+10 mins.	0	0	0	0	0	0	19	1	0	20	0	0	0	0	0	0	31	0	0	31	
+15 mins.	0	0	0	0	0	0	29	2	0	31	0	0	0	0	0	1	42	0	0	43	
+20 mins.	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	36	0	0	36	
+25 mins.	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	38	0	0	38	
+30 mins.	0	0	0	0	0	0	23	1	0	24	0	0	0	0	0	0	39	0	0	39	
+35 mins.	1	0	1	0	2	0	22	0	0	22	0	0	0	0	0	0	35	0	0	35	
+40 mins.	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	35	0	0	35	
+45 mins.	1	0	0	0	1	0	15	1	0	16	0	0	0	0	0	1	40	0	0	41	
+50 mins.	1	0	1	0	2	0	27	0	0	27	0	0	0	0	0	1	27	0	0	28	
+55 mins.	1	0	2	0	3	0	19	0	0	19	0	0	0	0	0	1	35	0	0	36	
Total Volume	4	0	7	0	11	0	279	8	0	287	0	0	0	0	0	4	437	0	0	441	
% App. Total	36.4	0	63.6	0		0	97.2	2.8	0		0	0	0	0		0.9	99.1	0	0		
PHF	.333	.000	.292	.000	.306	.000	.727	.333	.000	.725	.000	.000	.000	.000	.000	.333	.867	.000	.000	.855	



COUNTER MEASURES INC.

Location: THOMPSON ROAD N-O HOGDEN ROAD
 City: BLACK FOREST
 County: EL PASO
 Direction: NORTH/SOUTH

1889 YORK STREET
 DENVER, COLORADO 80206
 303-333-7409

Site Code: 212118
 Station ID: 212118

Start Time	21-Apr-21 Wed	NORTHBO	SOUTHBO	Total
12:00 AM		*	*	*
12:15		*	*	*
12:30		*	*	*
12:45		*	*	*
01:00		*	*	*
01:15		*	*	*
01:30		*	*	*
01:45		*	*	*
02:00		*	*	*
02:15		*	*	*
02:30		*	*	*
02:45		*	*	*
03:00		*	*	*
03:15		*	*	*
03:30		*	*	*
03:45		*	*	*
04:00		*	*	*
04:15		*	*	*
04:30		*	*	*
04:45		*	*	*
05:00		*	*	*
05:15		*	*	*
05:30		*	*	*
05:45		*	*	*
06:00		*	*	*
06:15		*	*	*
06:30		*	*	*
06:45		*	*	*
07:00		*	*	*
07:15		*	*	*
07:30		*	*	*
07:45		*	*	*
08:00		*	*	*
08:15		*	*	*
08:30		*	*	*
08:45		*	*	*
09:00		*	*	*
09:15		*	*	*
09:30		*	*	*
09:45		*	*	*
10:00		*	*	*
10:15		*	*	*
10:30		*	*	*
10:45		*	*	*
11:00		*	*	*
11:15		*	*	*
11:30		*	*	*
11:45		*	*	*
Total		0	0	0
Percent		0.0%	0.0%	
Peak	-	-	-	-
Vol.	-	-	-	-
P.H.F.				

COUNTER MEASURES INC.

Location: THOMPSON ROAD N-O HOGDEN ROAD
 City: BLACK FOREST
 County: EL PASO
 Direction: NORTH/SOUTH

1889 YORK STREET
DENVER, COLORADO 80206
303-333-7409

Site Code: 212118
 Station ID: 212118

Start Time	21-Apr-21 Wed	NORTHBO	SOUTHBO	Total
12:00 PM		6	4	10
12:15		0	0	0
12:30		0	0	0
12:45		2	2	4
01:00		0	0	0
01:15		2	1	3
01:30		1	1	2
01:45		1	0	1
02:00		3	5	8
02:15		1	2	3
02:30		0	3	3
02:45		4	1	5
03:00		2	1	3
03:15		1	4	5
03:30		2	0	2
03:45		3	0	3
04:00		2	0	2
04:15		3	1	4
04:30		0	2	2
04:45		2	1	3
05:00		0	3	3
05:15		1	1	2
05:30		0	2	2
05:45		0	2	2
06:00		1	0	1
06:15		2	3	5
06:30		2	1	3
06:45		1	0	1
07:00		3	1	4
07:15		2	0	2
07:30		0	0	0
07:45		0	0	0
08:00		0	0	0
08:15		0	0	0
08:30		1	1	2
08:45		1	0	1
09:00		0	0	0
09:15		2	0	2
09:30		0	0	0
09:45		0	0	0
10:00		0	0	0
10:15		0	0	0
10:30		0	0	0
10:45		0	0	0
11:00		0	0	0
11:15		0	0	0
11:30		0	0	0
11:45		0	0	0
Total		51	42	93
Percent		54.8%	45.2%	
Peak	-	15:30	14:00	14:00
Vol.	-	10	11	19
P.H.F.		0.833	0.550	0.594

COUNTER MEASURES INC.

Location: THOMPSON ROAD N-O HOGDEN ROAD
 City: BLACK FOREST
 County: EL PASO
 Direction: NORTH/SOUTH

1889 YORK STREET
DENVER, COLORADO 80206
303-333-7409

Site Code: 212118
 Station ID: 212118

Start Time	22-Apr-21 Thu	NORTHBO	SOUTHBO	Total
12:00 AM		0	1	1
12:15		0	0	0
12:30		0	0	0
12:45		0	0	0
01:00		0	0	0
01:15		0	0	0
01:30		0	0	0
01:45		0	0	0
02:00		0	0	0
02:15		0	0	0
02:30		0	0	0
02:45		0	0	0
03:00		0	0	0
03:15		0	0	0
03:30		0	0	0
03:45		0	0	0
04:00		0	0	0
04:15		1	0	1
04:30		0	0	0
04:45		0	1	1
05:00		0	0	0
05:15		0	0	0
05:30		0	0	0
05:45		0	0	0
06:00		0	0	0
06:15		0	1	1
06:30		1	0	1
06:45		1	2	3
07:00		0	1	1
07:15		1	1	2
07:30		0	4	4
07:45		1	3	4
08:00		2	1	3
08:15		1	1	2
08:30		0	0	0
08:45		2	1	3
09:00		1	1	2
09:15		1	3	4
09:30		2	1	3
09:45		4	3	7
10:00		2	2	4
10:15		0	1	1
10:30		1	1	2
10:45		0	1	1
11:00		0	3	3
11:15		2	2	4
11:30		2	1	3
11:45		0	0	0
Total		25	36	61
Percent		41.0%	59.0%	
Peak	-	09:15	07:00	09:15
Vol.	-	9	9	18
P.H.F.		0.563	0.563	0.643

COUNTER MEASURES INC.

Location: THOMPSON ROAD N-O HOGDEN ROAD
 City: BLACK FOREST
 County: EL PASO
 Direction: NORTH/SOUTH

1889 YORK STREET
DENVER, COLORADO 80206
303-333-7409

Site Code: 212118
 Station ID: 212118

Start Time	22-Apr-21 Thu	NORTHBO	SOUTHBO	Total
12:00 PM		0	0	0
12:15		1	0	1
12:30		2	1	3
12:45		2	2	4
01:00		1	0	1
01:15		1	2	3
01:30		2	0	2
01:45		2	3	5
02:00		1	0	1
02:15		3	0	3
02:30		3	1	4
02:45		2	2	4
03:00		0	1	1
03:15		1	0	1
03:30		2	0	2
03:45		4	2	6
04:00		1	0	1
04:15		3	1	4
04:30		2	4	6
04:45		1	0	1
05:00		1	2	3
05:15		2	3	5
05:30		0	0	0
05:45		2	2	4
06:00		1	2	3
06:15		1	1	2
06:30		0	1	1
06:45		1	0	1
07:00		3	0	3
07:15		0	0	0
07:30		0	0	0
07:45		1	0	1
08:00		0	0	0
08:15		0	0	0
08:30		1	0	1
08:45		1	0	1
09:00		0	0	0
09:15		1	0	1
09:30		0	0	0
09:45		0	0	0
10:00		0	0	0
10:15		0	0	0
10:30		0	0	0
10:45		0	0	0
11:00		0	1	1
11:15		0	0	0
11:30		0	0	0
11:45		0	0	0
Total		49	31	80
Percent		61.3%	38.8%	
Peak	-	15:30	16:30	15:45
Vol.	-	10	9	17
P.H.F.		0.625	0.563	0.708

COUNTER MEASURES INC.

Location: THOMPSON ROAD N-O HOGDEN ROAD
 City: BLACK FOREST
 County: EL PASO
 Direction: NORTH/SOUTH

1889 YORK STREET
DENVER, COLORADO 80206
303-333-7409

Site Code: 212118
 Station ID: 212118

Start Time	23-Apr-21 Fri	NORTHBO	SOUTHBO	Total
12:00 AM		0	0	0
12:15		0	0	0
12:30		0	0	0
12:45		0	0	0
01:00		0	0	0
01:15		0	0	0
01:30		0	0	0
01:45		0	0	0
02:00		0	0	0
02:15		0	0	0
02:30		0	0	0
02:45		0	0	0
03:00		0	0	0
03:15		0	0	0
03:30		0	0	0
03:45		0	0	0
04:00		0	0	0
04:15		0	0	0
04:30		0	0	0
04:45		0	0	0
05:00		0	0	0
05:15		0	1	1
05:30		0	0	0
05:45		0	0	0
06:00		0	0	0
06:15		0	1	1
06:30		0	0	0
06:45		1	1	2
07:00		0	1	1
07:15		0	4	4
07:30		1	3	4
07:45		0	0	0
08:00		0	1	1
08:15		0	0	0
08:30		1	2	3
08:45		1	3	4
09:00		3	4	7
09:15		3	1	4
09:30		1	2	3
09:45		1	2	3
10:00		1	3	4
10:15		2	2	4
10:30		0	1	1
10:45		0	1	1
11:00		3	1	4
11:15		3	3	6
11:30		2	3	5
11:45		1	0	1
Total		24	40	64
Percent		37.5%	62.5%	
Peak	-	11:00	08:30	08:30
Vol.	-	9	10	18
P.H.F.		0.750	0.625	0.643

COUNTER MEASURES INC.

Location: THOMPSON ROAD N-O HOGDEN ROAD
 City: BLACK FOREST
 County: EL PASO
 Direction: NORTH/SOUTH

1889 YORK STREET
DENVER, COLORADO 80206
303-333-7409

Site Code: 212118
 Station ID: 212118

Start Time	23-Apr-21 Fri	NORTHBO	SOUTHBO	Total
12:00 PM		2	1	3
12:15		1	1	2
12:30		1	1	2
12:45		1	0	1
01:00		0	0	0
01:15		1	3	4
01:30		2	2	4
01:45		0	1	1
02:00		2	0	2
02:15		3	0	3
02:30		0	2	2
02:45		1	1	2
03:00		0	1	1
03:15		2	0	2
03:30		4	0	4
03:45		2	0	2
04:00		1	2	3
04:15		2	4	6
04:30		1	1	2
04:45		1	4	5
05:00		1	1	2
05:15		2	1	3
05:30		1	1	2
05:45		2	0	2
06:00		1	0	1
06:15		1	0	1
06:30		0	0	0
06:45		1	0	1
07:00		2	0	2
07:15		1	1	2
07:30		0	1	1
07:45		0	1	1
08:00		0	0	0
08:15		2	0	2
08:30		2	1	3
08:45		0	0	0
09:00		0	0	0
09:15		0	0	0
09:30		0	0	0
09:45		0	0	0
10:00		0	0	0
10:15		0	0	0
10:30		0	0	0
10:45		0	0	0
11:00		0	0	0
11:15		0	0	0
11:30		0	0	0
11:45		0	0	0
Total		43	31	74
Percent		58.1%	41.9%	
Peak	-	15:15	16:00	16:00
Vol.	-	9	11	16
P.H.F.		0.563	0.688	0.667

COUNTER MEASURES INC.

Location: THOMPSON ROAD N-O HOGDEN ROAD
 City: BLACK FOREST
 County: EL PASO
 Direction: NORTH/SOUTH

1889 YORK STREET
DENVER, COLORADO 80206
303-333-7409

Site Code: 212118
 Station ID: 212118

Start Time	24-Apr-21 Sat	NORTHBO	SOUTHBO	Total
12:00 AM		0	0	0
12:15		0	0	0
12:30		0	0	0
12:45		0	0	0
01:00		0	0	0
01:15		0	0	0
01:30		1	0	1
01:45		0	0	0
02:00		0	0	0
02:15		0	0	0
02:30		0	0	0
02:45		0	0	0
03:00		0	0	0
03:15		0	0	0
03:30		0	0	0
03:45		0	0	0
04:00		0	0	0
04:15		0	0	0
04:30		0	0	0
04:45		0	0	0
05:00		0	0	0
05:15		0	0	0
05:30		0	0	0
05:45		0	0	0
06:00		0	1	1
06:15		0	0	0
06:30		0	0	0
06:45		1	0	1
07:00		0	1	1
07:15		0	2	2
07:30		1	3	4
07:45		0	2	2
08:00		0	0	0
08:15		0	1	1
08:30		0	0	0
08:45		1	1	2
09:00		0	2	2
09:15		0	0	0
09:30		3	0	3
09:45		2	3	5
10:00		1	1	2
10:15		3	0	3
10:30		2	1	3
10:45		0	1	1
11:00		0	1	1
11:15		0	0	0
11:30		4	2	6
11:45		1	1	2
Total		20	23	43
Percent		46.5%	53.5%	
Peak	-	09:30	07:00	09:30
Vol.	-	9	8	13
P.H.F.		0.750	0.667	0.650

COUNTER MEASURES INC.

Location: THOMPSON ROAD N-O HOGDEN ROAD
 City: BLACK FOREST
 County: EL PASO
 Direction: NORTH/SOUTH

1889 YORK STREET
DENVER, COLORADO 80206
303-333-7409

Site Code: 212118
 Station ID: 212118

Start Time	24-Apr-21 Sat	NORTHBO	SOUTHBO	Total
12:00 PM		1	1	2
12:15		1	1	2
12:30		0	1	1
12:45		0	3	3
01:00		1	2	3
01:15		3	4	7
01:30		1	1	2
01:45		0	1	1
02:00		3	0	3
02:15		0	1	1
02:30		0	0	0
02:45		3	2	5
03:00		2	1	3
03:15		0	1	1
03:30		1	1	2
03:45		0	0	0
04:00		3	2	5
04:15		0	4	4
04:30		2	2	4
04:45		0	0	0
05:00		1	1	2
05:15		3	2	5
05:30		0	0	0
05:45		3	0	3
06:00		1	2	3
06:15		0	0	0
06:30		0	0	0
06:45		0	0	0
07:00		0	0	0
07:15		0	0	0
07:30		2	0	2
07:45		1	0	1
08:00		0	1	1
08:15		0	1	1
08:30		0	0	0
08:45		2	0	2
09:00		0	0	0
09:15		0	0	0
09:30		0	0	0
09:45		0	0	0
10:00		0	0	0
10:15		0	0	0
10:30		0	0	0
10:45		0	0	0
11:00		0	0	0
11:15		0	0	0
11:30		0	0	0
11:45		0	0	0
Total		34	35	69
Percent		49.3%	50.7%	
Peak	-	13:15	12:30	12:45
Vol.	-	7	10	15
P.H.F.		0.583	0.625	0.536

COUNTER MEASURES INC.

Location: THOMPSON ROAD N-O HOGDEN ROAD
 City: BLACK FOREST
 County: EL PASO
 Direction: NORTH/SOUTH

1889 YORK STREET
DENVER, COLORADO 80206
303-333-7409

Site Code: 212118
 Station ID: 212118

Start Time	25-Apr-21 Sun	NORTHBO	SOUTHBO	Total
12:00 AM		0	0	0
12:15		0	0	0
12:30		0	0	0
12:45		0	0	0
01:00		0	0	0
01:15		0	0	0
01:30		0	0	0
01:45		0	0	0
02:00		0	0	0
02:15		0	0	0
02:30		0	0	0
02:45		0	0	0
03:00		0	0	0
03:15		0	0	0
03:30		1	0	1
03:45		0	0	0
04:00		0	0	0
04:15		0	0	0
04:30		0	0	0
04:45		0	0	0
05:00		0	0	0
05:15		0	0	0
05:30		0	0	0
05:45		0	0	0
06:00		0	0	0
06:15		0	0	0
06:30		0	0	0
06:45		0	0	0
07:00		1	1	2
07:15		3	1	4
07:30		0	2	2
07:45		0	1	1
08:00		0	0	0
08:15		1	2	3
08:30		0	1	1
08:45		0	0	0
09:00		0	0	0
09:15		1	1	2
09:30		1	0	1
09:45		2	2	4
10:00		2	1	3
10:15		0	2	2
10:30		0	0	0
10:45		0	1	1
11:00		2	1	3
11:15		3	5	8
11:30		1	3	4
11:45		2	0	2
Total		20	24	44
Percent		45.5%	54.5%	
Peak	-	11:00	10:45	11:00
Vol.	-	8	10	17
P.H.F.		0.667	0.500	0.531

COUNTER MEASURES INC.

Location: THOMPSON ROAD N-O HOGDEN ROAD
 City: BLACK FOREST
 County: EL PASO
 Direction: NORTH/SOUTH

**1889 YORK STREET
 DENVER, COLORADO 80206
 303-333-7409**

Site Code: 212118
 Station ID: 212118

Start Time	25-Apr-21 Sun	NORTHBO	SOUTHBO	Total
12:00 PM		0	2	2
12:15		3	1	4
12:30		2	2	4
12:45		1	1	2
01:00		0	1	1
01:15		1	1	2
01:30		3	2	5
01:45		1	2	3
02:00		1	2	3
02:15		1	3	4
02:30		6	3	9
02:45		1	3	4
03:00		2	1	3
03:15		0	0	0
03:30		2	1	3
03:45		1	2	3
04:00		0	0	0
04:15		2	2	4
04:30		1	3	4
04:45		1	4	5
05:00		0	1	1
05:15		1	0	1
05:30		1	0	1
05:45		1	2	3
06:00		1	1	2
06:15		3	0	3
06:30		1	2	3
06:45		0	0	0
07:00		1	0	1
07:15		3	1	4
07:30		1	2	3
07:45		0	0	0
08:00		1	2	3
08:15		0	0	0
08:30		1	0	1
08:45		1	0	1
09:00		0	0	0
09:15		0	0	0
09:30		0	1	1
09:45		0	0	0
10:00		0	0	0
10:15		1	0	1
10:30		0	0	0
10:45		1	0	1
11:00		0	0	0
11:15		0	0	0
11:30		0	0	0
11:45		0	0	0
Total		47	48	95
Percent		49.5%	50.5%	
Peak	-	14:15	14:00	14:00
Vol.	-	10	11	20
P.H.F.		0.417	0.917	0.556

COUNTER MEASURES INC.

Location: THOMPSON ROAD N-O HOGDEN ROAD
 City: BLACK FOREST
 County: EL PASO
 Direction: NORTH/SOUTH

1889 YORK STREET
DENVER, COLORADO 80206
303-333-7409

Site Code: 212118
 Station ID: 212118

Start Time	26-Apr-21 Mon	NORTHBO	SOUTHBO	Total
12:00 AM		0	0	0
12:15		0	0	0
12:30		0	0	0
12:45		0	0	0
01:00		0	0	0
01:15		0	0	0
01:30		0	0	0
01:45		0	0	0
02:00		0	0	0
02:15		0	0	0
02:30		0	0	0
02:45		0	0	0
03:00		0	0	0
03:15		0	0	0
03:30		0	0	0
03:45		0	0	0
04:00		0	0	0
04:15		0	0	0
04:30		0	0	0
04:45		0	0	0
05:00		0	0	0
05:15		0	2	2
05:30		0	0	0
05:45		0	0	0
06:00		0	1	1
06:15		0	0	0
06:30		1	0	1
06:45		0	1	1
07:00		0	3	3
07:15		0	2	2
07:30		0	2	2
07:45		0	2	2
08:00		0	1	1
08:15		1	1	2
08:30		0	1	1
08:45		2	1	3
09:00		3	1	4
09:15		1	4	5
09:30		0	0	0
09:45		1	2	3
10:00		1	1	2
10:15		2	0	2
10:30		1	1	2
10:45		1	2	3
11:00		1	5	6
11:15		1	2	3
11:30		2	3	5
11:45		3	3	6
Total		21	41	62
Percent		33.9%	66.1%	
Peak	-	11:00	11:00	11:00
Vol.	-	7	13	20
P.H.F.		0.583	0.650	0.833

COUNTER MEASURES INC.

Location: THOMPSON ROAD N-O HOGDEN ROAD
 City: BLACK FOREST
 County: EL PASO
 Direction: NORTH/SOUTH

1889 YORK STREET
DENVER, COLORADO 80206
303-333-7409

Site Code: 212118
 Station ID: 212118

Start Time	26-Apr-21 Mon	NORTHBO	SOUTHBO	Total
12:00 PM		2	2	4
12:15		1	2	3
12:30		0	1	1
12:45		2	0	2
01:00		1	0	1
01:15		0	1	1
01:30		3	1	4
01:45		1	0	1
02:00		0	0	0
02:15		2	0	2
02:30		4	2	6
02:45		2	1	3
03:00		2	2	4
03:15		2	0	2
03:30		1	0	1
03:45		0	0	0
04:00		1	1	2
04:15		3	3	6
04:30		3	3	6
04:45		4	3	7
05:00		5	4	9
05:15		6	1	7
05:30		3	4	7
05:45		5	1	6
06:00		0	1	1
06:15		1	1	2
06:30		1	1	2
06:45		0	1	1
07:00		4	1	5
07:15		0	0	0
07:30		1	0	1
07:45		1	0	1
08:00		0	0	0
08:15		0	0	0
08:30		1	0	1
08:45		0	0	0
09:00		0	0	0
09:15		0	0	0
09:30		0	0	0
09:45		0	0	0
10:00		0	0	0
10:15		0	0	0
10:30		0	0	0
10:45		0	0	0
11:00		0	0	0
11:15		0	0	0
11:30		0	0	0
11:45		0	0	0
Total		62	37	99
Percent		62.6%	37.4%	
Peak	-	17:00	16:15	16:45
Vol.	-	19	13	30
P.H.F.		0.792	0.813	0.833

COUNTER MEASURES INC.

Location: THOMPSON ROAD N-O HOGDEN ROAD
 City: BLACK FOREST
 County: EL PASO
 Direction: NORTH/SOUTH

**1889 YORK STREET
 DENVER, COLORADO 80206
 303-333-7409**

Site Code: 212118
 Station ID: 212118

Start Time	27-Apr-21 Tue	NORTHBO	SOUTHBO							Total
12:00 AM		0	0							0
12:15		0	0							0
12:30		0	0							0
12:45		0	0							0
01:00		0	0							0
01:15		0	0							0
01:30		0	0							0
01:45		0	0							0
02:00		0	0							0
02:15		0	0							0
02:30		0	0							0
02:45		0	0							0
03:00		0	0							0
03:15		0	0							0
03:30		0	0							0
03:45		0	0							0
04:00		0	0							0
04:15		0	0							0
04:30		0	0							0
04:45		0	1							1
05:00		0	0							0
05:15		0	0							0
05:30		0	0							0
05:45		0	0							0
06:00		0	0							0
06:15		0	1							1
06:30		2	0							2
06:45		0	2							2
07:00		0	1							1
07:15		1	2							3
07:30		0	1							1
07:45		1	2							3
08:00		0	2							2
08:15		0	0							0
08:30		1	1							2
08:45		3	2							5
09:00		2	1							3
09:15		1	1							2
09:30		0	1							1
09:45		2	1							3
10:00		4	1							5
10:15		3	2							5
10:30		0	5							5
10:45		0	3							3
11:00		1	2							3
11:15		0	4							4
11:30		1	1							2
11:45		1	1							2
Total		23	38							61
Percent		37.7%	62.3%							
Peak	-	09:30	10:30	-	-	-	-	-	-	09:45
Vol.	-	9	14	-	-	-	-	-	-	18
P.H.F.		0.563	0.700							0.900
Grand Total		419	426							845
Percent		49.6%	50.4%							
ADT		ADT 140	AADT 140							