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Fuel Church  
Transportation Memorandum  
(LSC #204460)  
December 16, 2022

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.

Marie Cook

12/16/22  
Date

# Fuel Church

## Transportation Memorandum

Prepared for:  
Mr. James Nelson  
P.O. Box 939  
Monument, CO 80132

DECEMBER 16, 2022

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LSC Transportation Consultants  
Prepared by: Kirstin D. Ferrin, P.E.  
Reviewed by: Jeffrey C. Hodsdon, P.E.

LSC #204460



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December 16, 2022

Mr. James Nelson  
P.O. Box 939  
Monument, CO 80132

RE: Fuel Church  
El Paso County, CO  
Transportation Memorandum  
LSC #204460

Dear Mr. Nelson,

LSC Transportation Consultants, Inc. has prepared this transportation memorandum for the proposed Fuel Church development in El Paso County, Colorado west of the Town of Monument. Located at 16965 Lindbergh Road and referenced by El Paso County parcel ID (7121001009), the site is southeast of the intersection of Schilling Avenue/Lindbergh Road. This report presents the estimated vehicle-trip generation and sight-distance analysis for the proposed access for this currently-planned development.

#### REPORT TYPE AND SCOPE

This report has been prepared as a Transportation Memorandum per the criteria in the *Engineering Criteria Manual (ECM)* -Appendix B – Sect. B.2.3.D and B.2.4.D

**Transportation Memorandum.** A Traffic Memorandum may be considered if all the following requirements are met:

*Vehicular Traffic: Daily vehicle trip-end generation is less than or equal to 500, or the peak hour trip generation is between 21 and 50, and the proposed access is for local roadways or minor collector roadways only.*

- The projected average daily and average Sunday trip generation is projected to be less than 500.
- This particular church is projected to have two Sunday peak hours – prior to the 11am church service (peak of entering traffic) and after the 11:00 a.m. church service (peak of exiting traffic). The projected trip generation for each of these peak hours is within the 21 and 50 vehicle-per-hour range. Weekdays and Saturdays are well below this range. The access will be to Lindbergh Road, the classification of which is consistent with “local roadway or minor collector roadway” requirement.

The scope of the report is per *ECM* section B.2.4.D for Transportation Memorandums.

## PROPOSED LAND USE

The 7.33-acre property (zoned A-5) is located at 16965 Lindbergh Road in Monument, Colorado. Seating capacity of the 5,896-square-foot church sanctuary would be 150 people, with services to be held on Sunday mornings only. It is our understanding that this church will not include a parochial school, a commercial daycare facility/preschool, or other high-traffic-generating weekday use.

## SITE ACCESS

Site access is proposed to Lindbergh Road, located approximately 428 feet south of Schilling Road (centerline distance). A copy of the site plan is attached for reference.

## EXISTING CONDITIONS

### Adjacent Roads

Streets adjacent to the site are identified below, followed by a brief description of each:

**Schilling Road** (east of Lindbergh Road) and Nursery Road provide a connection north to Mt. Herman Road. Schilling Road is identified in the *El Paso County Road System – 2019* report as a two-lane Rural Local road.

**Lindbergh Road** extends 1.3 miles between Schilling Road and Mesa Top Road, Lindbergh Road is identified in the *El Paso County Road System – 2014* report as a two-lane Rural Local road. The posted speed limit along this gravel road is 30 mph.

### Existing Traffic Volumes

Weekday and Sunday morning peak-hour vehicular-turning-movement counts were conducted at the nearby intersection of Lindbergh/Talbot. **Error! Reference source not found.** shows the results of these turning-movement volumes. Raw count data sheets are attached for reference.

LSC also conducted counts along Lindbergh for most other hours – during typical weekdays and on a Sunday. These off-peak counts have been used to complete the estimate of the current average daily traffic volume on Lindbergh. Please refer to the attached count data sheets and ADT calculations.

The estimated average weekday traffic volumes on Lindbergh adjacent to the site is 165 vehicles per day and the estimated average Sunday volume is 140 vehicles per day.

NOTE: The roadway providing access to the site also provide access to a couple of local trail heads to the north and northeast. Seasonal variations associated with recreational trips generated by these trail heads may affect the average daily volumes estimated in this report based on the data collected.

## TRIP GENERATION ESTIMATE

Estimates of the vehicle trips projected to be generated by the proposed site expansion have been made using the nationally published average trip generation rates for land use code "560 – Church" in *Trip Generation, 11<sup>th</sup> Edition, 2021* by the Institute of Transportation Engineers (ITE).

Table 1 (attached) presents the estimated weekday site trip generation. The estimated Sunday peak-hour trip generation is presented in Table 2 (also attached).

### Weekday

Based on the ITE estimate for the proposed land use, Fuel Church would generate about 65 vehicle trips on the average weekday, with half entering and half exiting the site. One trip is projected to enter and exit during the weekday morning peak hour. Approximately 2 entering vehicles and 3 exiting vehicles are projected for the weekday evening peak hour.

### Sunday

Fuel Church would generate about 188 vehicle trips on the average Sunday, with half entering and half exiting the site. Table 2 shows Sunday peak hours of the church for entering traffic (occurring prior to the service) and another for exiting traffic (occurring after the service). Two separate peak periods are shown for the Fuel Church, as only a single Sunday service is anticipated.

## TRIP DISTRIBUTION AND ASSIGNMENT

### Trip Distribution

Distribution of the church-generated (site-generated) trips to the adjacent and nearby roadways, streets, and key off-site intersections is a necessary step in the process of determining the site's traffic impacts. **Error! Reference source not found.** shows the directional-distribution estimate for the site-generated trips. The distribution shown represents estimates of percentages of site-generated vehicle trips oriented to and from the north and south on Lindbergh. Estimates have been based on the following factors: the proposed land use, the area roadway system providing access to the site, and the site's geographic location relative to the residential areas west of Interstate 25, the Town of Monument, the greater Tri-lakes area, and the northern Colorado Springs area.

### Trip Assignment

When the directional-distribution percentages (from **Error! Reference source not found.**) were applied to the trip-generation estimates (from **Error! Reference source not found.**), the site-generated traffic volume estimates on the nearby roadways streets can be calculated. **Error! Reference source not found.** shows the projected site-generated traffic volumes.

## 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 Lindbergh Road. The following analysis corresponds to field-measured sight distances for the proposed site-access intersection with Lindbergh Road. Field-measured sight distances for passenger vehicles are as follows:

- To the north: 428 feet (unobstructed to the corner of Lindbergh/Schilling)
- To the east: greater than ¼ mile (unobstructed)

### Sight Distance Along Roadway

The proposed site access point to Lindbergh 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 posted speed limit of 25 mph and spot-grades along Lindbergh Road (downgrade of less than 3 percent), the prescribed stopping sight distance along Lindbergh Road is 150 feet.

Based on the site plan drawings and field measurements, the sight distance at the proposed site-access intersection would exceed 150 feet approaching the access from the north and south along Lindbergh Road. The intersection and stopping sight distance would exceed county standards for stopping sight distance at a posted speed of 25 mph.

### Entering Sight Distance

With a 25-mph posted speed limit on Lindbergh Road, the field-measured sight distances for the proposed site-access intersection with Lindbergh Road would exceed the required 250-foot requirement for entering sight distance for passenger vehicles, as shown in *ECM* Table 2-35.

The requirement of 325 feet for single-unit trucks would be met as well. Therefore, access entering sight distance **would** be acceptable at the proposed site-access location shown on the site plan. As the site is developed, the lines of sight to the north and south from the access point need to be kept clear of any sight distance obstructions.

## EXISTING PLUS SITE AND FUTURE TOTAL TRAFFIC VOLUMES

### Existing-Plus-Site-Generated Traffic Volumes

**Error! Reference source not found.** shows the sum of existing traffic volumes (from Figure 3) and site-generated peak-hour and daily traffic volumes (shown in **Error! Reference source not found.**). These volumes represent the projected short-term total traffic.

### Estimated Future 2040 Background Traffic Volumes

**Error! Reference source not found.** shows the projected 20-year background traffic volumes for the year 2042. Estimated 2042 background through traffic volumes on Lindbergh Road are based on an assumed annual average growth rate of 1.5 percent per year for 20 years.

### Future 2040 Total Traffic Volumes

**Error! Reference source not found.** shows the projected 2042 total traffic volumes, which are the sum of 2042 background traffic volumes (from **Error! Reference source not found.**) plus the site-generated traffic volumes (from **Error! Reference source not found.**).

### LEVEL OF SERVICE ANALYSIS

The following intersections have been analyzed to determine the projected intersection levels of service for short- and long-term traffic scenarios for the morning and evening weekday peak-hour time periods and the Sunday morning exiting peak hour at the Lindbergh/proposed site-access intersection.

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 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) <sup>(1)</sup>
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 and the Sunday peak hour for the church site access (unsignalized intersection) is shown in the following figures:

- **Error! Reference source not found.** (shown for the Lindbergh/Talbot intersection)
- **Error! Reference source not found.**
- **Error! Reference source not found.**



Levels of service at the site-access intersection are projected to meet *ECM* standards with good levels of service. The need for supplemental traffic control before or after the Sunday church service should not be necessary, as the volumes are relatively low. A stop sign should be installed at the site-access intersection to control (westbound) traffic exiting the site.

### **ECM ACCESS CRITERIA**

For evaluation of the site access point, the criteria in *ECM* section 2.4.1 applies. Corner clearance to intersections would be satisfied and the access points would be separated by a distance exceeding the sight-distance requirement. The access points would have adequate intersection sight distance (provided landscaping, site improvements, etc. are kept out of the line of sight “triangles”).

### **PEDESTRIAN/BICYCLE AND PUBLIC TRANSIT**

The site is located in a rural area with gravel roadways. As such, there are no sidewalks on the area roadways, and they are not required by the *ECM*.

Bicycles can be accommodated on the rural gravel roadways.

#### **Public Transit**

Mountain Metro Transit does not currently provide service to this area. There is a park and ride facility located northeast of Interstate 25 and Highway 105. Regional bus service is available from this location.

### **ROADWAY IMPROVEMENTS**

#### **Lindbergh Road**

##### Short Term

The existing average weekday traffic on Lindbergh Road between Talbot Drive and Schilling Road is estimated to be about 175 vehicles per day based on the count data collected. The average Sunday traffic is estimated to be about 140 vehicles per day. The average daily traffic is estimated to be about 165 vehicles per day (seven-day average). Please refer to the attached Appendix Table 1 for calculations.

With the addition of site-generated traffic, average **weekday** traffic on Lindbergh Road north of the site is estimated to be about 225 vehicles per day south of the site and 190 vehicles per day north of the site. The average **daily** traffic (seven-day average) is estimated to be about 225 vehicles per day south of the site and 185 vehicles per day north of the site (volumes rounded to the nearest 5 vpd).

These volumes would exceed the El Paso County maximum daily traffic volume threshold of 200 vehicles per day (ADT) for gravel roadways by 25 vehicles per day. As the projected volume would exceed the 200 ADT by a relatively small amount, and because the other roadways in the area gravel, LSC recommends that the church not be required to pave Lindbergh Road.

Long Term

By 2042, the projected average daily volume on Lindbergh Road between Talbot Drive and Schilling Road is projected to be 215 vehicles per day (based on a 1.5-percent per year growth rate). The total with the site traffic would be about 275 vehicles per day. Volumes over 200 would exceed the El Paso County maximum daily traffic volume allowable ADT for gravel roadways. Any paving of the segment of Lindbergh adjacent to the site should be part of any future area-wide plan for roadway paving (potentially due to area growth in background traffic), rather than a requirement for this church to pave Lindbergh.

**COUNTY ROAD IMPROVEMENT FEE PROGRAM**

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

The applicant intends to opt out of the PID options and pay the upfront fee amount at a rate of \$3,372 per 1,000 square feet (KSF) of building area. The total upfront fee under this option would be **\$19,895**, based on the planned 5.9 KSF building.

\* \* \* \* \*

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: Tables 1 and 2  
Figures 1-8  
Appendix Table 1  
Traffic Count Data Sheets  
Los Reports

# Tables 1 and 2

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**Table 1: Weekday Trip Generation Estimate**

ITE		Value Units		Trip Generation Rates <sup>1</sup>				Total Trips Generated					
Code	Description			Average	A.M.		P.M.		Average	A.M.		P.M.	
				Weekday	In	Out	In	Out	Weekda	In	Out	In	Out
560	Church (Weekday)	5.98	KSF	10.70	0.17	0.17	0.33	0.50	64	1	1	2	3

<sup>1</sup> Source: Trip Generation, 11th Edition, 2021, by the Institute of Transportation Engineers (ITE)  
 Note: Rates are the average of the ITE fitted curve rates and average rates  
 12/15/2022

**Table 2: Sunday Trip Generation Estimate**

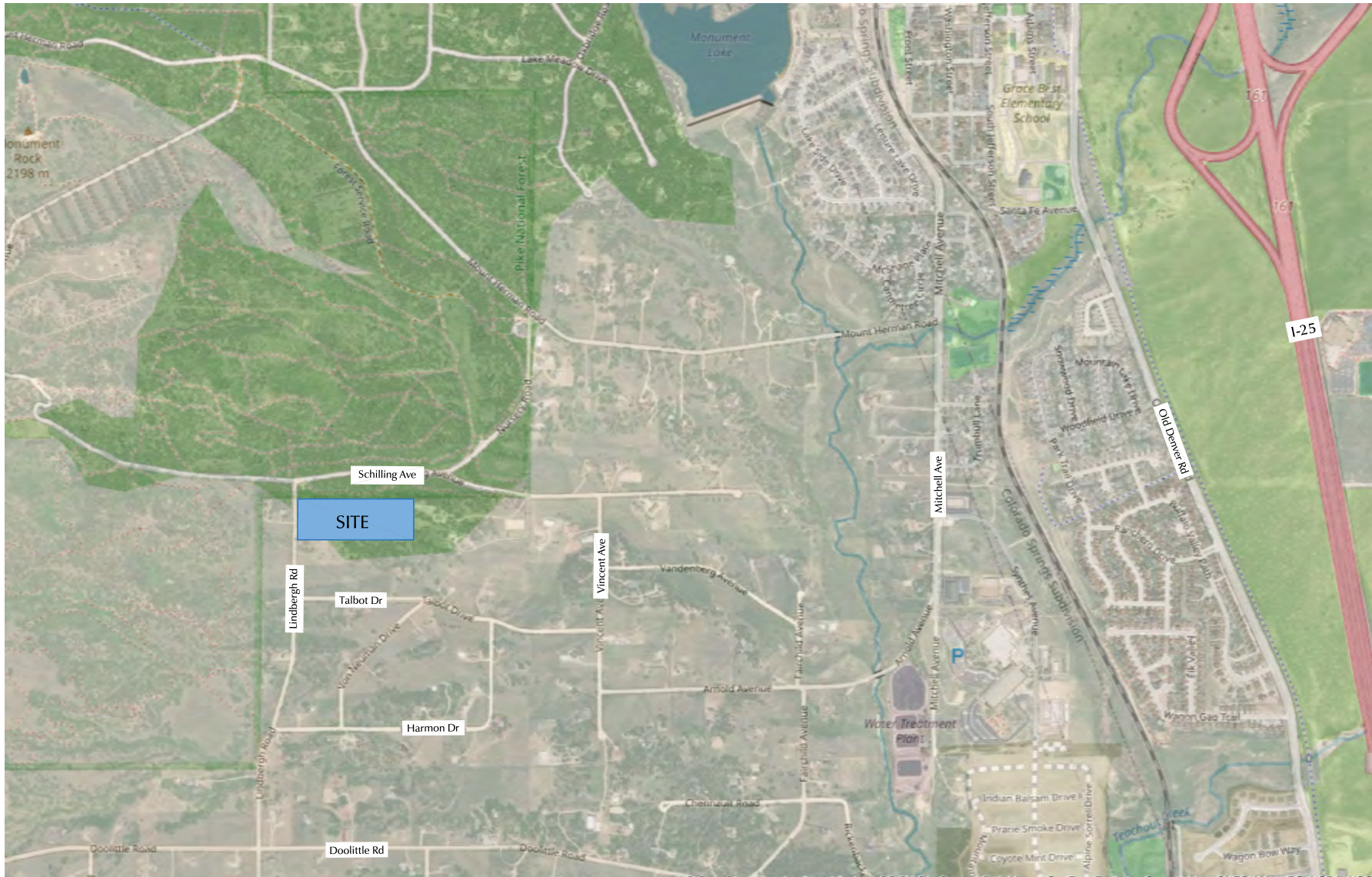
ITE		Value <sup>1</sup> Units		Sunday Trip Generation Rates <sup>2,3</sup>				Sunday Trips Generated					
Code	Description			Average	Pre-Service Peak Hour		Post-Service Peak Hour		Average	Pre-Service Peak Hour		Post-Service Peak Hour	
				Sunday <sup>4</sup>	In	Out	In	Out	Sunday	In	Out	In	Out
560	Church (Sunday)	150	Seats	-	0.25	0.01	0.01	0.26	-	37	2	2	39
		5.98	KSF	31.46	-	-	-	-	188	-	-	-	-

<sup>1</sup> Assumes vehicle occupancy rate of 2.0 persons/vehicle  
<sup>2</sup> Source: *Trip Generation, 11th Edition (2021)* by the Institute of Transportation Engineers (ITE)  
<sup>3</sup> ITE Sunday Peak Hour Trip Generation is 77 total (49% entering, 51% exiting). Assuming a single worship service for the Fuel Church, the "in" and "out" periods have been separated into separate peak hours. LSC estimates pre-service peak hour exiting traffic to be about 5% of the entering traffic and post-service peak hour entering traffic to be about 5% of the exiting traffic.  
<sup>4</sup> Due to only 1 data point for the rate based on "seats," average Sunday traffic was based on ITE's average rate for building area (church is 5,980 square feet)  
 Date: 12/13/2022

# Figures 1-8

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Not to scale



Figure 1  
**Vicinity Map**  
 Fuel Church (LSC# 204460)

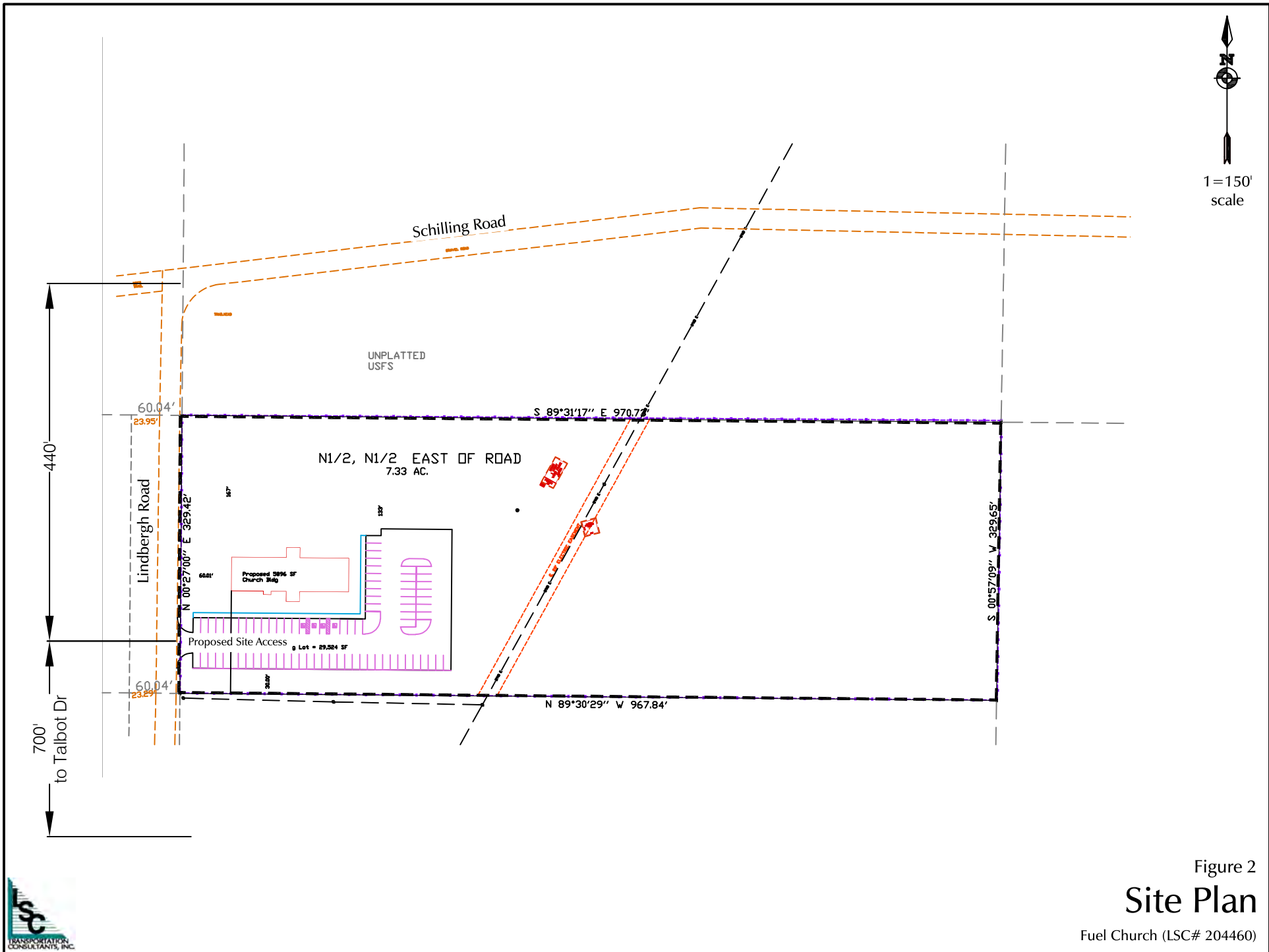
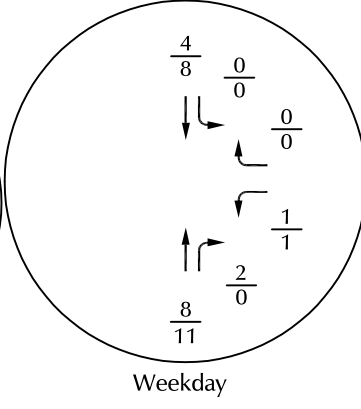
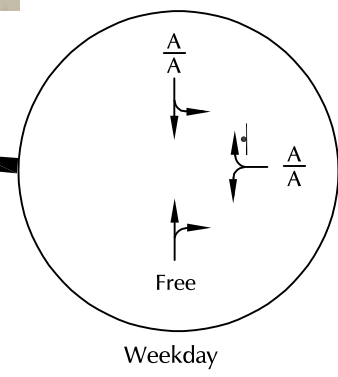
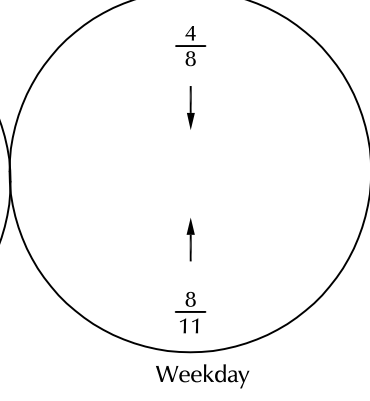
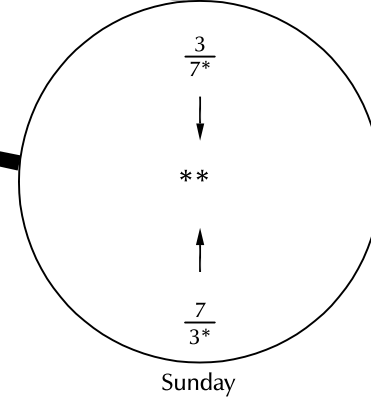
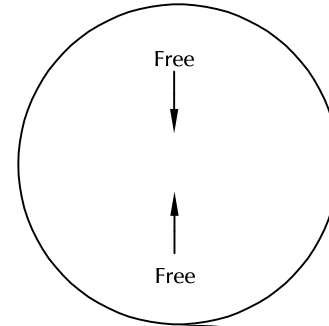
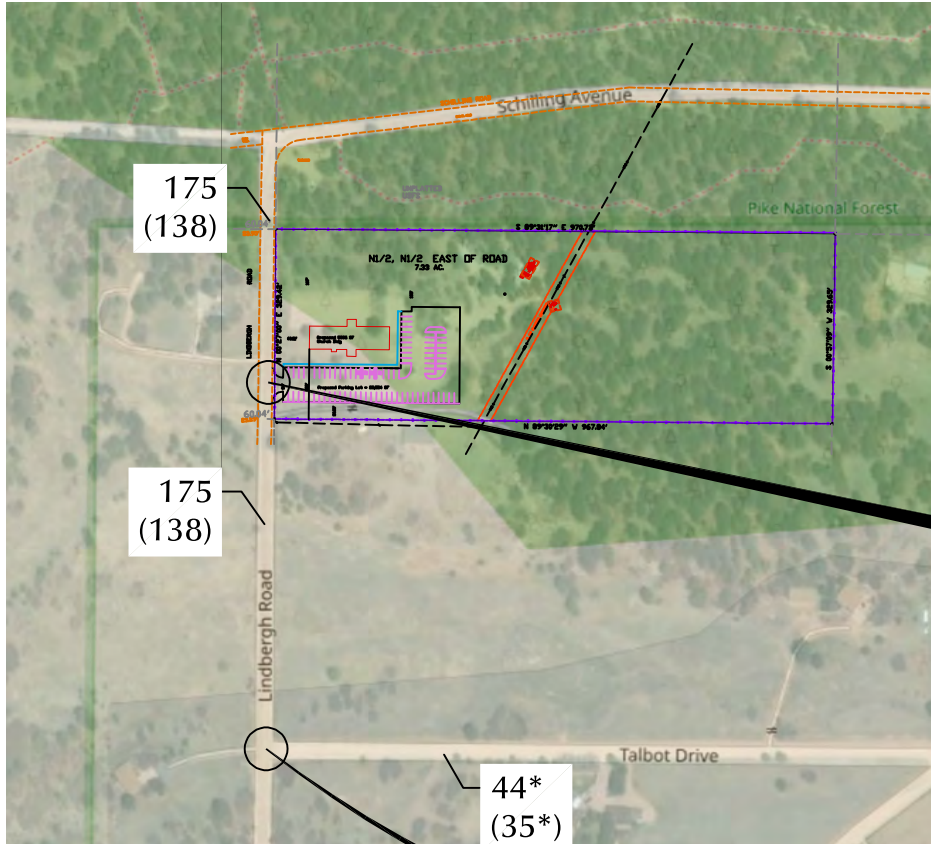


Figure 2  
**Site Plan**

Fuel Church (LSC# 204460)





\*Estimated by LSC

\*\*  $\frac{X}{X}$  = Sunday entering peak hour of the generator (10:15-11:15am)  
 Sunday exiting peak hour of the generator (12:00-1:00pm)

⊥ = Stop Sign

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

$\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (Veh/Hour) Counts by LSC (Oct 2022)  
 $\frac{XX}{XX}$  = PM Weekday Peak-Hour Traffic (Veh/Hour)

XXX = Average Weekday Traffic - Vehicles/Day  
 (XXX) = (Average Sunday Traffic) - Vehicles/Day

Note: Count data sheets attached

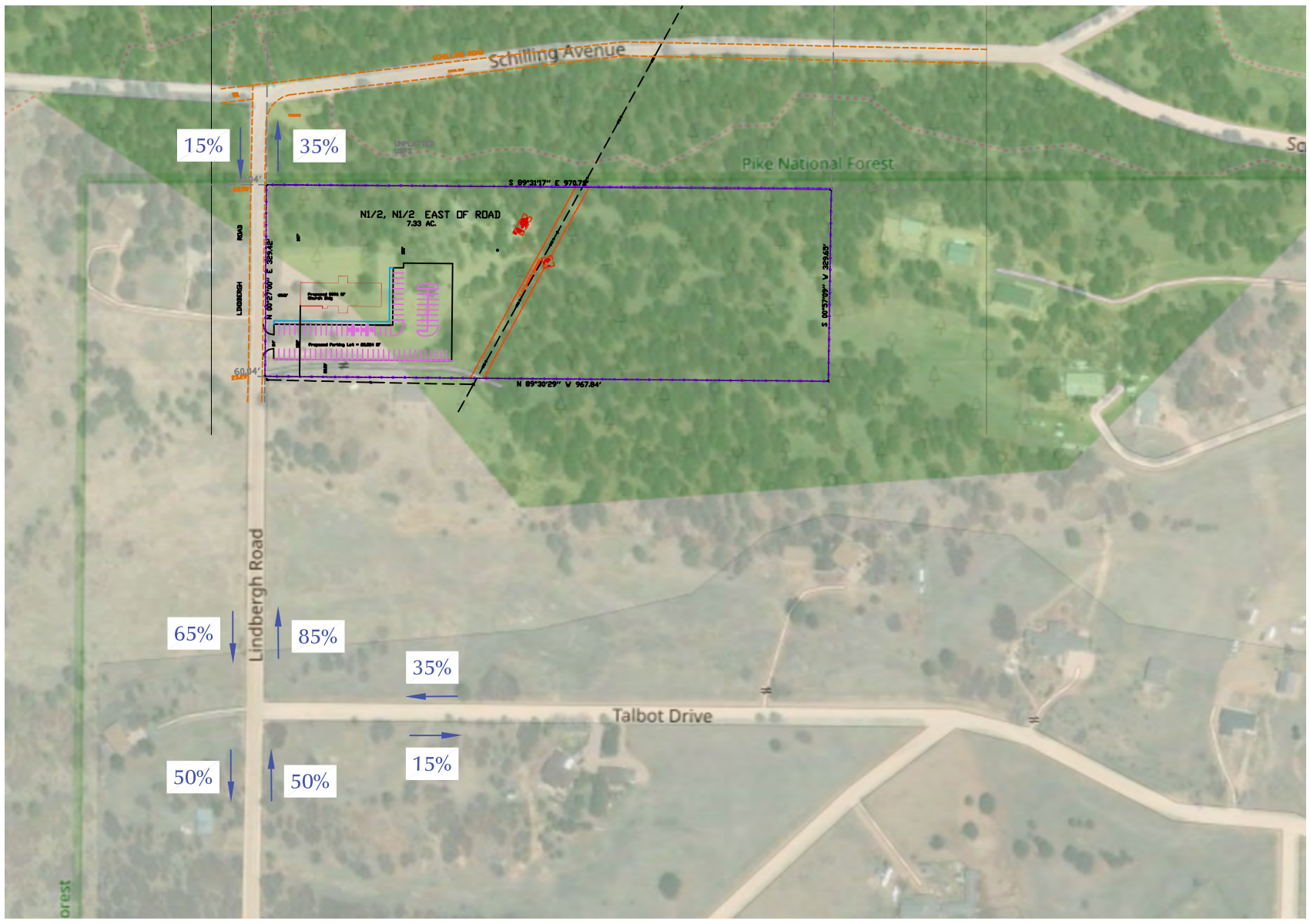
# 2022 Existing Traffic, Lane Geometry, Traffic Control, and LOS


Figure 3

Fuel Church (LSC# 204460)







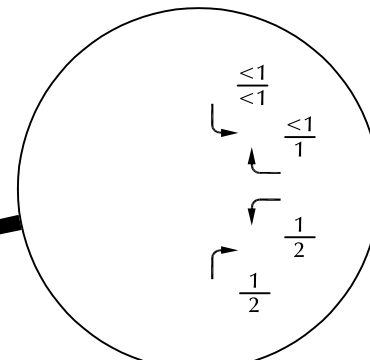
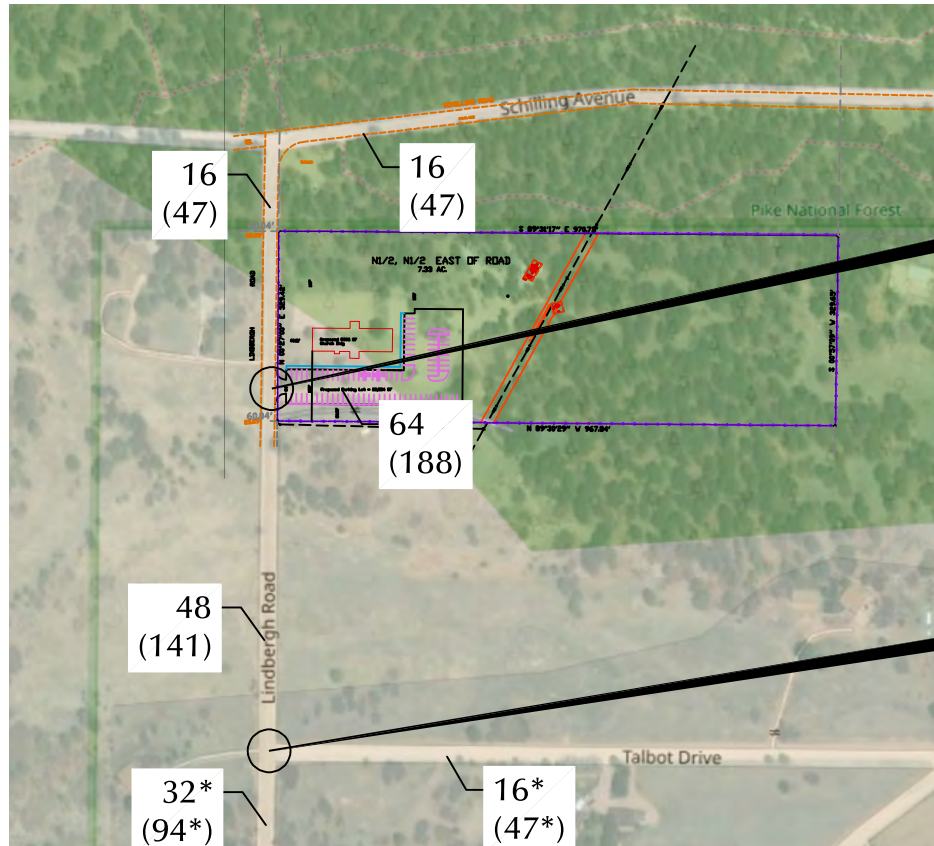

 XX% = Estimated percent distribution of site-generated trips (% of entering or exiting traffic)

# Estimated Directional Distribution

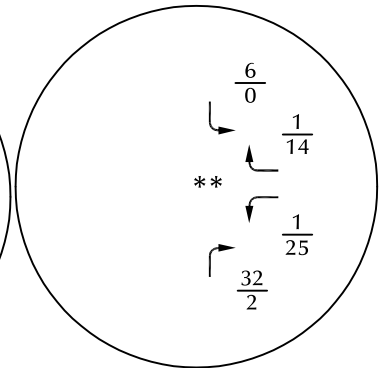
Fuel Church (LSC# 204460)



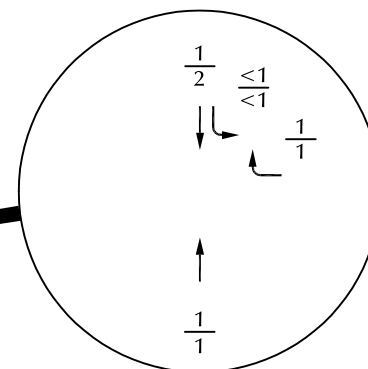
Figure 4



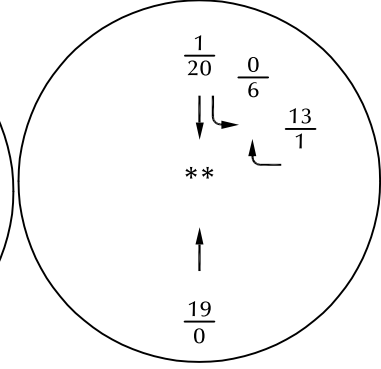
Weekday



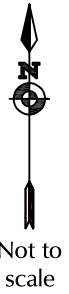
Sunday



Weekday



Sunday



\*Estimated by LSC

\*\*  $\frac{X}{X}$  =  $\frac{\text{Sunday entering peak hour of the generator (10:15-11:15am)}}{\text{Sunday exiting peak hour of the generator (12:00-1:00pm)}}$

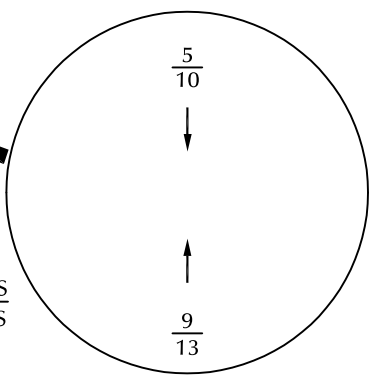
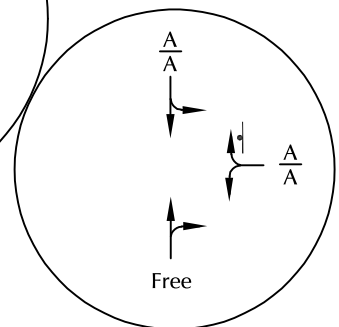
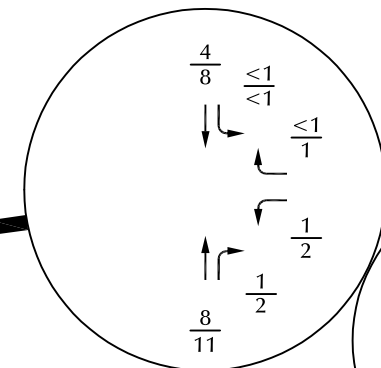
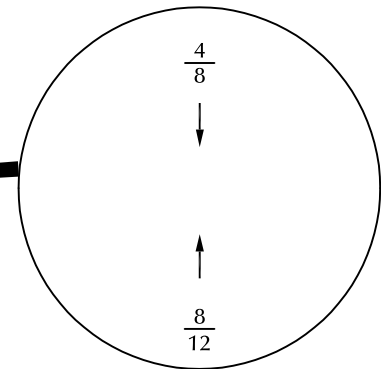
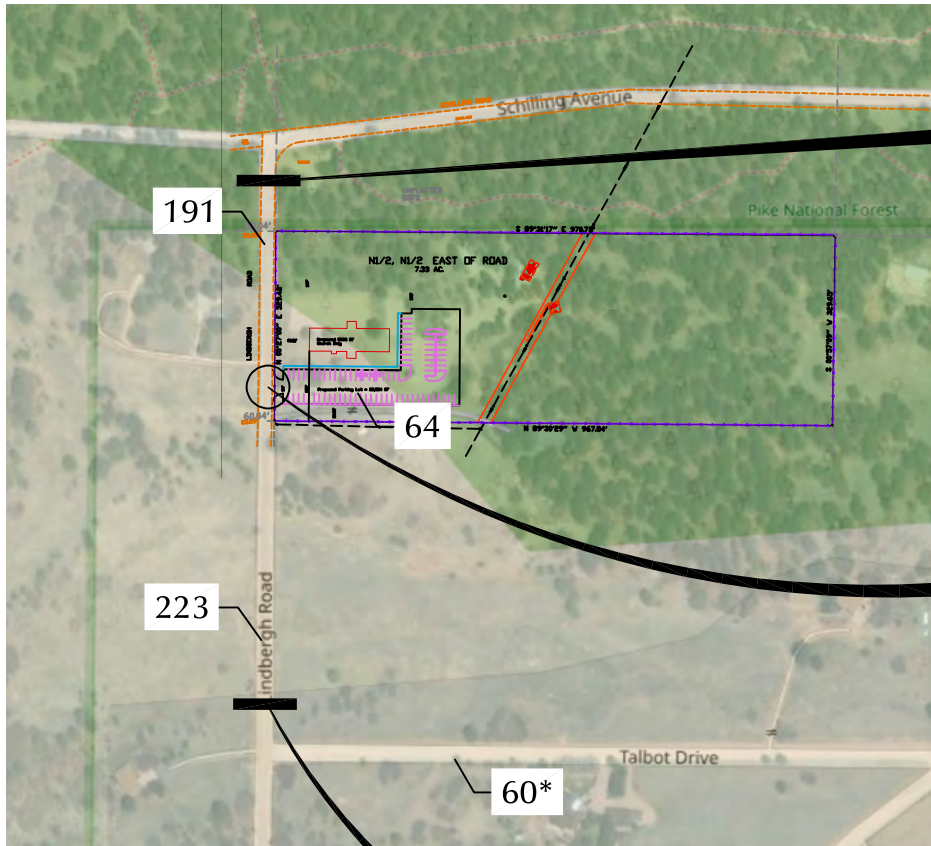
$\frac{XX}{XX}$  =  $\frac{\text{AM Weekday Peak-Hour Traffic (Veh/Hour)}}{\text{PM Weekday Peak-Hour Traffic (Veh/Hour)}}$

XXX = Average Weekday Traffic - Vehicles/Day  
 (XXX) = (Average Sunday Traffic) - Vehicles/Day



Figure 5  
**Site-Generated Traffic**

Fuel Church (LSC# 204460)



\*Estimated by LSC

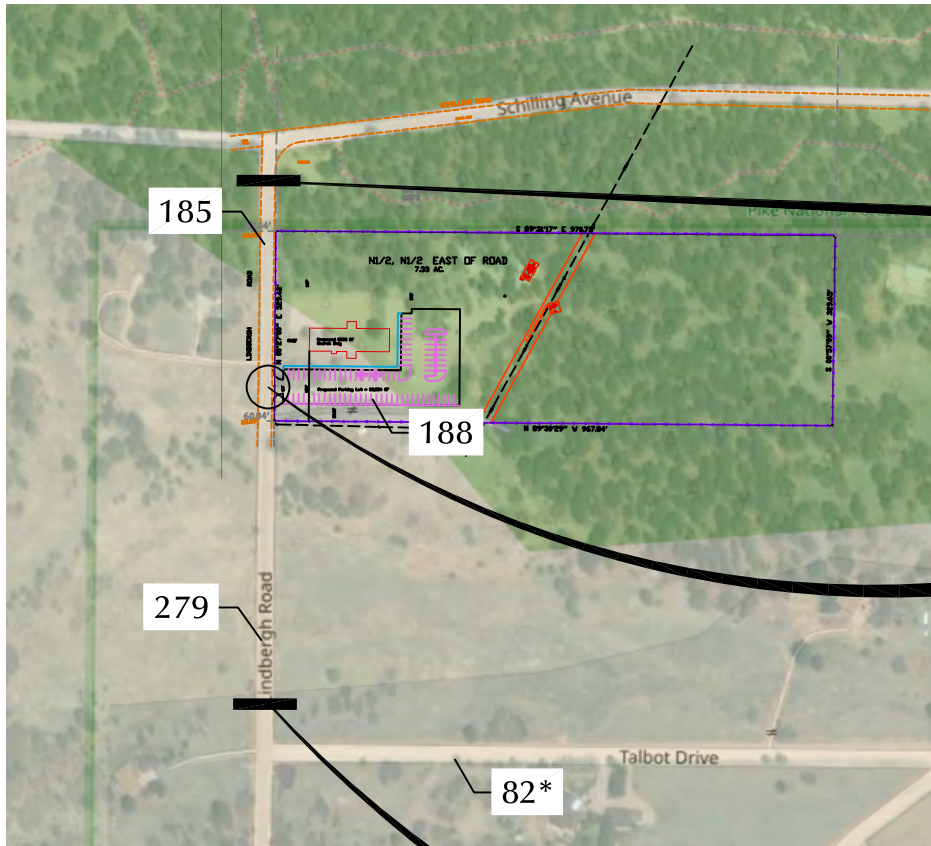
- = Stop Sign
- $\frac{X}{X}$  =  $\frac{\text{AM Weekday Individual Movement Peak-Hour LOS}}{\text{PM Weekday Individual Movement Peak-Hour LOS}}$
- $\frac{XX}{XX}$  =  $\frac{\text{AM Weekday Peak-Hour Traffic (Veh/Hour)}}{\text{PM Weekday Peak-Hour Traffic (Veh/Hour)}}$

XXX = Average Weekday Traffic - Vehicles/Day

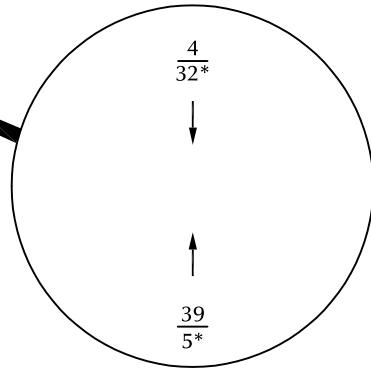
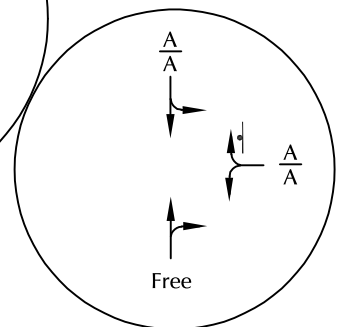
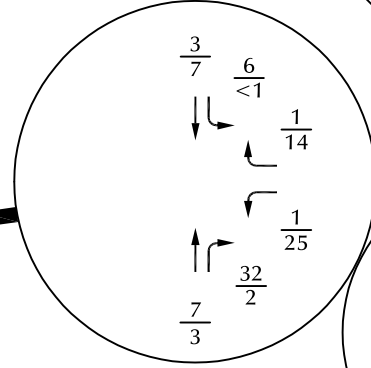
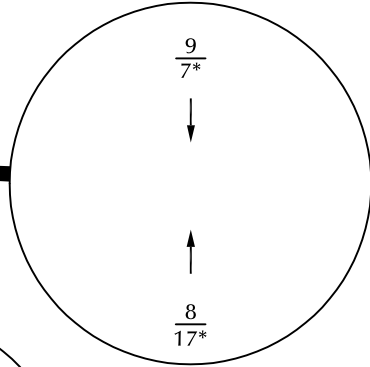


Figure 6a  
**Weekday Existing + Site-Generated  
 Traffic, Lane Geometry, Traffic  
 Control, and LOS**

Fuel Church (LSC# 204460)



Not to scale



\*Estimated by LSC

⊥ = Stop Sign

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

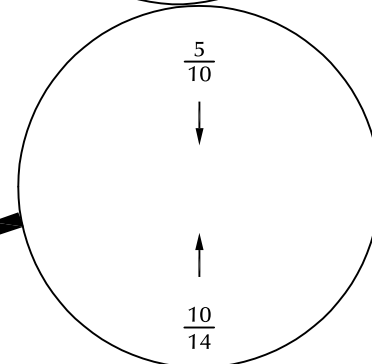
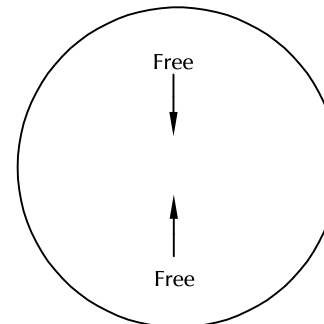
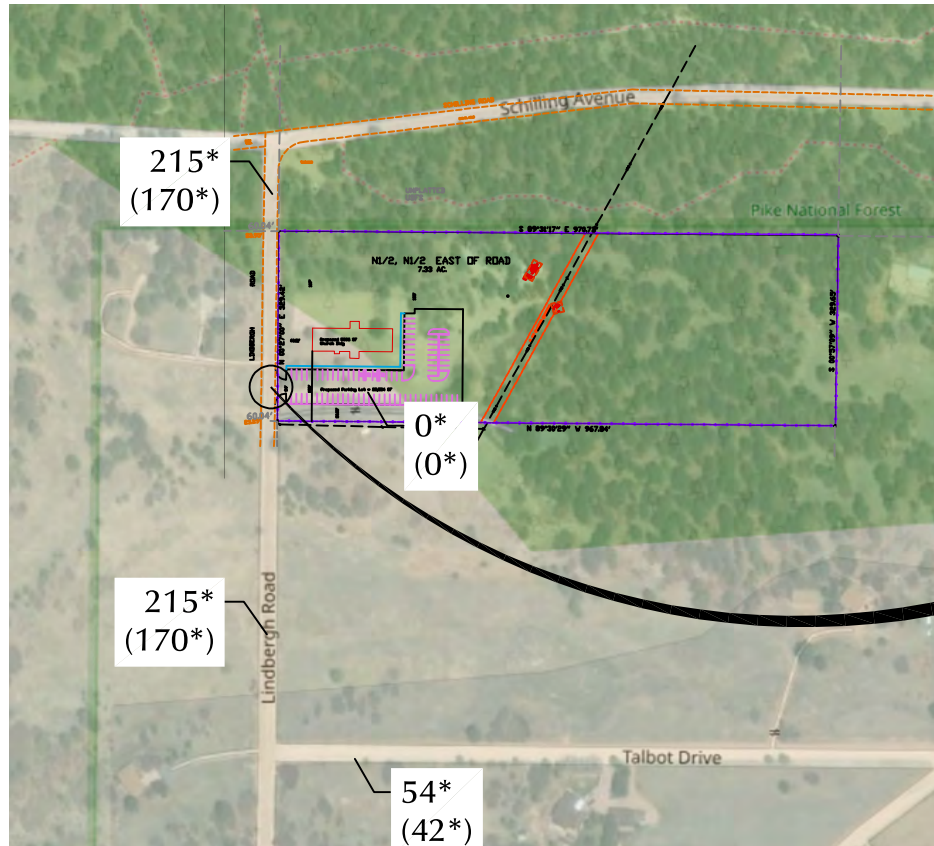
$\frac{XX}{XX}$  = Sunday entering peak hour of the generator (10:15-11:15am)  
 Sunday exiting peak hour of the generator (12:00-1:00pm)

XXX = Average Sunday Traffic - Vehicles/Day

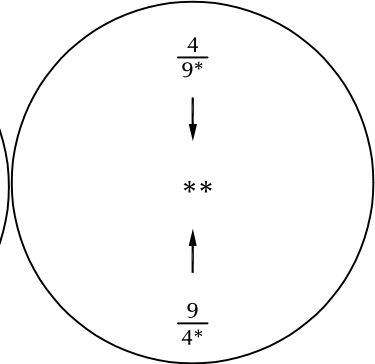


Figure 6b  
 Sunday Existing + Site-Generated  
 Traffic, Lane Geometry, Traffic  
 Control, and LOS

Fuel Church (LSC# 204460)



Weekday



Sunday



Not to scale

\*Estimated by LSC

\*\*  $\frac{X}{X}$  = Sunday entering peak hour of the generator (10:15-11:15am)  
 Sunday exiting peak hour of the generator (12:00-1:00pm)

⊥ = Stop Sign

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

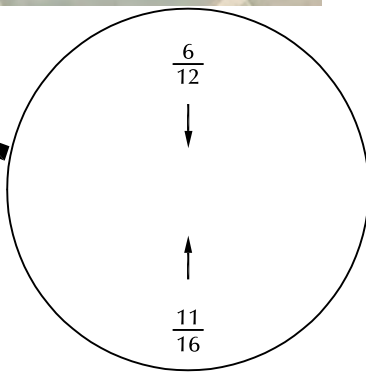
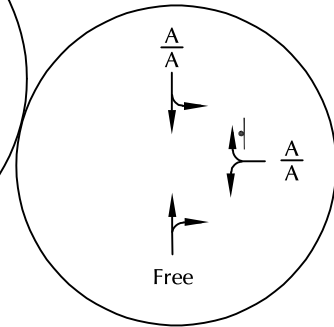
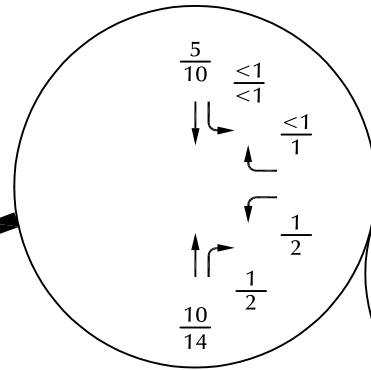
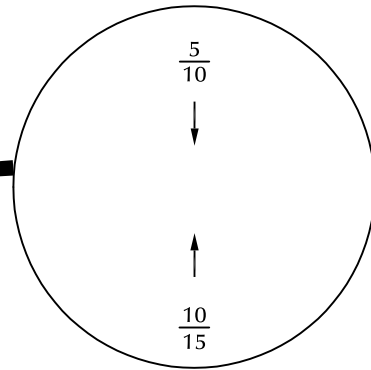
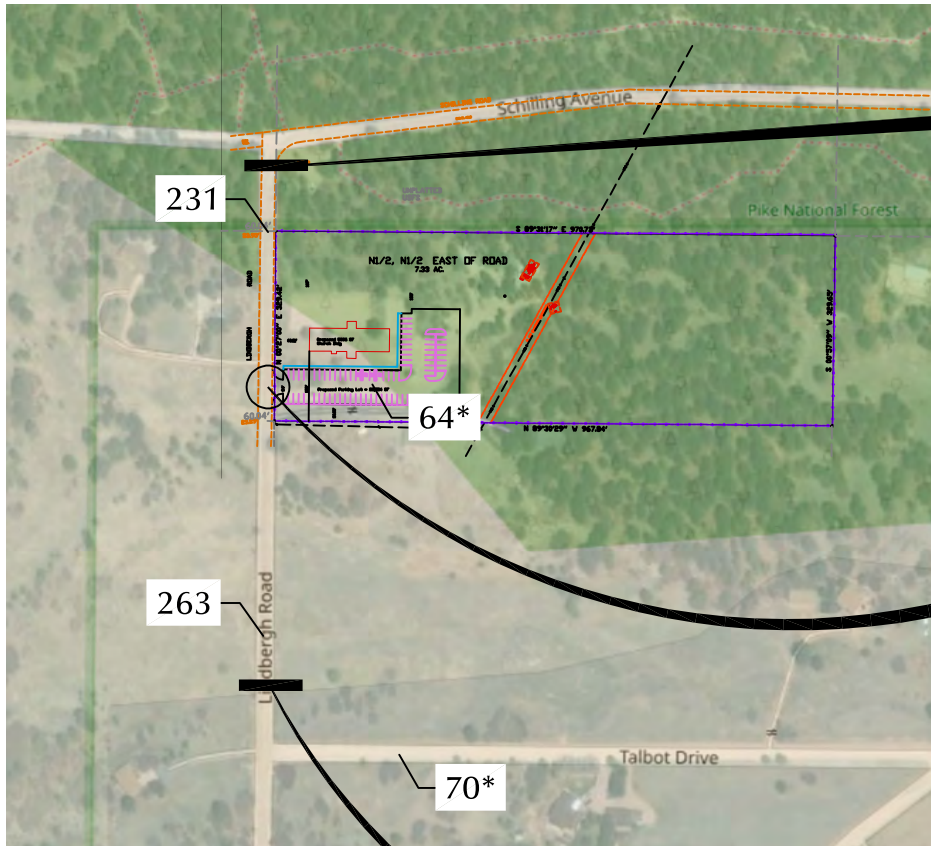
$\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (Veh/Hour)  
 PM Weekday Peak-Hour Traffic (Veh/Hour)

XXX = Average Weekday Traffic - Vehicles/Day  
 (XXX) = (Average Sunday Traffic) - Vehicles/Day



Figure 7  
 2042 Background Traffic, Lane  
 Geometry, Traffic Control, and LOS

Fuel Church (LSC# 204460)



\*Estimated by LSC

⊥ = Stop Sign

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

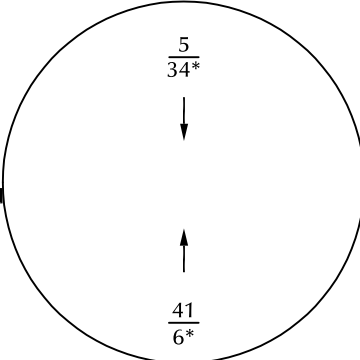
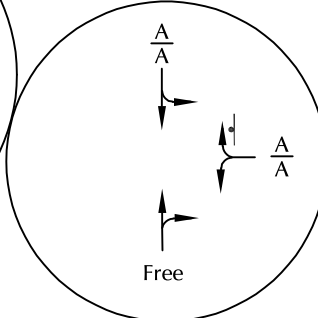
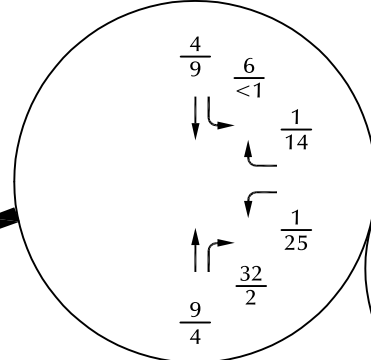
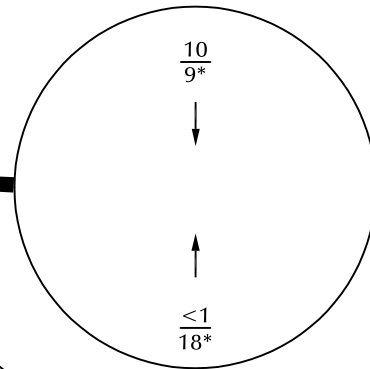
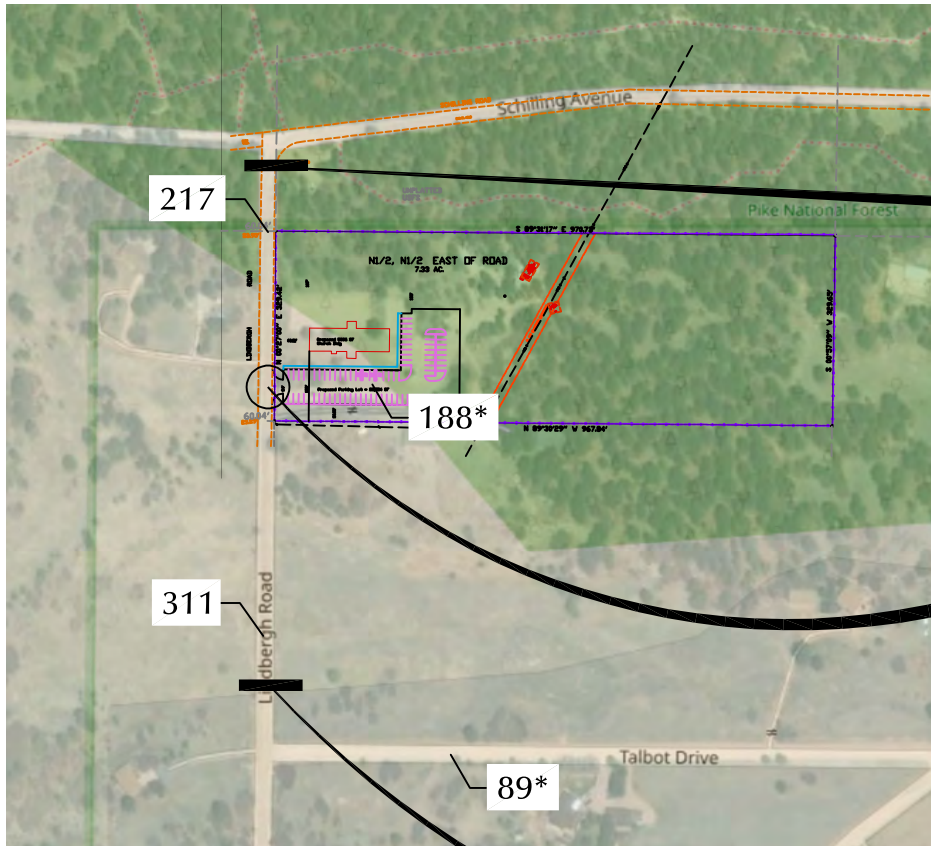
$\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (Veh/Hour)  
 PM Weekday Peak-Hour Traffic (Veh/Hour)

XXX = Average Weekday Traffic - Vehicles/Day



Figure 8a  
 Weekday 2042 Total Traffic, Lane  
 Geometry, Traffic Control, and LOS

Fuel Church (LSC# 204460)



North Arrow  
Not to scale

\*Estimated by LSC

⊥ = Stop Sign

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

$\frac{XX}{XX}$  =  $\frac{\text{Sunday entering peak hour of the generator (10:15-11:15am)}}{\text{Sunday exiting peak hour of the generator (12:00-1:00pm)}}$

XXX = Average Sunday Traffic - Vehicles/Day



Figure 8b  
Sunday 2042 Total Traffic, Lane Geometry, Traffic Control, and LOS

Fuel Church (LSC# 204460)

# Appendix Table 1





**APPENDIX TABLE 1 - SHORT-TERM AVERAGE DAILY TRAFFIC VOLUME CALCULATIONS (7-Day Averages)**  
**Lindbergh Road**

	EXISTING				SITE-GENERATED				EXISTING PLUS SITE GENERATED			
	Weekday	Sunday	Saturday	7-Day ADT	Weekday	Sunday	Saturday	7-day ADT	Weekday	Sunday	Saturday	7-day ADT
NORTH of the Site	175	138	150	166	17	47	9	20	192	185	159	186
SOUTH of the Site	175	138	150	166	48	141	24	58	223	279	174	224

*Volumes are "vehicles per day"*

*Date:12/15/2022*

# Traffic Counts

---



# LSC Transportation Consultants, Inc.

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

File Name : Lindbergh Rd - Talbot Dr AM

Site Code : 204460

Start Date : 10/19/2022

Page No : 1

### Groups Printed- Unshifted

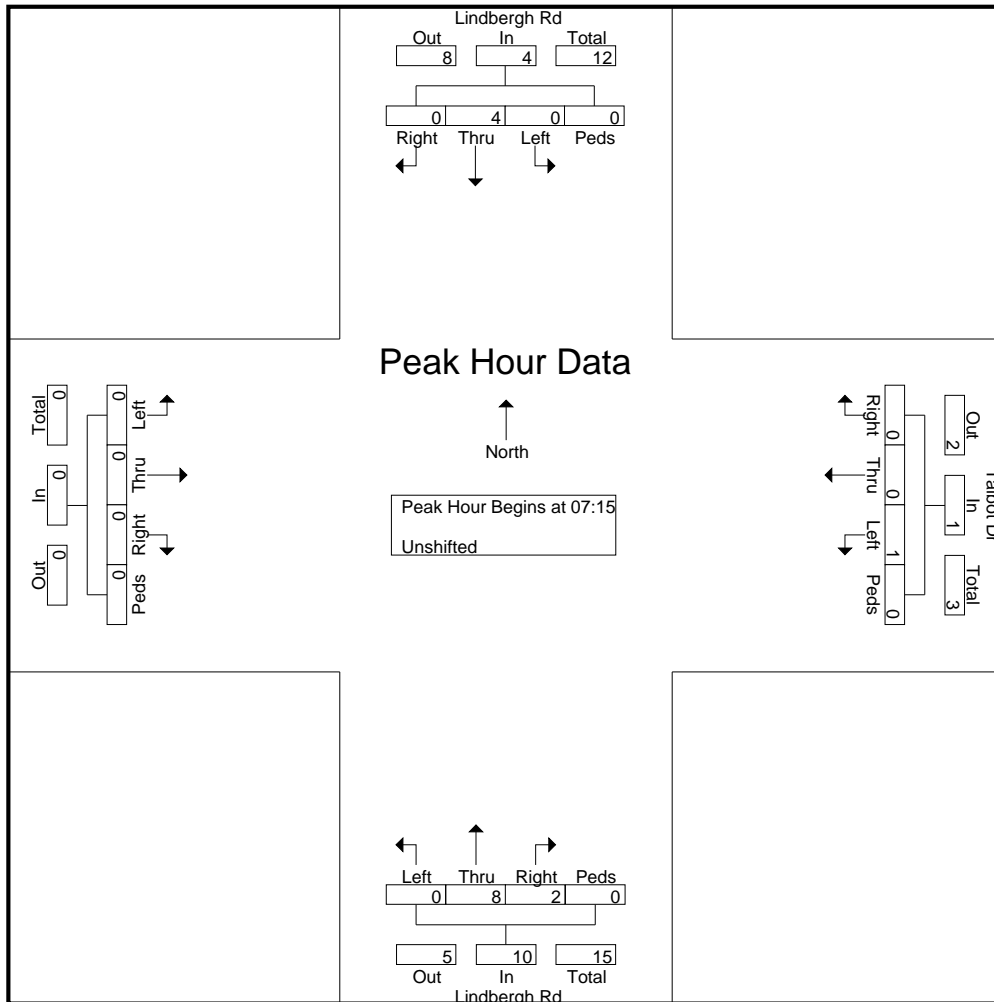
Start Time	Lindbergh Rd Southbound					Talbot Dr Westbound					Lindbergh Rd Northbound					Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
<b>Total</b>	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
07:00	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
07:30	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4
07:45	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4
<b>Total</b>	0	2	0	0	2	1	0	0	0	1	2	7	0	0	9	0	0	0	0	0	0	12
08:00	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	5
08:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
<b>Grand Total</b>	0	6	1	0	7	1	0	1	0	2	2	12	0	0	14	0	0	0	0	0	0	23
<b>Apprch %</b>	0	85.7	14.3	0		50	0	50	0		14.3	85.7	0	0		0	0	0	0	0		
<b>Total %</b>	0	26.1	4.3	0	30.4	4.3	0	4.3	0	8.7	8.7	52.2	0	0	60.9	0	0	0	0	0		

# LSC Transportation Consultants, Inc.

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

File Name : Lindbergh Rd - Talbot Dr AM  
 Site Code : 204460  
 Start Date : 10/19/2022  
 Page No : 2

Start Time	Lindbergh Rd Southbound					Talbot Dr Westbound					Lindbergh 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	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:15:00 AM																					
7:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
7:30:00 AM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0
7:45:00 AM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0
8:00:00 AM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0
Total Volume	0	4	0	0	4	0	0	1	0	1	2	8	0	0	10	0	0	0	0	0	0
% App. Total	0	100	0	0		0	0	100	0		20	80	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.250	.000	.250	.500	1.0	.000	.000	.833	.000	.000	.000	.000	.000	.750



# LSC Transportation Consultants, Inc.

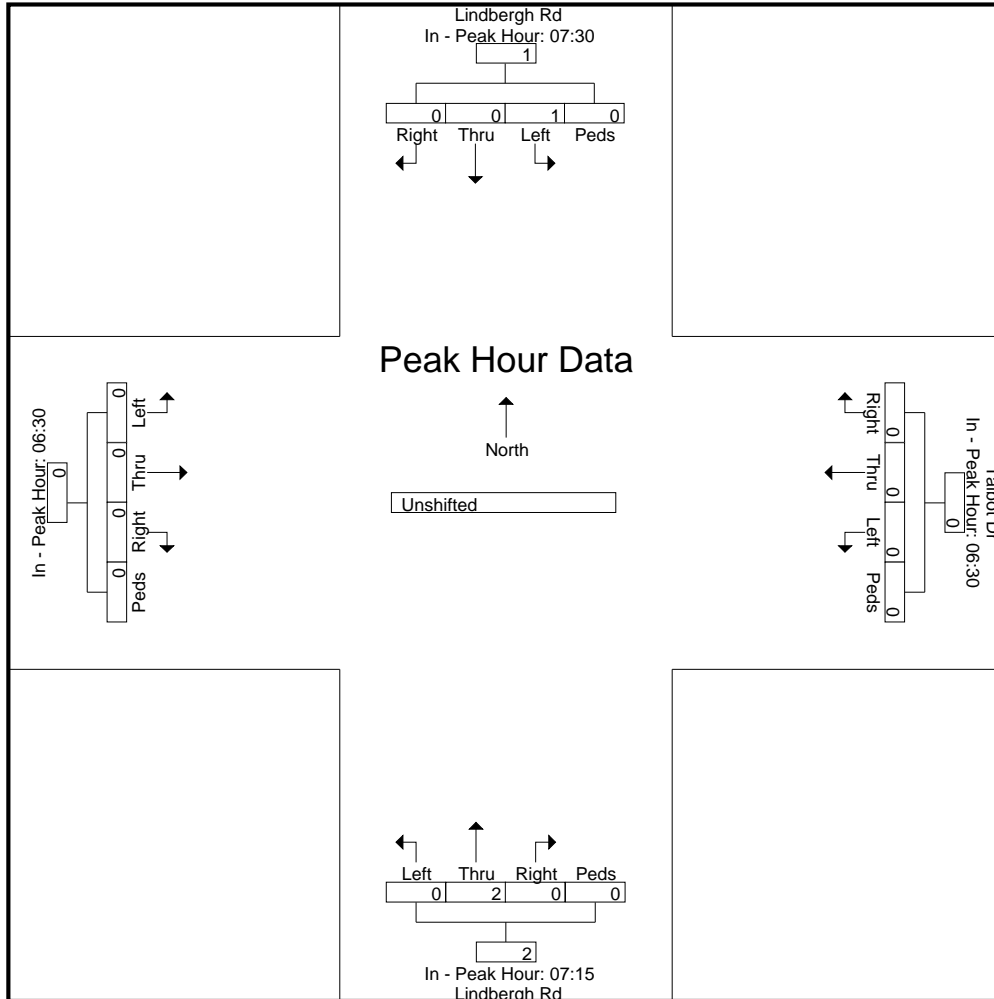
2504 E. Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Lindbergh Rd - Talbot Dr AM  
 Site Code : 204460  
 Start Date : 10/19/2022  
 Page No : 3

Start Time	Lindbergh Rd Southbound					Talbot Dr Westbound					Lindbergh 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	

Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	7:30:00 AM					6:30:00 AM					7:15:00 AM					6:30:00 AM				
+0 mins.	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
+5 mins.	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0
+10 mins.	0	2	0	0	2	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0
+15 mins.	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
Total Volume	0	5	0	0	5	1	0	0	0	1	2	8	0	0	10	0	0	0	0	0
% App. Total	0	100	0	0		100	0	0	0		20	80	0	0		0	0	0	0	
PHF	.000	.625	.000	.000	.625	.250	.000	.000	.000	.250	.500	1.000	.000	.000	.833	.000	.000	.000	.000	.000



# LSC Transportation Consultants, Inc.

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

File Name : Lindbergh Rd - Talbot Dr PM

Site Code : 204460

Start Date : 10/19/2022

Page No : 1

### Groups Printed- Unshifted

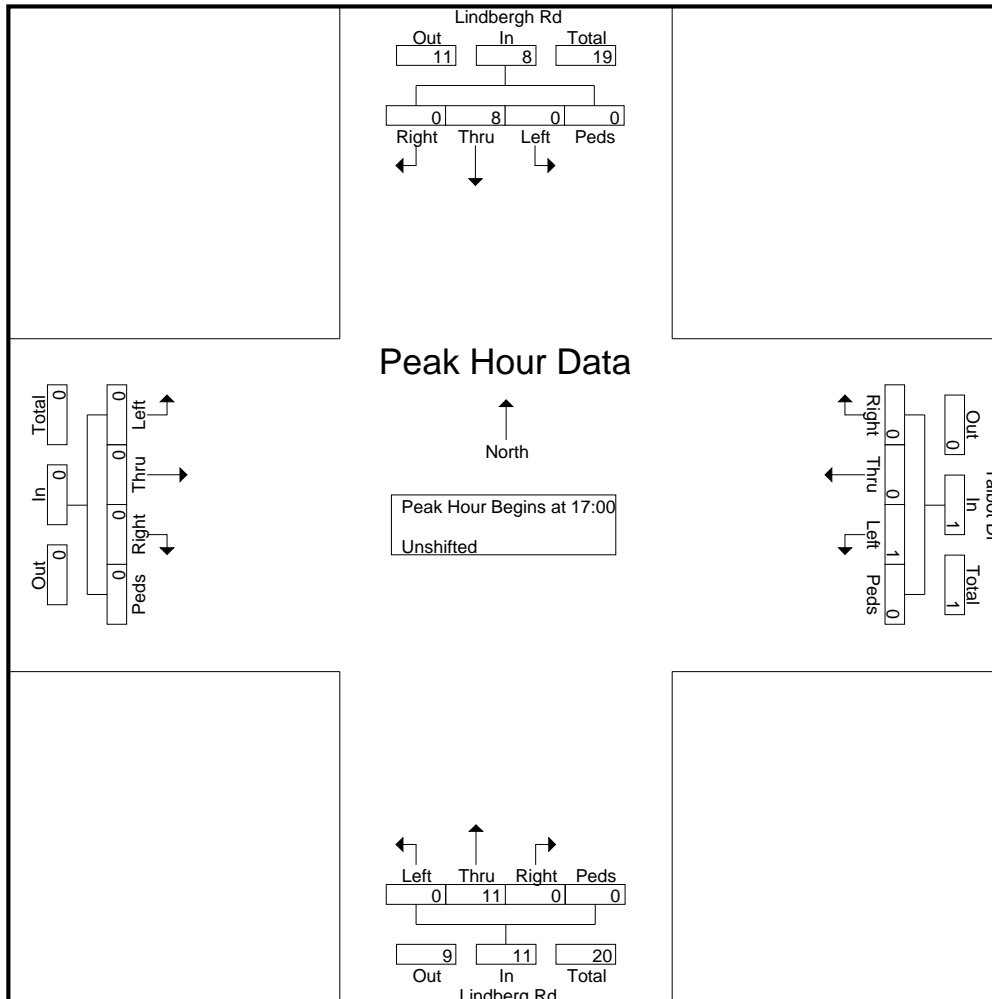
Start Time	Lindbergh Rd Southbound					Talbot Dr Westbound					Lindberg Rd Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
16:00	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
16:15	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0
16:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
<b>Total</b>	0	6	0	0	6	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0
17:00	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
17:15	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
17:30	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0
17:45	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
<b>Total</b>	0	8	0	0	8	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	0
<b>Grand Total</b>	0	14	0	0	14	0	0	1	0	1	1	20	0	0	21	0	0	0	0	0	36
<b>Apprch %</b>	0	100	0	0		0	0	100	0		4.8	95.2	0	0		0	0	0	0		
<b>Total %</b>	0	38.9	0	0	38.9	0	0	2.8	0	2.8	2.8	55.6	0	0	58.3	0	0	0	0	0	

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

File Name : Lindbergh Rd - Talbot Dr PM  
 Site Code : 204460  
 Start Date : 10/19/2022  
 Page No : 2

Start Time	Lindbergh Rd Southbound					Talbot Dr Westbound					Lindbergh 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		
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 5:00:00 PM																						
5:00:00 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6
5:15:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
5:30:00 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3
5:45:00 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7
Total Volume	0	8	0	0	8	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	0	20
% App. Total	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.250	.000	.250	.000	.688	.000	.000	.688	.000	.000	.000	.000	.000	.000	.714



# LSC Transportation Consultants, Inc.

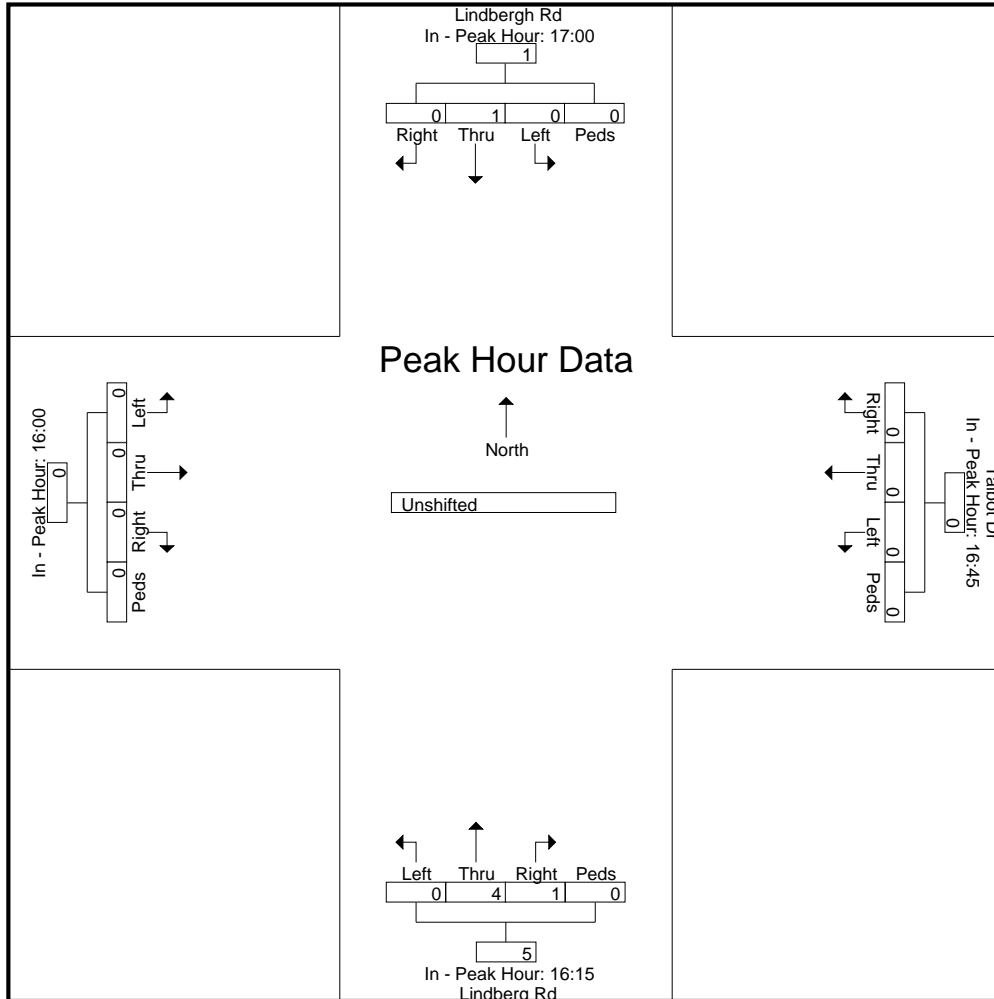
2504 E. Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Lindbergh Rd - Talbot Dr PM  
 Site Code : 204460  
 Start Date : 10/19/2022  
 Page No : 3

Start Time	Lindbergh Rd Southbound					Talbot Dr Westbound					Lindberg 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	

Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	5:00:00 PM					4:45:00 PM					4:15:00 PM					4:00:00 PM				
+0 mins.	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0
+5 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+10 mins.	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0
+15 mins.	0	4	0	0	4	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0
Total Volume	0	8	0	0	8	0	0	1	0	1	1	10	0	0	11	0	0	0	0	0
% App. Total	0	100	0	0		0	0	100	0		9.1	90.9	0	0		0	0	0	0	
PHF	.000	.500	.000	.000	.500	.000	.000	.250	.000	.250	.250	.625	.000	.000	.688	.000	.000	.000	.000	.000





# LSC Transportation Consultants, Inc.

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

File Name : Lindbergh Rd Sunday 10-16-22 v  
 Site Code : 204460\_\_  
 Start Date : 10/16/2022  
 Page No : 1

Groups Printed- Class 1

Start Time	Lindbergh Rd Southbound					Not Used					Lindbergh Rd Northbound					Not Used					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		
08:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
08:30	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
<b>Total</b>	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6
09:00	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6
09:30	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	9
<b>Total</b>	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	15
10:00	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
10:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5
<b>Total</b>	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8
11:00	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6
11:30	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10
<b>Total</b>	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	16
12:00	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
12:30	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
<b>Total</b>	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8
13:00	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7
13:30	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9
<b>Total</b>	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	16
14:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5
14:30	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8
15:00	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
15:30	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7
16:00	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	9
16:30	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
<b>Total</b>	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	15
17:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
17:30	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6
18:00	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
18:30	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
<b>Total</b>	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8
19:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Grand Total</b>	0	47	0	0	47	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	0	114
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0			
Total %	0	41.2	0	0	41.2	0	0	0	0	0	0	58.8	0	0	58.8	0	0	0	0	0	0	

# LSC Transportation Consultants, Inc.

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

File Name : Lindbergh Rd Weekday 10-19-22 v  
 Site Code : \_204460\_  
 Start Date : 10/19/2022  
 Page No : 1

Groups Printed- Class 1

Start Time	Lindbergh Rd Southbound					Not Used					Lindbergh Rd Northbound					Not Used					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	
08:30	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0
09:00	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
09:30	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
Total	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0
10:00	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
10:30	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
Total	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0
11:00	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
11:30	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0
12:00	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
12:30	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0
13:00	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
13:30	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0
Total	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0
14:00	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
Grand Total	0	33	0	0	33	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	80
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	41.2	0	0	41.2	0	0	0	0	0	0	58.8	0	0	58.8	0	0	0	0	0	

# LSC Transportation Consultants, Inc.

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

File Name : Lindbergh Rd Weekday combo

Site Code : 204460

Start Date : 10/19/2022

Page No : \*12/1/2022

### Groups Printed- Class 1

Start Time	Lindbergh Rd Southbound					Not Used					Lindbergh Rd Northbound					Not Used					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		
08:30	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	11
Total	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	11
09:00	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	11
09:30	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
Total	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	15
10:00	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7
10:30	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
Total	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	13
11:00	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
11:30	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
Total	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8
12:00	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5
12:30	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6
Total	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	11
13:00	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5
13:30	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10
Total	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	15
14:00	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7
14:30	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
Total	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10
15:00	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6
15:30	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8
Total	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	14
16:00	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
16:30	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
Total	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7
17:00	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
17:30	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
Total	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	14
Total	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	15
19:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
19:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3

\*

\*\*\* BREAK \*\*\*

Grand Total	0	50	0	0	50	0	0	0	0	0	0	80	0	0	80	0	0	0	0	0	0	130
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0			
Total %	0	38.5	0	0	38.5	0	0	0	0	0	0	61.5	0	0	61.5	0	0	0	0	0	0	

<b>Lindbergh PM 17 - October 2022</b>		
<b>LSC Project #204460</b>		
<b>7 hour</b>		
	Northbound	Southbound
12:00 a.m.	---	---
12:30 a.m.		---
1:00 a.m.	---	---
1:30 a.m.	---	---
2:00 a.m.	---	
2:30 a.m.	---	---
3:00 a.m.	---	---
3:30 a.m.	---	---
4:00 a.m.	---	---

<b>Lindbergh PM 16 - October 2022</b>		
<b>LSC Project #204460</b>		
<b>3 hour</b>		
	Northbound	Southbound
9:00 p.m.	---	---
9:30 p.m.		
10:00 p.m.	---	
10:30 p.m.		---
11:00 p.m.		---
11:30 p.m.	---	---

### Lindbergh Road North of Talbot Drive

X- Actual Count

X- Actual Count (from TMC)

X- Estimated

16-Oct      17-Oct      Wednesday 10/19/2022      12/1/2022      Weekday Composite      Sunday 10/16/2022

Start Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
0000			0	0					0	0	1	1
0030			1	0					1	0	1	0
100			0	0					0	0	1	1
130			0	0					0	0	1	0
200			0	1					0	1	0	0
230			0	0					0	0	1	0
300			0	0					0	0	0	0
330			0	0					0	0	0	0
400			0	0					0	0	0	0
430					0	0			0	0	0	0
500					0	0			0	0	0	0
530					0	0			0	0	0	0
600					1	1			1	1	1	1
630					2	2			2	2	0	0
700					4	0			4	0	1	2
730					4	2			4	2	2	1
800					3	3			3	3	1	1
830					8	3			8	3	3	1
900					4	7			4	7	4	2
930					3	1			3	1	7	2
1000					4	3			4	3	1	2
1030					3	3			3	3	5	0
1100					3	1			3	1	4	2
1130					2	2			2	2	5	5
1200					2	3			2	3	1	3
1230					5	1			5	1	1	3
1300					4	1			4	1	5	2
1330					5	5			5	5	5	4
1400					4	3			4	3	5	0
1430							1	2	1	2	2	1
1500							4	2	4	2	2	1
1530							3	5	3	5	0	4
1600					4	6	2	1	3	4	4	5
1630					2	3	2	2	2	3	3	3
1700					3	7	3	1	3	4	2	0
1730					4	4	2	2	3	3	3	1
1800							1	0	1	0	1	2
1830							14	0	14	0	3	2
1900							1	1	1	1	0	1
1930							0	1	0	1	1	1
2000									1	1	1	0
2030									1	1	0	1
2100	0	0							1	1	0	0
2130	1	1							1	1	1	1
2200	0	1							1	1	0	1
2230	1	0							1	0	1	0
2300	1	0							1	0	1	0
2330	0	0							0	0	0	0
<b>24 Hour Totals (Directional)</b>									<b>104</b>	<b>71</b>	<b>81</b>	<b>57</b>
<b>Totals (NB + SB)</b>											<b>175</b>	<b>138</b>

# Levels of Service - Weekday

---



Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	8	0	0	4
Future Vol, veh/h	0	0	8	0	0	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	0	10	0	0	5

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	15	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	5	-	-	-	-	-
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	1004	1071	-	-	1610	-
Stage 1	1013	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1004	1071	-	-	1610	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1610	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	6.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	4	1	0	8	2
Future Vol, veh/h	0	4	1	0	8	2
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	5	1	0	10	3

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	24	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	23	-	-	-	-	-
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	992	1084	-	-	1622	-
Stage 1	1022	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	986	1084	-	-	1622	-
Mov Cap-2 Maneuver	986	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	994	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.3	0	5.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1084	1622
HCM Lane V/C Ratio	-	-	0.005	0.006
HCM Control Delay (s)	-	-	8.3	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0



Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	11	0	0	8
Future Vol, veh/h	0	0	11	0	0	8
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	0	14	0	0	10

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	24	14	0	0	14	0
Stage 1	14	-	-	-	-	-
Stage 2	10	-	-	-	-	-
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	992	1066	-	-	1604	-
Stage 1	1009	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	992	1066	-	-	1604	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1604	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	7.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	8	1	0	11	0
Future Vol, veh/h	0	8	1	0	11	0
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	10	1	0	14	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	29	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	28	-	-	-	-	-
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	986	1084	-	-	1622	-
Stage 1	1022	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	977	1084	-	-	1622	-
Mov Cap-2 Maneuver	977	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	986	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	7.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1084	1622	-
HCM Lane V/C Ratio	-	- 0.009	0.009	-
HCM Control Delay (s)	-	- 8.4	7.2	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0	0	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	1	0	8	1	0	4
Future Vol, veh/h	1	0	8	1	0	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	50	50	78	50	50	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	10	2	0	5

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	16	11	0	0	12	0
Stage 1	11	-	-	-	-	-
Stage 2	5	-	-	-	-	-
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	1002	1070	-	-	1607	-
Stage 1	1012	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1002	1070	-	-	1607	-
Mov Cap-2 Maneuver	1002	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1002	1607
HCM Lane V/C Ratio	-	-	0.002	-
HCM Control Delay (s)	-	-	8.6	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	2	1	11	2	0	8
Future Vol, veh/h	2	1	11	2	0	8
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	50	50	78	50	50	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	14	4	0	10

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	26	16	0	0	18
Stage 1	16	-	-	-	-
Stage 2	10	-	-	-	-
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	989	1063	-	-	1599
Stage 1	1007	-	-	-	-
Stage 2	1013	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	989	1063	-	-	1599
Mov Cap-2 Maneuver	989	-	-	-	-
Stage 1	1007	-	-	-	-
Stage 2	1013	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1012	1599
HCM Lane V/C Ratio	-	-	0.006	-
HCM Control Delay (s)	-	-	8.6	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	10	0	0	5
Future Vol, veh/h	0	0	10	0	0	5
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	50	50	78	50	50	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	13	0	0	6

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	19	13	0	0	13	0
Stage 1	13	-	-	-	-	-
Stage 2	6	-	-	-	-	-
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	998	1067	-	-	1606	-
Stage 1	1010	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	998	1067	-	-	1606	-
Mov Cap-2 Maneuver	998	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1606	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	11	0	0	8
Future Vol, veh/h	0	0	11	0	0	8
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	50	50	78	50	50	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	14	0	0	10

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	24	14	0	0	14
Stage 1	14	-	-	-	-
Stage 2	10	-	-	-	-
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	992	1066	-	-	1604
Stage 1	1009	-	-	-	-
Stage 2	1013	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	992	1066	-	-	1604
Mov Cap-2 Maneuver	992	-	-	-	-
Stage 1	1009	-	-	-	-
Stage 2	1013	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1604	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	1	0	10	1	0	5
Future Vol, veh/h	1	0	10	1	0	5
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	50	50	78	50	50	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	13	2	0	6

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	20	14	0	0	15	0
Stage 1	14	-	-	-	-	-
Stage 2	6	-	-	-	-	-
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	997	1066	-	-	1603	-
Stage 1	1009	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	997	1066	-	-	1603	-
Mov Cap-2 Maneuver	997	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	997	1603
HCM Lane V/C Ratio	-	-	0.002	-
HCM Control Delay (s)	-	-	8.6	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	14	2	0	10
Future Vol, veh/h	2	1	14	2	0	10
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	50	50	78	50	50	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	18	4	0	13

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	33	20	0	0	22	0
Stage 1	20	-	-	-	-	-
Stage 2	13	-	-	-	-	-
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	980	1058	-	-	1593	-
Stage 1	1003	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	980	1058	-	-	1593	-
Mov Cap-2 Maneuver	980	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1005	1593
HCM Lane V/C Ratio	-	-	0.006	-
HCM Control Delay (s)	-	-	8.6	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0



# Levels of Service - Sunday

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Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	7	0	0	3
Future Vol, veh/h	0	0	7	0	0	3
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	0	9	0	0	4

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	13	9	0	0	9	0
Stage 1	9	-	-	-	-	-
Stage 2	4	-	-	-	-	-
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	1006	1073	-	-	1611	-
Stage 1	1014	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1006	1073	-	-	1611	-
Mov Cap-2 Maneuver	1006	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1019	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1611	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	3	0	0	7
Future Vol, veh/h	0	0	3	0	0	7
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	0	4	0	0	9

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	13	4	0	0	4	0
Stage 1	4	-	-	-	-	-
Stage 2	9	-	-	-	-	-
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	1006	1080	-	-	1618	-
Stage 1	1019	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1006	1080	-	-	1618	-
Mov Cap-2 Maneuver	1006	-	-	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1618	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	1	1	7	32	6	3
Future Vol, veh/h	1	1	7	32	6	3
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	50	50	78	50	50	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	9	64	12	4

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	69	41	0	0	73
Stage 1	41	-	-	-	-
Stage 2	28	-	-	-	-
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	936	1030	-	-	1527
Stage 1	981	-	-	-	-
Stage 2	995	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	929	1030	-	-	1527
Mov Cap-2 Maneuver	929	-	-	-	-
Stage 1	981	-	-	-	-
Stage 2	987	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	5.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	977	1527
HCM Lane V/C Ratio	-	-	0.004	0.008
HCM Control Delay (s)	-	-	8.7	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	7.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	14	3	2	0	7
Future Vol, veh/h	25	14	3	2	0	7
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	50	50	78	50	50	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	28	4	4	0	9

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	15	6	0	0	8
Stage 1	6	-	-	-	-
Stage 2	9	-	-	-	-
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	1004	1077	-	-	1612
Stage 1	1017	-	-	-	-
Stage 2	1014	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	1004	1077	-	-	1612
Mov Cap-2 Maneuver	1004	-	-	-	-
Stage 1	1017	-	-	-	-
Stage 2	1014	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1029	1612
HCM Lane V/C Ratio	-	-	0.076	-
HCM Control Delay (s)	-	-	8.8	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	9	0	0	4
Future Vol, veh/h	0	0	9	0	0	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	50	50	78	50	50	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	5

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	17	12	0	0	12	0
Stage 1	12	-	-	-	-	-
Stage 2	5	-	-	-	-	-
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	1001	1069	-	-	1607	-
Stage 1	1011	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1001	1069	-	-	1607	-
Mov Cap-2 Maneuver	1001	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1607	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	4	0	0	9
Future Vol, veh/h	0	0	4	0	0	9
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	50	50	78	50	50	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	12

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	17	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	12	-	-	-	-	-
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	1001	1078	-	-	1616	-
Stage 1	1018	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1001	1078	-	-	1616	-
Mov Cap-2 Maneuver	1001	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1616	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	9	32	6	4
Future Vol, veh/h	1	1	9	32	6	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	50	50	78	50	50	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	12	64	12	5

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	73	44	0	0	76
Stage 1	44	-	-	-	-
Stage 2	29	-	-	-	-
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	1026	-	-	1523
Stage 1	978	-	-	-	-
Stage 2	994	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	924	1026	-	-	1523
Mov Cap-2 Maneuver	924	-	-	-	-
Stage 1	978	-	-	-	-
Stage 2	986	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	5.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	972	1523
HCM Lane V/C Ratio	-	-	0.004	0.008
HCM Control Delay (s)	-	-	8.7	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0



Intersection						
Int Delay, s/veh	7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	14	4	2	0	9
Future Vol, veh/h	25	14	4	2	0	9
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	50	50	78	50	50	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	28	5	4	0	12

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	19	7	0	0	9
Stage 1	7	-	-	-	-
Stage 2	12	-	-	-	-
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	998	1075	-	-	1611
Stage 1	1016	-	-	-	-
Stage 2	1011	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	998	1075	-	-	1611
Mov Cap-2 Maneuver	998	-	-	-	-
Stage 1	1016	-	-	-	-
Stage 2	1011	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1024	1611
HCM Lane V/C Ratio	-	-	0.076	-
HCM Control Delay (s)	-	-	8.8	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

# LSC Responses to TIS Redline Comments



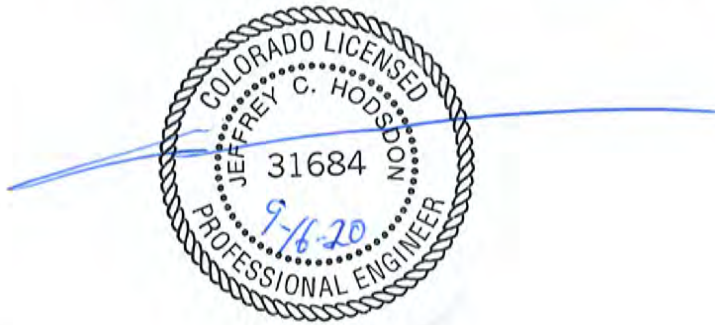
LSC TRANSPORTATION CONSULTANTS, INC.  
2504 East Pikes Peak Avenue, Suite 304  
Colorado Springs, CO 80909  
(719) 633-2868  
FAX (719) 633-5430  
E-mail: [lsc@lsctrans.com](mailto:lsc@lsctrans.com)  
Website: <http://www.lsctrans.com>

## Fuel Church Transportation Memorandum (LSC #204460) September 16, 2020



### Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they conform 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

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

\_\_\_\_\_

\_\_\_\_\_


Date

# LSC Responses to TIS Redline Comments

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Page: 1

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 Number: 1      Author: jchodsdon      Subject: Sticky Note      Date: 12/15/2022 10:17:56 AM  
LSC Responses to EPC TIS Redline Comments



LSC TRANSPORTATION CONSULTANTS, INC.  
 2504 East Pikes Peak Avenue, Suite 304  
 Colorado Springs, CO 80909  
 (719) 633-2868  
 FAX (719) 633-5430  
 E-mail: [lsc@lsctrans.com](mailto:lsc@lsctrans.com)  
 Website: <http://www.lsctrans.com>

September 16, 2020

Mr. Daniel O. Crosby  
 P.O. Box 939  
 Monument, CO 80132

RE: Fuel Church  
 El Paso County, CO  
 Transportation Memorandum  
 LSC #204460

Dear Mr. Nelson,

LSC Transportation Consultants, Inc. has prepared this transportation memorandum for the proposed Fuel Church development in El Paso County, Colorado west of the Town of Monument. Located at 16965 Lindbergh Road and referenced by El Paso County parcel ID (7121001009), the site is southeast of the intersection of Schilling Avenue/Lindbergh Road. This report presents the estimated vehicle-trip generation and sight-distance analysis for the proposed access for this currently-planned development.

**PROPOSED LAND USE**

The 7.33-acre property (zoned A-5) is located at 16965 Lindbergh Road in Monument, Colorado. Seating capacity of the 5,896-square-foot church sanctuary would be 200 people, with services to be held on Sunday mornings only. It is our understanding that this church will not include a parochial school, a commercial daycare facility/preschool, or other high-traffic-generating weekday use.

**SITE ACCESS**

There is an existing access below the proposed parking area. Please provide a discussion on access spacing and location. <sup>1</sup>

Site access is proposed to Lindbergh Road, located approximately 428 feet south of Schilling Road (centerline distance). A copy of the site plan is attached for reference.


Refer to ECM 2.4. A deviation request for consideration by the ECM administrator may be required if the intent is to keep both access points. <sup>2</sup>

use 2019 report (see attached) <sup>4</sup>  <sup>3</sup>


EXISTING ACCESS POINTS at the site are identified below, followed by a brief description of each:

**Schilling Road** (east of Lindbergh Road) and Nursery Road provide a connection north to Mt. Herman Road. Schilling Road is identified in the *El Paso County Road System – 2014* report as

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 Number: 1      Author: Carlos      Subject: Callout      Date: 3/2/2022 2:20:47 PM


[There is an existing access below the proposed parking area. Please provide a discussion on access spacing and location.](#)

 Author: jchodsdon      Subject: Sticky Note      Date: 12/15/2022 10:57:33 AM  
LSC Response: This access has been removed from the plans.


---

 Number: 2      Author: Daniel Torres      Subject: Callout      Date: 3/7/2022 4:02:44 PM

[Refer to ECM 2.4. A deviation request for consideration by the ECM administrator may be required if the intent is to keep both access points.](#)

 Author: jchodsdon      Subject: Sticky Note      Date: 12/15/2022 10:57:38 AM  
LSC Response: This access has been removed from the plans.


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 Number: 3      Author: Daniel Torres      Subject: File Attachment      Date: 3/3/2022 8:02:20 AM

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 Number: 4      Author: Daniel Torres      Subject: Callout      Date: 3/3/2022 8:01:37 AM

[use 2019 report \(see attached\)](#)

 Author: jchodsdon      Subject: Sticky Note      Date: 12/15/2022 10:57:51 AM  
LSC Response: Report updated to this reference, as requested.

revise to the 2019  
report

1

a two-lane Rural Local road. The posted speed limit along this gravel road connection is 25 miles per hour (mph).

**Lindbergh Road** extends 1.3 miles between Schilling Road and Mesa Top Road, Lindbergh Road is identified in the *El Paso County Road System – 2014* report as a two-lane Rural Local road. The posted speed limit along this gravel road is 25 mph.

### TRIP GENERATION ESTIMATE

Estimates of the vehicle trips projected to be generated by the proposed site expansion have been made using the nationally published average trip generation rates for land use code “560 – Church” in *Trip Generation, 10<sup>th</sup> Edition, 2017* by the Institute of Transportation Engineers (ITE).

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 uses, is presented in Table 2 (attached).

**Table 1: Estimated Site Vehicle-Trip Generation**

Analysis Period	Weekday		
	In	Out	Total
Weekday morning peak hour (vehicle trips/hour)	1	1	2
Weekday afternoon peak hour (vehicle trips/hour)	3	3	6
Weekday – 24-hour total (vehicle trips/day)	27	27	53
Sunday peak hour (vehicle trips/hour)	54	58	112
Sunday – 24-hour total (vehicle trips/day)	82	82	163

### Sunday

Fuel Church would generate about 163 vehicle trips on the average Sunday, with half entering and half exiting the site. During the Sunday morning peak hour, 54 trips are projected to enter and 58 trips are projected to exit, during the Sunday church peak.

### Weekday


Based on the ITE estimate for the proposed land use, Fuel Church would generate about 53 vehicle trips on the average weekday, with half entering and half exiting the site. One trip is projected to enter and exit during the weekday morning peak hour. Approximately 3 entering vehicles and 3 exiting vehicles are projected for the weekday evening peak hour.

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Number: 1 Author: Daniel Torres Subject: Callout Date: 3/3/2022 8:04:43 AM

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[revise to the 2019 report](#)

 Author: jchodsdon Subject: Sticky Note Date: 12/15/2022 10:58:07 AM

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LSC Response: Report updated to this reference, as requested.

## 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 Lindbergh Road. The following analysis corresponds to field-measured sight distances for the proposed site-access intersection with Lindbergh Road. Field-measured sight distances for passenger vehicles are as follows:

- To the north: 428 feet (unobstructed to the corner of Lindbergh/Schilling)
- To the east: greater than ¼ mile (unobstructed)

### Sight Distance Along Roadway

The proposed site access point to Lindbergh 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 posted speed limit of 25 mph and spot-grades along Lindbergh Road (downgrade of less than 3 percent), the prescribed stopping sight distance along Lindbergh Road is 150 feet.

Based on the site plan drawings and field measurements, the sight distance at the proposed site-access intersection would exceed 150 feet approaching the access from the north and south along Lindbergh Road. The intersection and stopping sight distance would exceed county standards for stopping sight distance at a posted speed of 25 mph.

### Entering Sight Distance

With a 25-mph posted speed limit on Lindbergh Road, the field-measured sight distances for the proposed site-access intersection with Lindbergh Road would exceed the required 250-foot requirement for entering sight distance for passenger vehicles, as shown in *ECM* Table 2-35.

The requirement of 325 feet for single-unit trucks would be met as well. Therefore, access entering sight distance **would** be acceptable at the proposed site-access location shown on the site plan. As the site is developed, the lines of sight to the north and south from the access point need to be kept clear of any sight distance obstructions.

2 Please state whether or not any improvements to the existing roadways are needed.

\* \* \* \* \*

1 Please indicate whether any traffic control will be needed or implemented during service times.

3 Please provide a discussion and breakdown of Road Impact Fees for this project. Please visit <https://publicworks.elpasoco.com/road-impact-fees/> for further information on the Road Impact Fee.

4 Please refer to *ECM* Appendix B2.3.D and B.2.4.D for study area and evaluation elements for a traffic memo and update the report accordingly.



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☰ Number: 1 Author: Daniel Torres Subject: Text Box Date: 12/14/2022 5:35:42 PM

Please indicate whether any traffic control will be needed or implemented during service times.

↩ Author: jchodsdon Subject: Sticky Note Date: 12/15/2022 10:58:18 AM

LSC Response: This comment has been addressed in the updated report.

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☰ Number: 2 Author: Daniel Torres Subject: Text Box Date: 3/7/2022 4:47:48 PM

Please state whether or not any improvements to the existing roadways are needed.

↩ Author: jchodsdon Subject: Sticky Note Date: 12/15/2022 10:58:27 AM

LSC Response: The updated report addresses this comment.

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☰ Number: 3 Author: Carlos Subject: Text Box Date: 12/7/2022 2:10:32 PM

Please provide a discussion and breakdown of Road Impact Fees for this project. Please visit <https://publicworks.elpasoco.com/road-impact-fees/> for further information on the Road Impact Fee.

↩ Author: jchodsdon Subject: Sticky Note Date: 12/15/2022 10:58:34 AM

LSC Response: Added as requested.

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☰ Number: 4 Author: Daniel Torres Subject: Text Box Date: 12/7/2022 2:10:20 PM

Please refer to ECM Appendix B2.3.D and B.2.4.D for study area and evaluation elements for a traffic memo and update the report accordingly.

↩ Author: jchodsdon Subject: Sticky Note Date: 12/15/2022 10:59:21 AM

LSC Response: A section has been added to the report to identify the study area and evaluation elements. The report has been updated accordingly.