

EPC 11/7/18

October 20, 2018

Katie Whitford, RLA  
 N.E.S. Inc.  
 619 North Cascade Avenue, Suite 200  
 Colorado Springs, CO 80903  
 kwhitford@nescolorado.com

**RE: Revised Transportation Memo, 1865 Woodmoor Drive**

Dear Ms. Whitford:

CLH Associates LLC has prepared this revised Transportation Memo for the proposed redevelopment of a site located at 1865 Woodmoor Road in Monument, CO. It is our understanding that the proposed project involves conversion of an existing 120-room hotel with restaurant to a 150-person inpatient drug and alcohol rehabilitation facility. One access point is proposed to Woodmoor Road opposite Monument Hill Road. A Transportation Memo is needed, documenting anticipated trip generation, to meet El Paso County requirements.

**Trip Generation Comparison**

Table 1 below presents the estimated trip generation for the existing 120 room hotel and the proposed 150 bed rehabilitation facility. For the hotel, ITE "Trip Generation", 9<sup>th</sup> edition rates were used for Land Use Code 310 – Hotel, which included amenities such as a restaurant. Unfortunately, no land use exists in ITE "Trip Generation" that is compatible with an inpatient rehabilitation center. The closest is a Land Use Code 620 – Nursing Home, but that land use has some key differences, and insufficient data exists to be usable for trip generation estimates.

Trip generation for the rehabilitation facility was therefore estimated based on projections received from the client for their expected daily operations. Table 2 presents the anticipated daily trip breakdown. A review of table 1 reveals an expected reduction in daily trips between the existing and proposed land use of 605 trips. For the AM peak hour, 9 additional entering and 10 fewer exiting trips are anticipated. During the PM peak hour, 17 fewer entering trip and 14 additional exiting trips are forecast. Due to the nature of the facility and the need for constant patient supervision, it is not anticipated that employees will be able to leave for breaks during shifts. During other hours of the day and evening, significantly fewer trips are anticipated with the new rehabilitation center.

**Table 1 – Estimated Trip Generation Comparison**

<u>Land Use</u>	<u>Daily</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>
Hotel (120 Rooms, LU 310)	701	38	26	37	35
Rehab Facility (150 Beds)	96	47	16	20	49
Net Change	-605	+9	-10	-17	+14

**Table 2 – Rehabilitation Center Anticipated Daily Trip Breakdown**

<u>Trip Type</u>	<u>Daily</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>
Day Shift Staff	47	47	0	0	47
Evening Shift Staff	18	0	0	18	0
Night Shift Staff	16	0	16	0	0
Patient Pickups	3	0	0	0	0
Patient Discharges	3	0	0	0	0
Visitation	2	0	0	1	1
Off-Site Excursions	2	0	0	0	0
Off-Site Patient Appointments	3	0	0	1	1
Deliveries	1	0	0	0	0
Supply Runs	1	0	0	0	0
<b>TOTALS</b>	<b>96</b>	<b>47</b>	<b>16</b>	<b>20</b>	<b>49</b>

**Traffic Impact Study Criteria**

Criteria stated in the El Paso County Engineering Criteria Manual, Appendix B, Section 1.2 - Levels of Analysis, Subsection D (No TIS Required), Subsection "Vehicular Traffic", were checked to see if a TIS is required for this proposed development. Items 1, 5 and 6 were required to be addressed in this memo.

- 1) Daily vehicle trip-end generation is less than 100 or the peak hour trip generation is less than 10. As shown in Table 2, daily vehicle trip generation is forecast to be 96 (less than 100). In addition, net daily and peak hour trip generation is forecast to be lower than for the existing site development. ***This development is forecast to result in a net reduction of daily (-605) and hourly (-1 in the AM peak and -3 in the PM peak) trip generation from this site.*** This criterion is met.
- 2) There are no additional proposed minor or major roadway intersections on major collectors, arterials, or State Highways. Only the existing site access is proposed. This criterion is met.
- 3) The increase in the number of vehicular trips does not exceed the existing trip generation by more than 10 peak hour trips or 100 daily trip ends. As seen in Table 1, daily trip generation will decrease by over 600 vehicles, while peak hour trips will decrease by a small amount. This criterion is met.
- 4) The change in the type of traffic to be generated (i.e., the addition of truck traffic) does not adversely affect the traffic currently planned for and accommodated within, and adjacent to, the property. There is no proposed change in traffic type. This criterion is met.
- 5) Acceptable LOS on the adjacent public roadways, accesses, and intersections will be maintained. Since net trip generation is forecast to be lower than for the existing site development, LOS should not be negatively affected by the proposed development. This criterion is met.
- 6) No roadway or intersection in the immediate vicinity has a history of safety or accident problems. To the best of my knowledge, the intersection of Woodmoor Road and Monument Hill Road is not known to have a history of crash problems. The intersection is not on any high crash location list. This criterion is met.

- 7) There is no change of land use with access to a State Highway. This site does not have access to a state highway. This criterion is met.

In conclusion, no TIS is required for this redevelopment. This should address all the items requested by El Paso County. Please let me know if there are any questions or comments.

Respectfully submitted,



Chuck Huffine, PE, PTOE  
President  
CLH Associates LLC

