



**Crossroads MU Chipotle  
Traffic Compliance Letter**

El Paso County, Colorado  
El Paso County EDARP File Number:

Traffic Engineer's Statement

The attached 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.



\_\_\_\_\_  
Mary Gormley, P.E., PE #0061101

\_\_\_\_\_  
January 22, 2025  
Date

Developer's Statement

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

DocuSigned by:  
*Danny Mientka*  
2FB047DEE16A435...

\_\_\_\_\_  
Mr. Danny Mientka  
Crossroads Development, LLC

\_\_\_\_\_  
3/11/2025  
Date

**Accepted for File**  
By: Gilbert LaForce, P.E.  
Engineering Manager  
Date: 05/14/2025 5:26:45 PM  
El Paso County Department of Public Works





January 22, 2025

Mr. Danny Mientka  
Crossroads Development, LLC  
90 South Cascade Avenue, Suite 1500  
Colorado Springs, Colorado 80903

Re: Crossroads MU Chipotle  
Traffic Compliance Letter  
El Paso County, Colorado

Dear Mr. Mientka,

This letter documents a traffic generation comparison for the proposed Chipotle project to be located on the southeast corner of Central Rail Way and Pacific Rail Point intersection in El Paso County, Colorado, within the Crossroads Mixed-Use Development. This project is a proposed to be a 2,300 square foot Chipotle restaurant. A conceptual site plan for the proposed site is attached.

A trip generation comparison between the proposed Chipotle versus the previous land use studied in the Crossroads Mixed Use Filing #2 Traffic Study Letter completed in April 6, 2023 was completed (excerpts of the original traffic study are attached). The original traffic study assumed a total of 11,000 square feet of fast-food restaurant divided between three lots. Therefore, two lots were originally studied as 4,000 square foot buildings and one lot as 3,000 square feet. To provide a conservative analysis, the lot has been assumed to occupy the original 3,000 square feet of fast-food restaurant.

The proposed access system into the site is to remain the same as identified in the original traffic study, with shared accesses into the site via Meadowbrook Parkway.

### **TRIP GENERATION COMPARISON**

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*<sup>1</sup> published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses.

For this study, Kimley-Horn used the ITE Trip Generation Manual average rates that apply to Fast-Food Restaurant with Drive-Through (ITE Land Use Code 934) for the currently proposed land use since the development provides a mobile pick-up drive-thru lane. The average rates that apply to Fast-Food Restaurant with Drive-Through (ITE Land Use Code 934) for the previous land use for traffic associated with this development were used based on the ITE 10<sup>th</sup> Edition (most recent at the time). The trip generation comparison summary is provided in the table below.

<sup>1</sup> Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.



**Crossroads MU Chipotle Traffic Generation Comparison**

| Land Use and Size  | Daily       | Weekday Vehicles Trips |           |            |              |            |            |
|--|-------------|------------------------|-----------|------------|--------------|------------|------------|
|  |             | AM Peak Hour           |           |            | PM Peak Hour |            |            |
|  |             | In                     | Out       | Total      | In           | Out        | Total      |
| <b>Original Traffic Study – Crossroads Mixed Use Filing #2</b> |             |                        |           |            |              |            |            |
| Fast Food w DT (ITE 934)<br>3,000 Square Feet                  | 1,414       | 62                     | 59        | 121        | 51           | 47         | 98         |
| <b>Current Proposal – Chipotle</b>                             |             |                        |           |            |              |            |            |
| Fast Food w DT (ITE 934)<br>2,300 Square Feet                  | 1,076       | 53                     | 50        | 103        | 40           | 36         | 76         |
| <b>Net Difference in Trips</b>                                 | <b>-338</b> | <b>-9</b>              | <b>-9</b> | <b>-18</b> | <b>-11</b>   | <b>-11</b> | <b>-22</b> |

As shown in the table and based on ITE Trip Generation calculations, Chipotle is expected to generate approximately 1,076 weekday daily trips, with 103 of these trips occurring during the morning peak hour and 76 of these trips occurring during the afternoon peak hour. Therefore, the difference in trip generation of the previous land use to the currently proposed use would be expected to result in a decrease in 338 daily trips, a decrease in 18 morning peak hour trips, and a decrease in 22 afternoon peak hour trips.

**ROAD IMPACT FEES**

Road impact fees were evaluated based on the El Paso County Road Impact Fee Schedule. Based on these fee schedule guidelines, the fee for 1,000 square feet is \$13,694. Therefore, the road impact fee for the proposed 2,300 square foot fast-food restaurant is expected to be \$31,496.20.

**ACCESS SPACING AND SIGHT DISTANCE EVALUATION**

Central Rail Way is likely a local roadway with a posted speed limit of 20 miles per hour. Therefore, the intersection spacing needs to provide at least 150 feet of separation. The access along Central Rail Way and Pacific Rail Point is approximately 175 feet.

It is recommended that sight triangles be provided at all site access points to give drivers exiting the site a clear view of oncoming traffic. Landscaping and objects within sight triangles must not obstruct drivers' views of the adjacent travel lanes. ECM design intersection sight distances for left turn from stop were evaluated at the accesses along Central Rail Way. The ECM Table 2-35 does not provide a sight distance for speed limits under 25 miles per hour. Therefore, using the AASHTO Green Book, the sight distance for vehicles to exit to the left onto Central Rail Way will need to be clear within the triangle created with a vertex point located 13 feet from the edge of the major road travel way and a line of sight distance of 225 in the middle of the westbound through lane.



**CONCLUSIONS**

The proposed Chipotle is expected to decrease traffic by 18 morning peak hour trips and 22 afternoon peak hour trips from what was previously studied in the approved Crossroads Mixed Use Filing #2 Traffic Study. Therefore, it is believed the proposed Chipotle is in traffic compliance with the original traffic study. The recommendation provided in the that study should remain valid for this development area. If you have any questions or require anything further, please feel free to call me.

Sincerely,  
KIMLEY-HORN AND ASSOCIATES, INC.

Mary Gormley, P.E.  
Project Traffic Engineer



# Conceptual Site Plan

# LOT 1 - CROSSROADS MIXED USE FILING NO. 3

COUNTY OF EL PASO, STATE OF COLORADO

## SITE PLAN

NOVEMBER 2024

### LEGEND

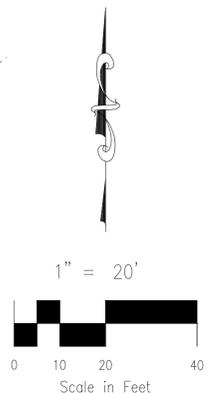
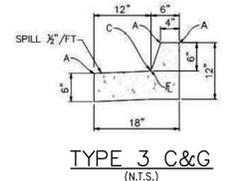
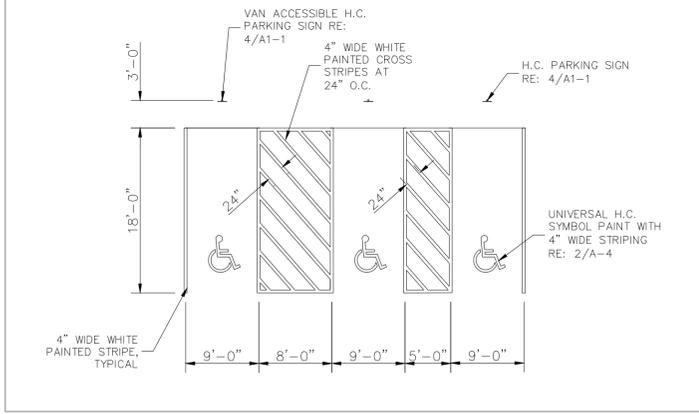
|  |                                    |
|--|------------------------------------|
|  | PROPOSED STORM SEWER PIPE          |
|  | PROPOSED STORM SEWER PIPE (OTHERS) |
|  | FILING BOUNDARY                    |
|  | PROPOSED UTILITY EASEMENT          |
|  | PROPOSED DRAINAGE EASEMENT         |
|  | PROPOSED BUILDING SETBACK          |
|  | LOT LINE                           |
|  | EX. SANITARY SEWER LINE            |
|  | EX. WATER LINE                     |
|  | EX. U/G ELECTRIC LINE              |
|  | EX. GAS                            |
|  | EX. CATV                           |
|  | EX. TELEPHONE                      |
|  | EX. FENCE                          |
|  | EX. STORM LINE                     |
|  | EX. STORM SEWER INLET              |
|  | EX. SANITARY SEWER MANHOLE         |
|  | EX. WATER VALVE                    |
|  | EX. FIRE HYDRANT                   |
|  | PROP. SANITARY SEWER SERVICE       |
|  | PROP. WATER SERVICE                |
|  | PROP. SANITARY SEWER MAIN          |
|  | PROP. WATER MAIN                   |
|  | EX. STORM MANHOLE                  |
|  | EX. STORM INLET                    |
|  | EX. SANITARY SEWER MANHOLE         |
|  | EX. WATER VALVE                    |
|  | STORM SEWER INLET                  |
|  | STORM SEWER MANHOLE                |
|  | PROPOSED CONCRETE                  |

### LEGEND

|  |                              |
|--|------------------------------|
|  | EX. SANITARY SEWER LINE      |
|  | EX. WATER LINE               |
|  | EX. U/G ELECTRIC LINE        |
|  | EX. GAS                      |
|  | EX. CATV                     |
|  | EX. TELEPHONE                |
|  | EX. FENCE                    |
|  | EX. STORM LINE               |
|  | EX. STORM SEWER INLET        |
|  | EX. SANITARY SEWER MANHOLE   |
|  | EX. WATER VALVE              |
|  | EX. FIRE HYDRANT             |
|  | PROP. SANITARY SEWER SERVICE |
|  | PROP. WATER SERVICE          |
|  | PROP. SANITARY SEWER MAIN    |
|  | PROP. WATER MAIN             |
|  | EX. STORM MANHOLE            |
|  | EX. STORM INLET              |
|  | EX. SANITARY SEWER MANHOLE   |
|  | EX. WATER VALVE              |
|  | STORM SEWER INLET            |
|  | STORM SEWER MANHOLE          |
|  | PROPOSED CONCRETE            |

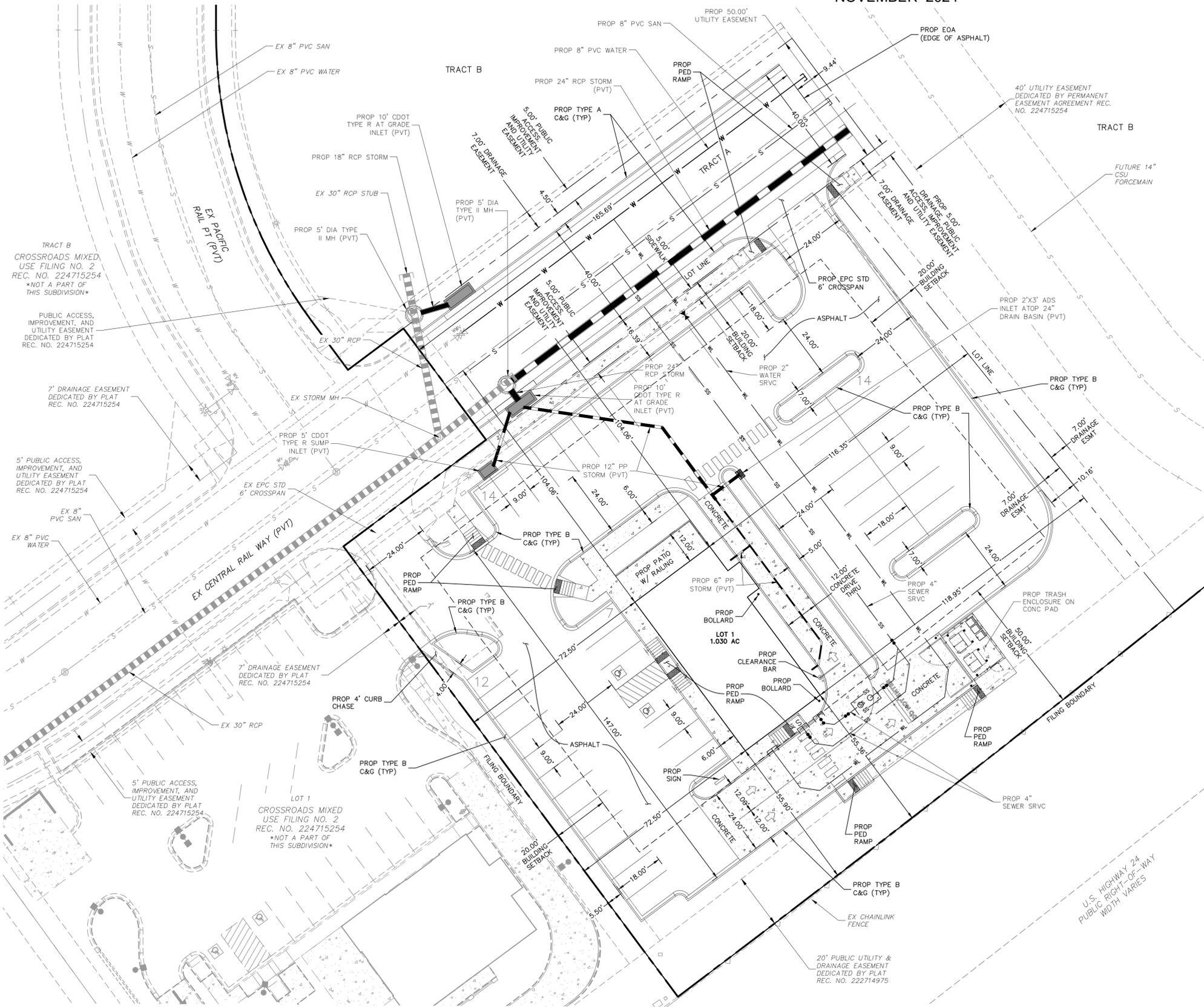
### HANDICAP PARKING DESIGN CRITERIA:

- RAMP SHALL NOT BE PLACED IN HANDICAPPED ACCESS AISLE, BUT SHALL BE PLACED WITHIN THE ADJOINING SIDEWALKS.
- ACCESS AISLES MAY NOT EXCEED 2% SLOPE IN ANY DIRECTION.
- HANDICAPPED RAMPS MAY NOT EXCEED A SLOPE OF 8%.
- THE MINIMUM WIDTH FOR HANDICAPPED RAMPS IS 36 INCHES.
- THE SIDES OF RAMPS MAY NOT EXCEED A SLOPE OF 10% UNLESS PROTECTED WITH A HANDRAIL.
- HANDICAPPED PARKING SHALL MEET ALL OTHER APPLICABLE CITY AND ADA CODE REQUIREMENTS.



SITE PLAN  
 LOT 1 - CROSSROADS MIXED USE FIL. NO. 3  
 JOB NO. 18-007  
 DATE PREPARED: NOVEMBER 2024  
 DATE REVISED:

EL PASO COUNTY FILE NO. PPRXXXX



LOT 1 - CROSSROADS MIXED USE FILING NO. 3

|                    |                                  |
|--------------------|----------------------------------|
| SITE PLAN          |                                  |
| DATE:              | 11/11/24                         |
| SCALE:             | HORIZONTAL: 1"=20' VERTICAL: N/A |
| PROJECT NO. 18-007 | DIM. BY: VAS                     |
| DESIGNED BY: VAS   | ATP BY: VAS                      |
| DRAWN BY: VAS      | CHECKED BY: VAS                  |
| SHEET 1 OF 1       |                                  |
| SITE01             |                                  |

210 N. WABATCH AVE. STE 303  
 COLORADO SPRINGS CO 80903  
 PHONE: 719.555.5465



FOR AND ON BEHALF OF  
 CIVIL CONSULTANTS, INC.

|            |     |       |     |              |
|------------|-----|-------|-----|--------------|
| REVISIONS: | NO. | DATE: | BY: | DESCRIPTION: |
|            |     |       |     |              |
|            |     |       |     |              |
|            |     |       |     |              |
|            |     |       |     |              |

THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARE OF THESE PLANS.

CAUTION

## Original Traffic Study



**Crossroads Mixed Use Filing #2**  
**Traffic Study**

El Paso County, Colorado  
El Paso County EDARP File Number: SF 2238

Traffic Engineer's Statement

The attached 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.



\_\_\_\_\_  
Jeffrey R. Planck, P.E., PE #53006

\_\_\_\_\_  
April 6, 2023  
Date

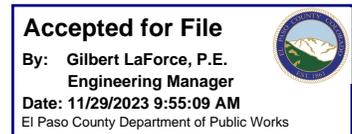
Developer's Statement

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

*Kelly Nelson*

\_\_\_\_\_  
Ms. Kelly Nelson  
Pikes Peak Investments LLC  
c/o The Equity Group  
90 South Cascade Avenue  
Suite 1500  
Colorado Springs, Colorado 80903

\_\_\_\_\_  
April 7, 2023  
Date





April 6, 2023

Ms. Kelly Nelson  
Pikes Peak Investments LLC  
c/o The Equity Group  
90 South Cascade Avenue  
Suite 1500  
Colorado Springs, Colorado 80903

Re: Crossroads Mixed Use Filing #2 Traffic Study Letter  
SWC of Meadowbrook Parkway and Newt Drive  
El Paso County, Colorado

Dear Ms. Nelson:

This traffic study letter has been prepared for the proposed Crossroads Mixed Use development to be located on the southwest corner of the Meadowbrook Parkway and Newt Drive intersection in El Paso County, Colorado. The *Crossroads Mixed Use Traffic Study Letter* completed in April 2022 included an evaluation for the development areas of both Filing #1 and Filing #2 and was submitted for approval of Filing #1. The traffic study letter completed in April 2022 was an addendum to the *Crossroads-Meadowbrook-Reagan Ranch Master Traffic Impact Study* (MTIS) to provide a site-specific analysis for the Crossroads Mixed Use development. For the purposes of this analysis, this letter is provided for approval of Filing #2 and will identify the appropriate off-site improvements associated separately with Filing #1 and Filing #2. For the purposes of this analysis, full buildout of Crossroads Mixed Use Filing #2 will include 10,000 square feet of retail and a 2,500 square foot coffee shop while Filing #1 and future filings were also included for evaluation. Filing #1 consists of 306 multifamily housing units and the future filings consist of a 14,000 square foot pharmacy, 8,000 square feet of sit down restaurant, and 11,000 square feet of fast food restaurant. The retail Filing #2 and future filings portion of the project are located on the east side of the site while the Filing #1 residential portion is located on the west side of the site. A conceptual site plan of the project is attached. Consistent with the original MTIS, an initial phase of development was evaluated in a 2026 horizon while full buildout was evaluated in the long-term 2040 horizon.

A vicinity map illustrating the location of the property is attached as **Figure 1**. The surrounding area primarily consists of vacant land, industrial uses, and residential use. The existing site is comprised of undeveloped land while residential and industrial uses are located north and northeast of the project site, respectively. The site area is shown in the aerial of attached **Figure 2**.

The purpose of this study is to identify project traffic generation characteristics and potential project traffic related impacts on the local street system, as well as to develop mitigation measures required for identified impacts. The intersection of Meadowbrook Parkway and Newt Drive was incorporated into this traffic study in accordance with El Paso County standards and requirements. In addition, one private driveway access (west access) and two private street accesses (middle and east accesses) located on the south side of the future Meadowbrook Parkway extension were also evaluated.

#### **Existing Roadway Network and Traffic Counts**

Regional access to the project is provided by Interstate 25 (I-25) and US-24 while primary access to the project will be provided by Meadowbrook Parkway, State Highway 94 (SH-94), and Newt Drive. Direct access will be provided by three accesses located along the south side of Meadowbrook Parkway. The east private street access along Meadowbrook Parkway will be restricted to right-in/right-out movements while the west and middle accesses will provide full turning movements.



the afternoon peak for areas that apply. Phase 1 development of Crossroads Mixed Use in 2026 is expected to generate approximately 9,756 daily weekday external vehicle trips with 944 of these trips occurring during the morning peak hour and 678 trips occurring during the afternoon peak hour. The Phase 1 retail development area of Filing #2 is expected to generate approximately 3,306 total daily vehicle trips with 379 of these trips occurring during the morning peak hour and 209 trips occurring during the afternoon peak hour. Calculations were based on the procedure and information provided in the ITE Trip Generation Manual, 10th Edition – Volume 1: User’s Guide and Handbook, 2017. **Table 1** provides the estimated trip generation for Phase 1 of the project. The trip generation calculations are attached.

**Table 1 – Crossroads Mixed Use Phase 1 Traffic Generation**

| Filing   | Use                                    | Quantity  | Daily        | Weekday Vehicle Trips |            |            |              |            |            |
|--|--|-----------|--------------|-----------------------|------------|------------|--------------|------------|------------|
|  |  |           |              | AM Peak Hour          |            |            | PM Peak Hour |            |            |
|  |  |           |              | In                    | Out        | Total      | In           | Out        | Total      |
| <b>Crossroads Mix Use</b>                              |  |           |              |                       |            |            |              |            |            |
| #1   | Mid-Rise Multifamily Housing (ITE 221) | 306 Units | 1,666        | 27                    | 75         | 102        | 79           | 51         | 130        |
| #2   | Shopping Center (ITE 820)              | 10,000 SF | 1,256        | 97                    | 60         | 157        | 48           | 51         | 99         |
|  | Coffee Shop (ITE 937)                  | 2,500 SF  | 2,050        | 113                   | 109        | 222        | 55           | 55         | 110        |
|  | Filing #2 Sum                          |           | 3,306        | 210                   | 169        | 379        | 103          | 106        | 209        |
| Future   | Sit Down Restaurant (ITE 932)          | 4,000 SF  | 450          | 22                    | 18         | 40         | 24           | 15         | 39         |
|  | Fast Food Restaurant (ITE 934)         | 11,000 SF | 5,182        | 225                   | 217        | 442        | 187          | 172        | 359        |
|  | Future Filings Sum                     |           | 5,632        | 247                   | 235        | 482        | 211          | 187        | 398        |
| Total Crossroads Mix Use Trips                         |  |           | 10,604       | 484                   | 479        | 963        | 393          | 344        | 737        |
| <b>Crossroads Mix Use Trips after Internal Capture</b> |  |           | <b>9,756</b> | <b>475</b>            | <b>469</b> | <b>944</b> | <b>361</b>   | <b>316</b> | <b>678</b> |

With full project buildout of Crossroads Mixed Use, the project is expected to generate approximately 11,574 daily weekday external vehicle trips with 1,036 of these trips occurring during the morning peak hour and 846 trips occurring during the afternoon peak hour. The retail development area of Filing #2 is expected to generate approximately 3,306 total daily vehicle trips with 379 of these trips occurring during the morning peak hour and 209 trips occurring during the afternoon peak hour. **Table 2** provides the estimated trip generation for full buildout of the project.

**Table 2 – Crossroads Mixed Use Buildout Traffic Generation**

| Filing   | Use                                    | Quantity  | Daily         | Weekday Vehicle Trips |            |              |              |            |            |
|--|--|-----------|---------------|-----------------------|------------|--------------|--------------|------------|------------|
|  |  |           |               | AM Peak Hour          |            |              | PM Peak Hour |            |            |
|  |  |           |               | In                    | Out        | Total        | In           | Out        | Total      |
| <b>Crossroads Mix Use</b>                              |  |           |               |                       |            |              |              |            |            |
| #1   | Mid-Rise Multifamily Housing (ITE 221) | 306 Units | 1,666         | 27                    | 75         | 102          | 79           | 51         | 130        |
| #2   | Shopping Center (ITE 820)              | 10,000 SF | 1,256         | 97                    | 60         | 157          | 48           | 51         | 99         |
|  | Coffee Shop (ITE 937)                  | 2,500 SF  | 2,050         | 113                   | 109        | 222          | 55           | 55         | 110        |
|  | Filing #2 Sum                          |           | 3,306         | 210                   | 169        | 379          | 103          | 106        | 209        |
| Future   | Pharmacy (ITE 881)                     | 14,000 SF | 1,528         | 29                    | 25         | 54           | 72           | 72         | 144        |
|  | Sit Down Restaurant (ITE 932)          | 8,000 SF  | 898           | 44                    | 36         | 80           | 48           | 30         | 78         |
|  | Fast Food Restaurant (ITE 934)         | 11,000 SF | 5,182         | 225                   | 217        | 442          | 187          | 172        | 359        |
|  | Future Filings Sum                     |           | 7,608         | 298                   | 278        | 576          | 307          | 274        | 581        |
| Total Crossroads Mix Use Trips                         |  |           | 12,580        | 535                   | 522        | 1,057        | 489          | 431        | 920        |
| <b>Crossroads Mix Use Trips after Internal Capture</b> |  |           | <b>11,574</b> | <b>524</b>            | <b>512</b> | <b>1,036</b> | <b>450</b>   | <b>397</b> | <b>846</b> |

El Paso County has requested a trip generation comparison for the Crossroads Mixed Use project to identify traffic compliance with the original *Crossroads-Meadowbrook-Reagan Ranch MTIS* completed by Kimley-Horn in February 2022. The original traffic study included the same land uses and sizes for both phase 1 and buildout except the Mid-Rise Multifamily Housing use was evaluated with 300 dwelling units in the original traffic study and is now being evaluated with 306 dwelling units in the current proposal. This increase of six (6) additional dwelling units in anticipated to generate 30 more daily trips,



|                    |  |                  |                   |
|--------------------|--|------------------|-------------------|
| <i>Project</i>     | Crossroads-Meadowbrook-Raegan Ranch (Original User)                |                  |                   |
| <i>Subject</i>     | Trip Generation for Fast-Food Restaurant with Drive-Through Window |                  |                   |
| <i>Designed by</i> | MAG  | <i>Date</i>      | November 19, 2024 |
| <i>Checked by</i>  |  | <i>Date</i>      |                   |
|                    |  | <i>Job No.</i>   | 296049000         |
|                    |  | <i>Sheet No.</i> | 1 of 1            |

**TRIP GENERATION MANUAL TECHNIQUES**

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Fast Food Restaurant With Drive-Through Window (934)

Independant Variable - 1000 Square Feet Gross Floor Area (X)

Gross Floor Area = 3,000 Square Feet

X = 3.000

T = Average Vehicle Trip Ends

**Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series page 158)**

|                   |  |
|-------------------|--|
| Average Weekday   | Directional Distribution: 51% ent. 49% exit. |
| T = 40.19 (X)     | T = 121 Average Vehicle Trip Ends            |
| T = 40.19 * 3.000 | 62 entering 59 exiting                       |
|                   | 62 + 59 (*) = 121                            |

**Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series page 159)**

|                   |  |
|-------------------|--|
| Average Weekday   | Directional Distribution: 52% ent. 48% exit. |
| T = 32.67 (X)     | T = 98 Average Vehicle Trip Ends             |
| T = 32.67 * 3.000 | 51 entering 47 exiting                       |
|                   | 51 + 47 = 98                                 |

**Weekday (900 Series page 157)**

|                    |   |
|--------------------|---|
| Average Weekday    | Directional Distribution: 50% entering, 50% exiting |
| T = 470.95 (X)     | T = 1414 Average Vehicle Trip Ends                  |
| T = 470.95 * 3.000 | 707 entering 707 exiting                            |
|                    | 707 + 707 = 1414                                    |

## Proposed Trip Generation Worksheets



Project Crossroads MU Chipotle (Proposed User)  
 Subject Trip Generation for Fast-Food Restaurant with Drive-Through Window  
 Designed by MAG Date January 22, 2025 Job No. 296049000  
 Checked by \_\_\_\_\_ Date \_\_\_\_\_ Sheet No. 1 of 1

**TRIP GENERATION MANUAL TECHNIQUES**

ITE Trip Generation Manual 11th Edition, Average Rates

Land Use Code - Fast-Food Restaurant with Drive-Through Window (934)

Independent Variable - 1000 Square Feet (X)

SF = 2,300

X = 2.300

T = Average Vehicle Trip Ends

**Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series Page 726)**

(T) = 44.61 (X)  
 (T) = 44.61 \* (2.3)

Directional Distribution: 51% ent. 49% exit.  
 T = 103 Average Vehicle Trip Ends  
 53 entering 50 exiting  
 53 + 50 = 103

**Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 727)**

(T) = 33.03 (X)  
 (T) = 33.03 \* (2.3)

Directional Distribution: 52% ent. 48% exit.  
 T = 76 Average Vehicle Trip Ends  
 40 entering 36 exiting  
 40 + 36 = 76

**Weekday (900 Series Page 725)**

(T) = 467.48 (X)  
 (T) = 467.48 \* (2.3)

Directional Distribution: 50% ent. 50% exit.  
 T = 1076 Average Vehicle Trip Ends  
 538 entering 538 exiting  
 538 + 538 = 1076