

# ***COLORADO PUMPKIN PATCH***


## ***SPECIAL USE TRAFFIC IMPACT STUDY***

***El Paso County, Colorado***

***April 2023***

***Completed By:***

***Brett Louk, P.E.***



Add PCD File  
AL-2217

# **SMH**

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Remove references to access on HWY 105 throughout the report.

Revise to state a deviation has been submitted and has been denied by the Deputy County Engineer.

Remove statement.

**EXECUTIVE SUMMARY**

SMH Consultants, P.A. completed a traffic impact study, to support the special use application, for the tulip festival and pumpkin patch to be held at the Colorado Pumpkin Patch located at 18065 Saddlewood Road in El Paso County, Colorado. The application also includes a deviation request seeking access from Highway 105 for weekend traffic (Friday, Saturday, and Sunday) to the events. **This access will remain closed, and un-used, the rest of the days that the events are open.** The tulip festival is planned to take place over two weekends in May and the pumpkin patch is planned to take place the last two weeks of September and all of October.

Attendance information, from last year's events, was utilized to determine the number of trips generated by the tulip festival and pumpkin patch. These generated trips, along with the peak hour counts, were then used to perform a level of service (LOS) analysis for the following intersections: Saddlewood Rd./Canterbury Dr.; Canterbury Dr./Hwy. 105; Cherry Springs Ranch Dr./Hwy. 105; and Appaloosa Rd./Hwy. 105. The LOS analysis for all intersections indicated that the LOS for all approaches to the intersection would continue to operate at LOS B or better, for the A.M. and P.M. peak hours of the events. This remains true for the existing plus development, short-range horizon, and long-range horizon scenarios. It should be noted that the intersection LOS analysis, for each intersection, was completed with the existing lane configuration and no auxiliary lanes were accounted for.

The letter of intent indicates events through the first week of November. Revise accordingly.

Auxiliary lane analyses showed that a westbound left turn lane and eastbound right turn lane are warranted at the intersection of Canterbury Dr. and Highway 105 during the weekday A.M. and P.M. peak hours. A southbound left turn lane is warranted at the intersection of Canterbury Dr. and Saddlewood Rd. during the weekday and weekend A.M. and P.M. peak hours. A westbound left turn lane is warranted at the intersection of Appaloosa Rd. and Highway 105 during the weekday A.M. peak hour. A westbound left turn lane and eastbound right turn lane are warranted at the intersection of Cherry Springs Ranch Dr. and Highway 105 for the weekend A.M. and P.M. peak hours. No right turn acceleration lanes are warranted at any of the study intersections. Since these events only occur during a small portion of the year, an alternative to constructing the warranted auxiliary lanes would be for the property owner to hire traffic flaggers, or off-duty sheriff deputies, to direct traffic during the times that the events are operating.

Based on the analysis presented in this report, the proposed tulip festival and pumpkin patch are not expected to have any negative impacts on the roadway network and existing accesses.

Please indicate why Roller Coaster Rd/Hwy 105, hwy 83/Hwy 105 and Roller coaster/Sahara Rd intersections were not studied. If the threshold per criteria was not met then please state that, otherwise these intersections should be analyzed.

**CON**

... of the Colorado Pumpkin Patch has requested that SMH Consultants, P.A. conduct a Traffic Impact Study (TIS) to support a special use application for a tulip festival and pumpkin patch. The tulip festival is planned to...

Submit a deviation request for auxiliary lanes for review by Deputy County Engineer. Deviation should include justification for not constructing lanes and provide regional examples where flaggers are an appropriate alternative. Provide an exhibit at the end of the deviation request that shows a flagging plan that includes signage, amount of flaggers, time of day they will be active, etc.

take place over two weekends in May and will operate from 9 A.M. to 5 P.M. on Friday, Saturday, and Sunday. The pumpkin patch is planned to take place the last two weeks of September and the entire month of October and will operate from 9 A.M. to 5 P.M. seven days of the week. The purpose of this study is to determine the traffic impacts of the tulip festival and pumpkin patch on the surrounding transportation network. A vicinity map has been included in the appendix of this report.

This TIS will determine the trips generated by the tulip festival and pumpkin patch, perform a level of service (LOS) analysis for the following intersections: Saddlewood Rd./Canterbury Dr.; Canterbury Dr./Hwy. 105; Cherry Springs Ranch Dr./Hwy. 105; and Appaloosa Rd./Hwy. 105, perform auxiliary lane analyses at each intersection, and identify any improvements that may be required to the surrounding transportation network.

### **METHODOLOGY**

On December 17<sup>th</sup> and 21<sup>st</sup> 2022, SMH Consultants conducted weekday and weekend A.M. and P.M. peak hour turning movement counts at the intersections of Saddlewood Rd./Canterbury Dr. and Canterbury Dr./Hwy. 105. Upon further discussion with El Paso County staff, further intersections were identified that would need analyzed. On March 14<sup>th</sup> and 18<sup>th</sup> 2023, SMH Consultants conducted weekday and weekend A.M. and P.M. peak hour turning movement counts at the intersections of Cherry Springs Ranch Dr./Hwy. 105 and Appaloosa Rd./Hwy. 105. All turning movement count information has been included in the appendix of this report.

McTrans HCS7 Software was used to analyze the existing, existing plus development, short-range horizon, and long-range horizon scenarios for all aforementioned intersections.

Intersection Level of Service (LOS) is a concept defined by the *Highway Capacity Manual* (HCM) to qualitatively describe operating conditions within a traffic stream. LOS is typically stratified into six categories (A through F). These range from LOS A indicating free-flow, low density, or nearly negligible delay conditions to LOS F where demand exceeds capacity and large queues are experienced.

For unsignalized intersections, the HCM uses control delay, measured in average seconds of delay per vehicle, as the basis for determining LOS. Control delay at an intersection is the average stopped time per vehicle traveling through the intersection plus the movements at slower speeds due to the vehicles moving up in the queue or slowing upstream of the approach. For two-way stop-controlled intersections, individual approach delays as well as an overall average delay are calculated for each intersection. Table 1 below shows the LOS criteria for an unsignalized intersection.

Level of Service	Control Delay Range (s/veh)
	Unsignalized
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

**Table 1: LOS Criteria**

### **EXISTING CONDITIONS**

The existing site is located at 18065 Saddlewood Road in El Paso County, Colorado. The existing site consists of a single-family home, outbuildings, and agricultural ground. The site is bordered by Saddlewood Rd. to the south, residential properties to the east and west, and Highway 105 to the north. Canterbury Dr. is located west of the site and Appaloosa Rd. is located east of the site.

Saddlewood Rd. is a two-lane gravel road that is approximately 28-feet wide, with roadside ditches on both sides, and is classified as a rural local road. At the intersection with Canterbury Dr., westbound Saddlewood Rd. consists of a shared right/left lane. There is no eastbound approach to the intersection of Saddlewood Rd. and Canterbury Dr. Saddlewood Rd. does not have a posted speed limit, however, based on the posted speed limit for Canterbury Dr. and Appaloosa Rd., the speed limit is assumed to be 25 mph. Intersection sight distance at this intersection is adequate in both directions. An intersection sight distance exhibit has been included in the appendix of this report.

Canterbury Dr. is a two-lane paved road that is approximately 28-feet wide, with roadside ditches on both sides, and is classified as a rural local road. At the intersection with Saddlewood Rd., northbound Canterbury Dr. consists of a shared thru/right lane and southbound consists of a shared thru/left lane. At the intersection with Highway 105, northbound Canterbury Dr. consists of a shared right/left lane. There is no southbound approach to the intersection of Canterbury Dr. and Highway 105. Canterbury Dr. has a posted speed limit of 25 mph. Intersection sight distance at this intersection is adequate in both directions. An intersection sight distance exhibit has been included in the appendix of this report.

Cherry Springs Ranch Dr. is a two-lane paved road that is approximately 28-feet wide, with roadside ditches on both sides, and is classified as a rural local road. At the intersection with Highway 105, southbound Cherry Springs Ranch Dr. consists of a shared left/right lane. There is no northbound approach to the intersection of Cherry Springs Ranch Dr. and Highway 105. Cherry Springs

Update to provide ECM sight distance requirements in the narratives above and compare to what is out in the field. Also list ECM criteria for stacking, storage, and taper for every affected auxiliary lane and access and state whether this access can be met. If it cannot be met, state the required modifications so that it can be met

Ranch Dr. has a posted speed limit of 30 mph. Intersection sight distance at this intersection is adequate in both directions. An intersection sight distance exhibit has been included in the appendix of this report.

Appaloosa Rd. is a two-lane gravel road that is approximately 28-feet wide with roadside ditches on both sides, and is classified as a rural local road. At the intersection with Highway 105, northbound Appaloosa Rd. consists of a single left/right lane. There is no southbound approach to the intersection of Appaloosa Rd. and Highway 105. Appaloosa Rd. has a posted speed limit of 25 mph. Intersection sight distance at this intersection is adequate in both directions. An intersection sight distance exhibit has been included in the appendix of this report.

Highway 105 is a two-lane paved road that is approximately 24-feet wide with roadside ditches on both sides, and is classified as a principal arterial. Currently, Highway 105 is undergoing a corridor analysis, from Interstate 25 to Highway 83, to determine improvements that may be necessary along this stretch of Highway 105. At this time, the section of Highway 105, adjacent to the Colorado Pumpkin Patch, is recommended to be a three-lane section with one thru lane in each direction and center left turn lanes at major intersections. It should be noted that the intersections studied in this report for the tulip festival were not studied as part of the El Paso County Highway 105 Traffic Study Update, performed by HDR, as they were considered side roads with insignificant traffic volumes. At the intersection with Canterbury Dr., eastbound Highway 105 consists of a shared thru/right lane and westbound consists of a shared thru/left lane. At the intersection with Cherry Springs Ranch Dr., eastbound Highway 105 consists of a shared thru/left lane and westbound consists of a shared thru/right lane. At the intersection with Appaloosa Rd., eastbound Highway 105 consists of a shared thru/right lane and westbound consists of a shared thru/left lane. Highway 105 has a posted speed limit of 50 mph.

Based on information provided in the El Paso County Highway 105 Traffic Study Update, performed by HDR, Highway 105 has peak hours of 7 A.M. to 8 A.M. and 5 P.M. to 6 P.M. However, these peak hours are different than the A.M. and P.M. peak hours for the tulip festival and pumpkin patch. Based on information provided by the owner, from last year's festivals, the A.M. peak hour is 9 A.M. to 10 A.M. and the P.M. peak hour is 1 P.M. to 2 P.M. Therefore, SMH Consultants performed existing turning movement counts for the timeframes coinciding with the peak hours of the tulip festival. Existing peak hour counts and turning movements can be seen in the appendix of this report.

Table 2 shows the existing weekday level of service for each intersection. Detailed intersection level of service calculations for each intersection are provided in the appendix.

please clarify whether these peak hrs also apply to the pumpkin patch or is it strictly the tulip festival. If just the tulip festival then what are the peak hrs for the pumpkin patch and why weren't counts performed at that events peak hrs? Please address.

Intersection	Movement	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
		Delay (s)	LOS	95% Queue	Delay (s)	LOS	95% Queue
Canterbury & Saddlewood	WB RT/LT	8.4	A	0'	8.5	A	0'
	NB Thru/RT	7.2	A	0'	7.2	A	0'
	SB Thru/RT	7.2	A	0'	7.2	A	0'
Canterbury & Hwy 105	EB Thru/RT	7.6	A	0'	7.5	A	0'
	WB Thru/LT	7.5	A	0'	7.7	A	0'
	NB RT/LT	9.9	A	0'	11	B	0'
Cherry Springs Ranch & Hwy 105	EB Thru/LT	7.6	A	0'	7.5	A	0'
	WB Thru/RT	7.5	A	0'	7.5	A	0'
	SB RT/LT	9.9	A	0'	10.3	B	0'
Appaloosa & Hwy 105	EB Thru/RT	7.6	A	0'	7.5	A	0'
	WB Thru/LT	7.5	A	0'	7.5	A	0'
	NB RT/LT	9.9	A	0'	9.8	A	0'

**Table 2: Existing Intersection Weekday LOS**

Table 3 shows the existing weekend level of service for each intersection.

Intersection	Movement	Weekend A.M. Peak Hour			Weekend P.M. Peak Hour		
		Delay (s)	LOS	95% Queue	Delay (s)	LOS	95% Queue
Canterbury & Saddlewood	WB RT/LT	8.3	A	0'	8.4	A	0'
	NB Thru/RT	7.2	A	0'	7.2	A	0'
	SB Thru/RT	7.2	A	0'	7.2	A	0'
Canterbury & Hwy 105	EB Thru/RT	7.5	A	0'	7.6	A	0'
	WB Thru/LT	7.5	A	0'	7.6	A	0'
	NB RT/LT	10.4	B	0'	10.6	B	2.5'
Cherry Springs Ranch & Hwy 105	EB Thru/LT	7.6	A	0'	7.5	A	0'
	WB Thru/RT	7.4	A	0'	7.6	A	0'
	SB RT/LT	9.8	A	0'	9.5	A	0'
Appaloosa & Hwy 105	EB Thru/RT	7.6	A	0'	7.5	A	0'
	WB Thru/LT	7.5	A	0'	7.6	A	0'
	NB RT/LT	10.3	B	0'	9.2	A	0'

**Table 3: Existing Intersection Weekend LOS**

**PROJECT DESCRIPTION**

The tulip festival event will be held two weekends in May and will operate from 9 A.M. to 5 P.M. Friday, Saturday, and Sunday. The pumpkin patch will be held the last two weeks of September and the entire month of October and will operate from 9 A.M. to 5 P.M. seven days a week. Weekday access to the pumpkin patch will be via Saddlewood Rd. Vehicles will access Saddlewood Rd., from Highway

Update to include first week of November.

Adjust analysis to exclude access off HYW 105.

Remove last sentence since deviation was disapproved.

105, via Canterbury Dr. and Appaloosa Rd. Weekend access, including Fridays, to the tulip festival and pumpkin patch will be via a new driveway off of Highway 105 that will line up with Cherry Springs Ranch Dr.

Note: if this application is approved, applicant may be required to resubmit a TIS with updated counts based on 2023 events per previous conversations with staff.

**TRIP GENERATION**

The Institute of Transportation Engineers (ITE), *Trip Generation Report, Edition*, does not provide trip generation data for events due to the internal use of event venues and wide variability in event attendance. The owner provided SMH Consultants attendance information from last year's festival. SMH then used this information to determine the A.M. and P.M. peak hours for the festivals. A ratio of one vehicle for every two persons was assumed. The A.M. peak hour was broken into 90% entering and 10% exiting, the P.M. peak hour was broken into 70% entering and 30% exiting, and the daily trips were broken into 50% entering and 50% exiting. Table 4 shows the weekday daily, A.M. peak hour, and P.M. peak hour trips for the tulip festival and pumpkin patch.

	Attendance (ppl)	Daily			A.M. PH			P.M. PH		
		Total	In	Out	Total	In	Out	Total	In	Out
Max. Weekday	908	454	227	227						
A.M. Peak Hr	298				149	134	15			
P.M. Peak Hr	124							62	43	19

**Table 4: Weekday Generated Trips**

Table 5 shows the weekend daily, A.M. peak hour, and P.M. peak hour trips for the tulip festival and pumpkin patch. The same entering and exiting percentages, as stated above for the weekday trips, were applied for the weekend trips.

	Attendance (ppl)	Daily			A.M. PH			P.M. PH		
		Total	In	Out	Total	In	Out	Total	In	Out
Max. Weekend	3356	1678	839	839						
A.M. Peak Hr	346				173	156	17			
P.M. Peak Hr	472							236	212	24

**Table 5: Weekend Generated Trips**

**TRIP DISTRIBUTION**

There are many ways to distribute trips that are entering or exiting a proposed development. For the purposes of this study, SMH assumed that 60% of the site generated traffic would be coming from, or going to, the west and 40% would be coming from, or going to, the east. This directional distribution was largely based on Interstate 25 being located west of the site and Highway 83 being located east of the site.



105?

From this initial directional distribution, weekday trips were further distributed amongst the intersections of Canterbury Dr./Hwy. 105 and Appaloosa Rd./Hwy. 105. For the trips coming from, or going to, the west, it was assumed that 90% of those trips would utilize the Canterbury Dr. and Highway 105 intersection and 10% would utilize the Appaloosa Rd. and Highway 105 intersection. For the trips coming from, or going to, the east, it was assumed that 80% of those trips would utilize the Canterbury Dr. and Highway 105 intersection and 20% would utilize the Appaloosa Rd. and Highway 25 intersection. Canterbury Dr. is a paved road, whereas Appaloosa Rd. is not, and the preferred route for mobile map services that visitors might use to get to the festival. Thus, the intersection of Canterbury Dr. and Highway 105 received a larger distribution of the festival generated trips.

For weekend trips, the site generated trips were distributed amongst the intersections of Canterbury Dr./Hwy. 105, Cherry Springs Ranch Dr./Hwy. 105 and Appaloosa Rd./Hwy. 105. As stated in the deviation request, weekend traffic would be allowed to utilize a new driveway off of Highway 105 that would line up with Cherry Springs Ranch Dr. For the trips coming from, or going to, the west, it was assumed that 85% of those trips would utilize the new driveway, 10% would utilize the Canterbury Dr. and Highway 105 intersection and the remaining 5% would utilize the Appaloosa Rd. and Highway 105 intersection. For the trips coming from, or going to, the east, it was assumed that 85% would utilize the new driveway, 10% would utilize the Canterbury Dr. and Highway 105 intersection and the remaining 5% would utilize the Appaloosa Rd. and Highway 105 intersection.

An exhibit has been included in the appendix of this report showing the distribution of the site generated trips.

**EXISTING PLUS DEVELOPMENT**

Existing plus development conditions combine the existing A.M. and P.M. peak hour turning movements with the A.M. and P.M. peak hour traffic generated by the site. The existing plus development peak hour turning movements can be seen in the appendix of this report. Detailed intersection level of service calculations for each intersection are provided in the appendix. Table 6 shows the existing plus development weekday level of service for all the study intersections.

Remove HWY 105 access from analysis.

This distribution percentage using Appaloosa Rd seems high. As stated in the narrative, Appaloosa is a gravel road and it is a circuitous route. Per mobile map services it appears Appaloosa Rd is not suggested as a route.

*This space intentiona*

Intersection	Movement	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
		Delay (s)	LOS	95% Queue	Delay (s)	LOS	95% Queue
Canterbury & Saddlewood	WB RT/LT	8.5	A	2.5'	8.5	A	2.5'
	NB Thru/RT	7.2	A	0'	7.2	A	0'
	SB Thru/RT	7.4	A	7.5'	7.3	A	2.5'
Canterbury & Hwy 105	EB Thru/RT	7.6	A	0'	7.5	A	0'
	WB Thru/LT	7.8	A	2.5'	7.8	A	0'
	NB RT/LT	11.3	B	2.5'	11.4	B	2.5'
Cherry Springs Ranch & Hwy 105	EB Thru/LT	7.8	A	0'	7.6	A	0'
	WB Thru/RT	7.5	A	0'	7.5	A	0'
	SB RT/LT	10.3	B	0'	10.4	B	0'
Appaloosa & Hwy 105	EB Thru/RT	7.7	A	0'	7.6	A	0'
	WB Thru/LT	7.5	A	0'	7.5	A	0'
	NB RT/LT	10.4	B	0'	9.9	A	0'

**Table 6: Existing + Development Weekday Intersection LOS**

Table 7 shows the existing plus development weekend level of service for all the study intersections.

Intersection	Movement	Weekend A.M. Peak Hour			Weekend P.M. Peak Hour		
		Delay (s)	LOS	95% Queue	Delay (s)	LOS	95% Queue
Canterbury & Saddlewood	WB RT/LT	8.3	A	0'	8.4	A	0'
	NB Thru/RT	7.2	A	0'	7.2	A	0'
	SB Thru/RT	7.3	A	0'	7.3	A	0'
Canterbury & Hwy 105	EB Thru/RT	7.5	A	0'	7.6	A	0'
	WB Thru/LT	7.7	A	0'	8.0	A	0'
	NB RT/LT	11.4	B	2.5'	12.3	B	2.5'
Cherry Springs Ranch & Hwy 105	EB Thru/LT/RT	7.6	A	0'	7.5	A	0'
	WB Thru/LT/RT	7.7	A	2.5'	8.1	A	5'
	NB Thru/LT/RT	11.4	B	2.5'	12.3	B	2.5'
	SB Thru/LT/RT	10.7	B	2.5'	10.6	B	0'
Appaloosa & Hwy 105	EB Thru/RT	7.7	A	0'	7.7	A	0'
	WB Thru/LT	7.5	A	0'	7.6	A	0'
	NB RT/LT	10.7	B	0'	10.2	B	0'

**Table 7: Existing + Development Weekend Intersection LOS**

**SHORT-RANGE HORIZON ANALYSIS**

El Paso County requires a short-range horizon analysis as part of the traffic impact study for projects. The short-range horizon analysis is intended to analyze

Discuss how 2% was determined to be an appropriate growth rate.

the immediate impacts of the proposed project on the existing and committed roadway network. The short-range horizon year is defined as one year after the full occupancy of the project. To determine the projected peak hour trips for the short-range horizon year, a 2% annual growth rate was applied to the existing peak hour turning movement counts. This growth rate is consistent with the Highway 105 study. The short-range peak hour turning movements can be seen in the appendix of this report. Detailed intersection level of service calculations for each intersection are provided in the appendix.

Table 8 shows the short-range horizon weekday level of service for all the study intersections.

Intersection	Movement	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
		Delay (s)	LOS	95% Queue	Delay (s)	LOS	95% Queue
Canterbury & Saddlewood	WB RT/LT	8.5	A	2.5'	8.5	A	2.5'
	NB Thru/RT	7.2	A	0'	7.2	A	0'
	SB Thru/RT	7.4	A	7.5'	7.3	A	2.5'
Canterbury & Hwy 105	EB Thru/RT	7.6	A	0'	7.5	A	0'
	WB Thru/LT	7.8	A	2.5'	7.8	A	0'
	NB RT/LT	11.2	B	2.5'	11.3	B	5'
Cherry Springs Ranch & Hwy 105	EB Thru/LT	7.8	A	0'	7.6	A	0'
	WB Thru/RT	7.5	A	0'	7.5	A	0'
	SB RT/LT	10.6	B	0'	10.1	B	0'
Appaloosa & Hwy 105	EB Thru/RT	7.7	A	0'	7.6	A	0'
	WB Thru/LT	7.5	A	0'	7.6	A	0'
	NB RT/LT	10.3	B	2.5'	9.9	A	0'

**Table 8: Short-Range Horizon Weekday Intersection LOS**

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Table 9 shows the short-range horizon weekend level of service for all the study intersections.

Intersection	Movement	Weekend A.M. Peak Hour			Weekend P.M. Peak Hour		
		Delay (s)	LOS	95% Queue	Delay (s)	LOS	95% Queue
Canterbury & Saddlewood	WB RT/LT	8.3	A	0'	8.4	A	0'
	NB Thru/RT	7.2	A	0'	7.2	A	0'
	SB Thru/RT	7.3	A	0'	7.3	A	0'
Canterbury & Hwy 105	EB Thru/RT	7.5	A	0'	7.6	A	0'
	WB Thru/LT	7.8	A	0'	8.0	A	0'
	NB RT/LT	11.5	B	2.5'	12.1	B	2.5'
Cherry Springs Ranch & Hwy 105	EB Thru/LT/RT	7.6	A	0'	7.5	A	0'
	WB Thru/LT/RT	7.8	A	2.5'	8.1	A	5'
	NB Thru/LT/RT	11.5	B	2.5'	12.3	B	2.5'
	SB Thru/LT/RT	10.5	B	0'	11.5	B	0'
Appaloosa & Hwy 105	EB Thru/RT	7.8	A	0'	7.7	A	0'
	WB Thru/LT	7.5	A	0'	7.6	A	0'
	NB RT/LT	10.2	B	0'	9.8	A	0'

**Table 9: Short-Range Horizon Weekend Intersection LOS**

**LONG-RANGE HORIZON ANALYSIS**

El Paso County requires a long-range horizon analysis as part of the traffic impact study for projects. The long-range horizon analysis is intended to analyze the impacts of the proposed project on the long-range traffic condition and is based on the current Master Transportation Corridor Plan planning horizon and related modeling. The long-range peak hour turning movements can be seen in the appendix of this report. Detailed intersection level of service calculations for each intersection are provided in the appendix.

Determine what growth rate was applied for the long range horizon analysis per ECM B.3.2.B

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Table 10 shows the long-range horizon weekday level of service for all the study intersections.

Intersection	Movement	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
		Delay (s)	LOS	95% Queue	Delay (s)	LOS	95% Queue
Canterbury & Saddlewood	WB RT/LT	9.0	A	2.5'	8.7	A	2.5'
	NB Thru/RT	7.2	A	0'	7.2	A	0'
	SB Thru/RT	7.4	A	7.5'	7.3	A	2.5'
Canterbury & Hwy 105	EB Thru/RT	7.7	A	0'	7.7	A	0'
	WB Thru/LT	8.0	A	2.5'	8.0	A	2.5'
	NB RT/LT	12.4	B	2.5'	13.1	B	5'
Cherry Springs Ranch & Hwy 105	EB Thru/LT	8.0	A	0'	7.7	A	0'
	WB Thru/RT	7.6	A	0'	7.7	A	0'
	SB RT/LT	11.6	B	2.5'	10.9	B	0'
Appaloosa & Hwy 105	EB Thru/RT	8.0	A	0'	7.7	A	0'
	WB Thru/LT	7.6	A	0'	7.7	A	0'
	NB RT/LT	11.2	B	2.5'	10.9	B	2.5'

**Table 10: Long-Range Horizon Weekday Intersection LOS**

Table 11 shows the long-range horizon weekend level of service for all the study intersections.

Intersection	Movement	Weekend A.M. Peak Hour			Weekend P.M. Peak Hour		
		Delay (s)	LOS	95% Queue	Delay (s)	LOS	95% Queue
Canterbury & Saddlewood	WB RT/LT	8.4	A	0'	8.4	A	0'
	NB Thru/RT	7.2	A	0'	7.2	A	0'
	SB Thru/RT	7.3	A	0'	7.3	A	0'
Canterbury & Hwy 105	EB Thru/RT	7.6	A	0'	7.8	A	0'
	WB Thru/LT	7.9	A	0'	8.2	A	0'
	NB RT/LT	12.8	B	2.5'	13.9	B	2.5'
Cherry Springs Ranch & Hwy 105	EB Thru/LT/RT	7.8	A	0'	7.6	A	0'
	WB Thru/LT/RT	7.9	A	2.5'	8.3	A	5'
	NB Thru/LT/RT	12.7	B	2.5'	13.8	B	5'
	SB Thru/LT/RT	11.6	B	2.5'	12.7	B	2.5'
Appaloosa & Hwy 105	EB Thru/RT	7.9	A	0'	7.8	A	0'
	WB Thru/LT	7.6	A	0'	7.8	A	0'
	NB RT/LT	11.1	B	2.5'	10.4	B	0'

**Table 11: Long-Range Horizon Weekend Intersection LOS**

Please indicate the turn movements on the tables 12 & 13. Identify the direction of travel such as westbound left turn on Hwy 105 or northbound left on Canterbury.

Also clarify the movement at Canterbury/Saddlewood. Is it southbound on Canterbury or westbound on Saddlewood? we assume its Southbound on Canterbury but it should be stated.

**AUXILIARY LANE ANALYSIS**

Per the Engineering Criteria Manual (ECM), an exclusive left turn lane is required on a principal arterial, at an access, when the projected peak hour turning volume is 10 vph or greater. Table 12 shows the projected peak hour turn movements at each intersection versus the ECM criteria.

Indicate whether dedicated auxiliary lanes are needed on northbound Canterbury at Hwy 105

Intersection	Peak Hour	Projected Turns (vph)	Warranted	Yes/No
Canterbury & Hwy 105	Weekday AM	43	10	Yes
	Weekday PM	16	10	Yes
	Weekend AM	7	10	No
	Weekend PM	9	10	No
Appaloosa & Hwy 105	Weekday AM	12	10	Yes
	Weekday PM	8	10	No
	Weekend AM	4	10	No
	Weekend PM	7	10	No
Canterbury & Saddlewood	Weekday AM	117	10	Yes
	Weekday PM	39	10	Yes
	Weekend AM	17	10	Yes
	Weekend PM	22	10	Yes
Cherry Springs Ranch & Hwy 105	Weekday AM	0	10	No
	Weekday PM	0	10	No
	Weekend AM	53	10	Yes
	Weekend PM	72	10	Yes

**Table 12: Left Turn Lane Analysis**

As can be seen from Table 12, an exclusive left turn lane is warranted at the intersection of Canterbury Dr. and Highway 105 for the weekday A.M. and P.M. peak hours, Appaloosa Rd. and Highway 105 for the weekday A.M. peak hour, Canterbury Dr. and Saddlewood Rd. for the weekday and weekend A.M. and P.M. peak hours, and Cherry Springs Ranch Dr. and Highway 105 for the weekend A.M. and P.M. peak hours.

Canterbury is not an arterial roadway therefore the criteria would be 25 vph. revise table accordingly.

Per the ECM, an exclusive right turn lane is required on a principal arterial, at an access, when the projected peak hour right ingress turning volume is 25 vph or greater. Table 13 shows the project generated right turn movements at each intersection versus the ECM criteria.

Intersection	Peak Hour	Projected Right Turns (vph)	ECM Criteria (vph)	Warranted
Canterbury & Hwy 105	Weekday AM	74	25	Yes
	Weekday PM	30	25	Yes
	Weekend AM	10	25	No
	Weekend PM	16	25	No
Appaloosa & Hwy 105	Weekday AM	10	25	No
	Weekday PM	5	25	No
	Weekend AM	5	25	No
	Weekend PM	10	25	No
Canterbury & Saddlewood	Weekday AM	0	25	No
	Weekday PM	3	25	No
	Weekend AM	1	25	No
	Weekend PM	1	25	No
Cherry Springs Ranch & Hwy 105	Weekday AM	0	25	No
	Weekday PM	0	25	No
	Weekend AM	80	25	Yes
	Weekend PM	108	25	Yes

**Table 13: Right Turn Lane Analysis**

As can be seen from Table 13, an exclusive right turn lane is warranted at the intersection of Canterbury Dr. and Highway 105 for the weekday A.M. and P.M. peak hours and at the intersection of Cherry Springs Ranch Dr. and Highway 105 for the weekend A.M. and P.M. peak hours.

Per the ECM, a right turn acceleration lane is required on a principal arterial when the projected right turning movement volume is 50 vph or greater and the posted speed limit is greater than 40 mph. Table 14 shows the project generated right turn movements at each intersection versus the ECM criteria.

Canterbury and Saddlewood are not an arterial roadway therefore the criteria would be 50 vph. revise table accordingly.

acceleration lanes are generally not required per criteria for these lower classification roadways. Revise accordingly.

Intersection	Peak Hour	Projected Right Turns (vph)	ECM Criteria (vph)	Warranted
Canterbury & Hwy 105	Weekday AM	8	50	No
	Weekday PM	8	50	No
	Weekend AM	8	50	No
	Weekend PM	4	50	No
Appaloosa & Hwy 105	Weekday AM	4	50	No
	Weekday PM	6	50	No
	Weekend AM	2	50	No
	Weekend PM	2	50	No
Canterbury & Saddlewood	Weekday AM	14	50	No
	Weekday PM	3	50	No
	Weekend AM	5	50	No
	Weekend PM	21	50	No
Cherry Springs Ranch & Hwy 105	Weekday AM	0	50	No
	Weekday PM	0	50	No
	Weekend AM	5	50	No
	Weekend PM	8	50	No

**Table 14: Right Turn Acceleration Lane Analysis**

As can be seen from Table 14, a right turn acceleration lane is not warranted at any of the study intersections.

**CONCLUSIONS**

This traffic impact study analyzed the traffic impacts of the proposed tulip festival and pumpkin patch on the adjacent roadway network.

The LOS analysis for all intersections indicated that the LOS for all approaches to the intersection would continue to operate at LOS B or better, for the A.M. and P.M. peak hours of the events. This remains true for the existing plus development, short-range horizon, and long-range horizon scenarios.

An auxiliary left turn lane is warranted at the intersection of Canterbury Dr. and Highway 105 for the weekday A.M. and P.M. peak hours, Appaloosa Rd. and



Highway 105 for the weekday A.M. peak hour, Canterbury Dr. and Saddlewood Rd. for the weekday and weekend A.M. and P.M. peak hours, and Cherry Springs Ranch Dr. and Highway 105 for the weekend A.M. and P.M. peak hours

An auxiliary right turn lane is warranted at the intersection of Canterbury Dr. and Highway 105 for the weekday A.M. and P.M. peak hours and at the intersection of Cherry Springs Ranch Dr. and Highway 105 for the weekend A.M. and P.M. peak hours

Due to the limited time that these events will operate during a year, and considering that the access off of Highway 105 will only be used on the weekends that the events are occurring, an alternative to constructing the warranted auxiliary lanes would be for the property owner to hire traffic flaggers, or off-duty sheriff deputies, to direct traffic during the times that the events are operating.

Based on the analysis presented in this report, the proposed tulip festival and pumpkin patch are not expected to have any negative impacts on the surrounding roadway network and existing accesses.

Submit a deviation request in the next submittal for the auxiliary lanes that are warranted per analysis for consideration and review from the ECM administrator.

Revise to address road impact fees that will be required to be paid.

Revise to state whether MTCP calls for improvements in the vicinity and state what they are.

**CERTIFICATION PAGE**

Move this page to after the  
cover page.

**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.

\_\_\_\_\_  
Brett Louk, PE #0055474

\_\_\_\_\_  
Date:

**Developer's Statement**

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

\_\_\_\_\_  
Colorado Pumpkin Patch LLC  
18065 Saddlewood Road  
Monument, CO 80132

\_\_\_\_\_  
Date:

# APPENDIX

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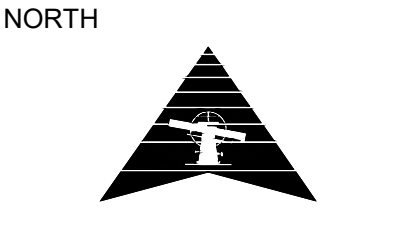
# VICINITY MAP

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**COLORADO PUMPKIN PATCH**  
TULIP FESTIVAL TEMPORARY USE APPLICATION  
EL PASO COUNTY, COLORADO

REVISION DATE	REVISION DESCRIPTION (DESCRIPTION)
00/00/00	.....



NOT TO SCALE

PROJECT #: 2211-0442  
CHECKED BY: BML  
DRAWN BY: JAM

DATE: 4/7/2023

SHEET # **FIG. 1**

TOTAL SHEETS

FIGURE 1 - VICINITY MAP

# EXISTING TURNING MOVEMENT COUNTS

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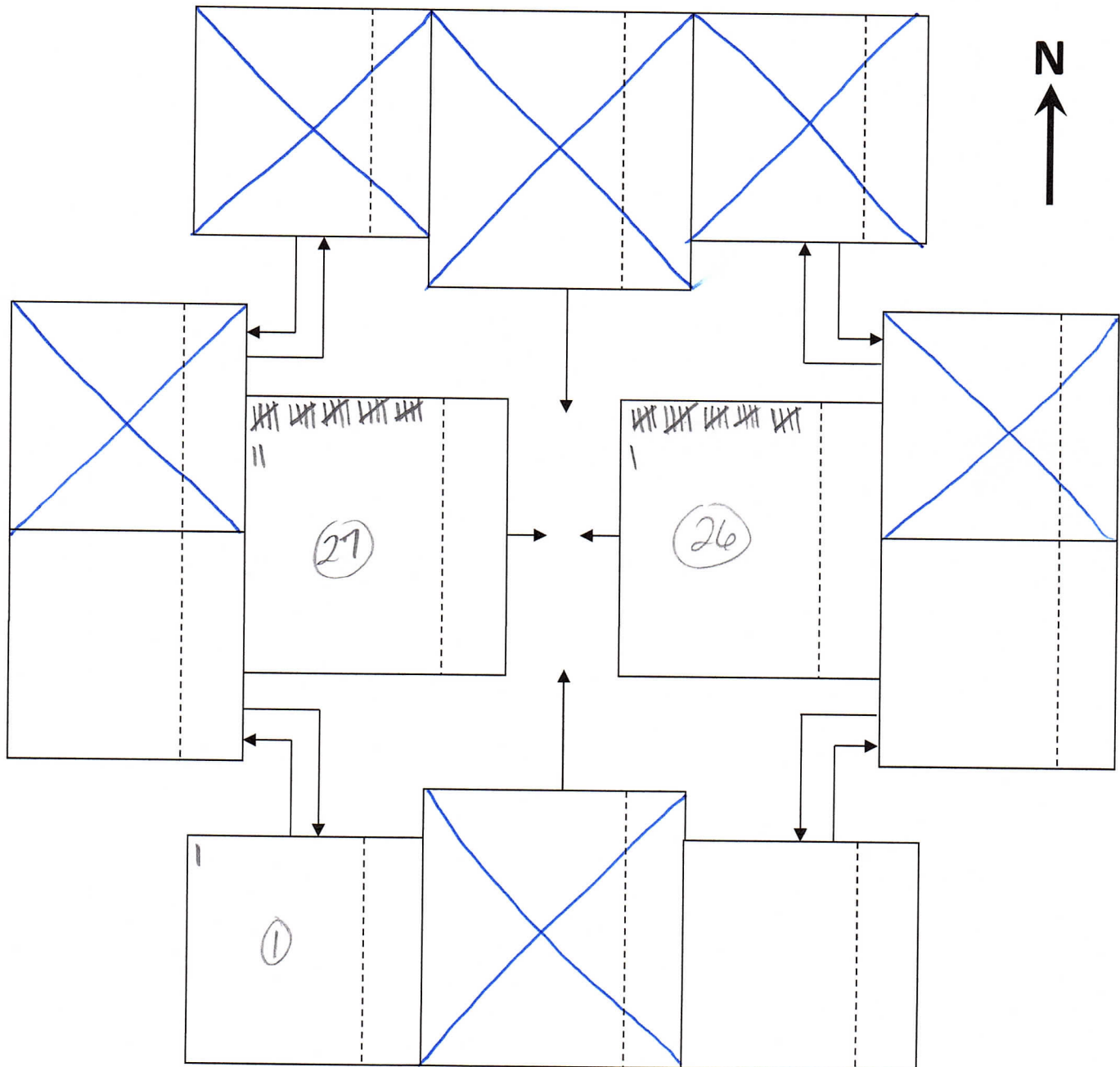
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: 105

Time: 9:00 to 9:15  
Date: 12/17/22  
Weather: \_\_\_\_\_  
Observer: Brett

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



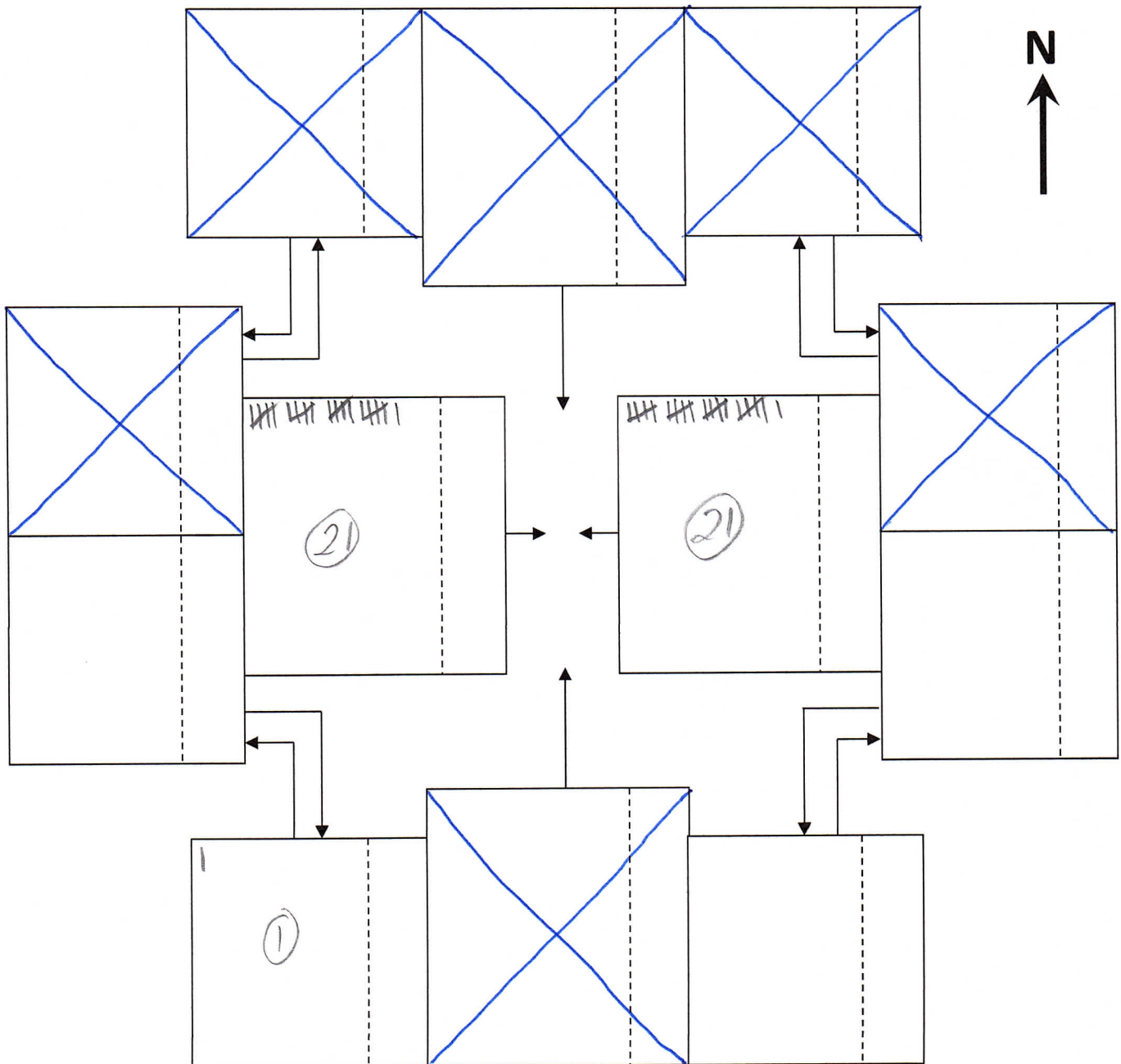
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: 105

Time: 9:15 to 9:30  
Date: 12/17/22  
Weather: \_\_\_\_\_  
Observer: Brett

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)





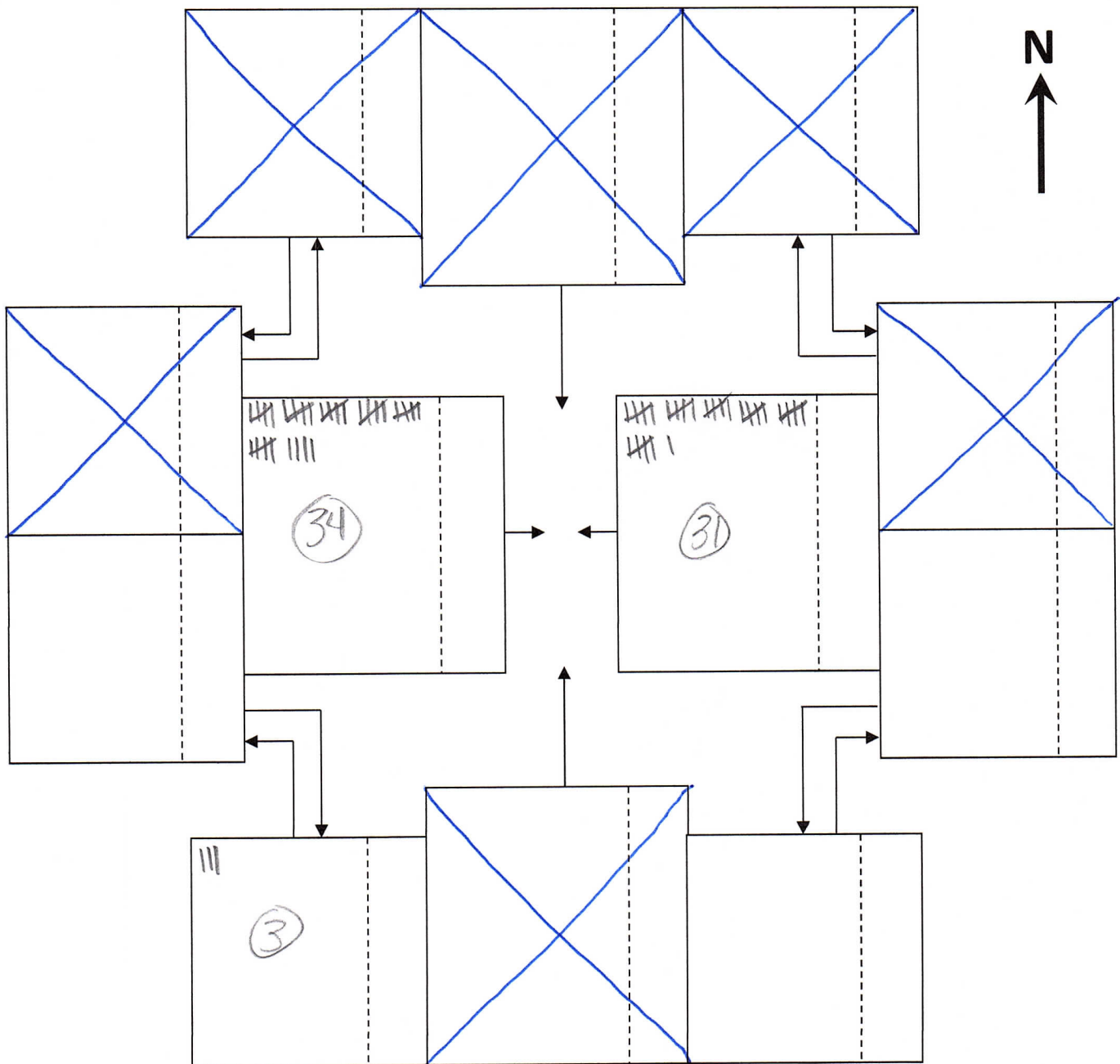
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: 105

Time: 9:30 to 9:45  
Date: 12/17/22  
Weather: \_\_\_\_\_  
Observer: Brett

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



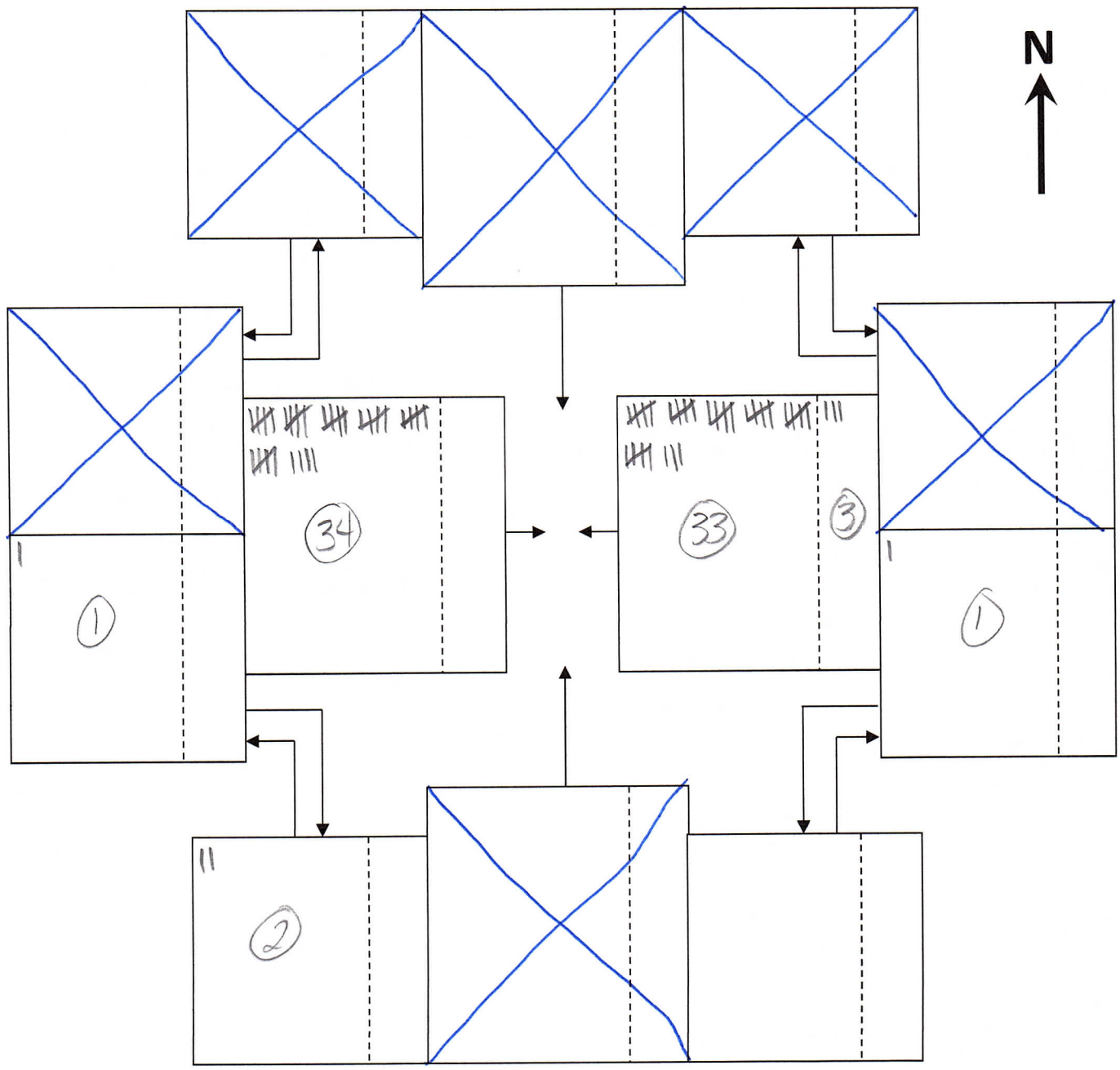
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: 105

Time: 9:45 to 10:00  
Date: 12/17/22  
Weather: \_\_\_\_\_  
Observer: Brett

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



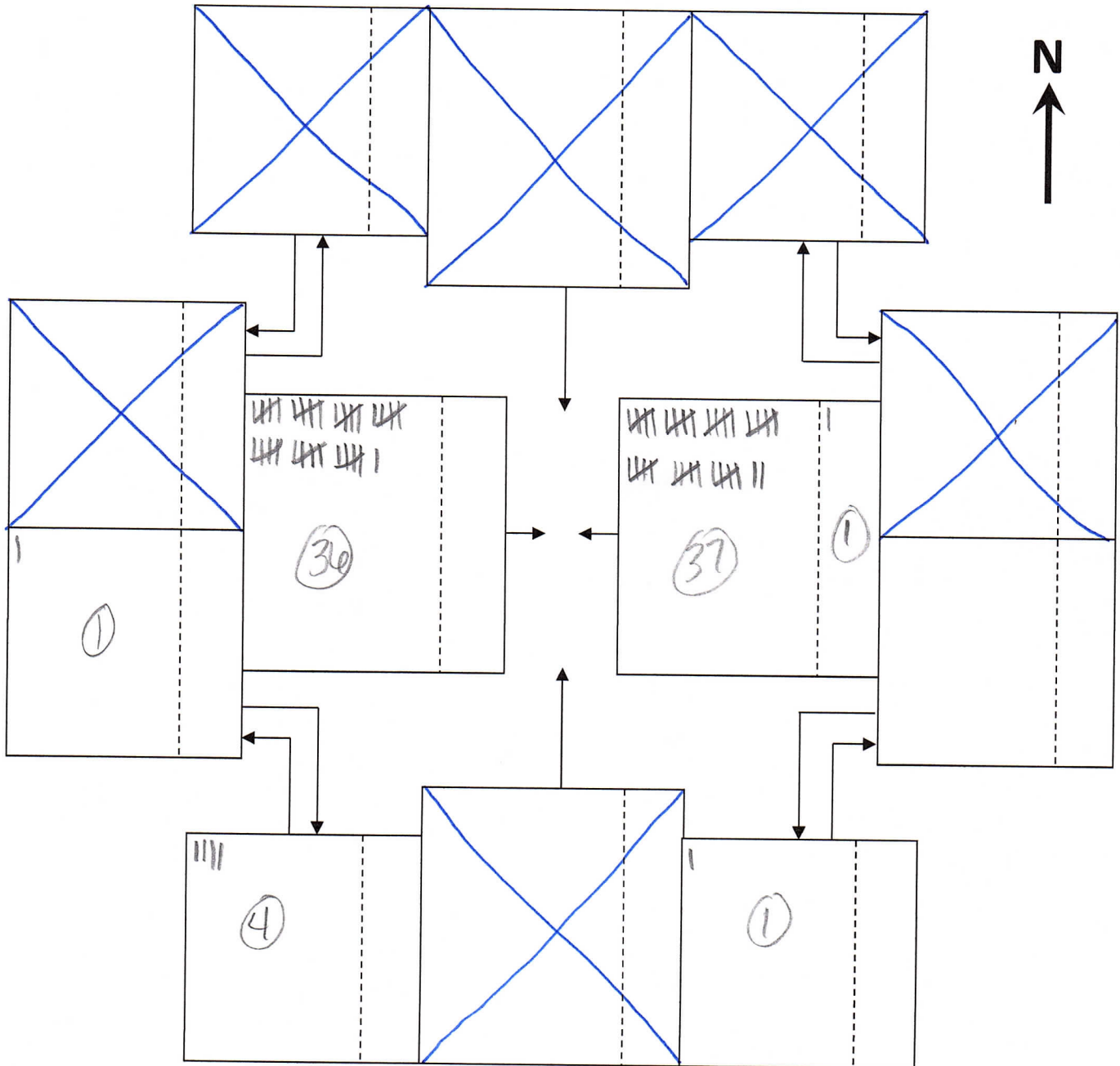
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: 105

Time: 1:00 to 1:15  
Date: 12/17/22  
Weather: \_\_\_\_\_  
Observer: Brett

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



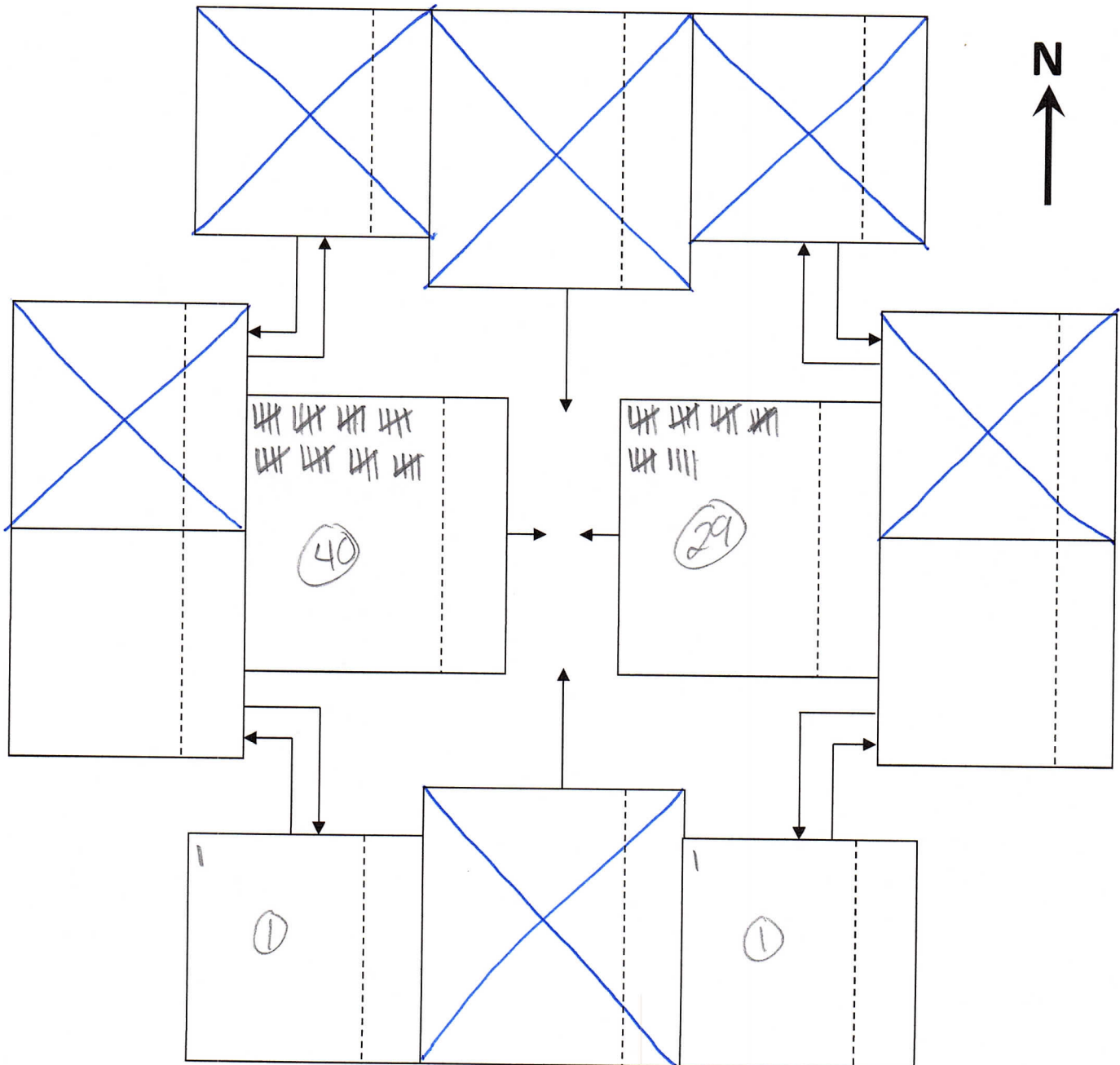
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: 105

Time: 1:15 to 1:30  
Date: 12/17/22  
Weather: \_\_\_\_\_  
Observer: Brett

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



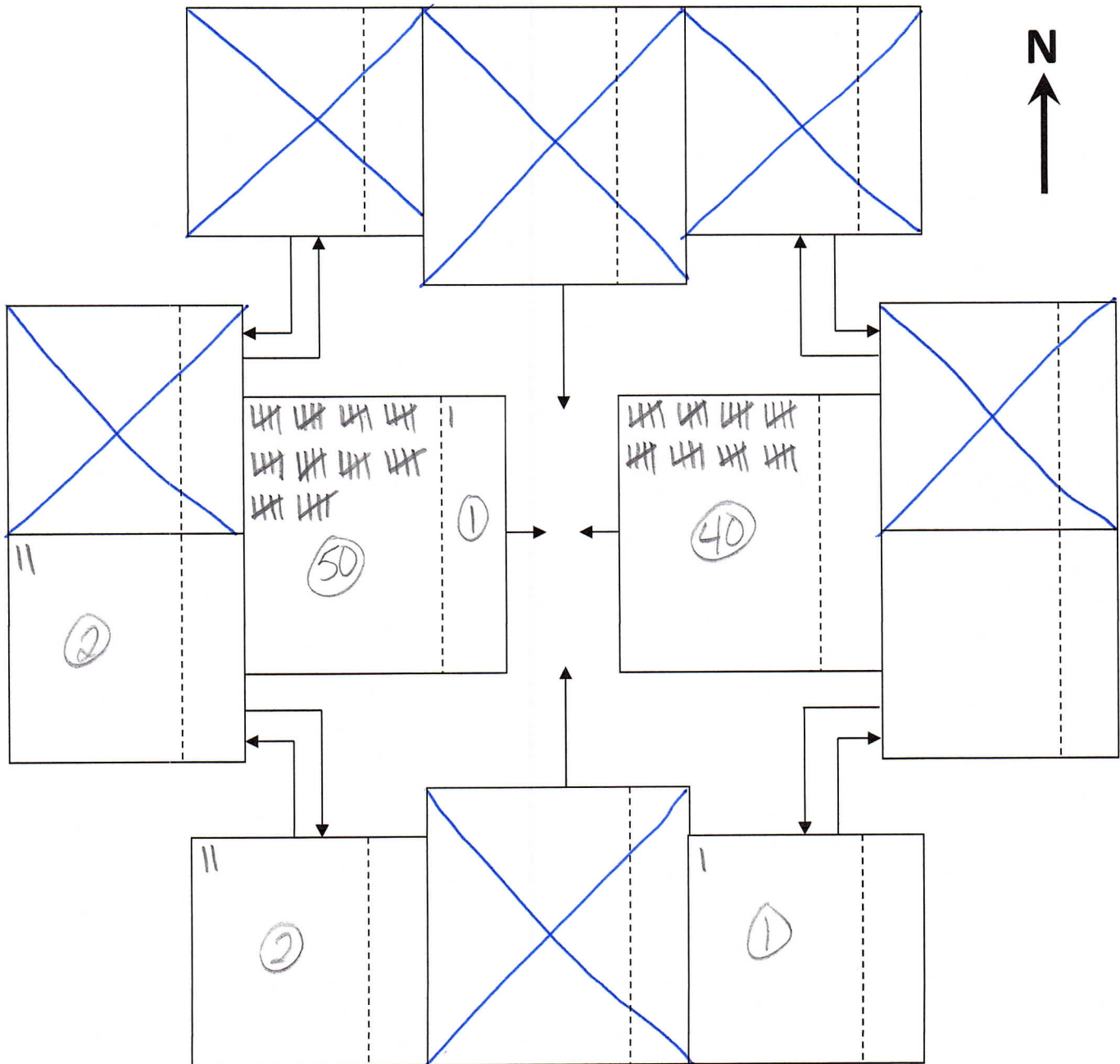
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: 105

Time: 1:30 to 1:45  
Date: 12/17/22  
Weather: \_\_\_\_\_  
Observer: Brett

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



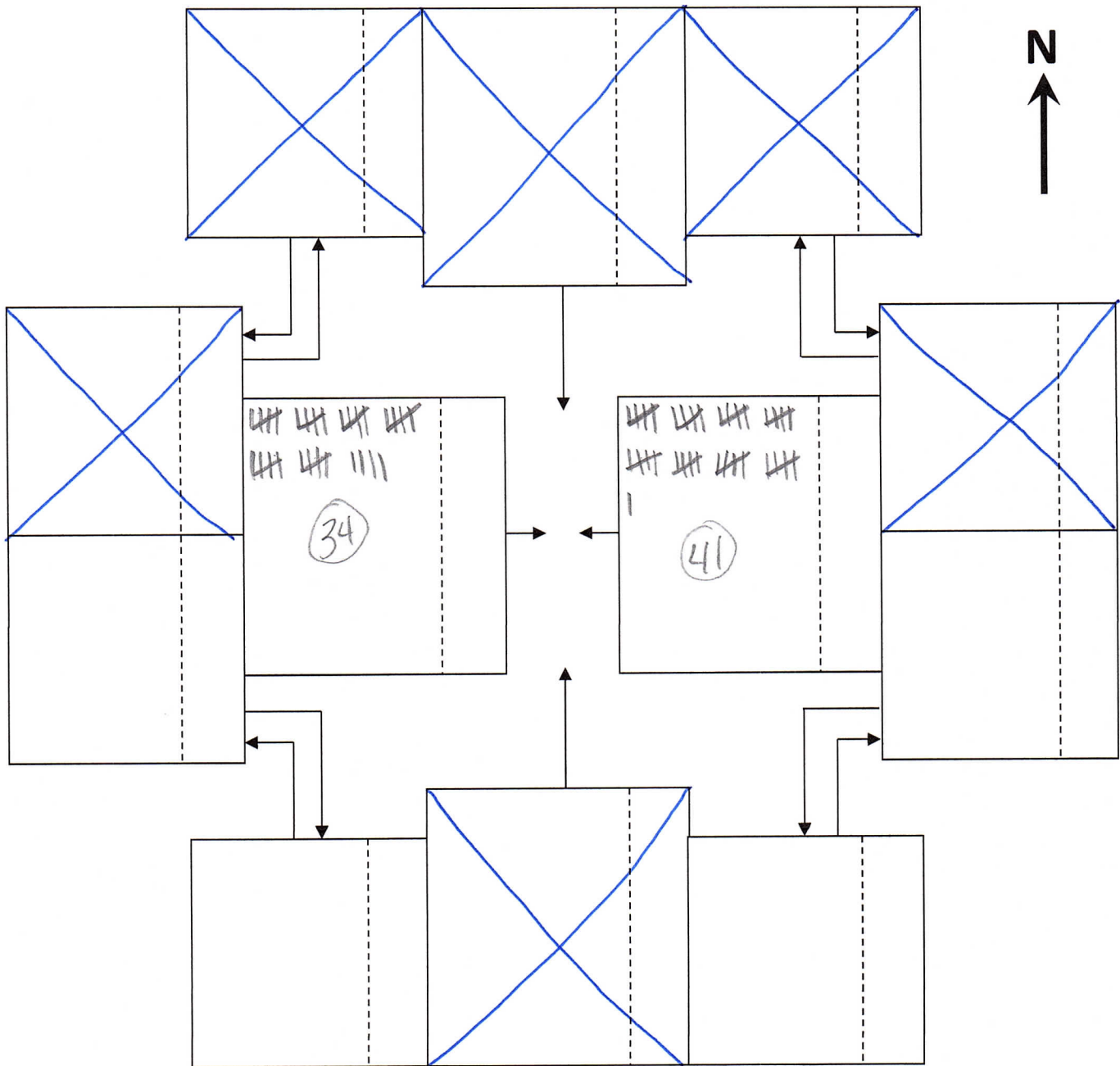
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: 105

Time: 1:45 to 2:00  
Date: 12/17/22  
Weather: \_\_\_\_\_  
Observer: Brett

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



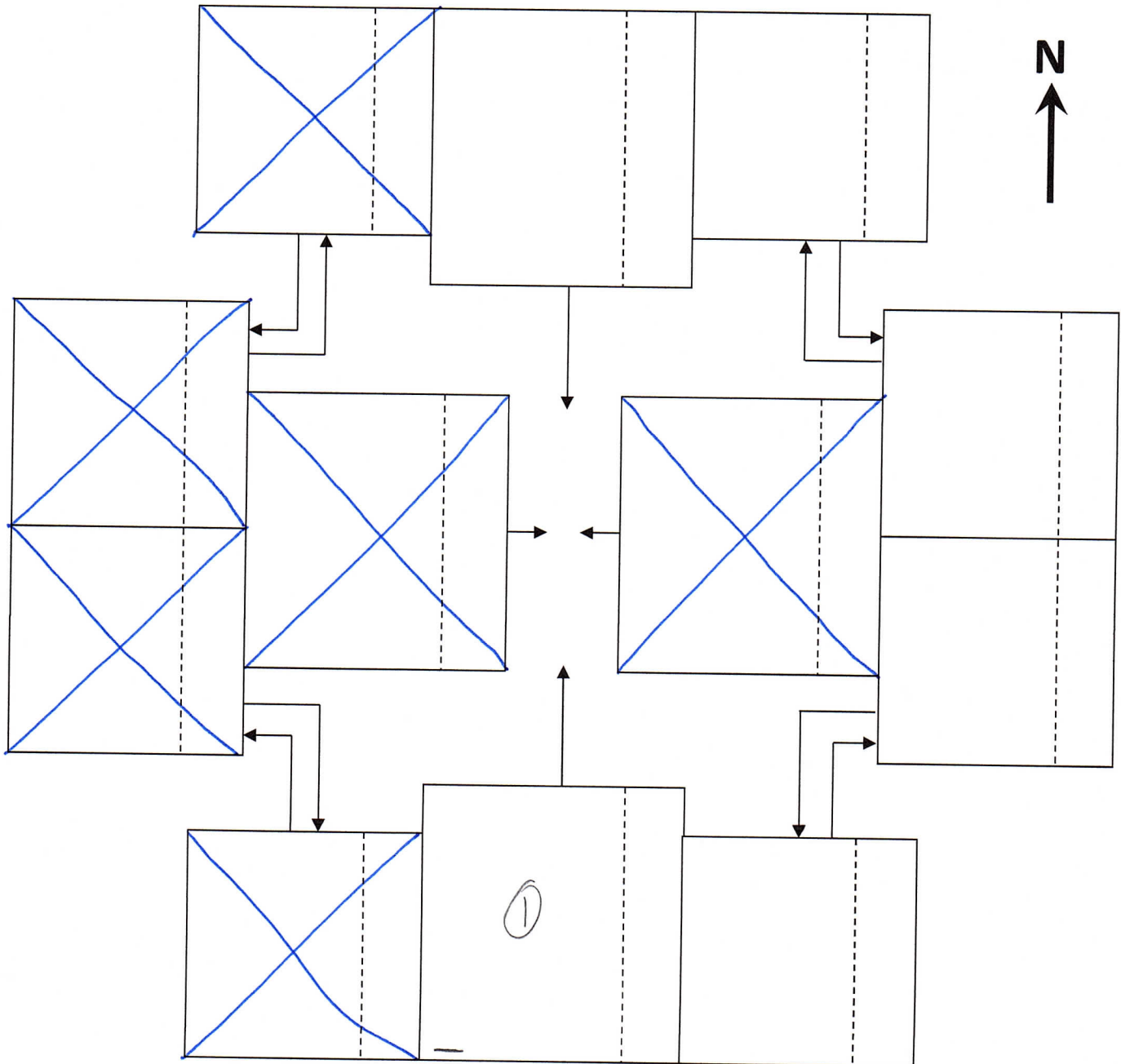
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: Saddlewood Rd

Time: 9:00 to 9:15  
Date: 12/17/22  
Weather: 7° Sunny  
Observer: Jerrifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



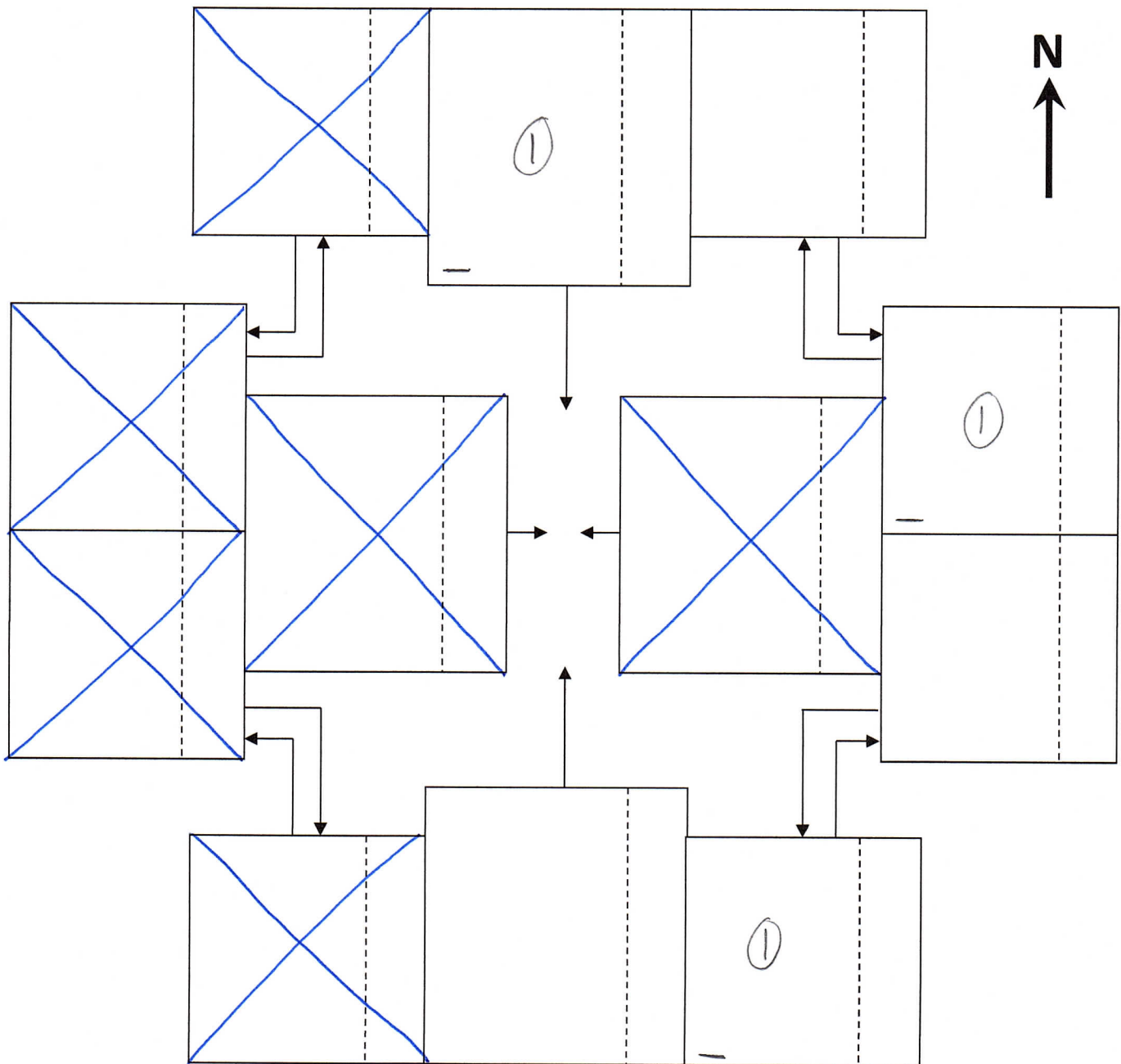
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: Saddlewood Rd

Time: 9:15 to 9:30  
Date: 12/17/22  
Weather: 7° Sunny  
Observer: Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)





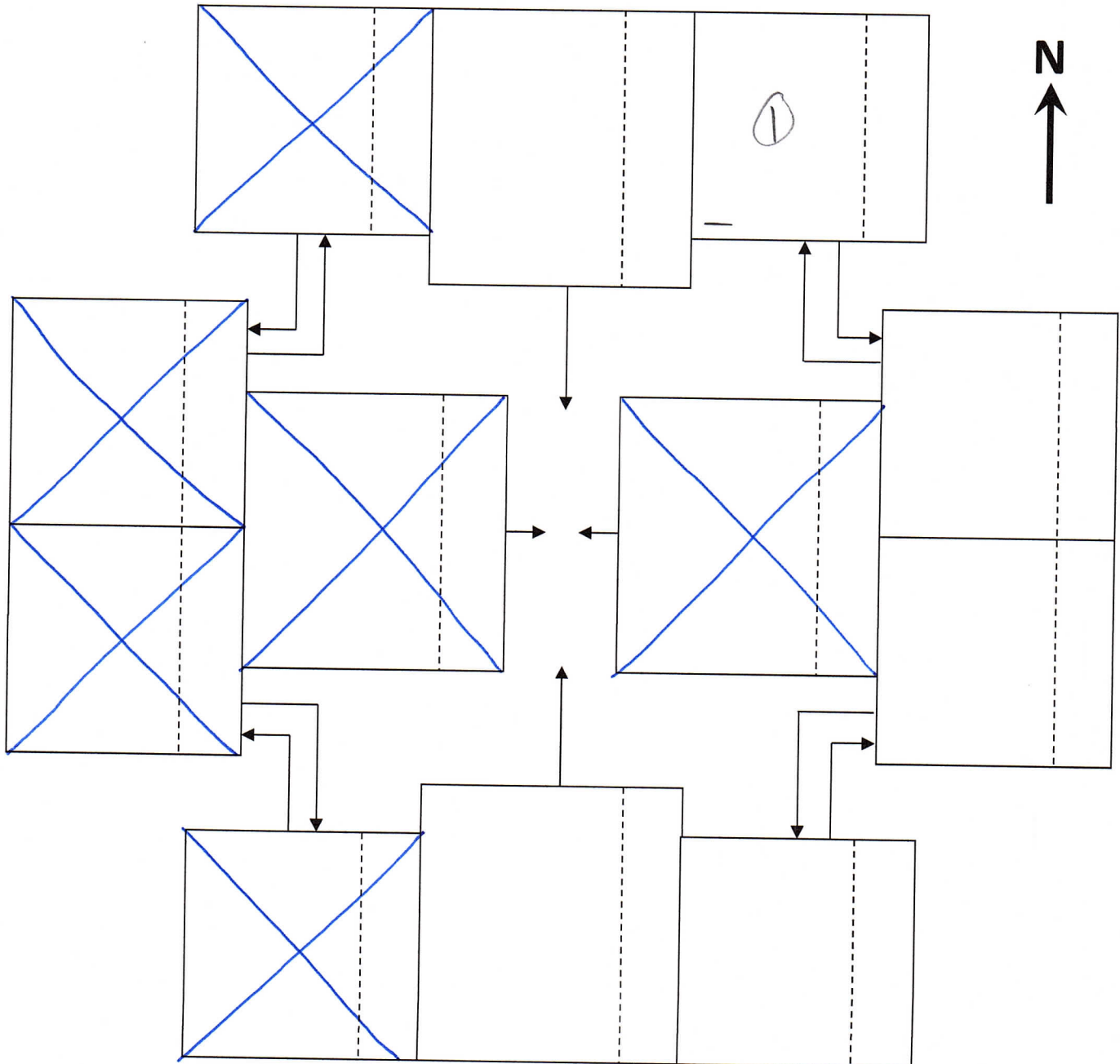
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: Saddlewood Rd

Time: 9:30 to 9:45  
Date: 12/17/22  
Weather: 7° Sunny  
Observer: Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



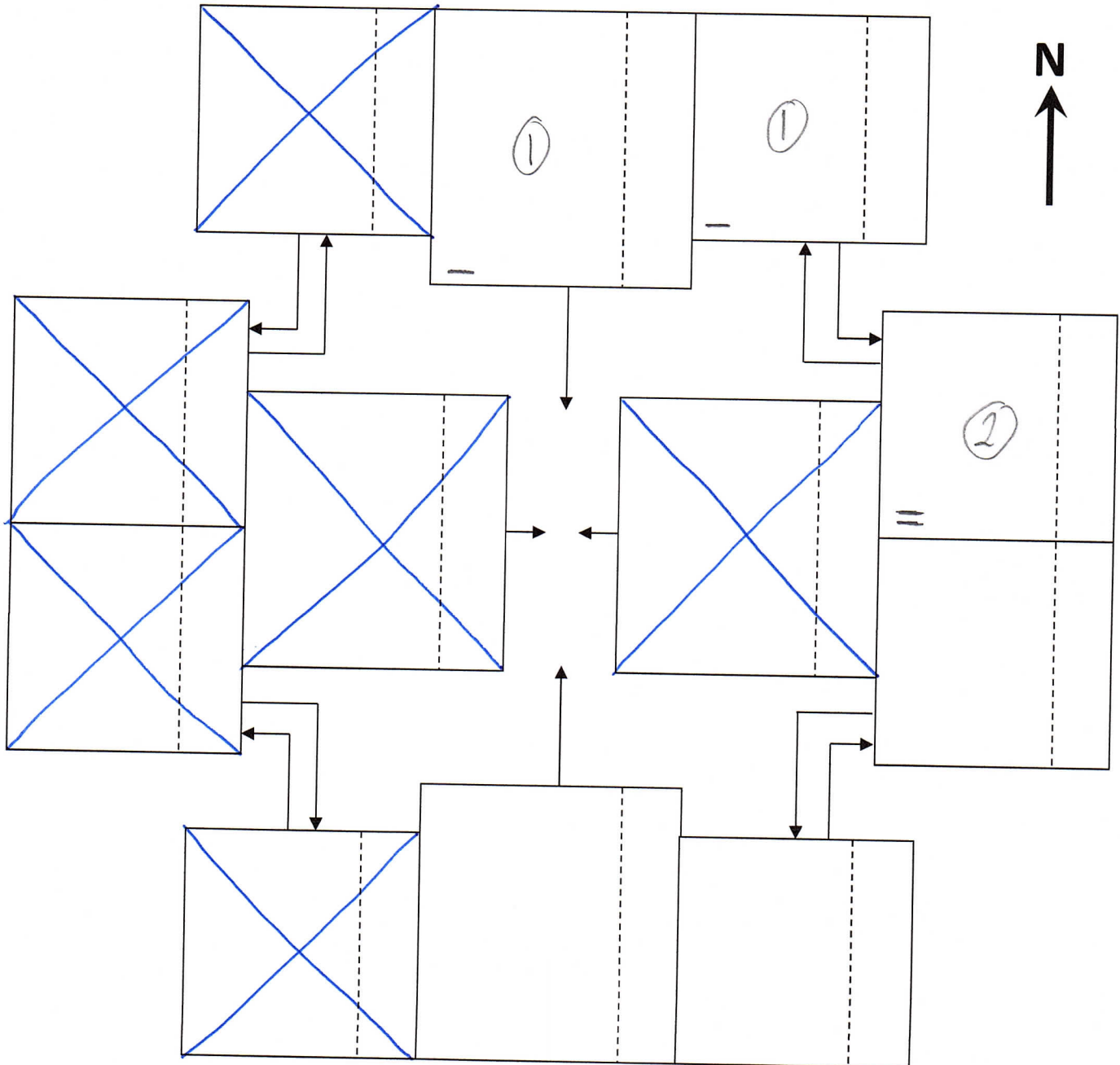
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: Saddlewood Rd

Time: 9:45 to 10:00  
Date: 12/17/22  
Weather: 7° Sunny  
Observer: Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



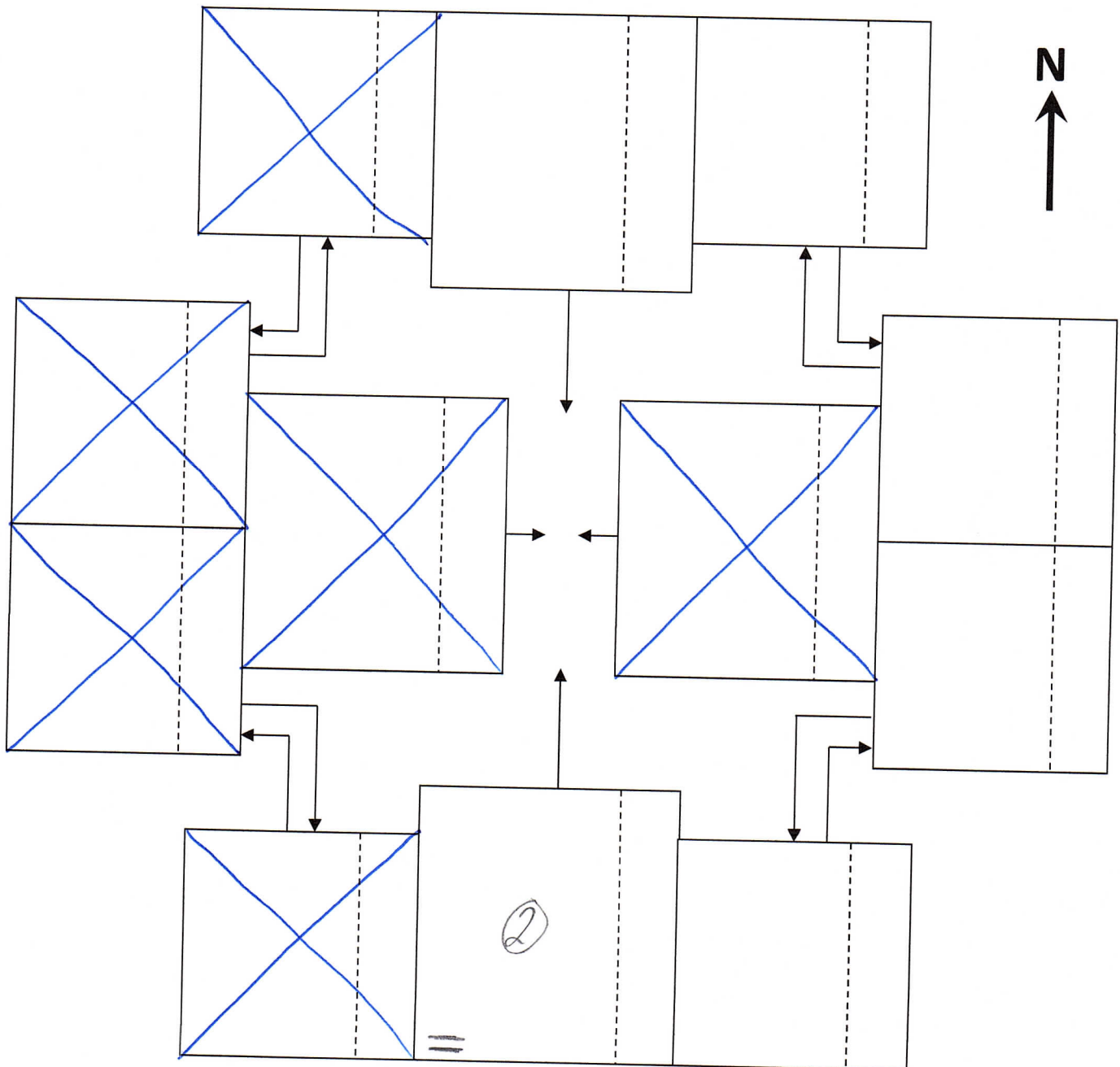
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: Saddlewod Rd

Time: 1:00 to 1:15  
Date: 12/17/22  
Weather: \_\_\_\_\_  
Observer: Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



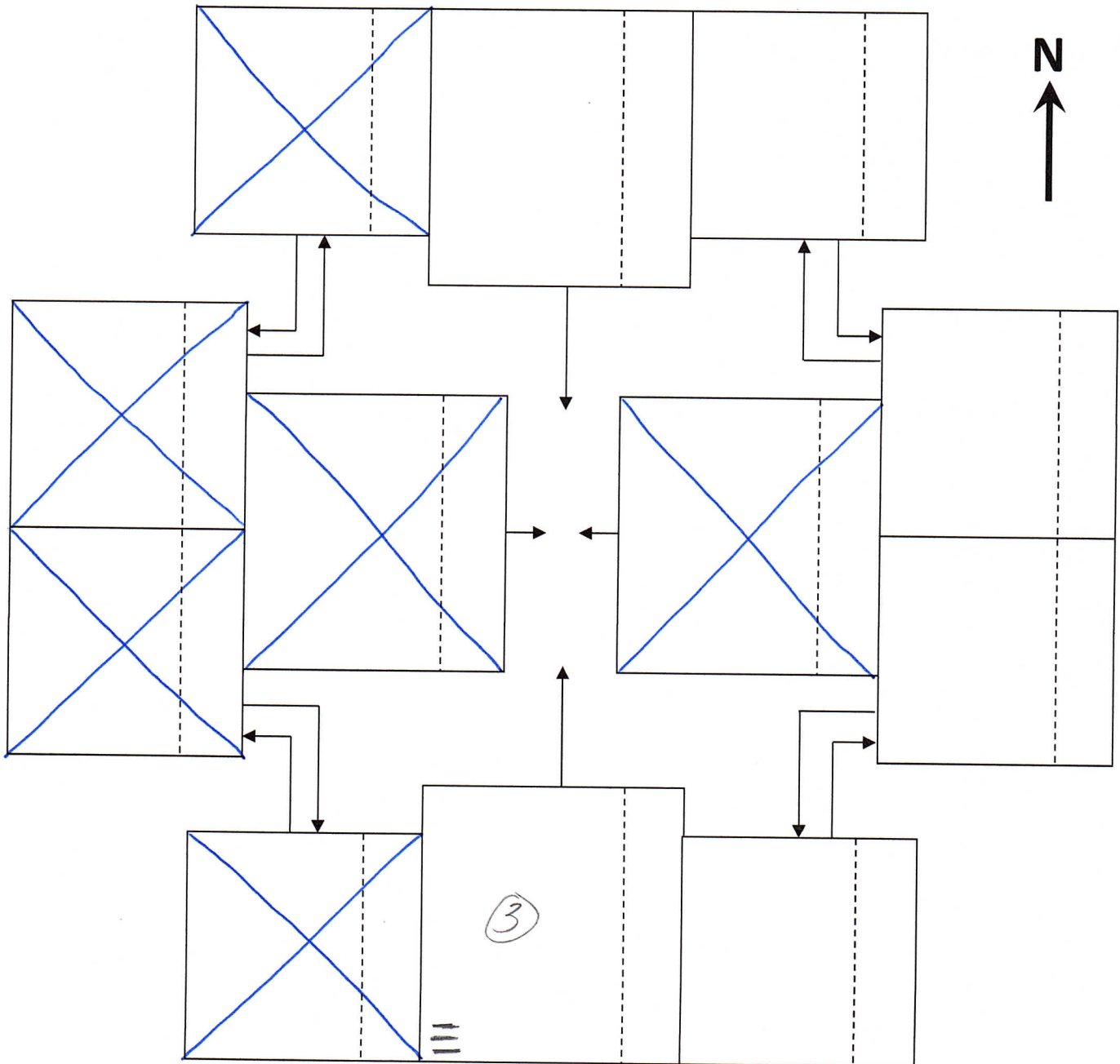
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: Saddlewod Rd

Time: 1:15 to 1:30  
Date: 12/17/22  
Weather: 28° Sunny  
Observer: Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



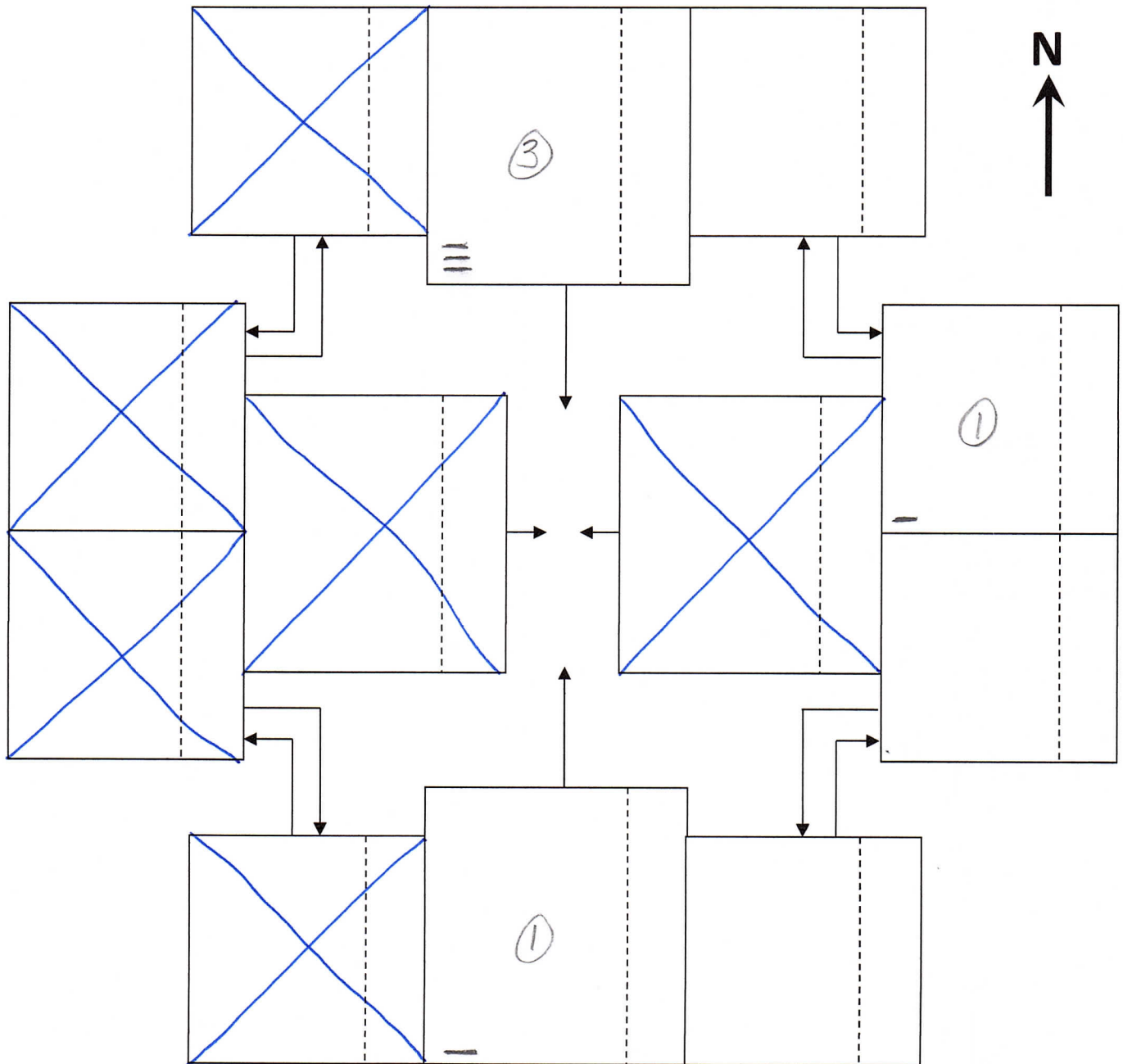
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: Saddlewod Rd

Time: 1:30 to 1:45  
Date: 12/17/22  
Weather: \_\_\_\_\_  
Observer: Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



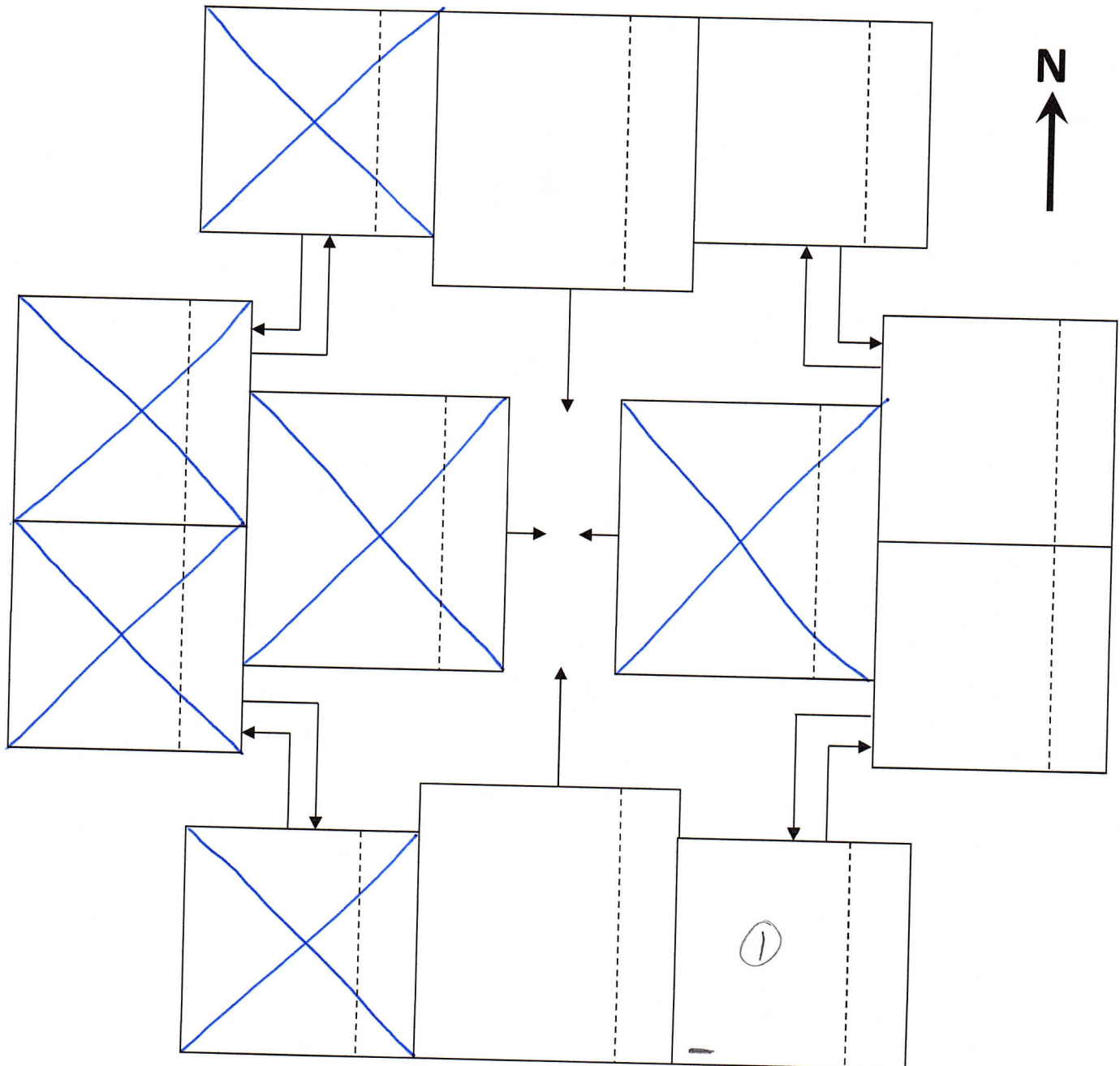
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: Saddlewod Rd

Time: 1:45 to 2:00  
Date: 12/17/22  
Weather: 28° Sunny  
Observer: Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



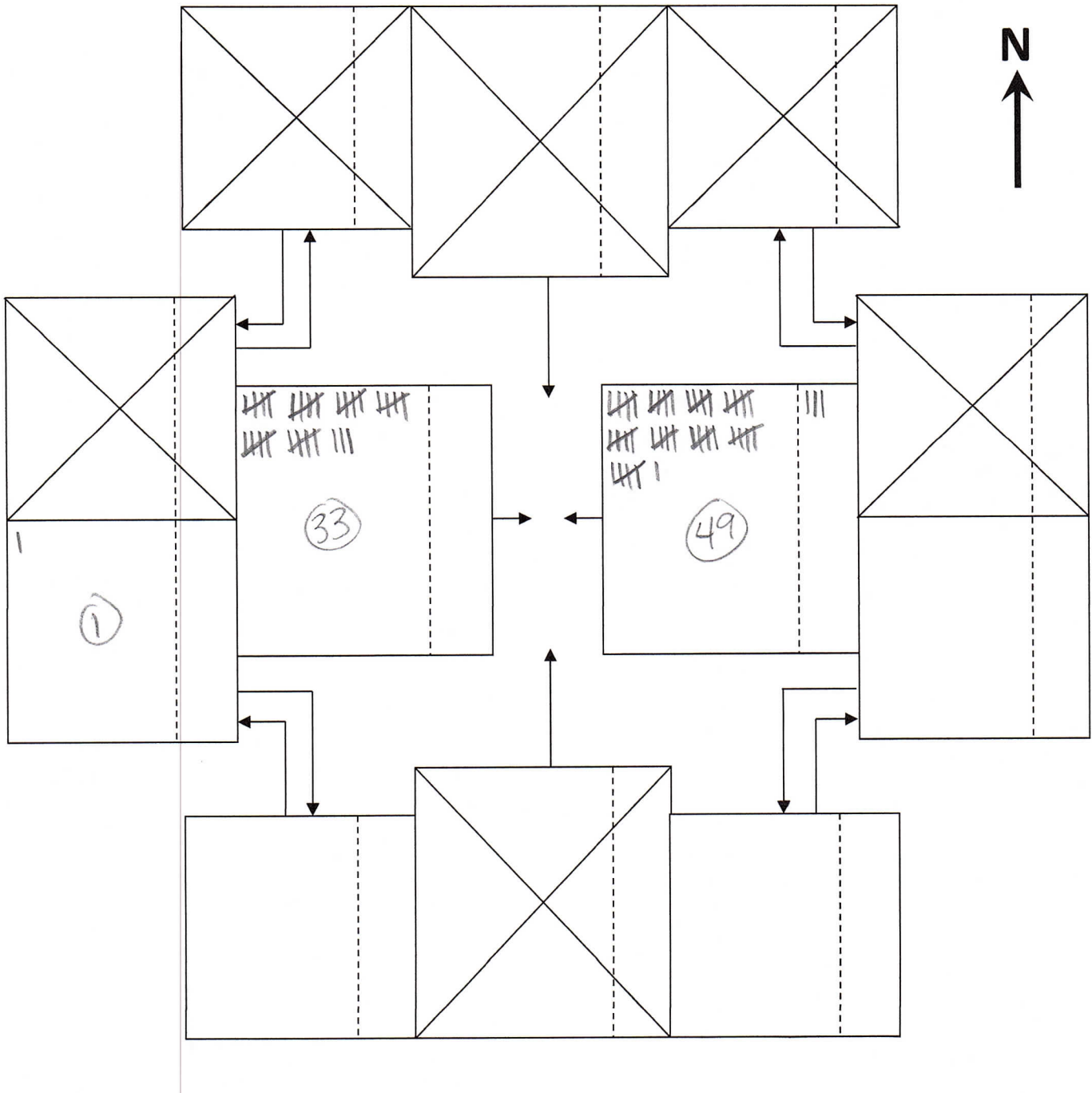
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: 105

Time: 9:00 to 9:15  
Date: 12/21/22  
Weather: \_\_\_\_\_  
Observer: Brett

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



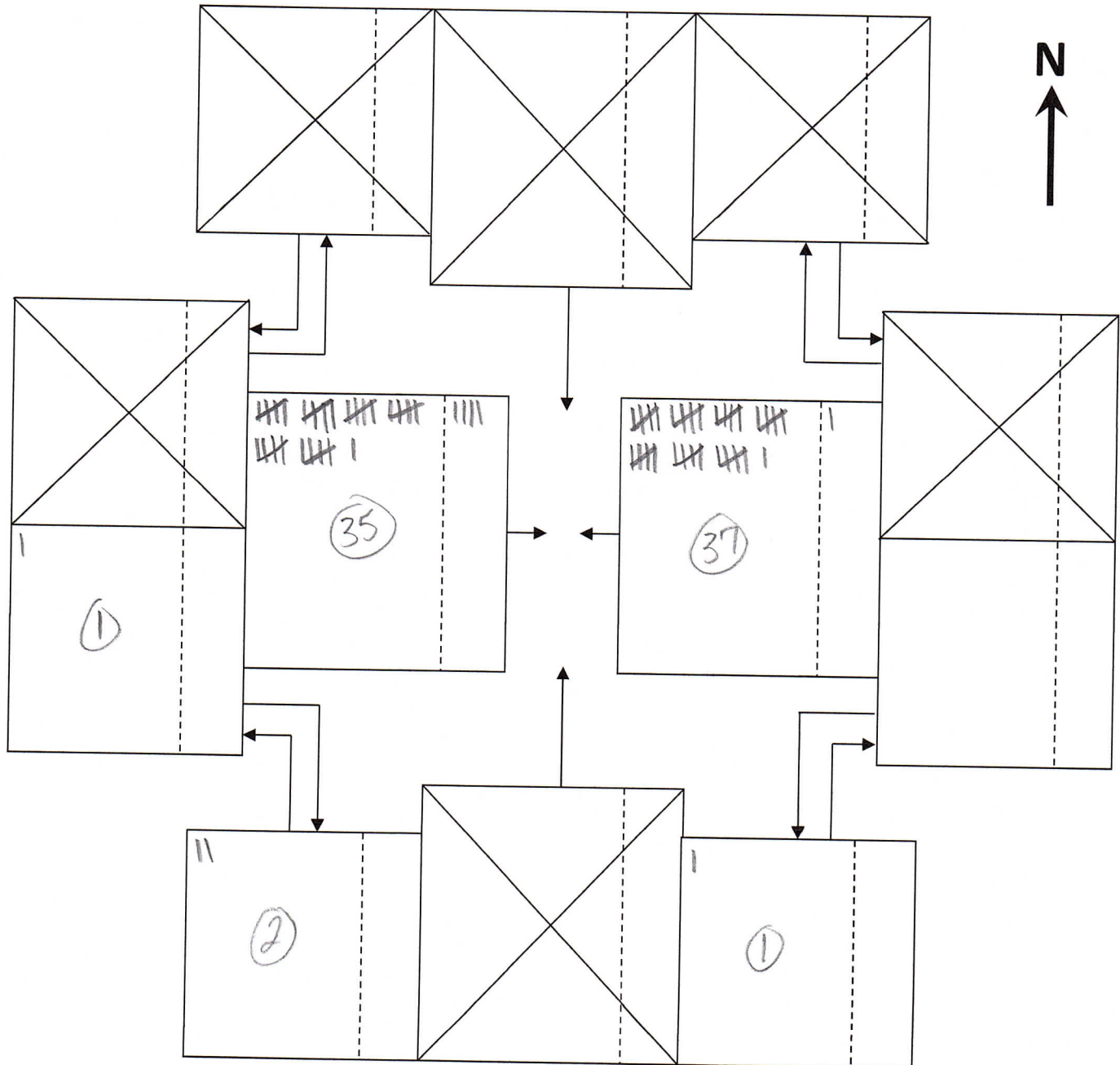
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: 105

Time: 9:15 to 9:30  
Date: 12/21/22  
Weather: \_\_\_\_\_  
Observer: Brett

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)





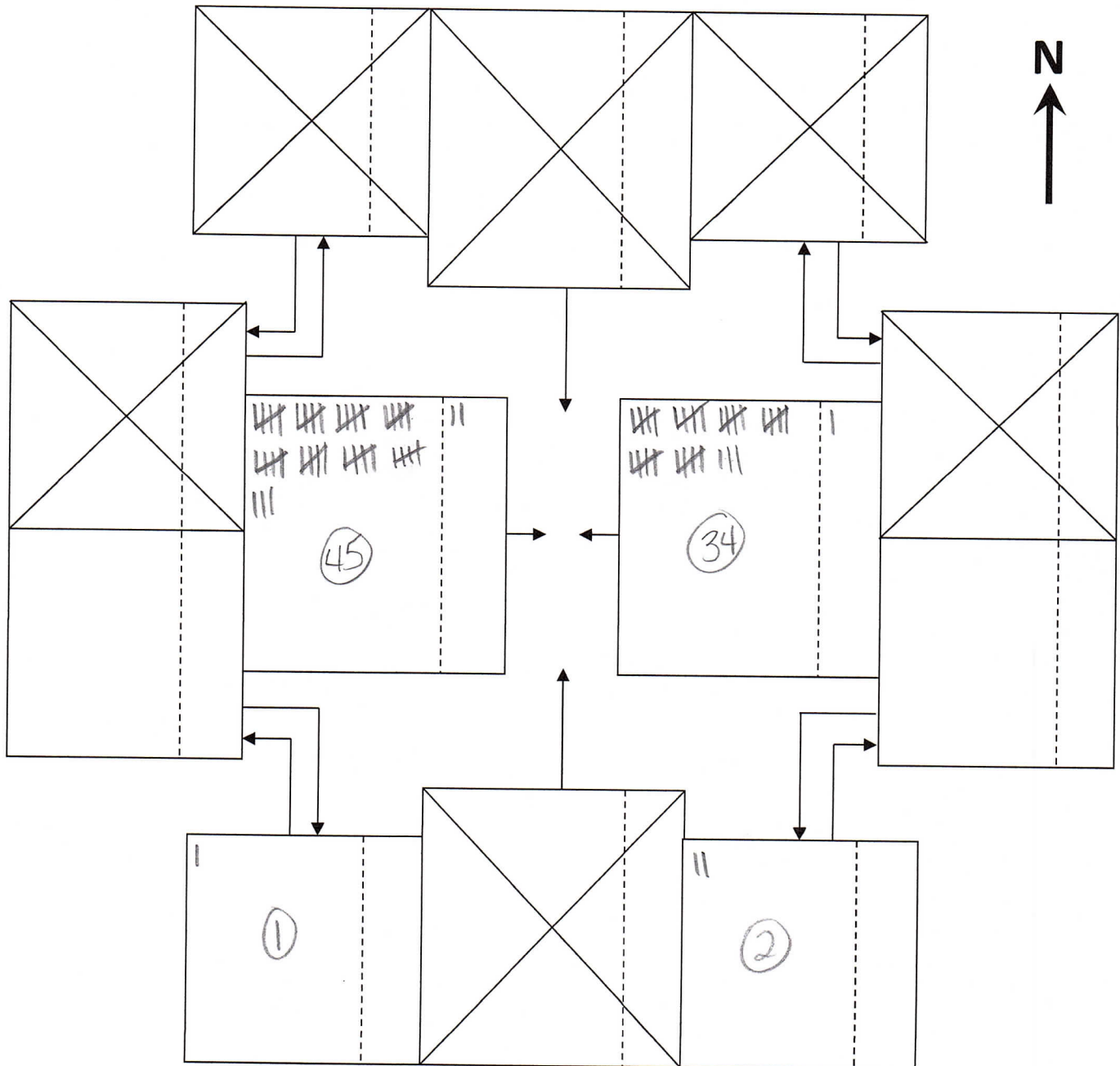
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: 105

Time: 9:30 to 9:45  
Date: 12/21/22  
Weather: \_\_\_\_\_  
Observer: Brett

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



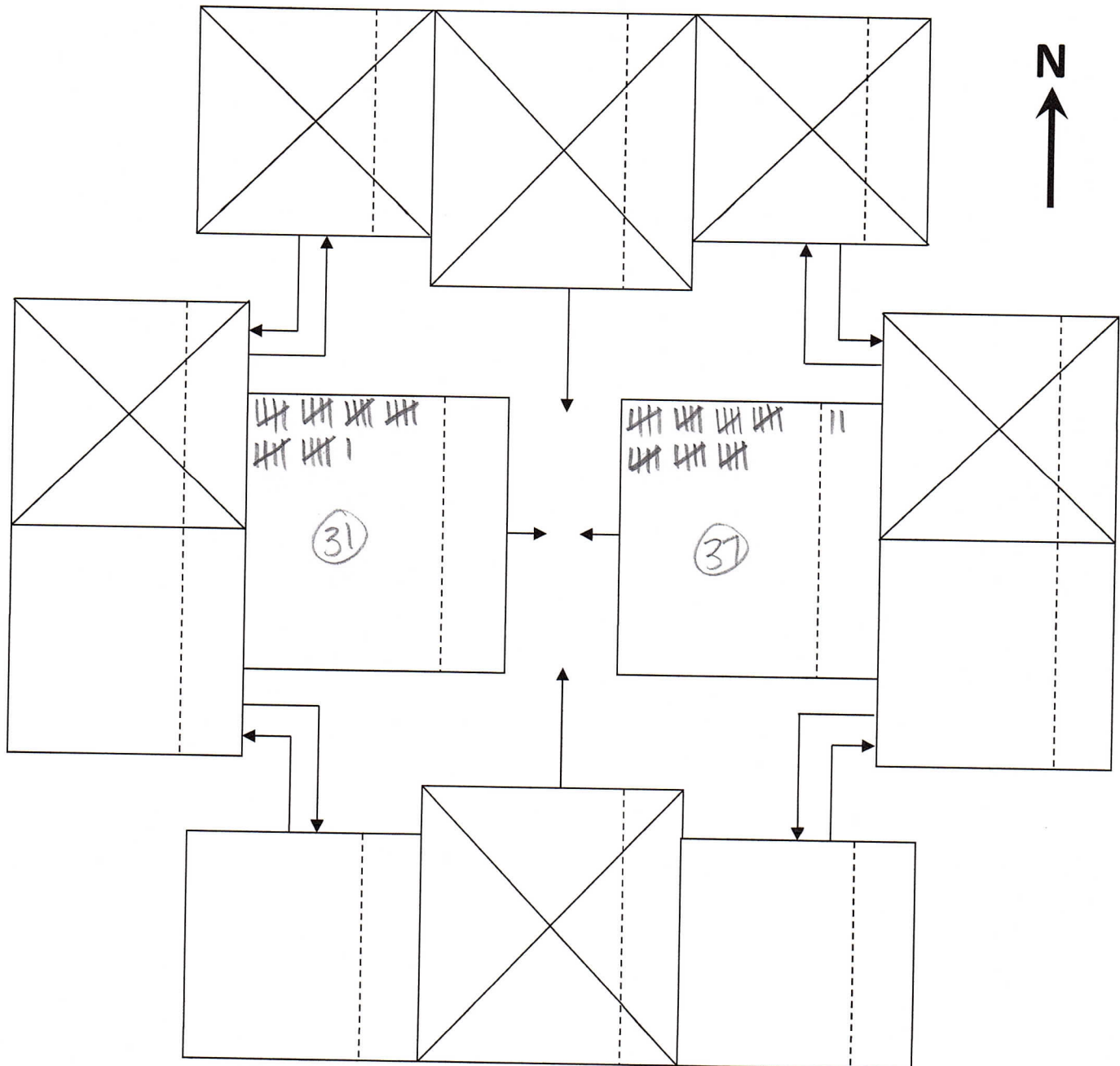
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: 105

Time: 9:45 to 10:00  
Date: 12/21/22  
Weather: \_\_\_\_\_  
Observer: Brett

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



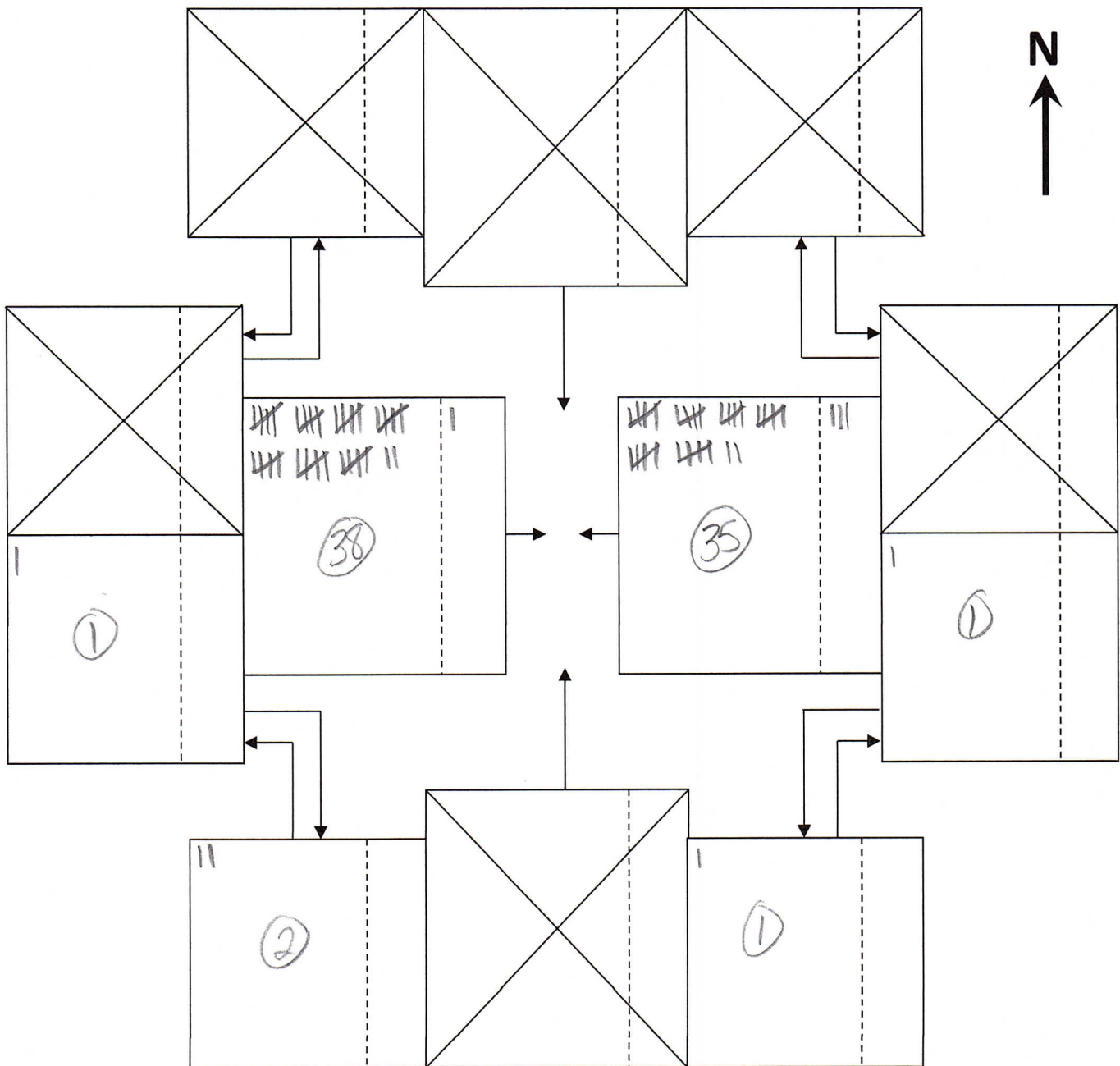
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: 105

Time: 1:00 to 1:15  
Date: 12/21/22  
Weather: \_\_\_\_\_  
Observer: Brett

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



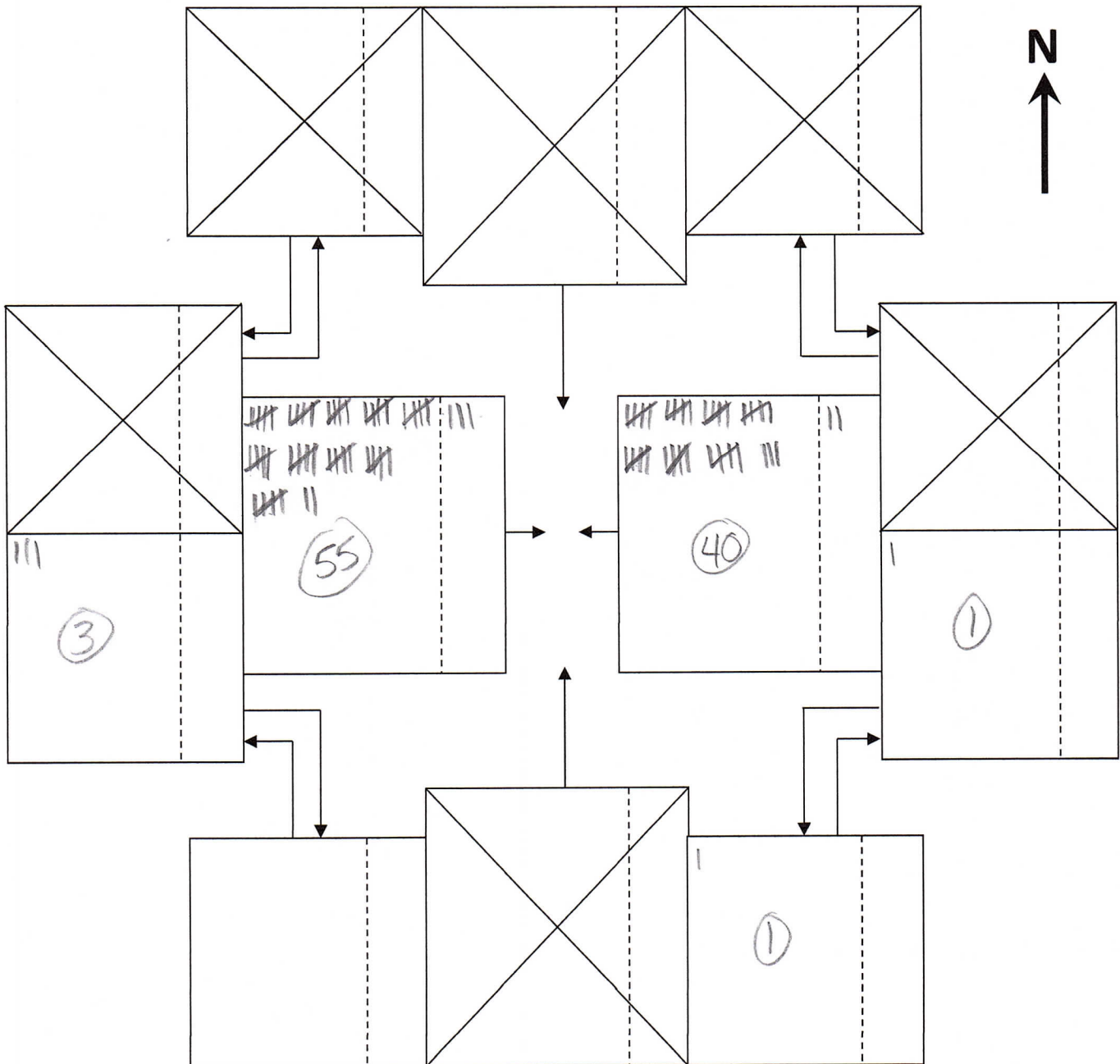
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
 E/W Street: 105

Time: 1:15 to 1:30  
 Date: 12/21/22  
 Weather: \_\_\_\_\_  
 Observer: Brett

**Counts are Conducted From the Direction of Travel**  
 (e.g. how many vehicles are turning left from the northbound direction)



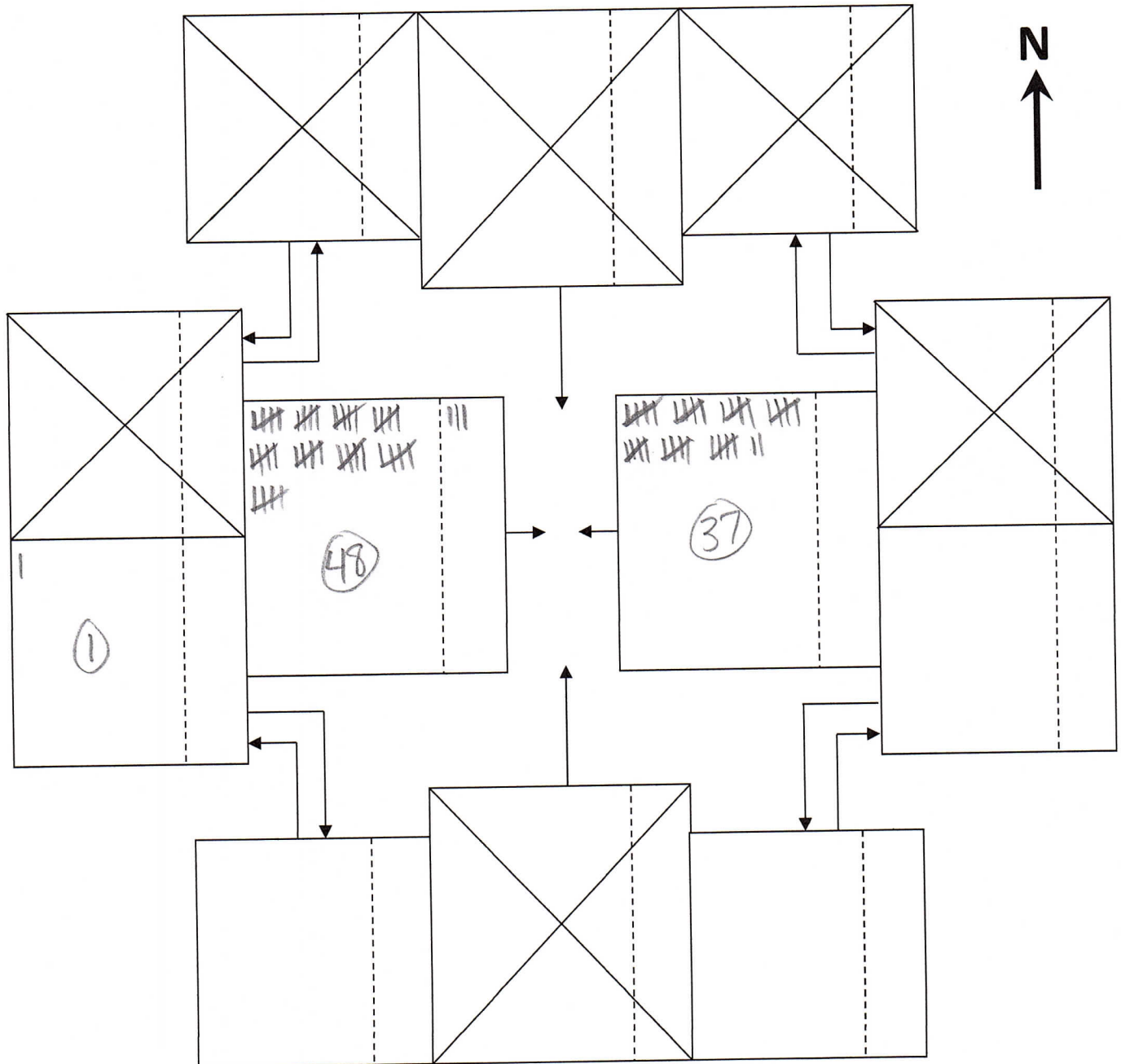
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: 105

Time: 1:30 to 1:45  
Date: 12/21/22  
Weather: \_\_\_\_\_  
Observer: Brett

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

Time: 1:45 to 2:00

Date: 12/21/22

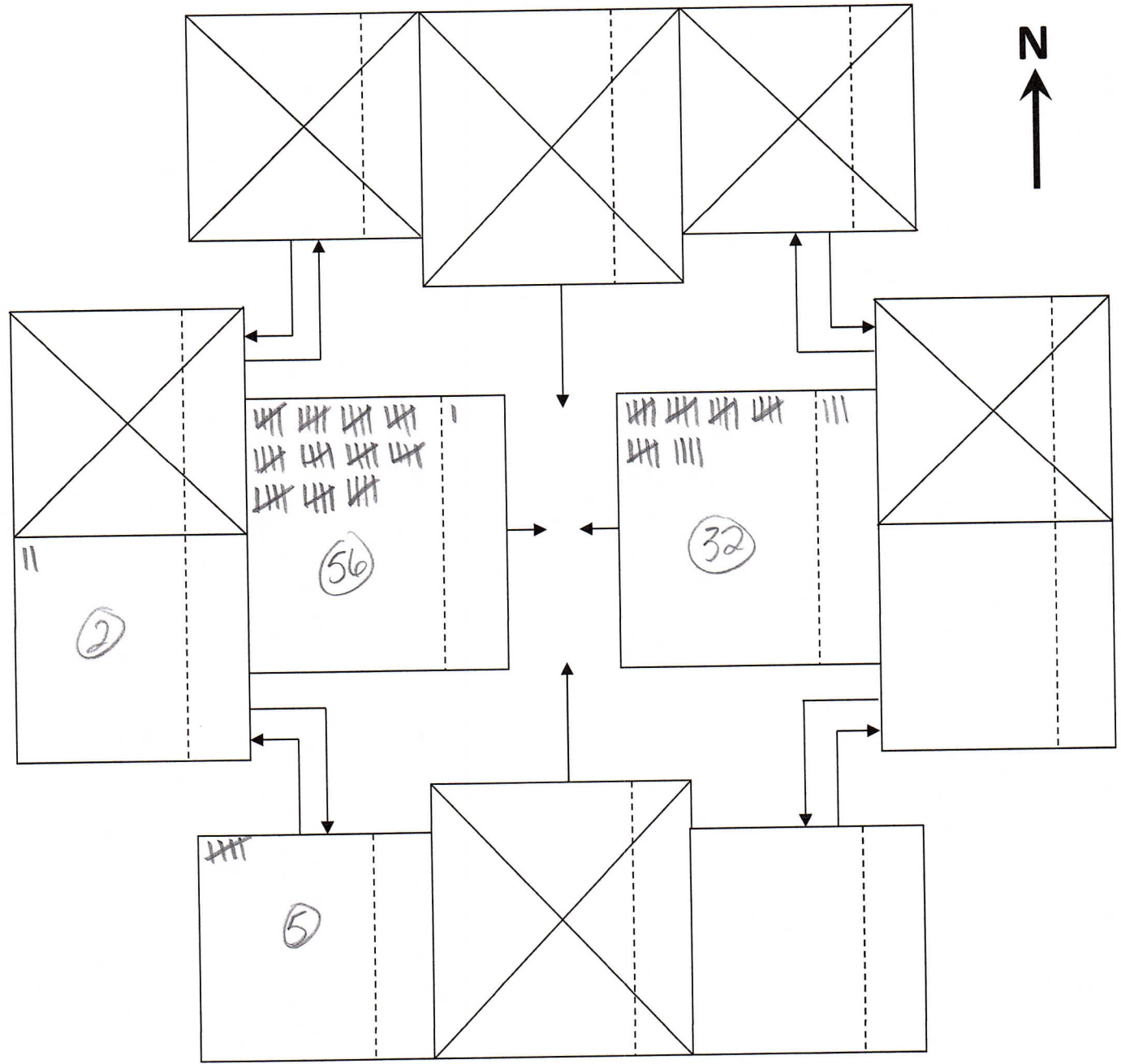
Weather: \_\_\_\_\_

Observer: Brett

N/S Street: Canterbury Dr

E/W Street: 105

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: Saddlewood Rd

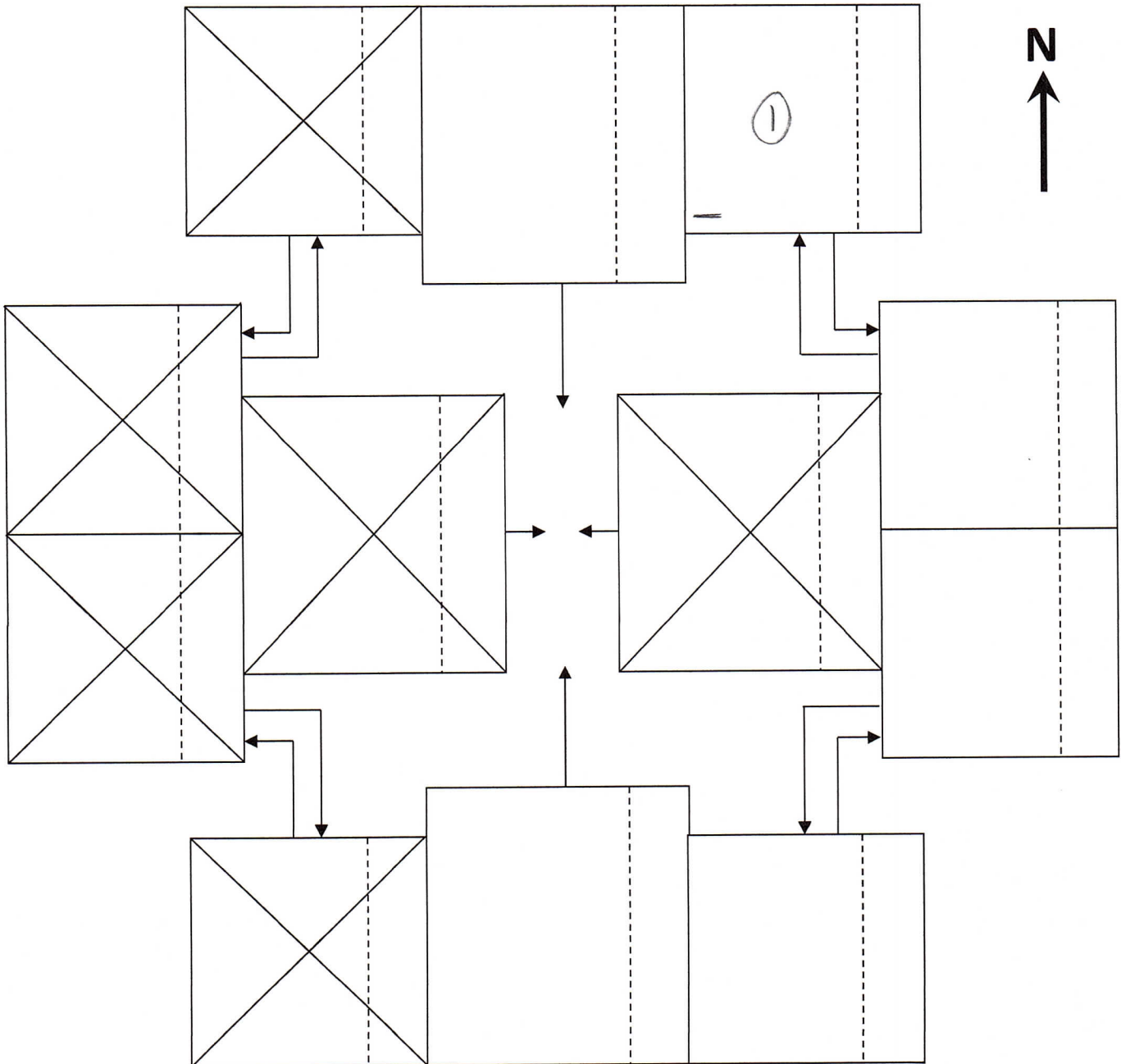
Time: 9:00 to 9:15

Date: 12/21/22

Weather: \_\_\_\_\_

Observer: Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



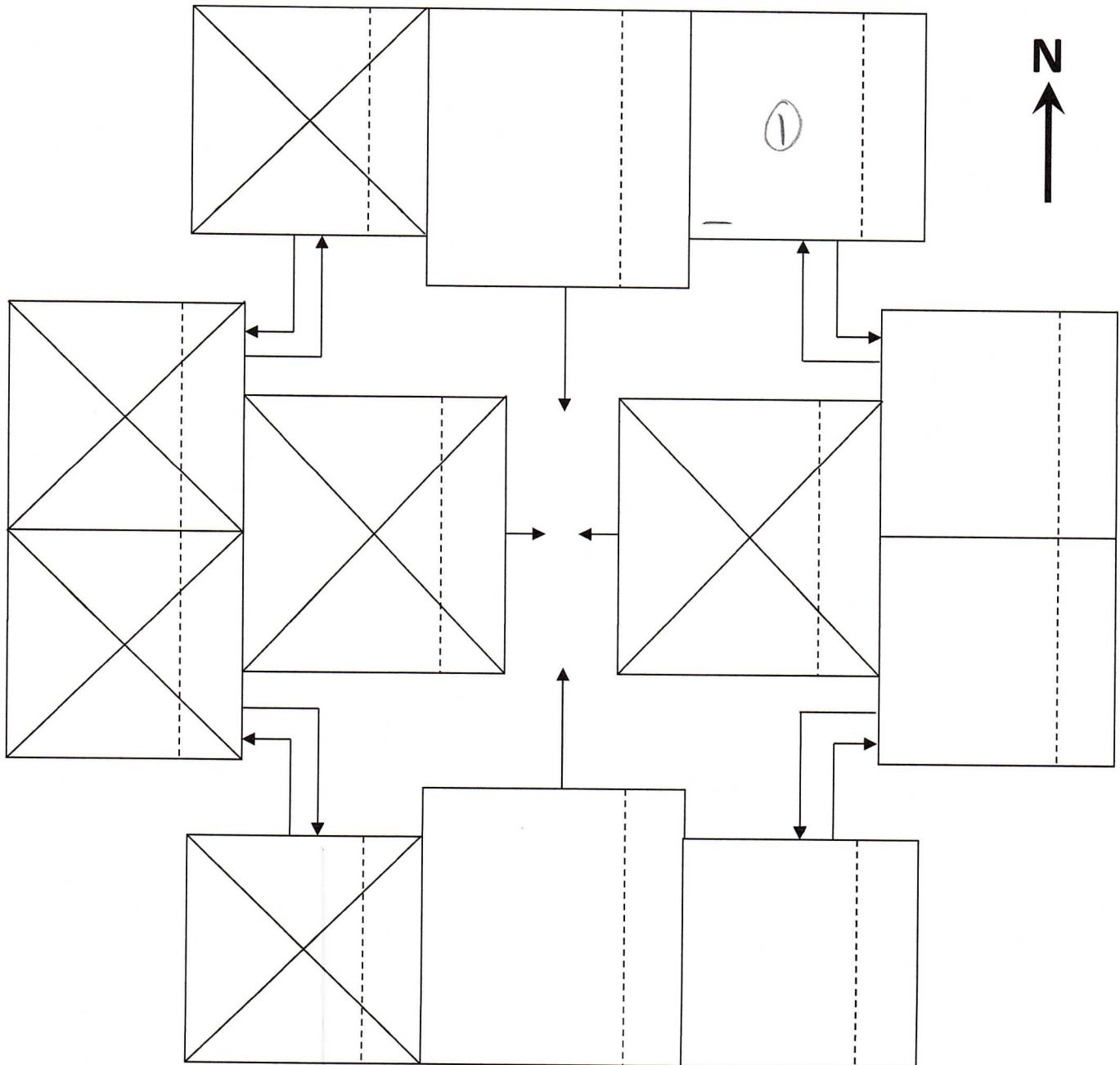
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: Saddlewood Rd

Time: 9:15 to 9:30  
Date: 12/21/22  
Weather: \_\_\_\_\_  
Observer: Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)





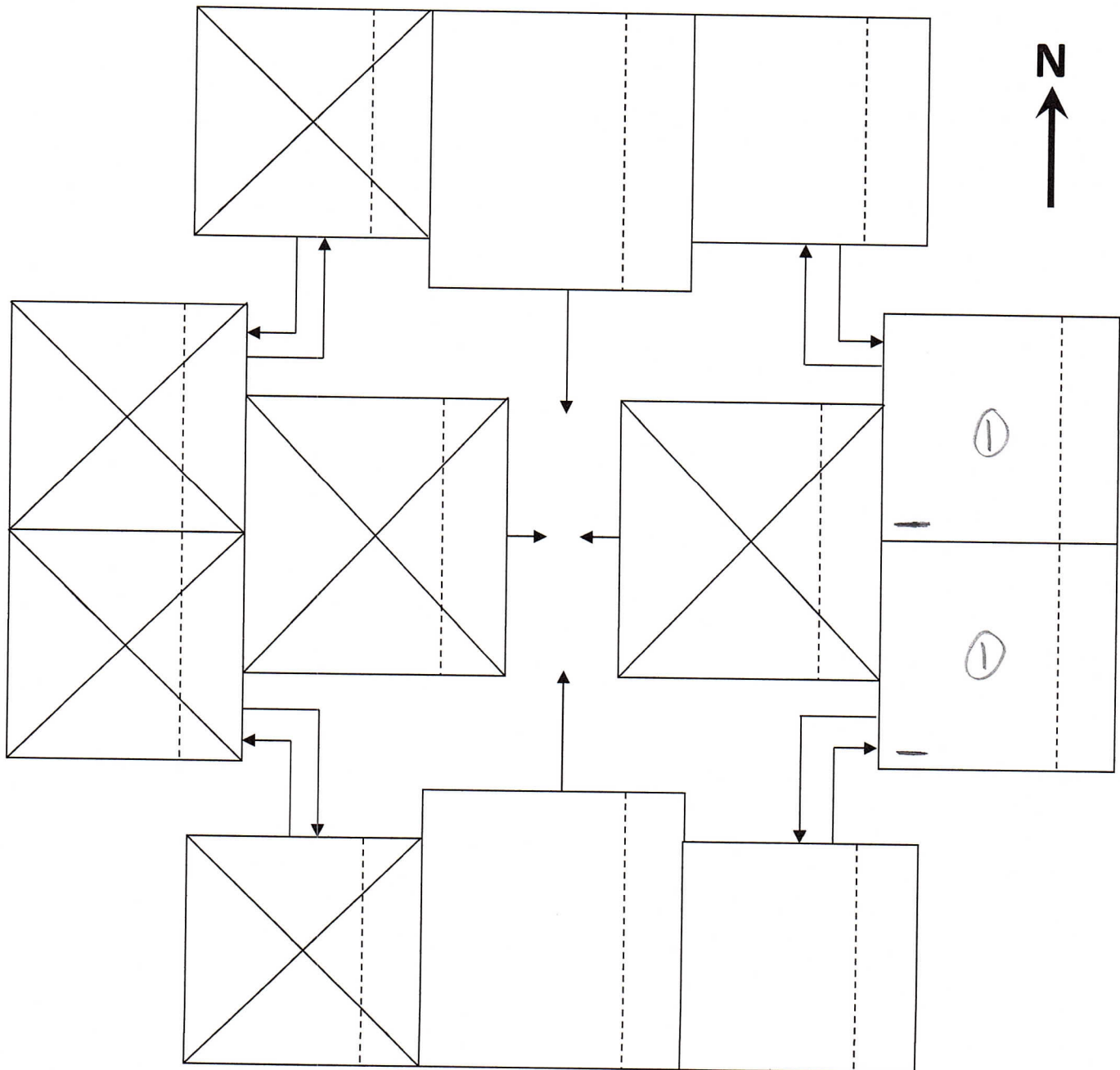
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: Saddlewood Rd

Time: 9:30 to 9:45  
Date: 12/21/22  
Weather: \_\_\_\_\_  
Observer: Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



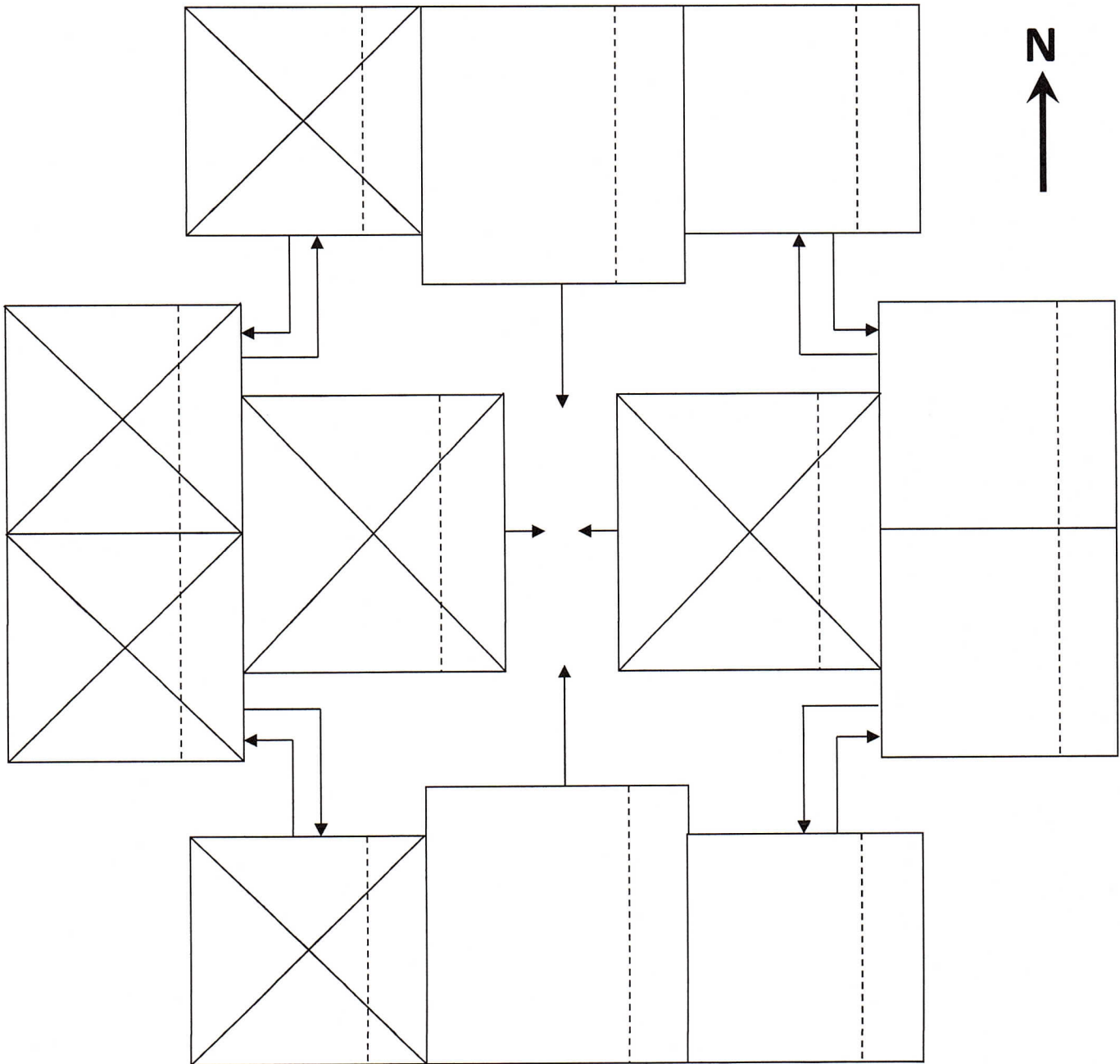
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: Saddlewood Rd

Time: 9:45 to 10:00  
Date: 12/21/22  
Weather: \_\_\_\_\_  
Observer: Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



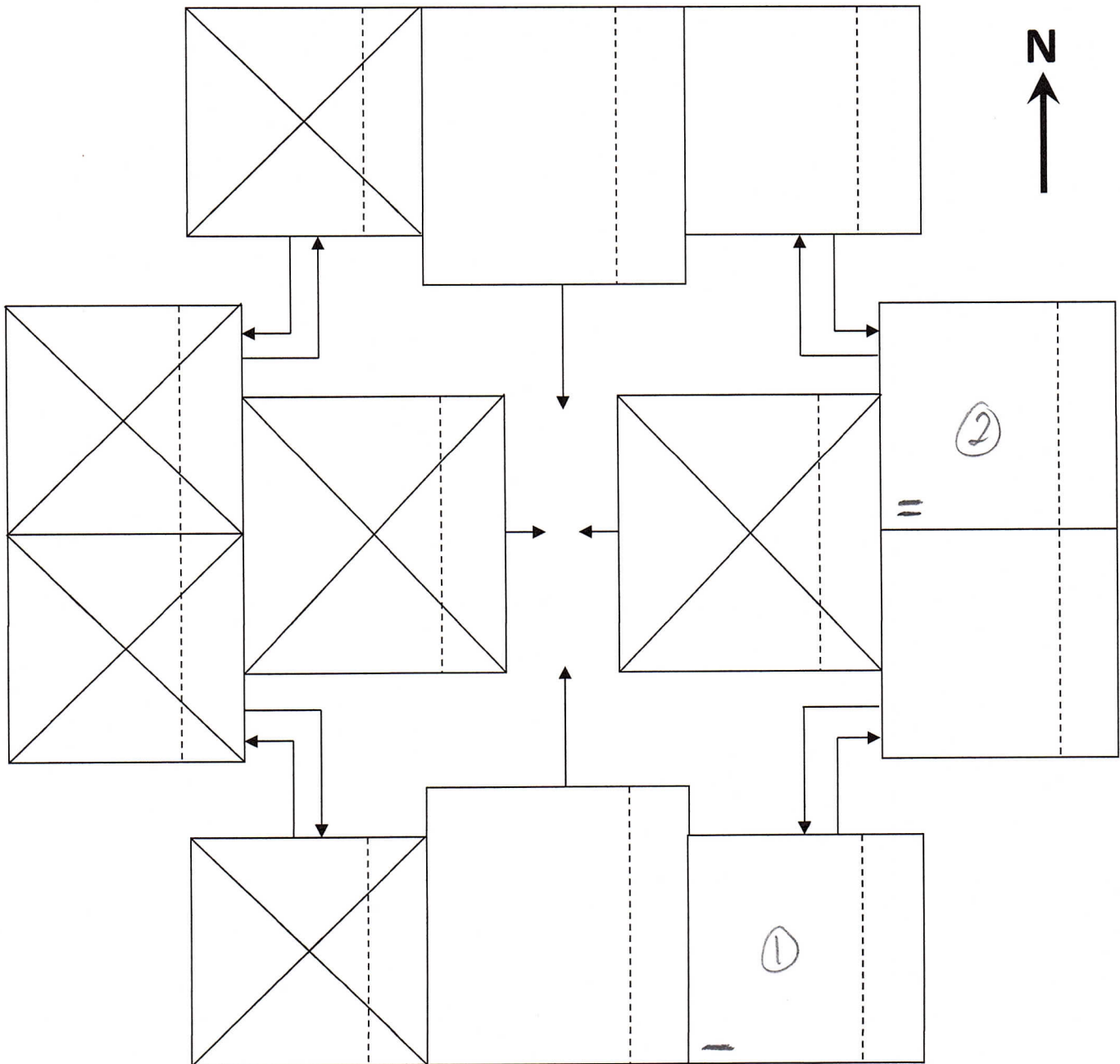
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: Saddlewood Rd

Time: 1:00 to 1:15  
Date: 12/21/22  
Weather: \_\_\_\_\_  
Observer: Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: Saddlewood Rd

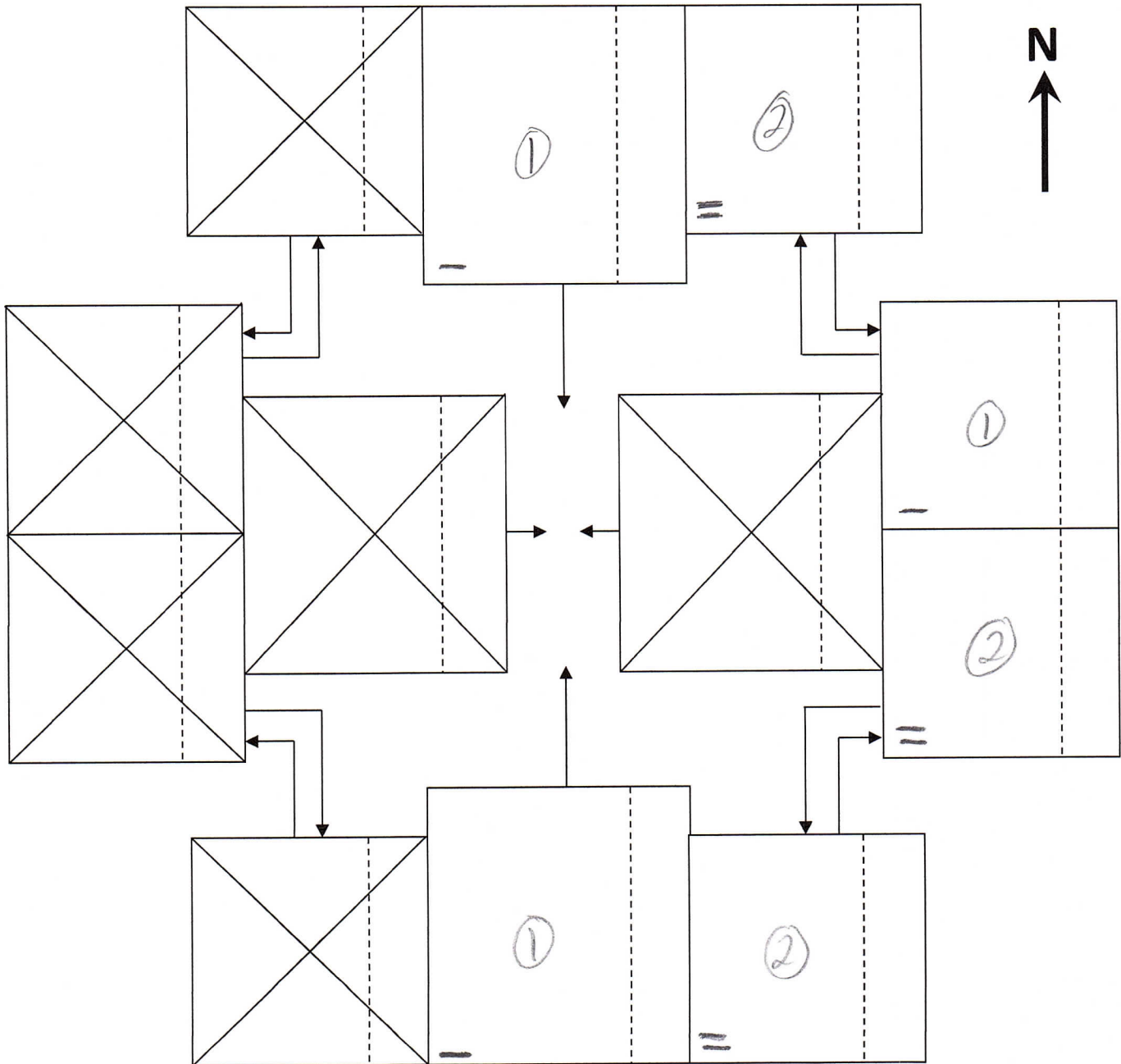
Time: 1:15 to 1:30

Date: 12/21/22

Weather: \_\_\_\_\_

Observer: Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



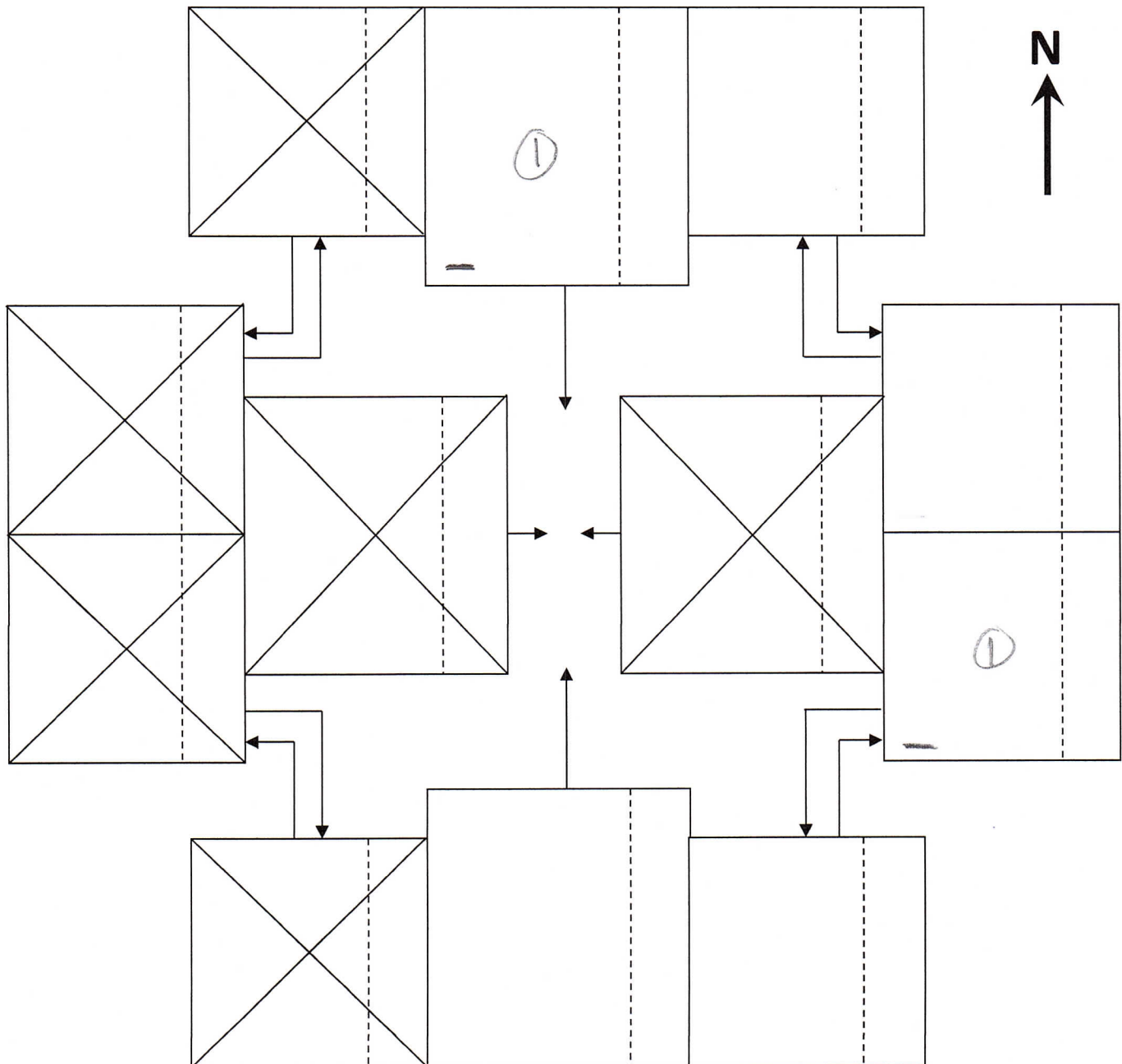
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: Saddlewood Rd

Time: 1:30 to 1:45  
Date: 12/21/22  
Weather: \_\_\_\_\_  
Observer: Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



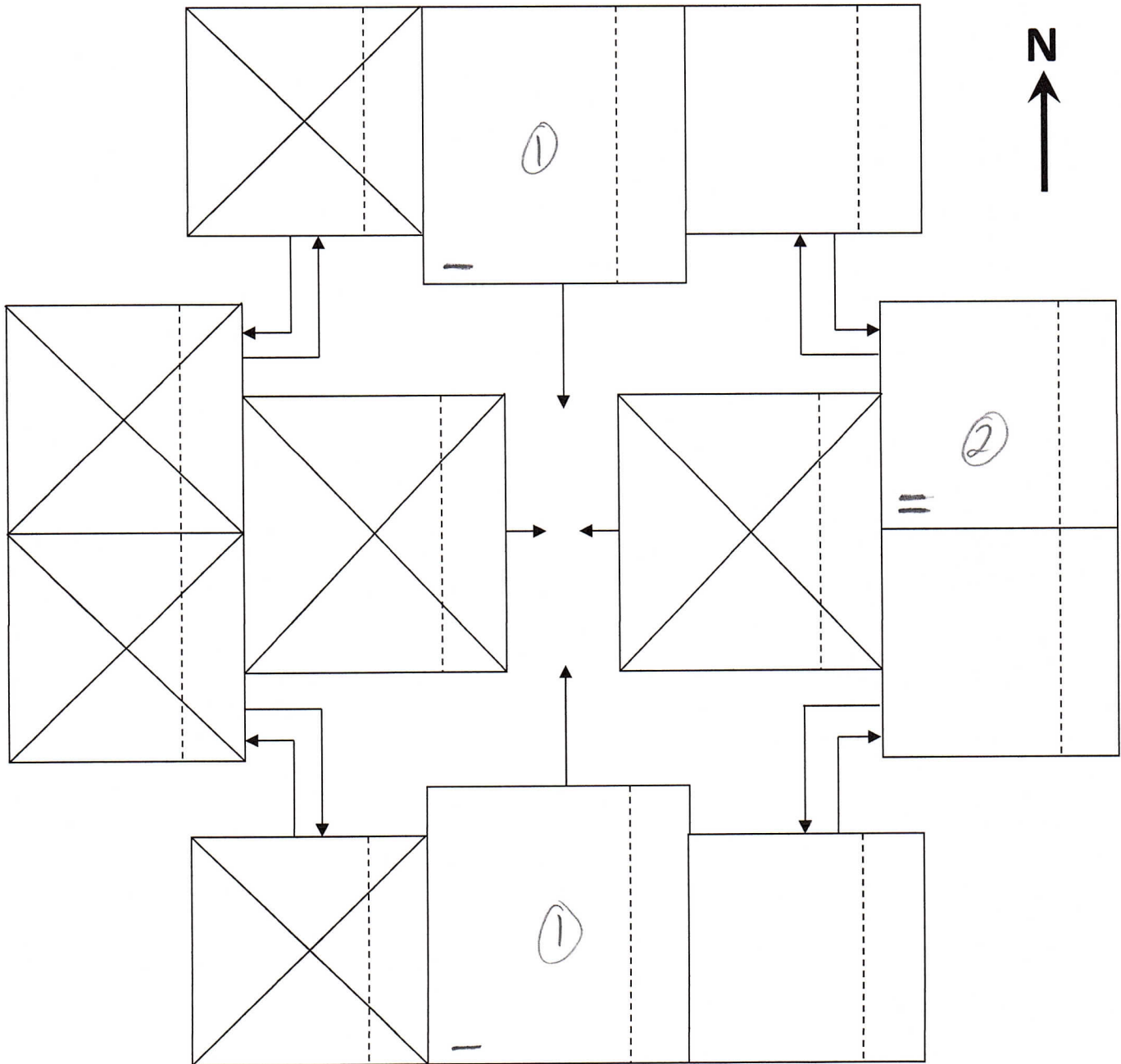
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Canterbury Dr  
E/W Street: Saddlewood Rd

Time: 1:45 to 2:00  
Date: 12/21/22  
Weather: \_\_\_\_\_  
Observer: Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Appaloosa Rd

E/W Street: Highway 105

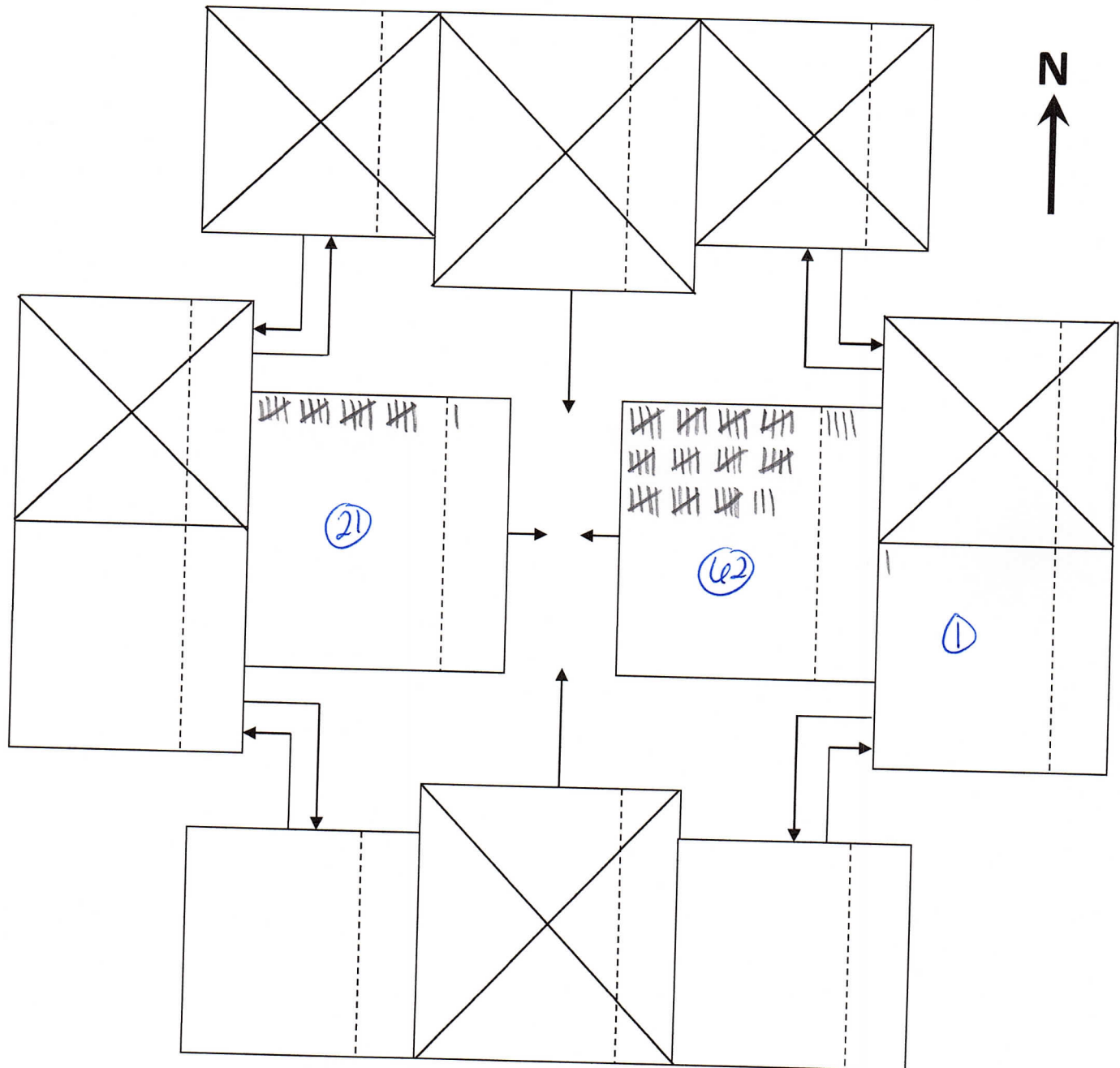
Time: 9:00 to 9:15

Date: 3/14/23

Weather: Partly cloudy

Observer: Gretchen Louk

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



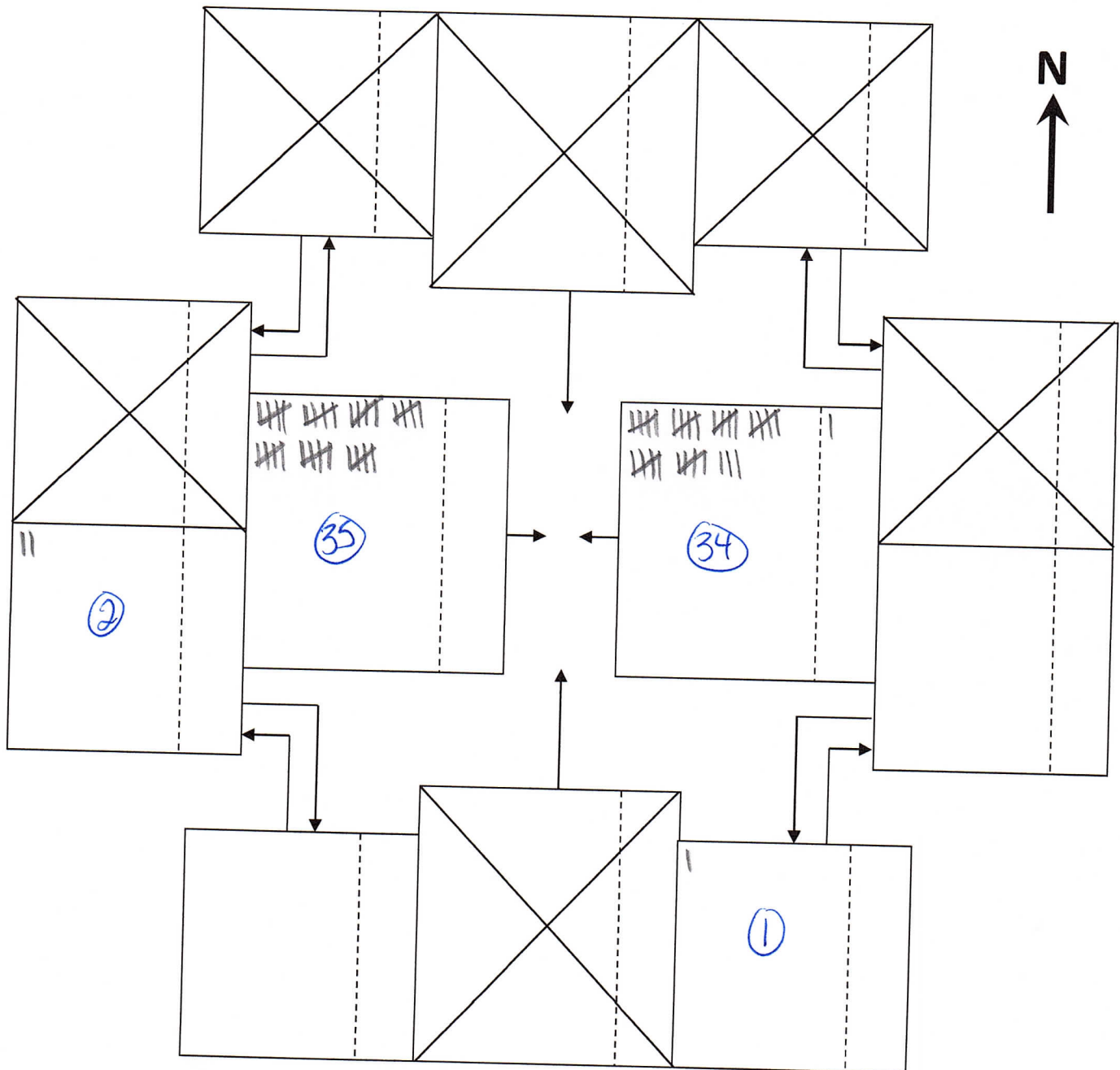
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Appaloosa Rd  
E/W Street: Highway 105

Time: 9:15 to 9:30  
Date: 3/14/23  
Weather: Partly cloudy  
Observer: Brett Louk

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)





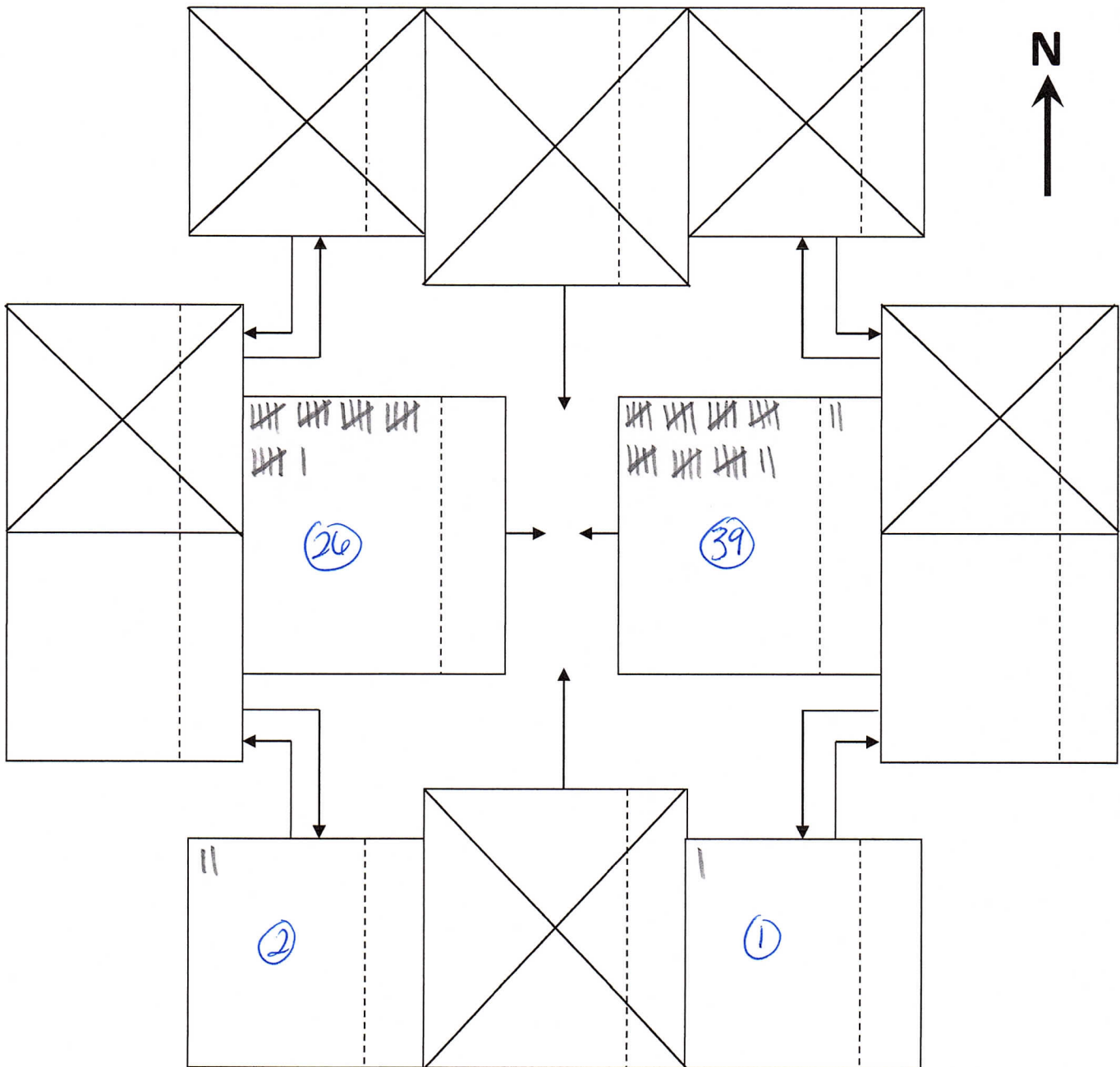
# Vehicle Turning Movement Count

## Four Approach Field Sheet

**N/S Street:** Appaloosa Rd  
**E/W Street:** Highway 105

**Time:** 9:30 to 9:45  
**Date:** 3/14/23  
**Weather:** \_\_\_\_\_  
**Observer:** \_\_\_\_\_

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Appaloosa Rd

E/W Street: Highway 105

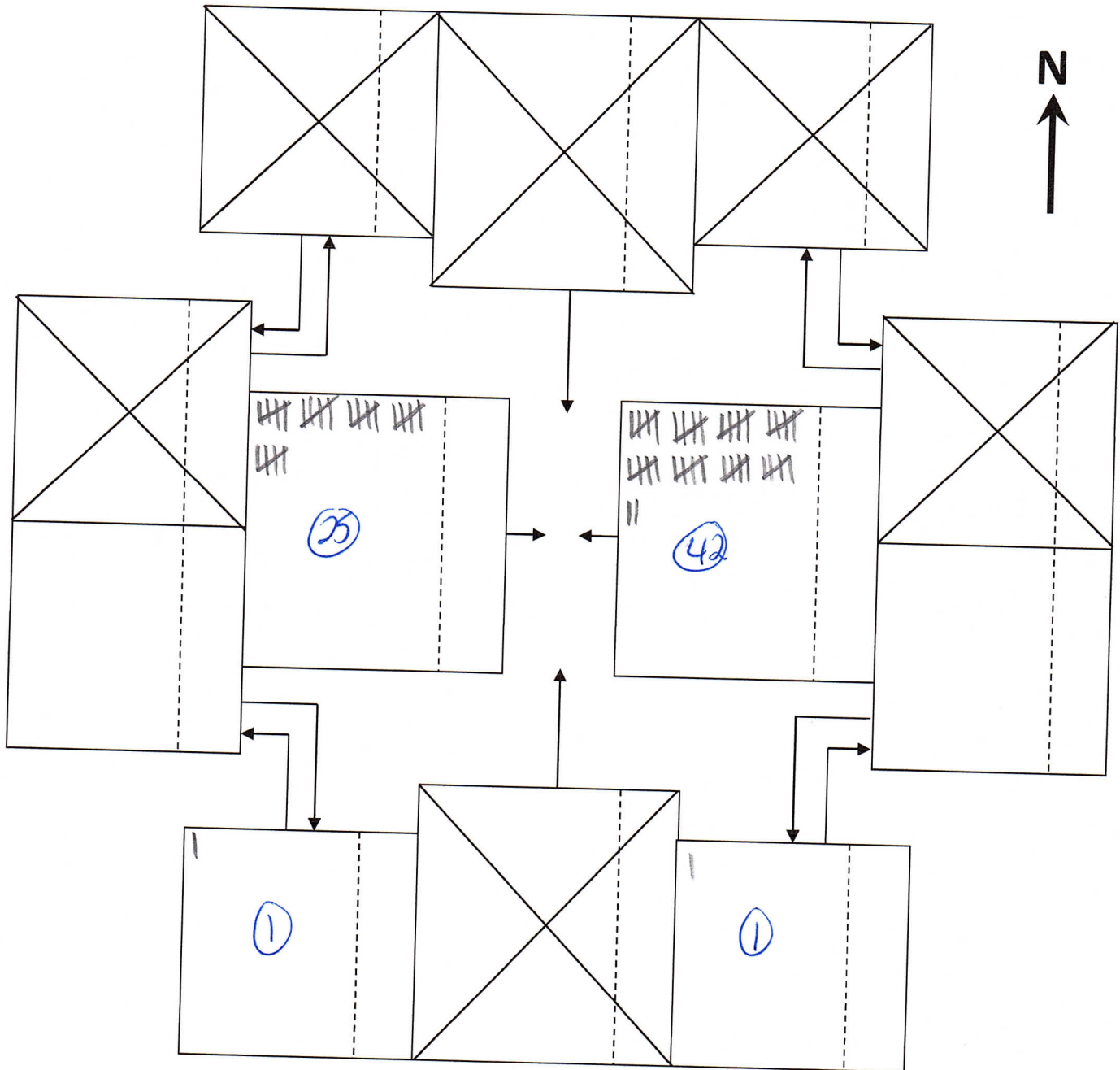
Time: 9:45 to 10:00

Date: 3/14/23

Weather: \_\_\_\_\_

Observer: \_\_\_\_\_

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Appaloosa Rd

E/W Street: Highway 105

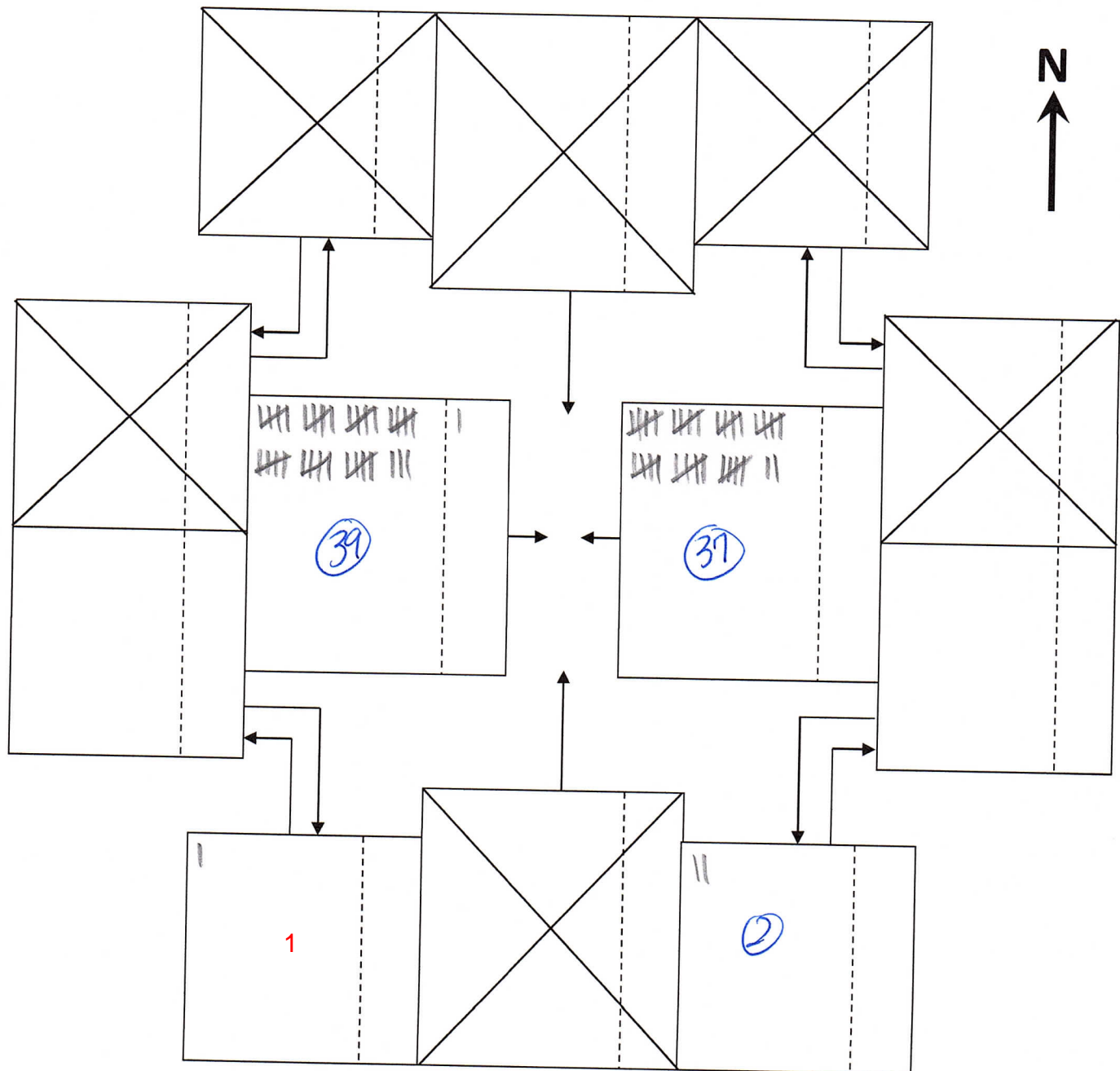
Time: 1:00 to 1:15

Date: 3/14/23

Weather: Partly cloudy

Observer: Brett Beck

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



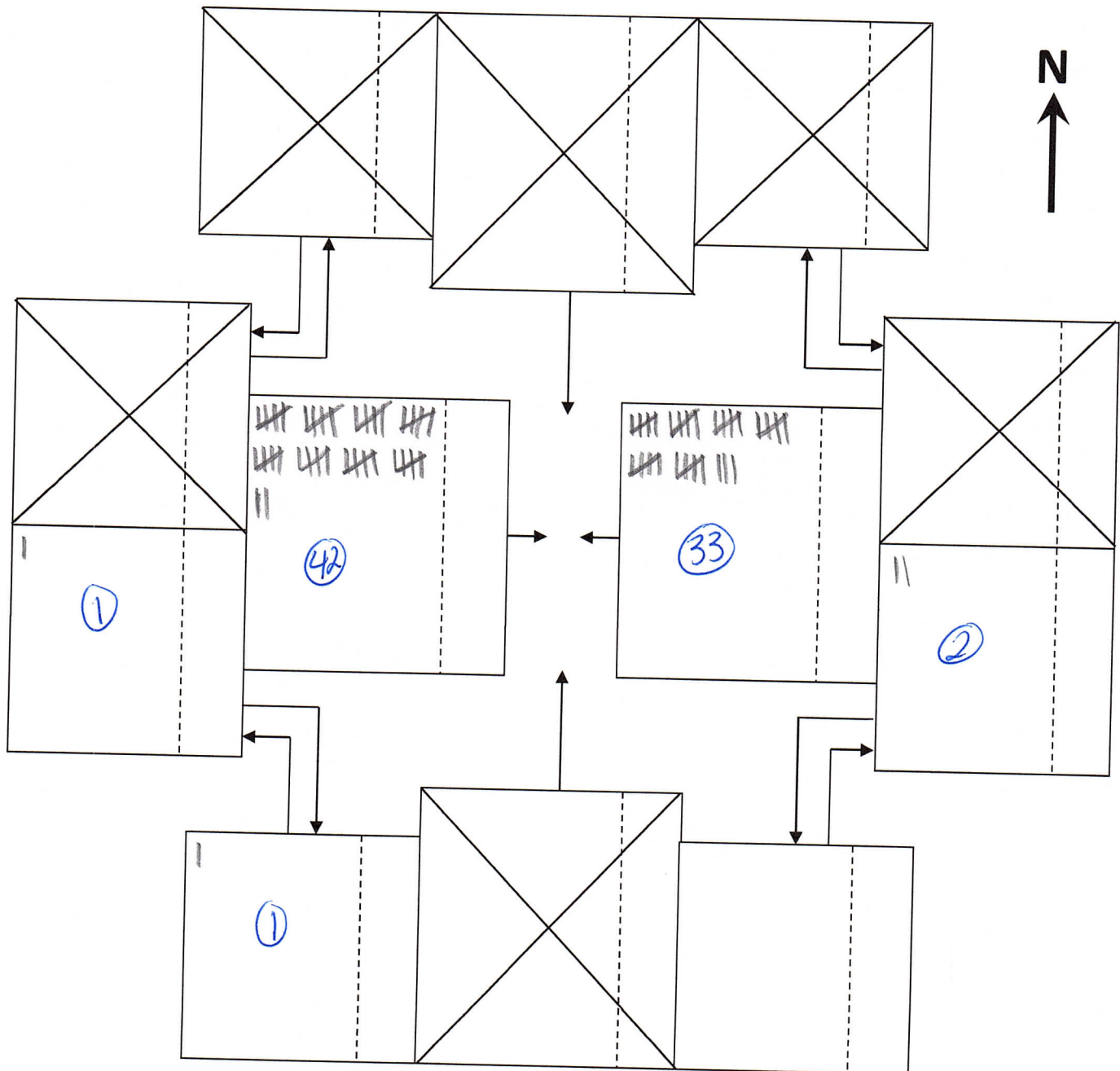
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Appaloosa Rd  
E/W Street: Highway 105

Time: 1:15 to 1:30  
Date: 3/14/23  
Weather: Partly Cloudy  
Observer: Brett Louk

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



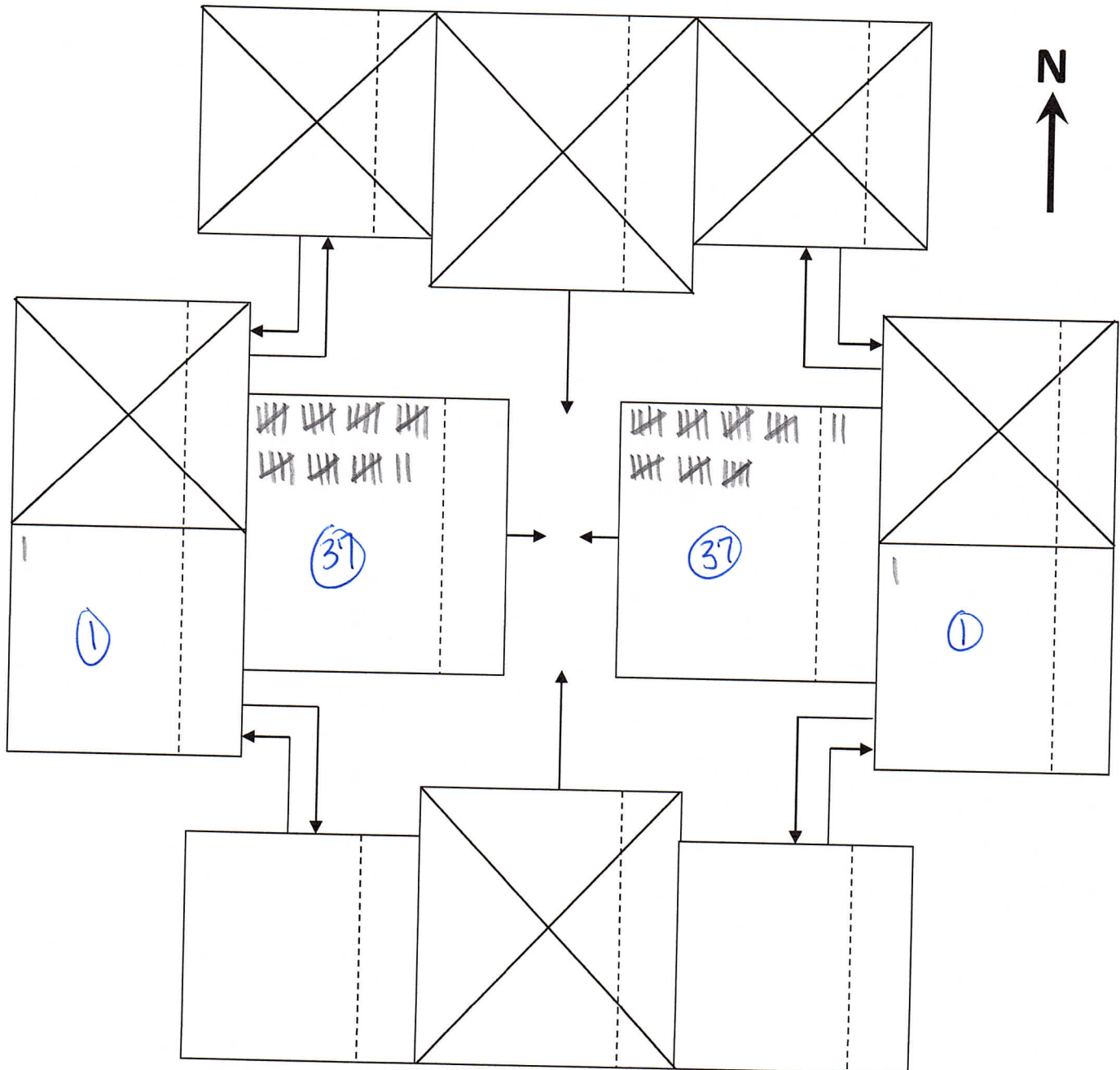
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Appaloosa Rd  
E/W Street: Highway 105

Time: 1:30 to 1:45  
Date: 3/14/23  
Weather: Partly Cloudy  
Observer: Brett Louk

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



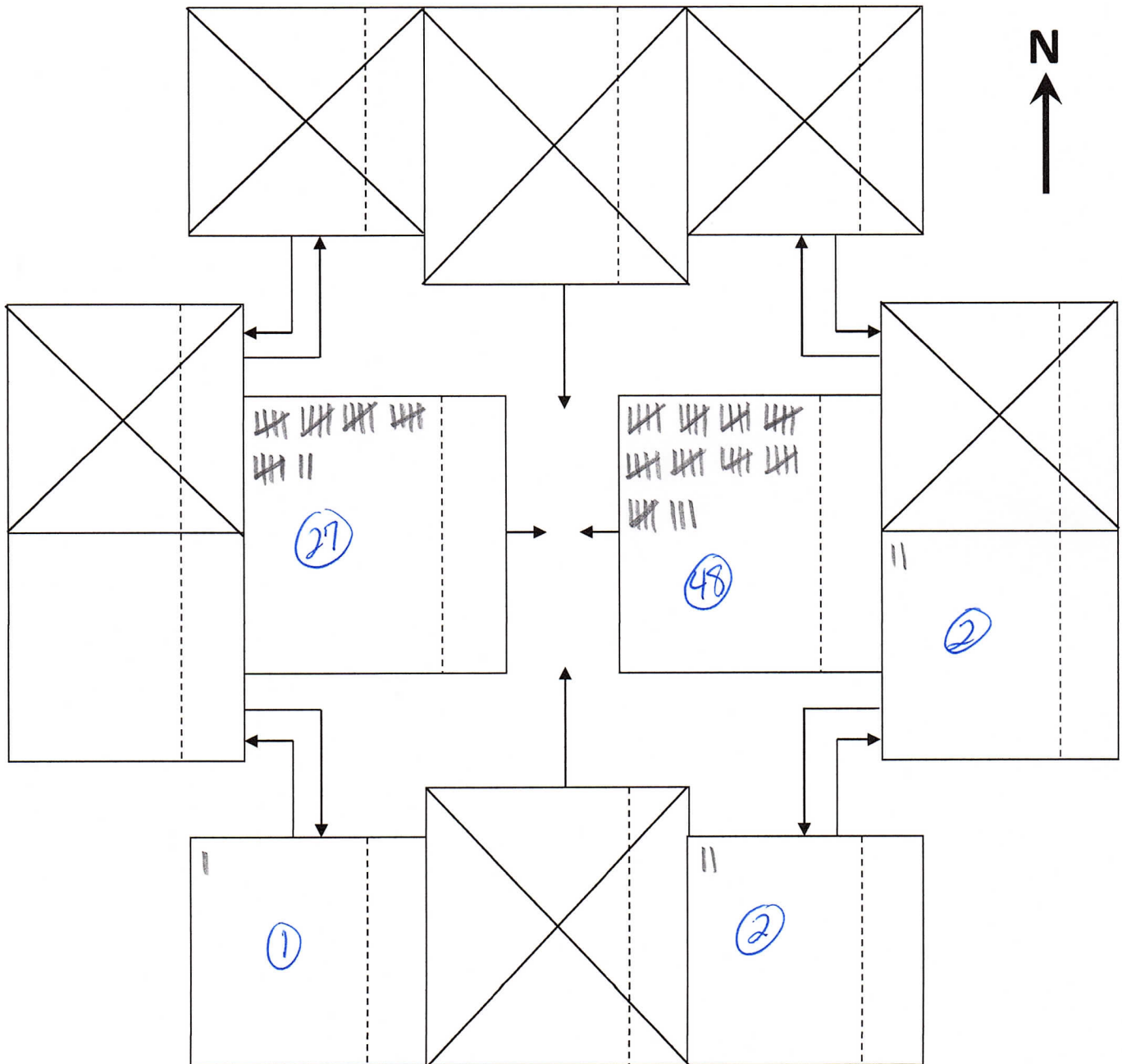
# Vehicle Turning Movement Count

## Four Approach Field Sheet

**N/S Street:** Appaloosa Rd  
**E/W Street:** Highway 105

**Time:** 1:45 to 2:00  
**Date:** 3/14/23  
**Weather:** Partly cloudy  
**Observer:** Brett Louk

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Cherry Springs Ranch Dr

E/W Street: Highway 105

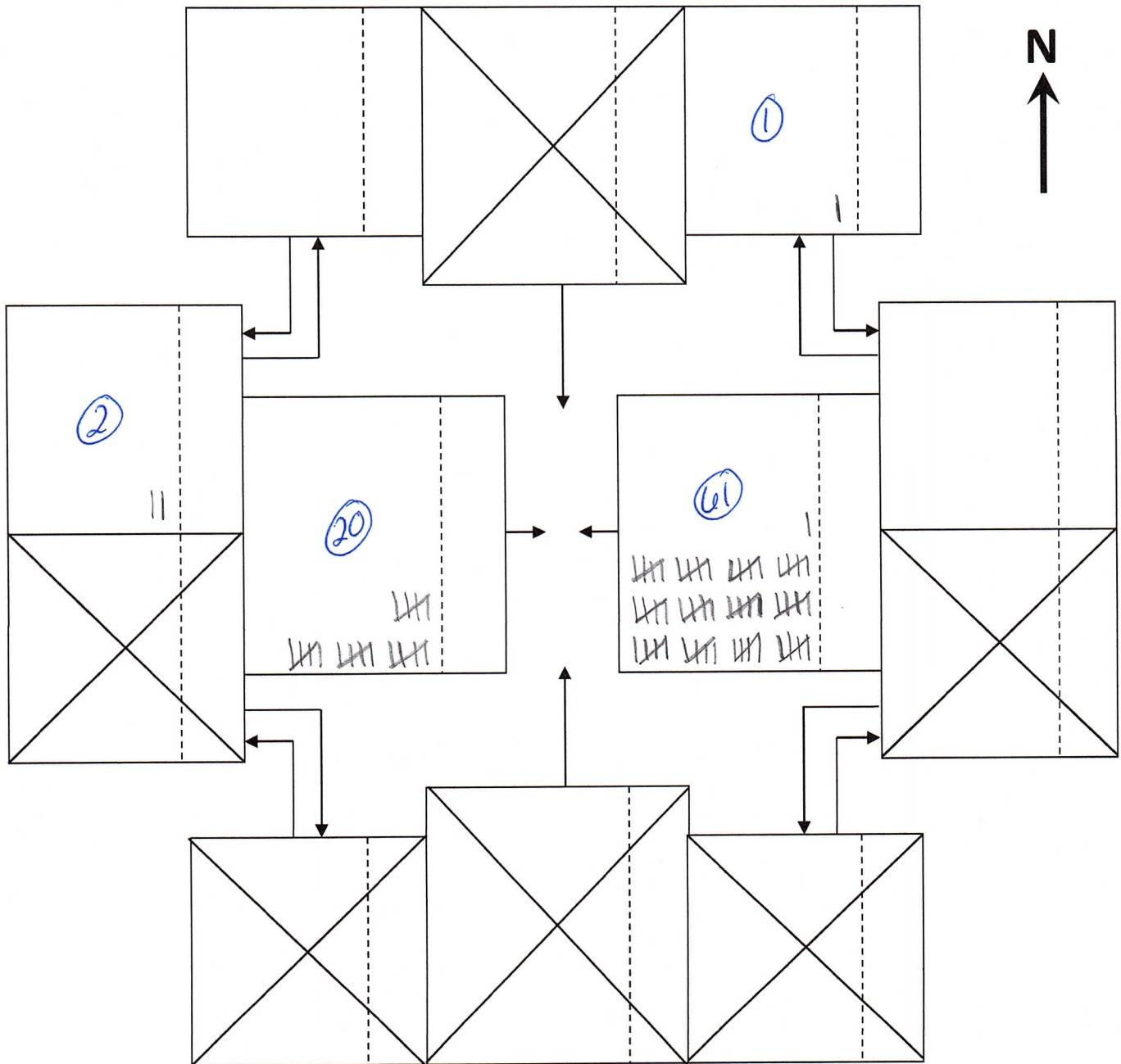
Time: 9:00 to 9:15

Date: 3/14/23

Weather: \_\_\_\_\_

Observer: Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

**N/S Street:** Cherry Springs Ranch Dr

**E/W Street:** Highway 105

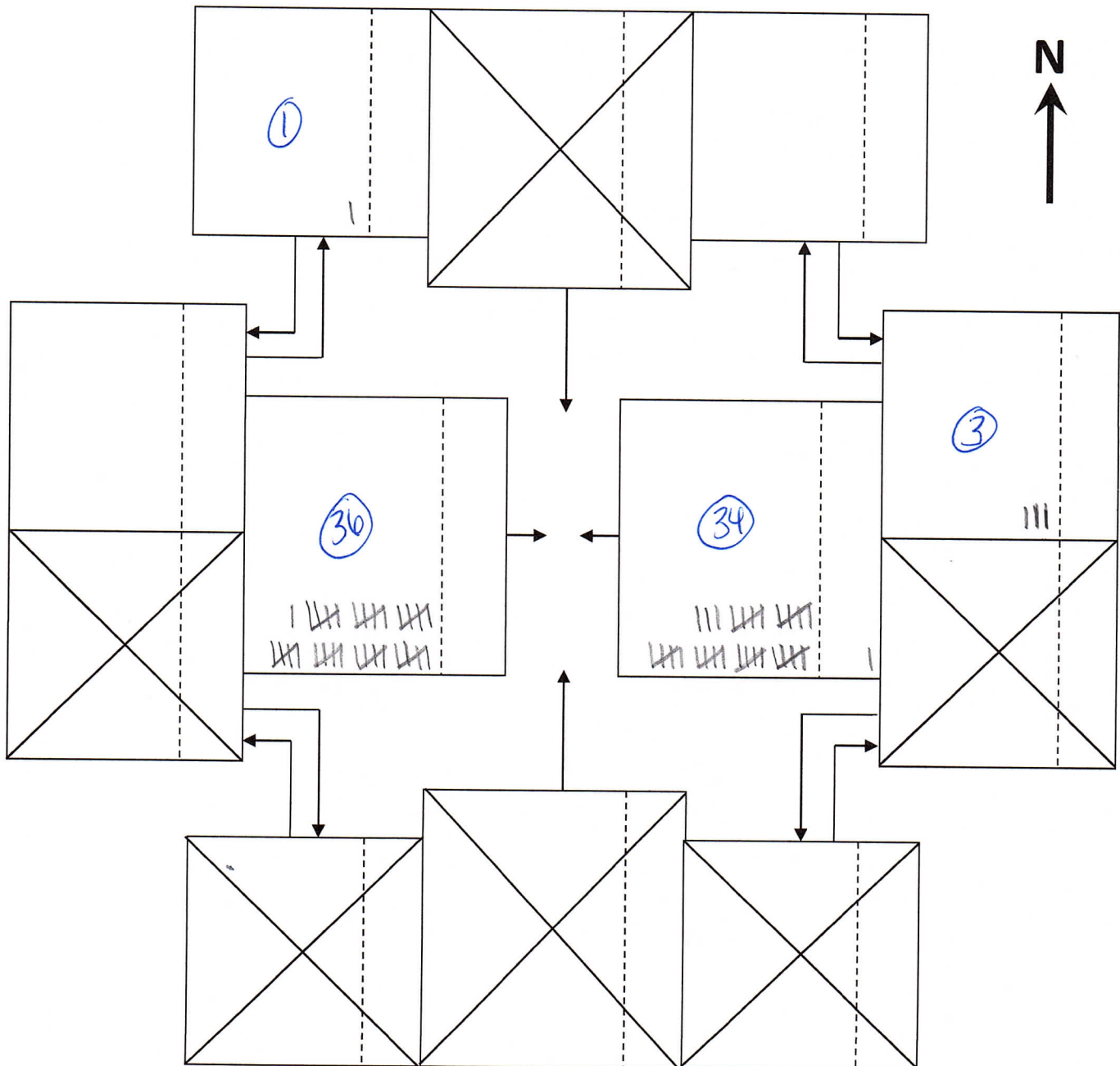
**Time:** 9:15 to 9:30

**Date:** 3/14/23

**Weather:** \_\_\_\_\_

**Observer:** Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)





# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Cherry Springs Ranch Dr

E/W Street: Highway 105

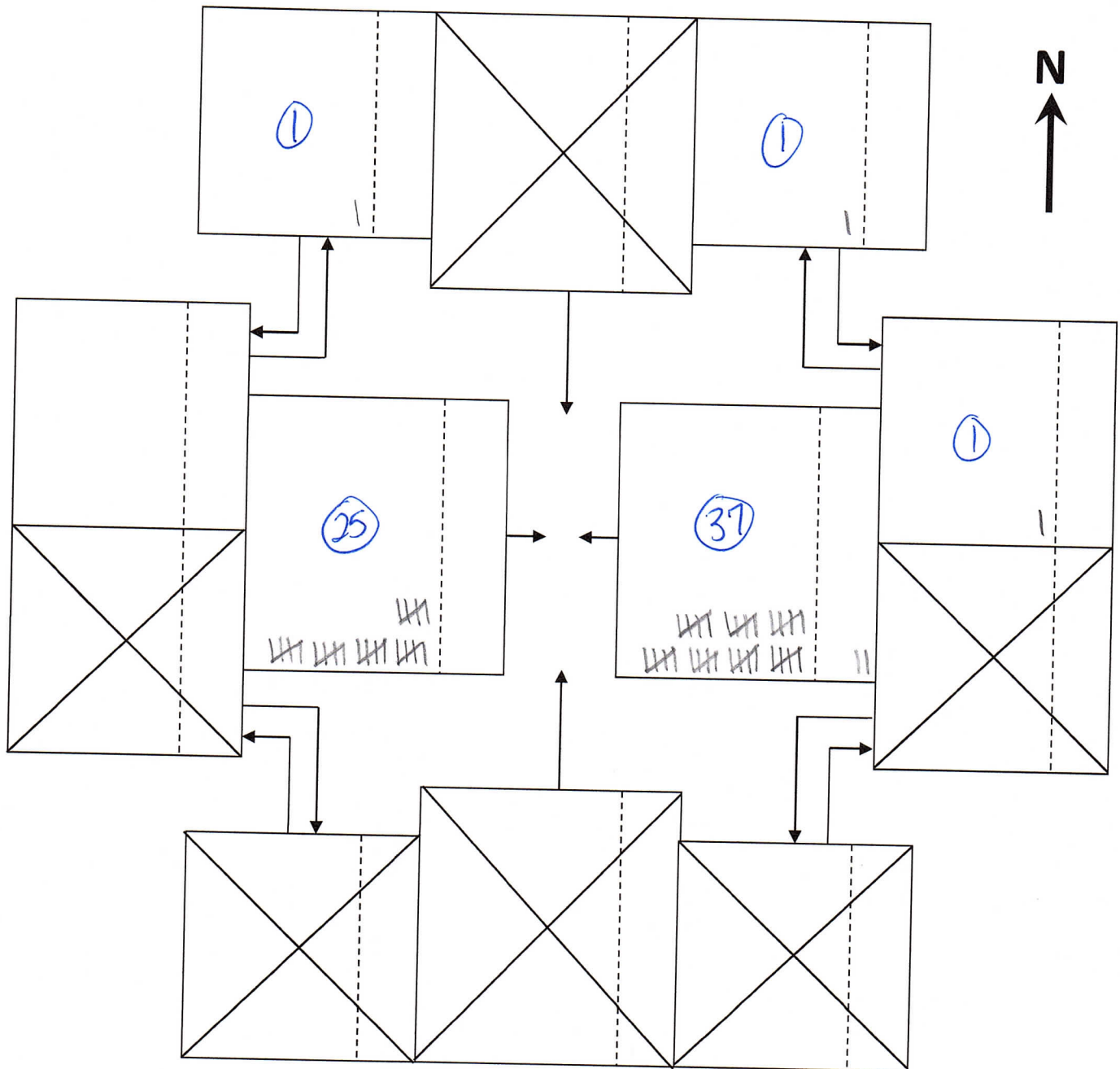
Time: 9:30 to 9:45

Date: 3/14/23

Weather: \_\_\_\_\_

Observer: Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

**N/S Street:** Cherry Springs Ranch Dr

**E/W Street:** Highway 105

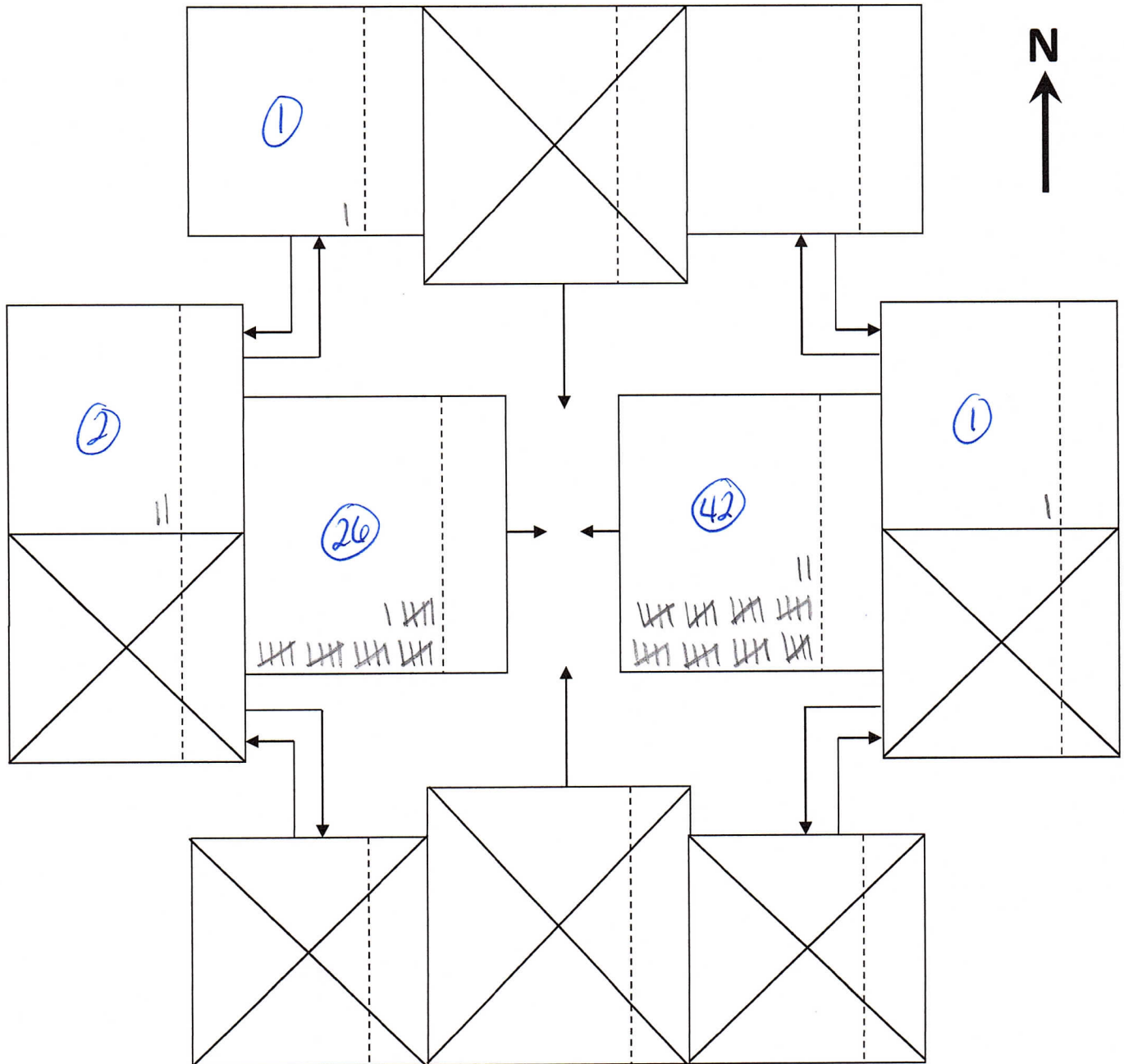
**Time:** 9:45 to 10:00

**Date:** 3/14/23

**Weather:** \_\_\_\_\_

**Observer:** Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

**N/S Street:** Cherry Springs Ranch Dr

**E/W Street:** Highway 105

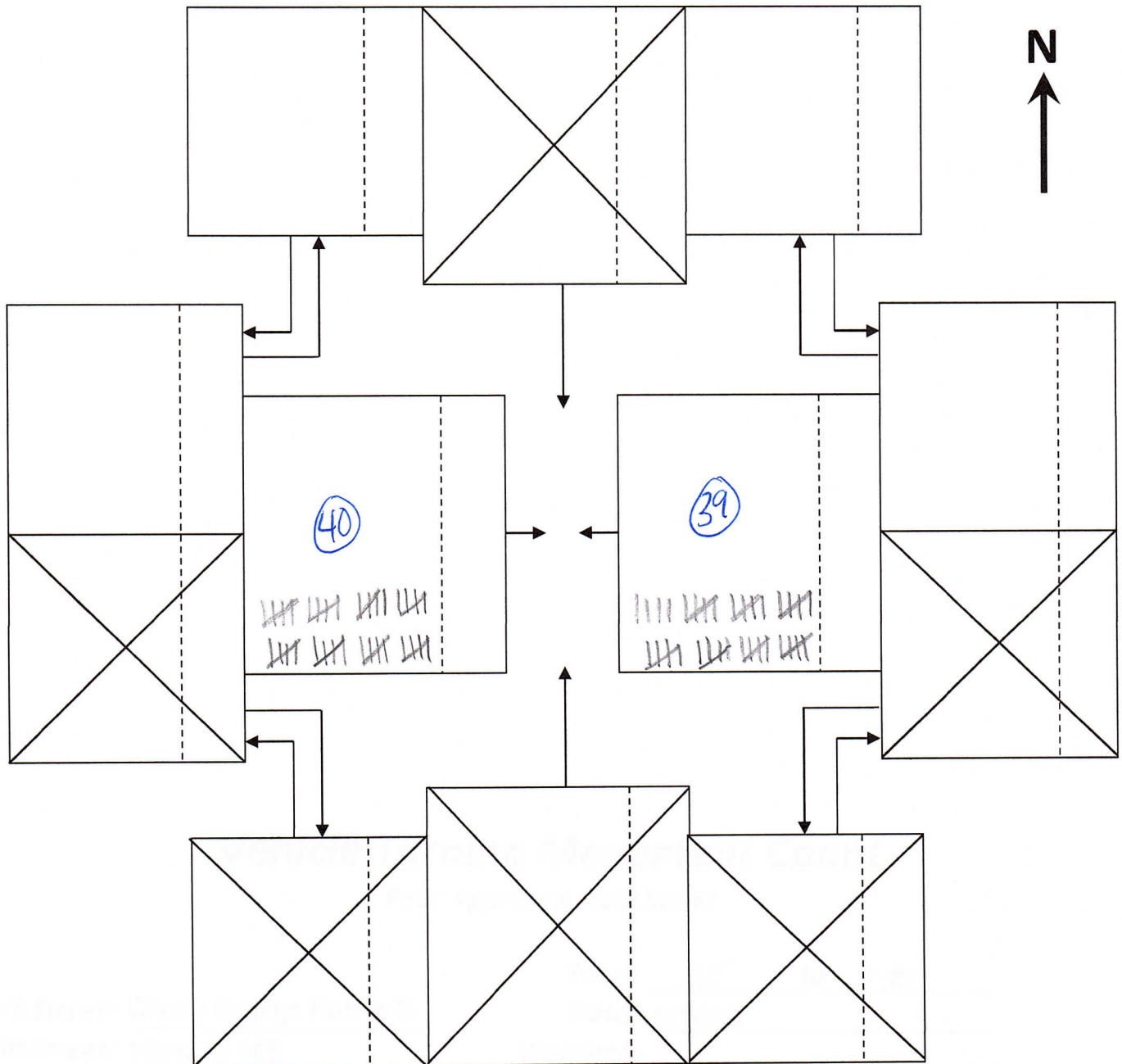
**Time:** 1:00 to 1:15

**Date:** 3/14/23

**Weather:** \_\_\_\_\_

**Observer:** Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

**N/S Street:** Cherry Springs Ranch Dr

**E/W Street:** Highway 105

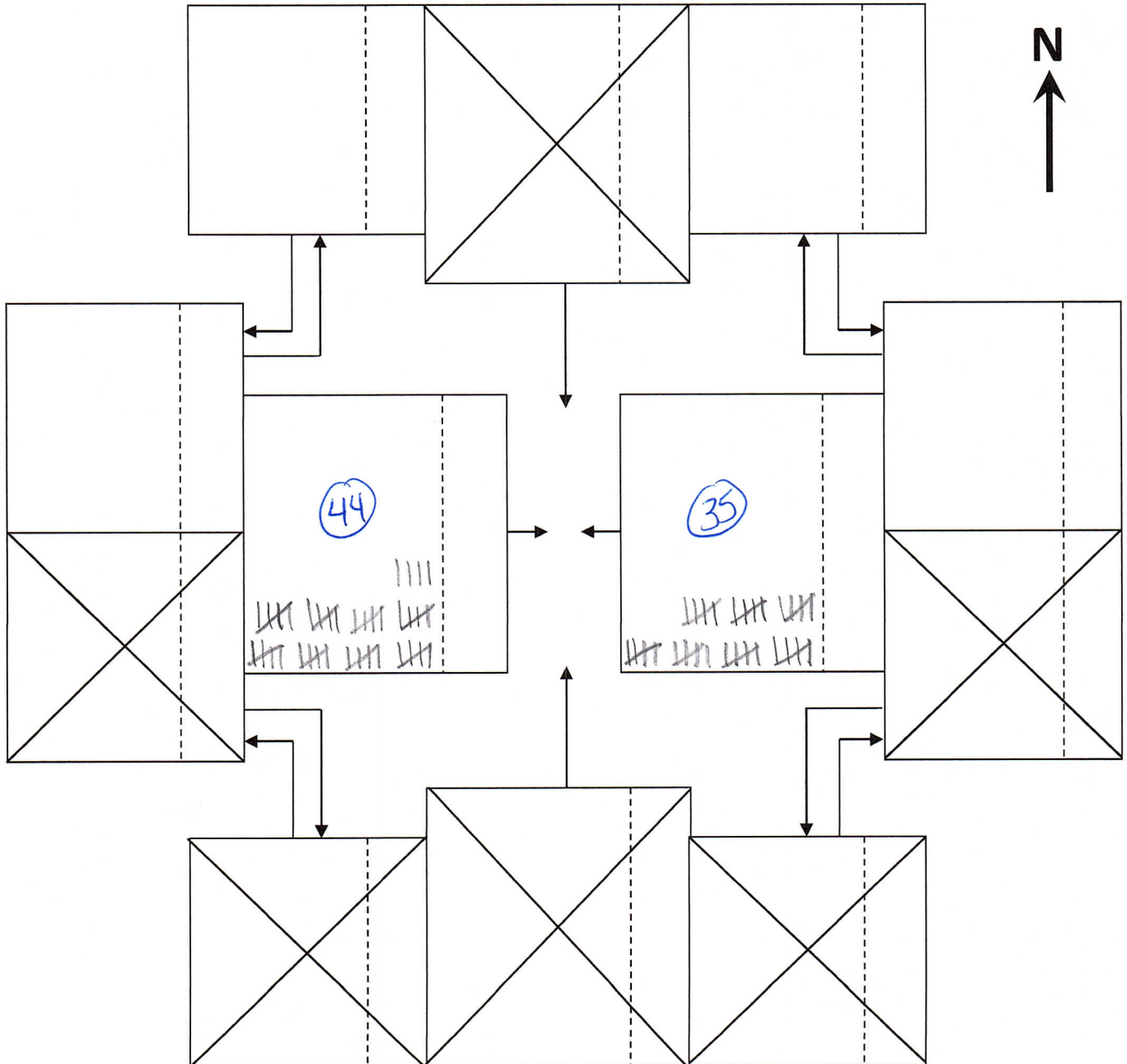
**Time:** 1:15 to 1:30

**Date:** 3/14/23

**Weather:** \_\_\_\_\_

**Observer:** Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



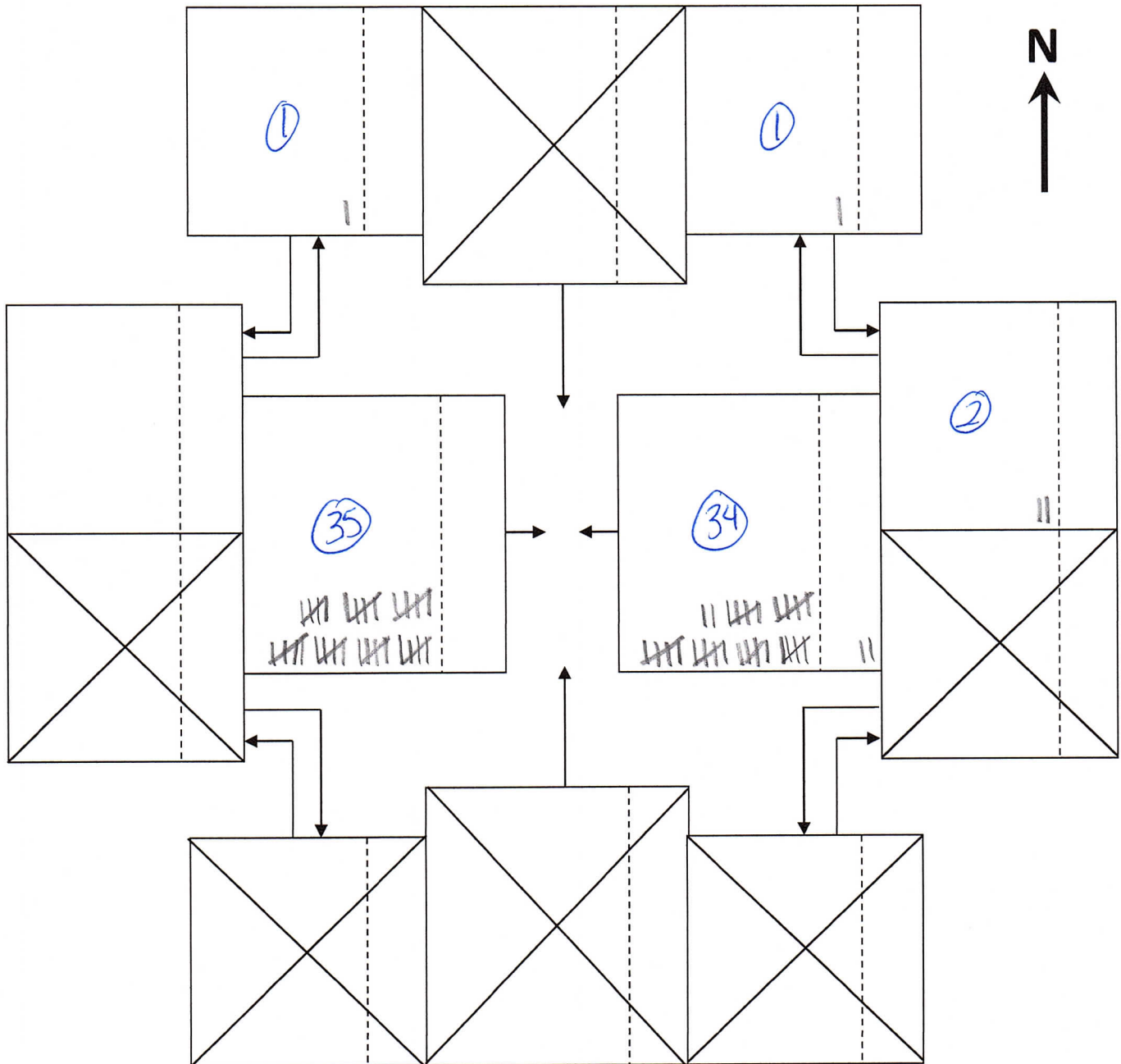
# Vehicle Turning Movement Count

## Four Approach Field Sheet

**N/S Street:** Cherry Springs Ranch Dr  
**E/W Street:** Highway 105

**Time:** 1:30 to 1:45  
**Date:** 3/14/23  
**Weather:** \_\_\_\_\_  
**Observer:** Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

**N/S Street:** Cherry Springs Ranch Dr

**E/W Street:** Highway 105

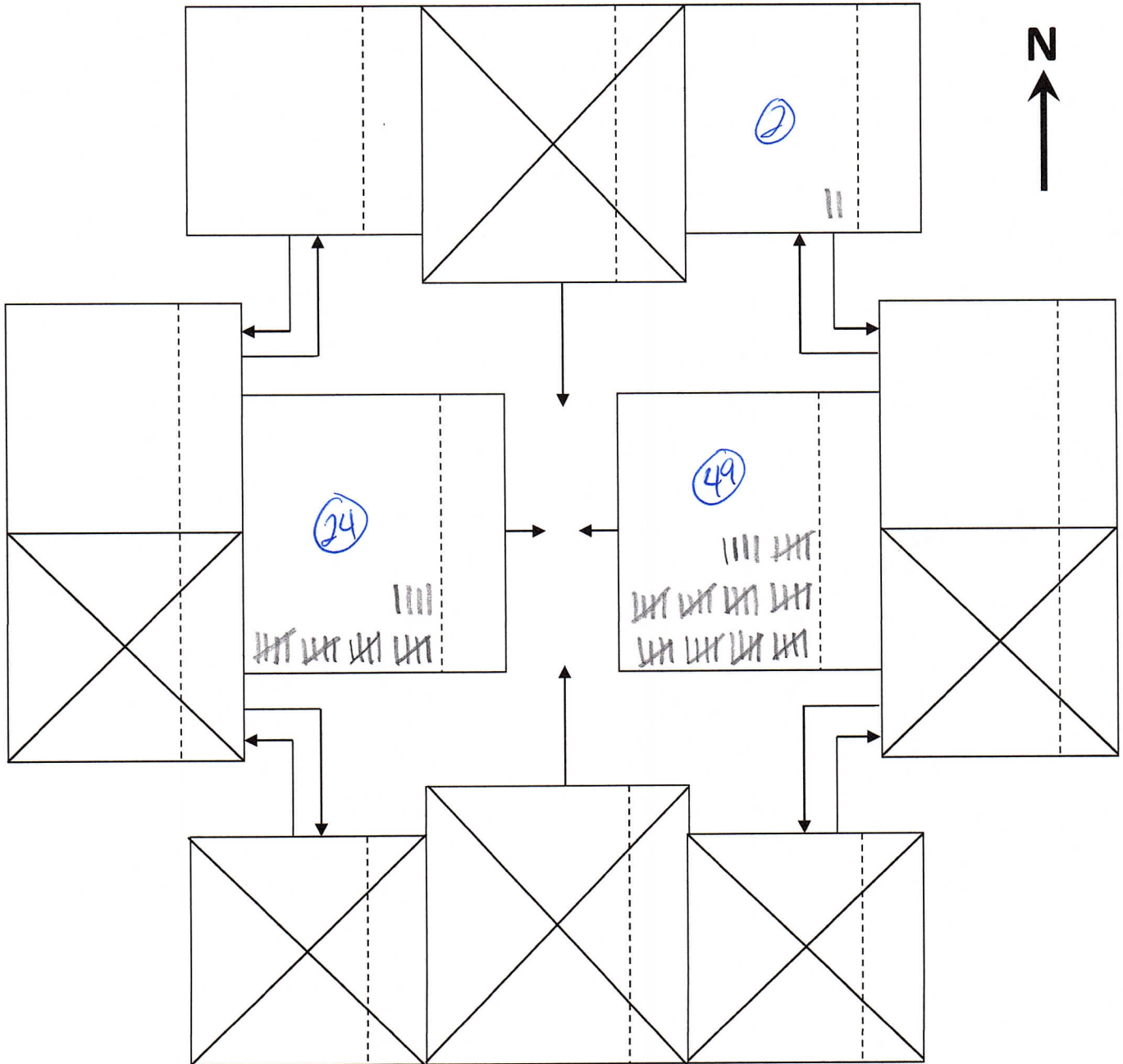
**Time:** 1:45 to 2:00

**Date:** 3/14/23

**Weather:** \_\_\_\_\_

**Observer:** Jennifer

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

Time: 9:00 to 9:15

Date: 3/18/23

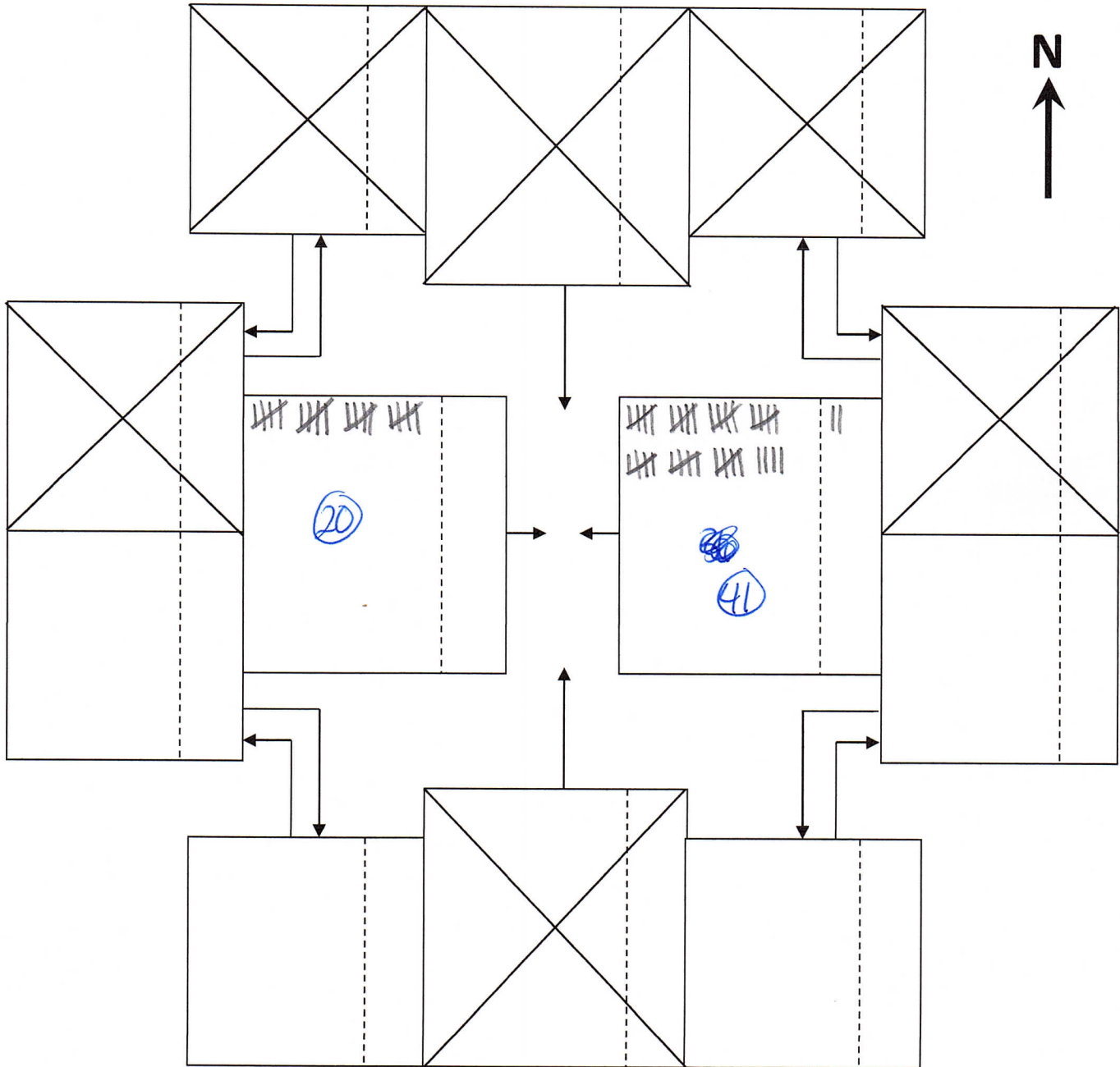
N/S Street: Appaloosa Rd

E/W Street: Highway 105

Weather: Sunny cold

Observer: Brett Louk

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

Time: 9:15 to 9:30

Date: 3/18/23

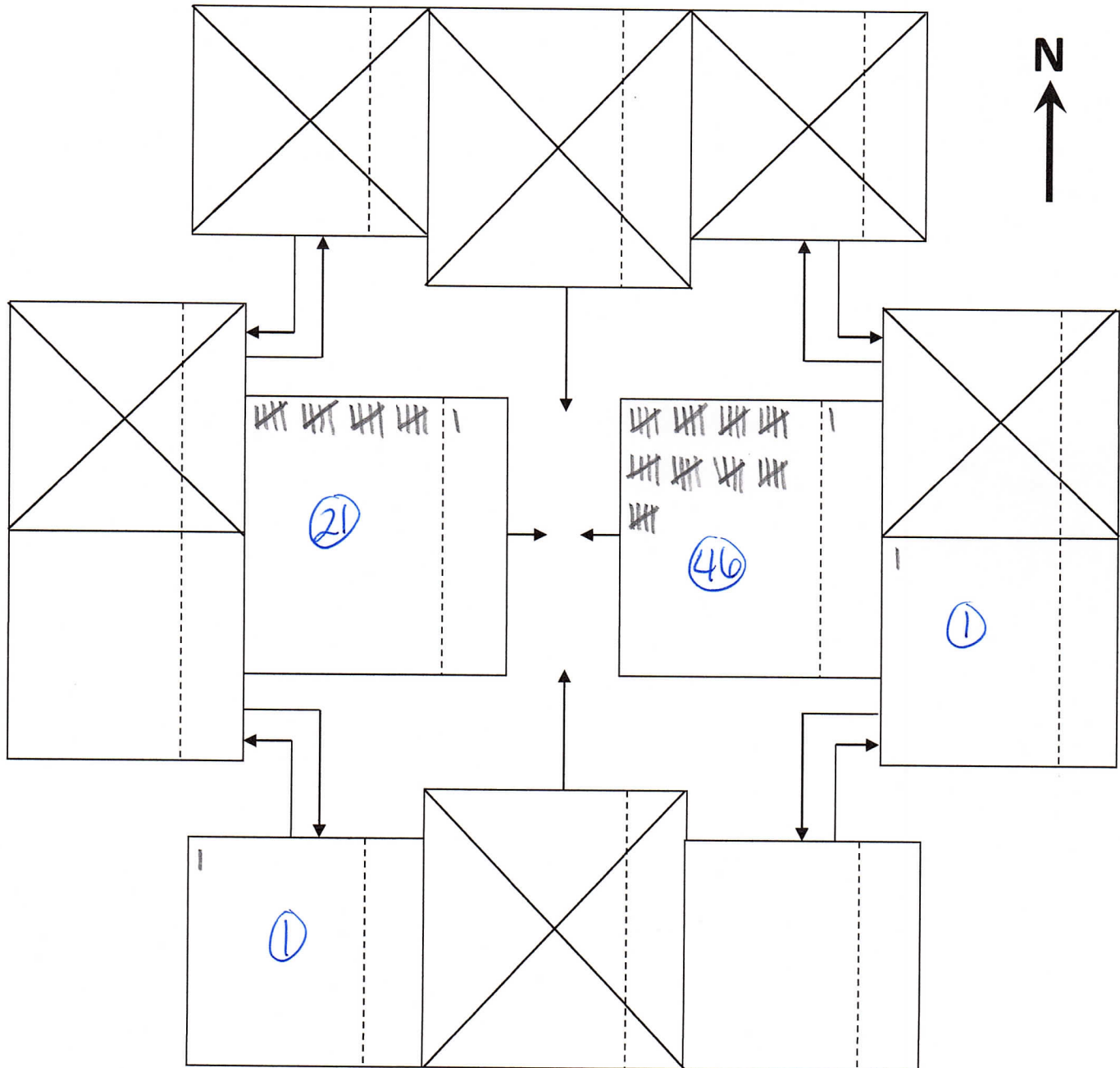
Weather: \_\_\_\_\_

Observer: \_\_\_\_\_

N/S Street: Appaloosa Rd

E/W Street: Highway 105

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)





# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Appaloosa Rd  
E/W Street: Highway 105

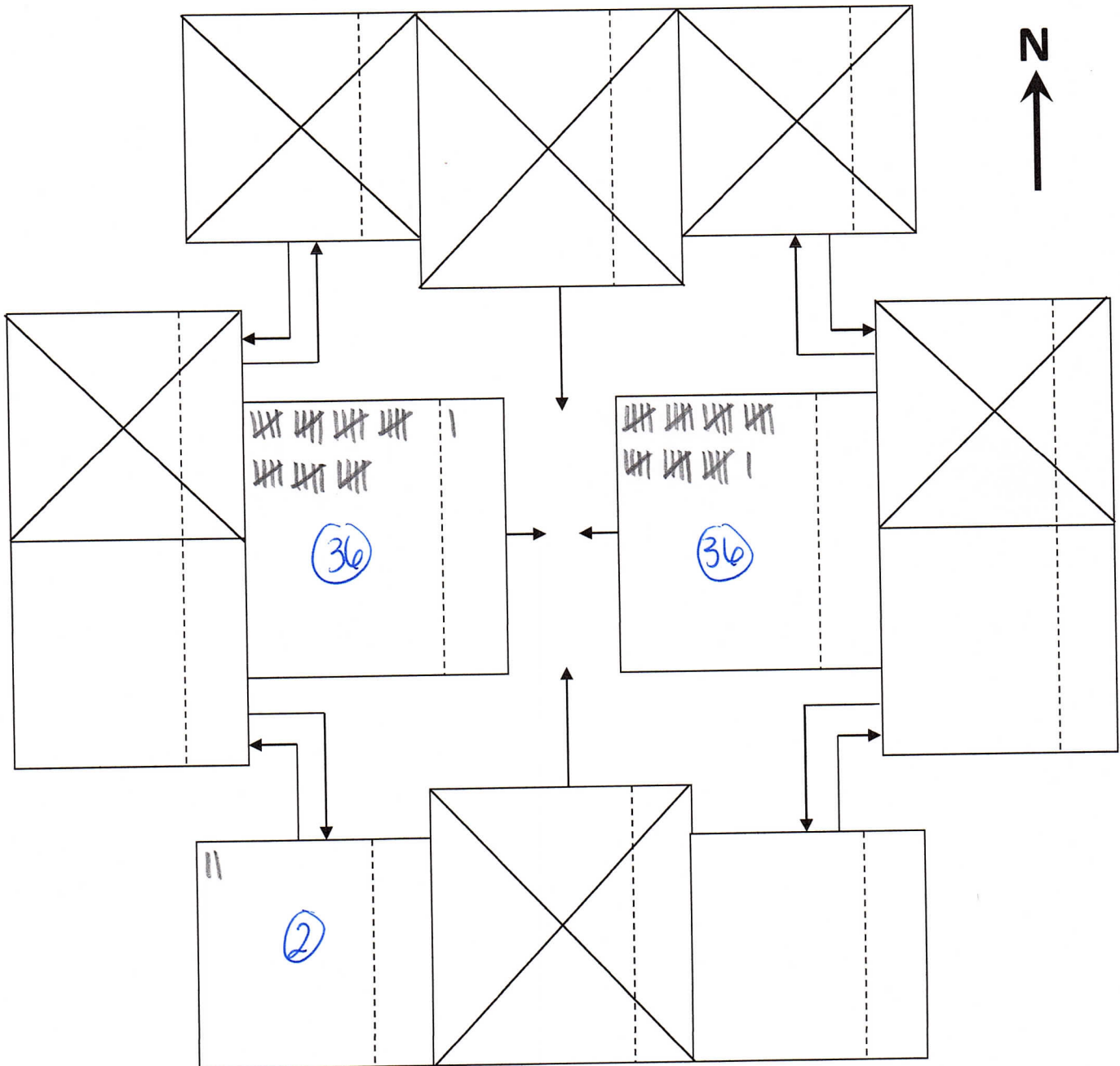
Time: 9:30 to 9:45

Date: 3/18/23

Weather: \_\_\_\_\_

Observer: \_\_\_\_\_

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



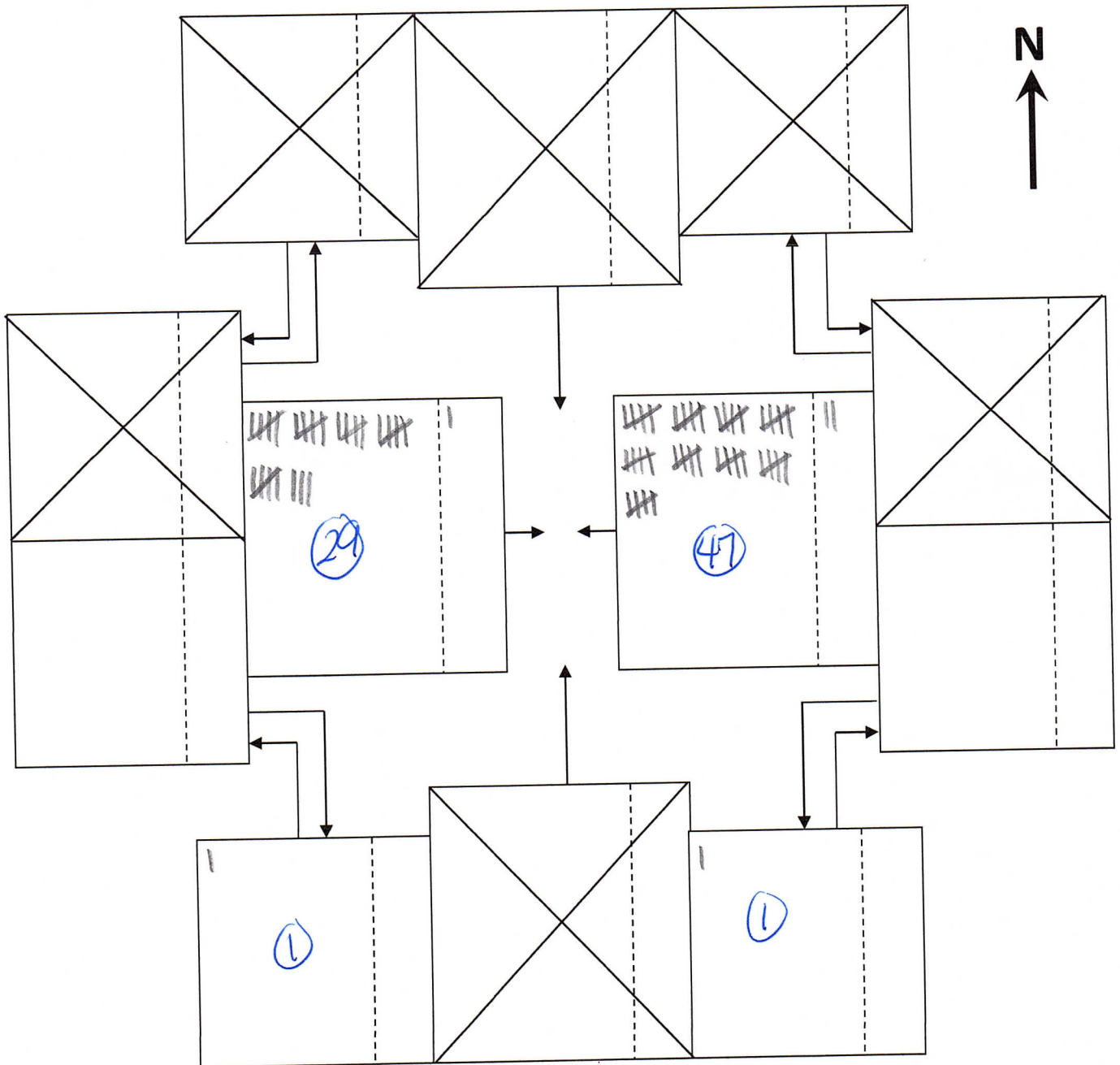
# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Appaloosa Rd  
E/W Street: Highway 105

Time: 9:45 to 10:00  
Date: 3/18/23  
Weather: Sunny  
Observer: Brett Louk

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Appaloosa Rd  
E/W Street: Highway 105

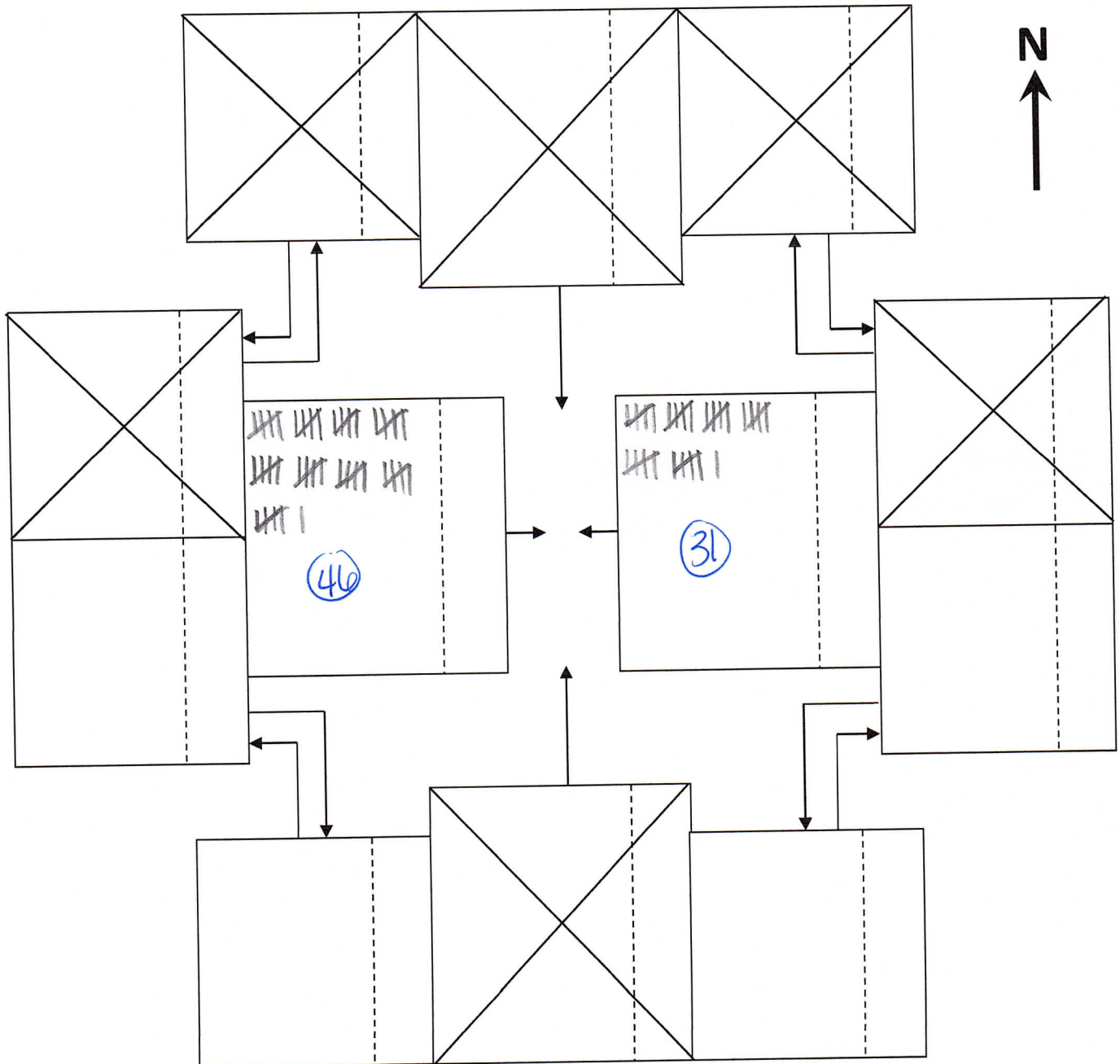
Time: 1:00 to 1:15

Date: 3/18/23

Weather: \_\_\_\_\_

Observer: Brett Louk

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

Time: 1:15 to 1:30

Date: 3/18/23

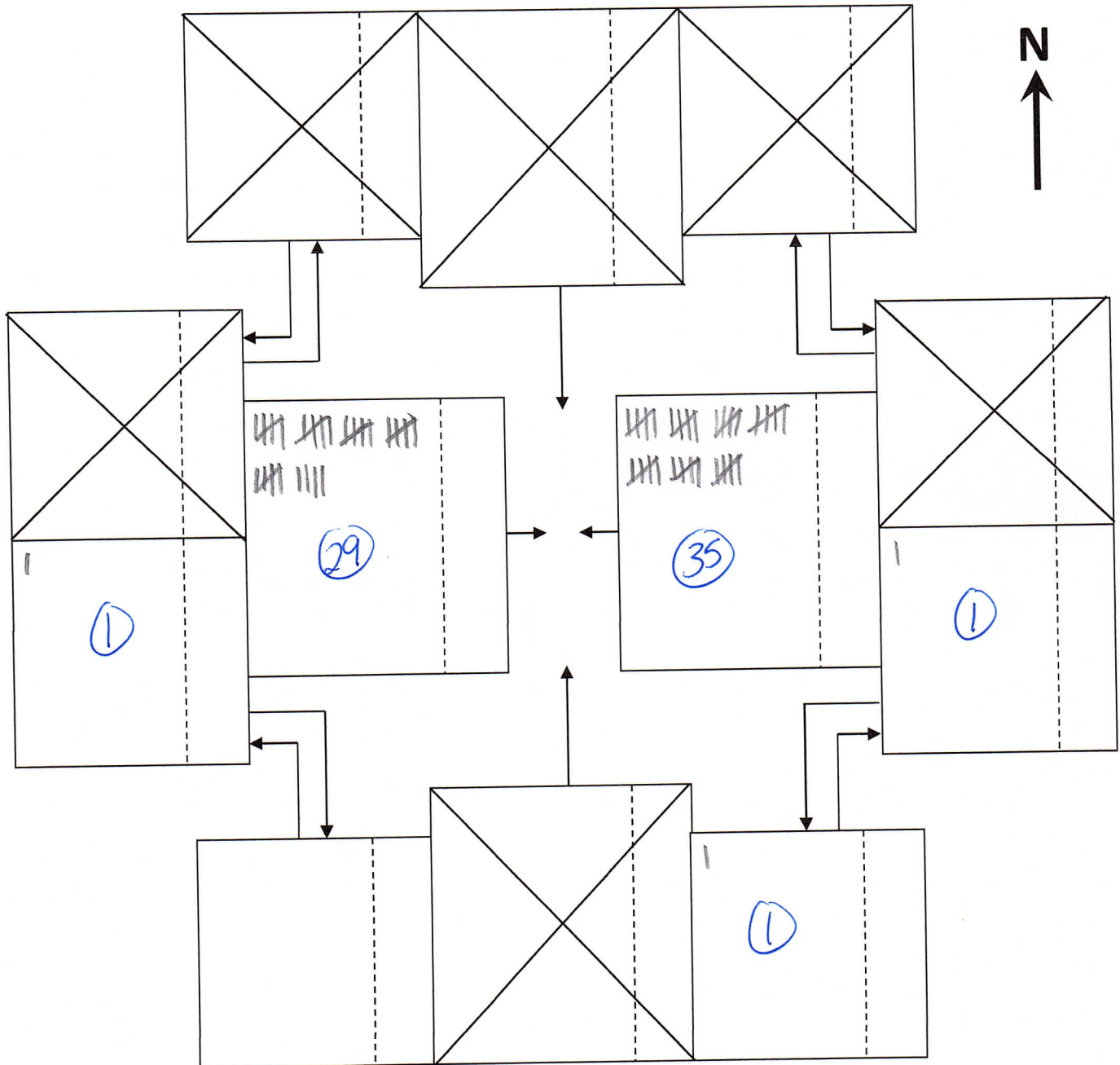
N/S Street: Appaloosa Rd

E/W Street: Highway 105

Weather: \_\_\_\_\_

Observer: Brett Louk

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

Time: 1:30 to 1:45

Date: 3/18/23

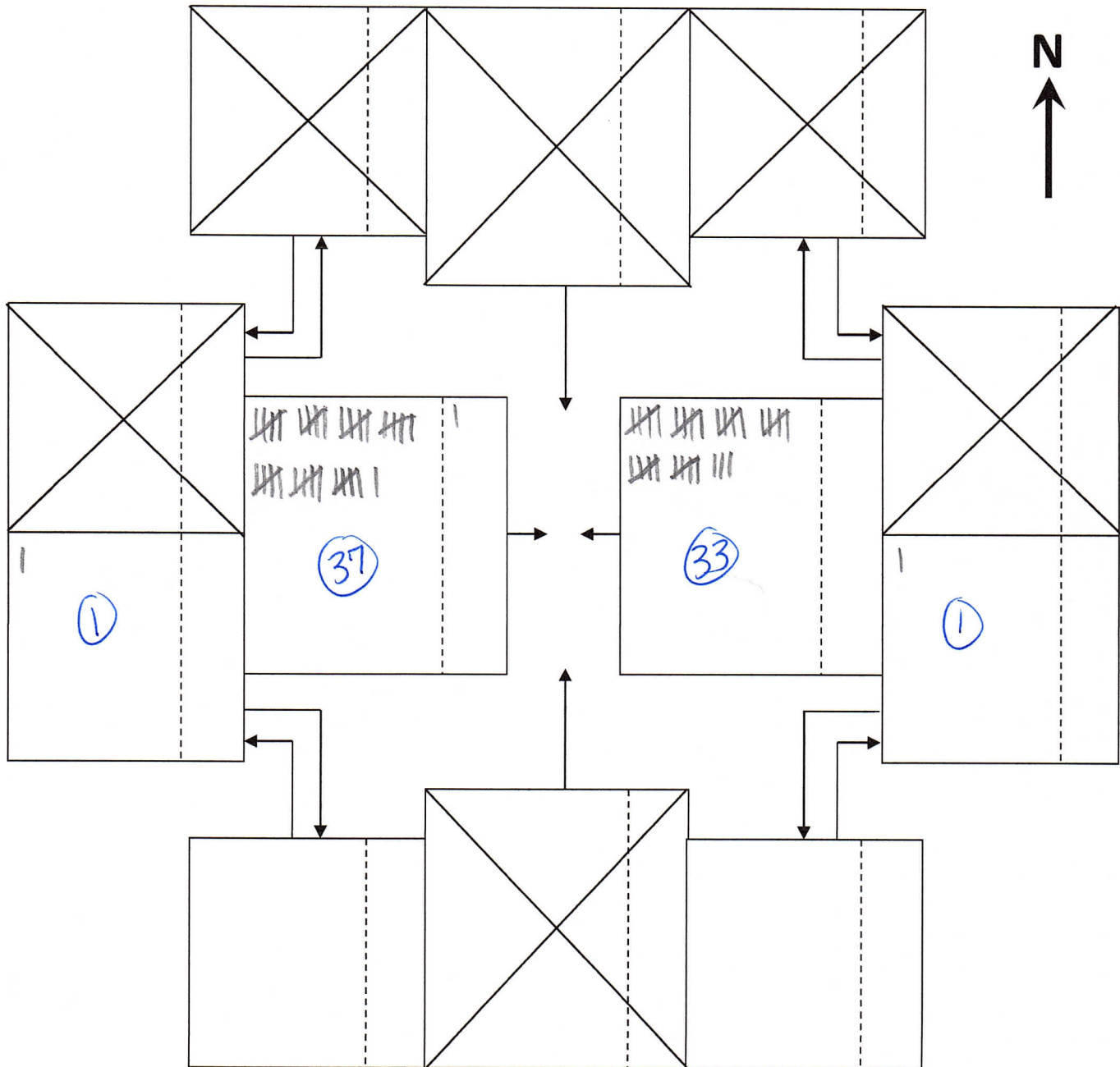
N/S Street: Appaloosa Rd

E/W Street: Highway 105

Weather: \_\_\_\_\_

Observer: Brett Louk

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

Time: 1:45 to 2:00

Date: 3/18/23

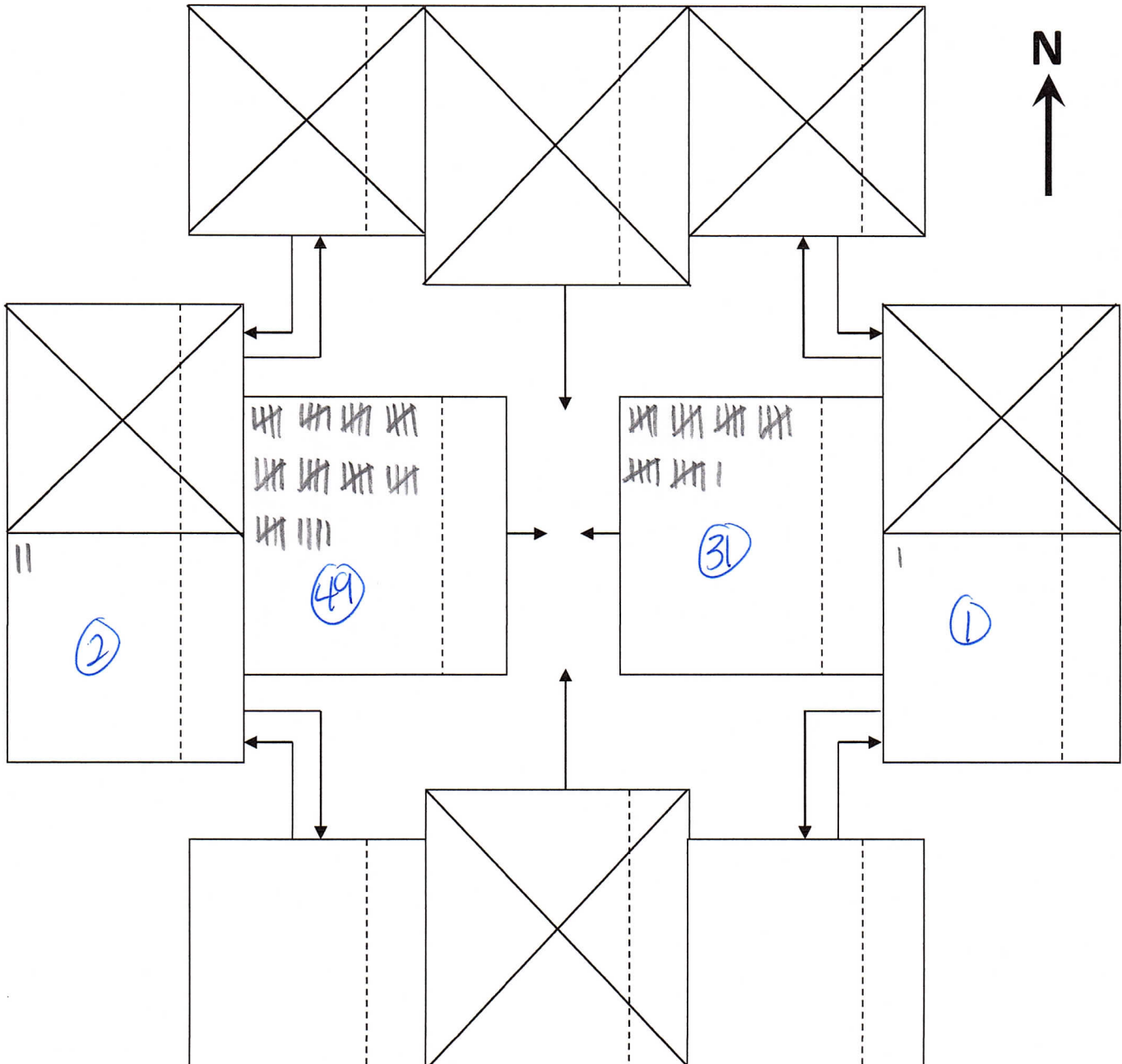
N/S Street: Appaloosa Rd

E/W Street: Highway 105

Weather: \_\_\_\_\_

Observer: \_\_\_\_\_

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

Time: 9:00 to 9:15

Date: ~~3/25/23~~ 3/18/23

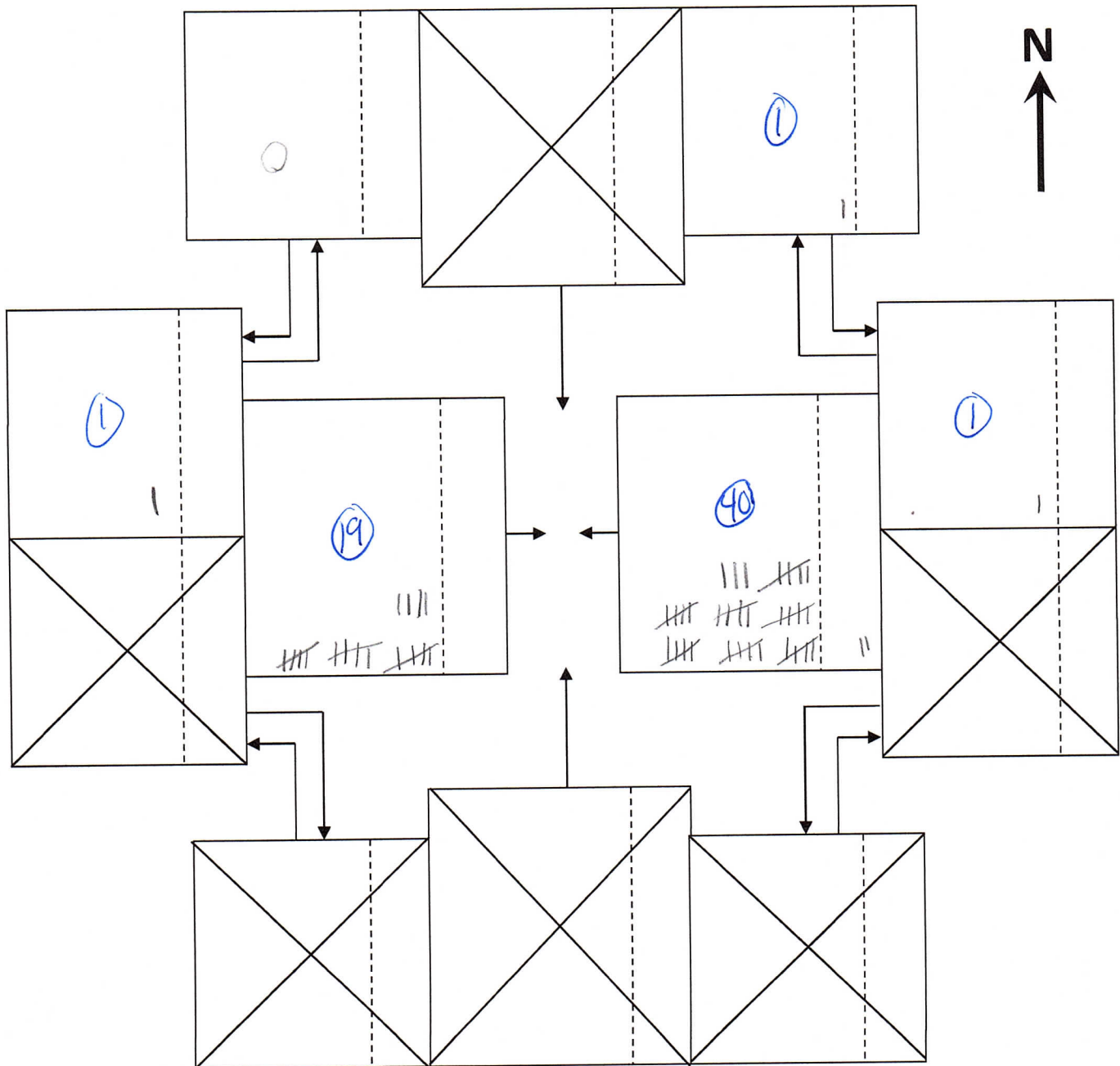
N/S Street: Cherry Springs Ranch Dr

E/W Street: Highway 105

Weather: Clear Dry

Observer: Jennifer Luedtke

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

Time: 9:15 to 9:30

Date: 3/25/23 3/18/23

N/S Street: Cherry Springs Ranch Dr

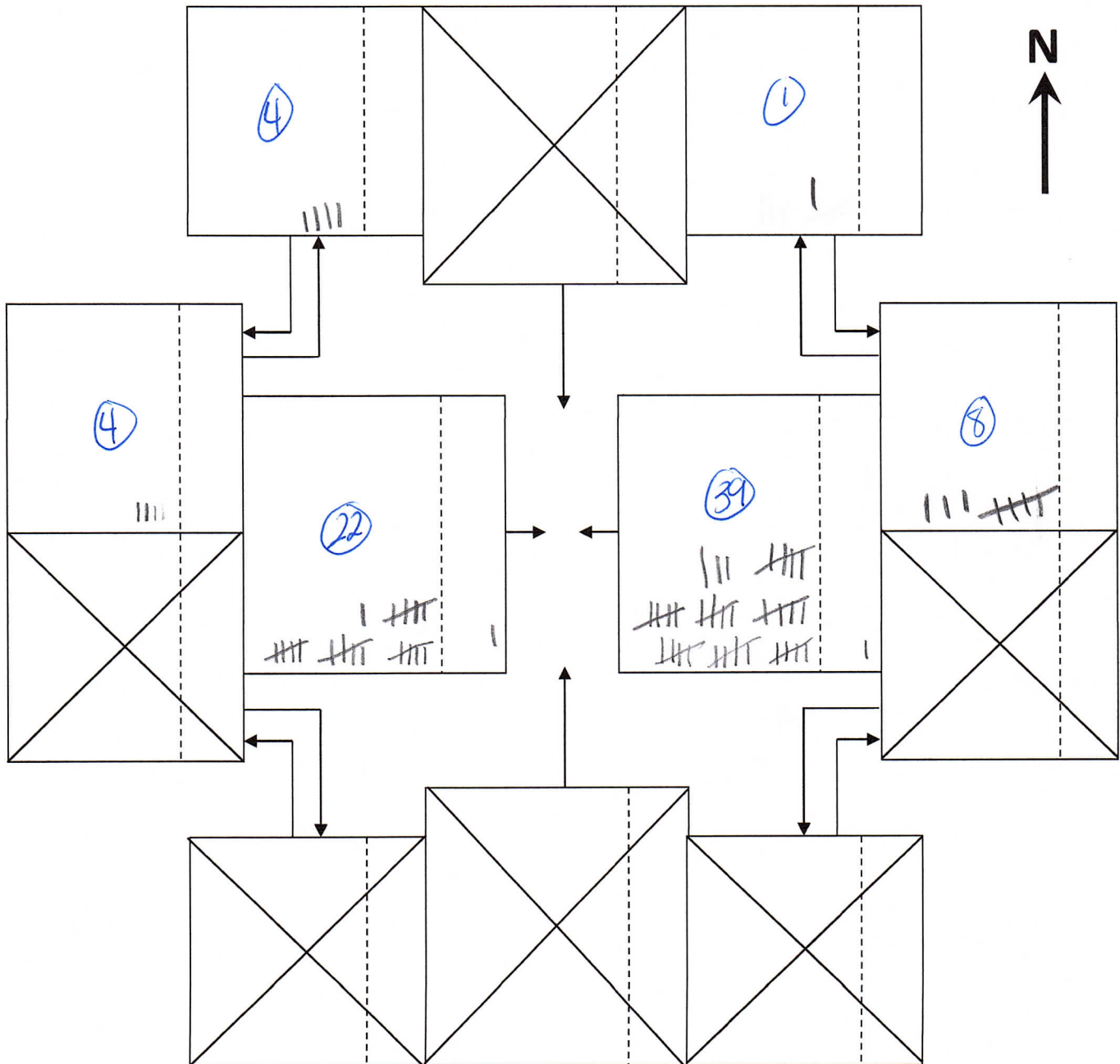
E/W Street: Highway 105

Weather: Clear Dry

Observer: Jennifer Ledtke

**Counts are Conducted From the Direction of Travel**

(e.g. how many vehicles are turning left from the northbound direction)





# Vehicle Turning Movement Count

## Four Approach Field Sheet

Time: 9:30 to 9:45

Date: 3/25/23 3/18/23

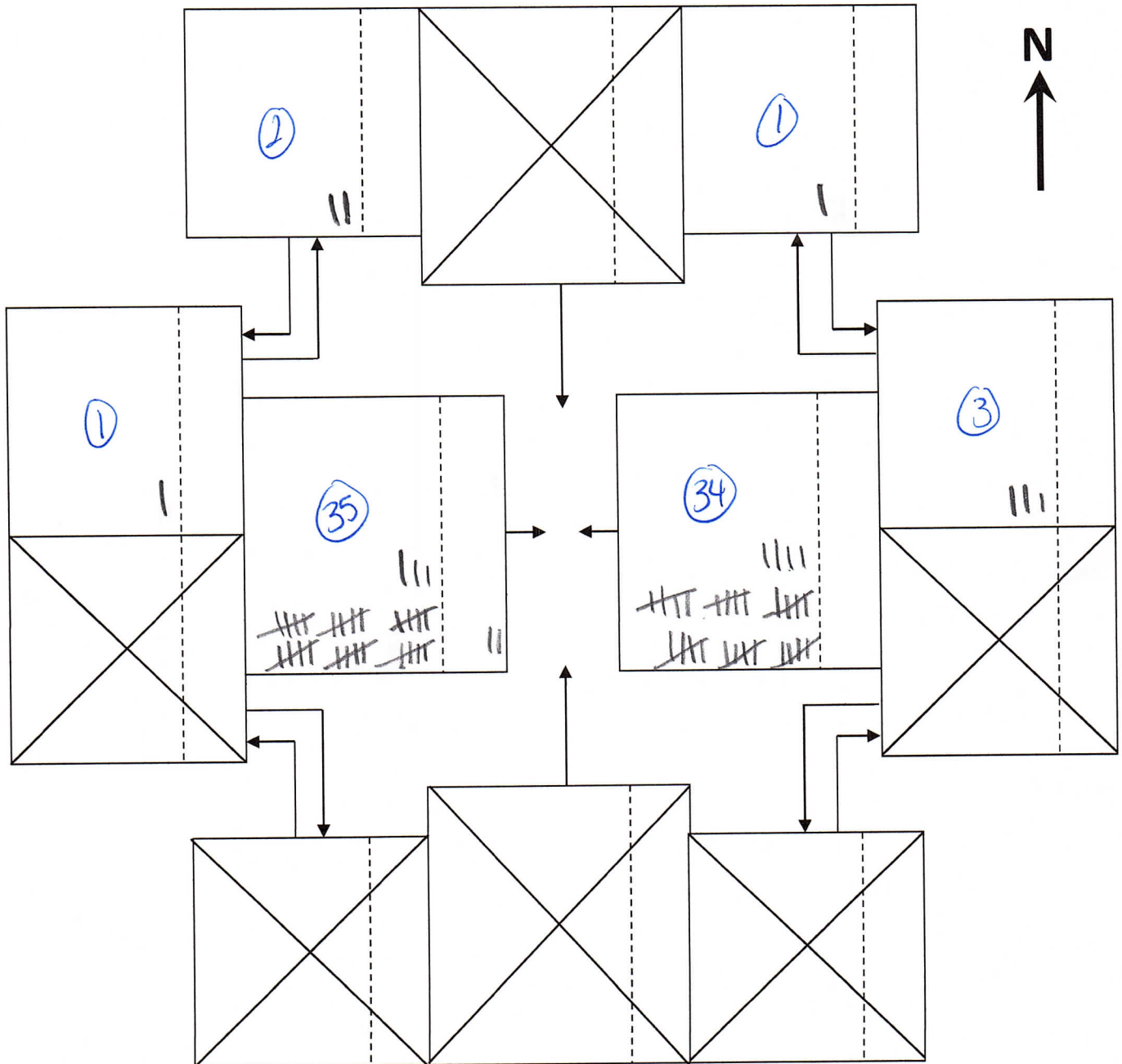
N/S Street: Cherry Springs Ranch Dr

E/W Street: Highway 105

Weather: Clear Dry

Observer: Jennifer Luedtke

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Cherry Springs Ranch Dr

E/W Street: Highway 105

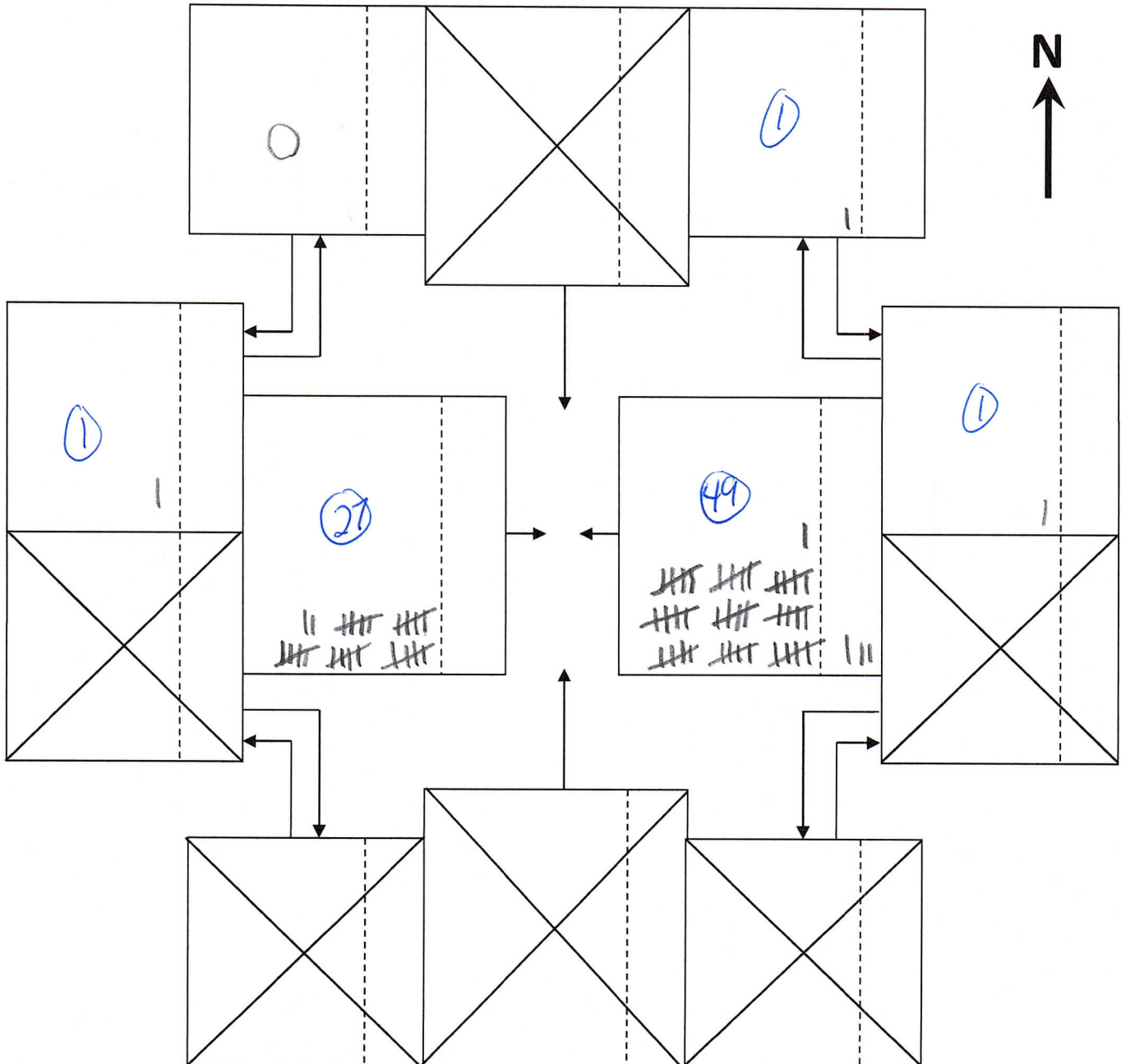
Time: 9:45 to 10:00

Date: ~~3/25/23~~ 3/18/23

Weather: Clear Dry

Observer: Jennifer Luedtke

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

**N/S Street:** Cherry Springs Ranch Dr

**E/W Street:** Highway 105

**Time:** 1:00 to 1:15

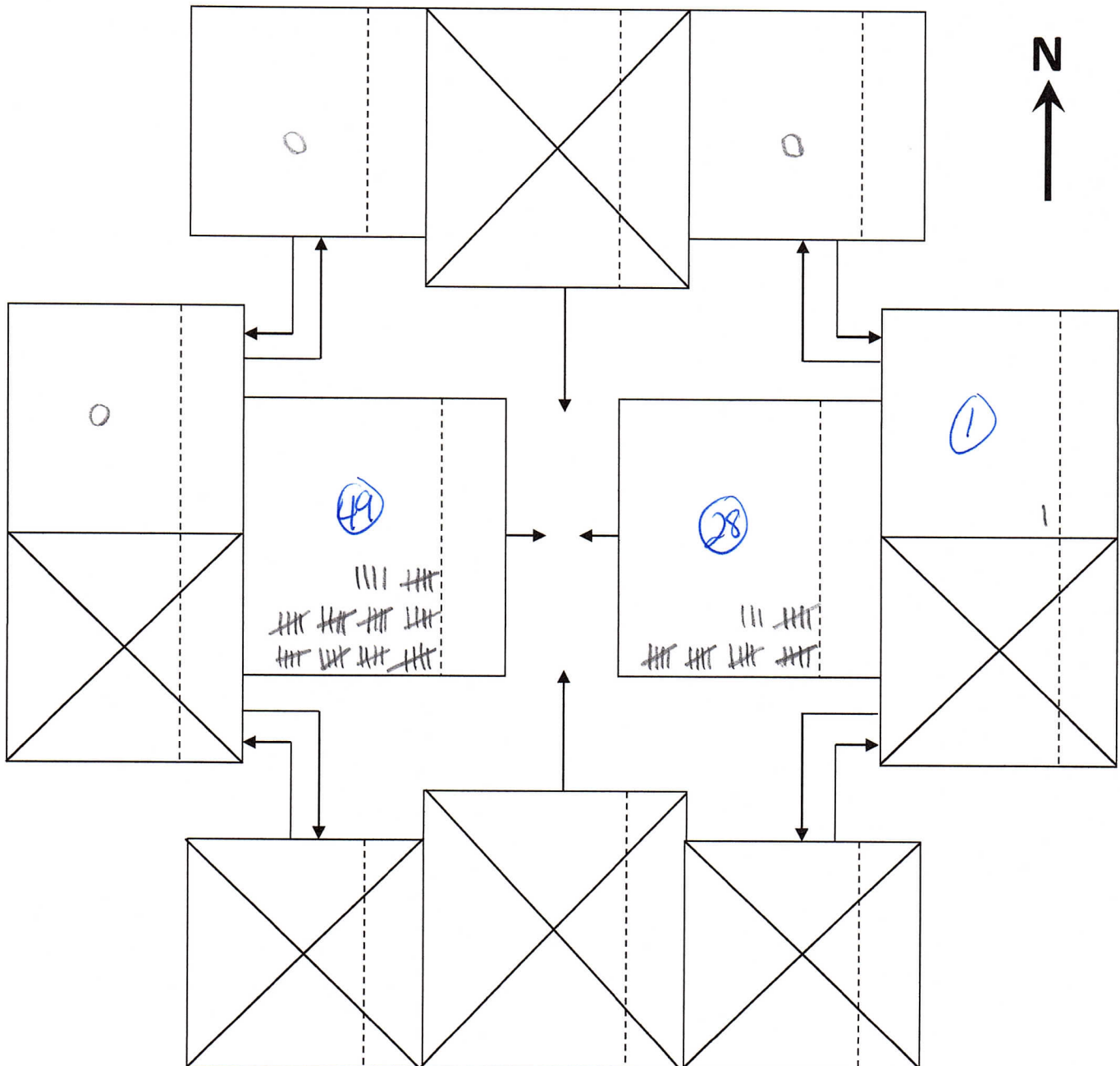
**Date:** ~~3/25/23~~ 3/18/23

**Weather:** Clear Dry

**Observer:** Jennifer Luedtke

**Counts are Conducted From the Direction of Travel**

(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

Time: 1:15 to 1:30

Date: 3/25/23 3/18/23

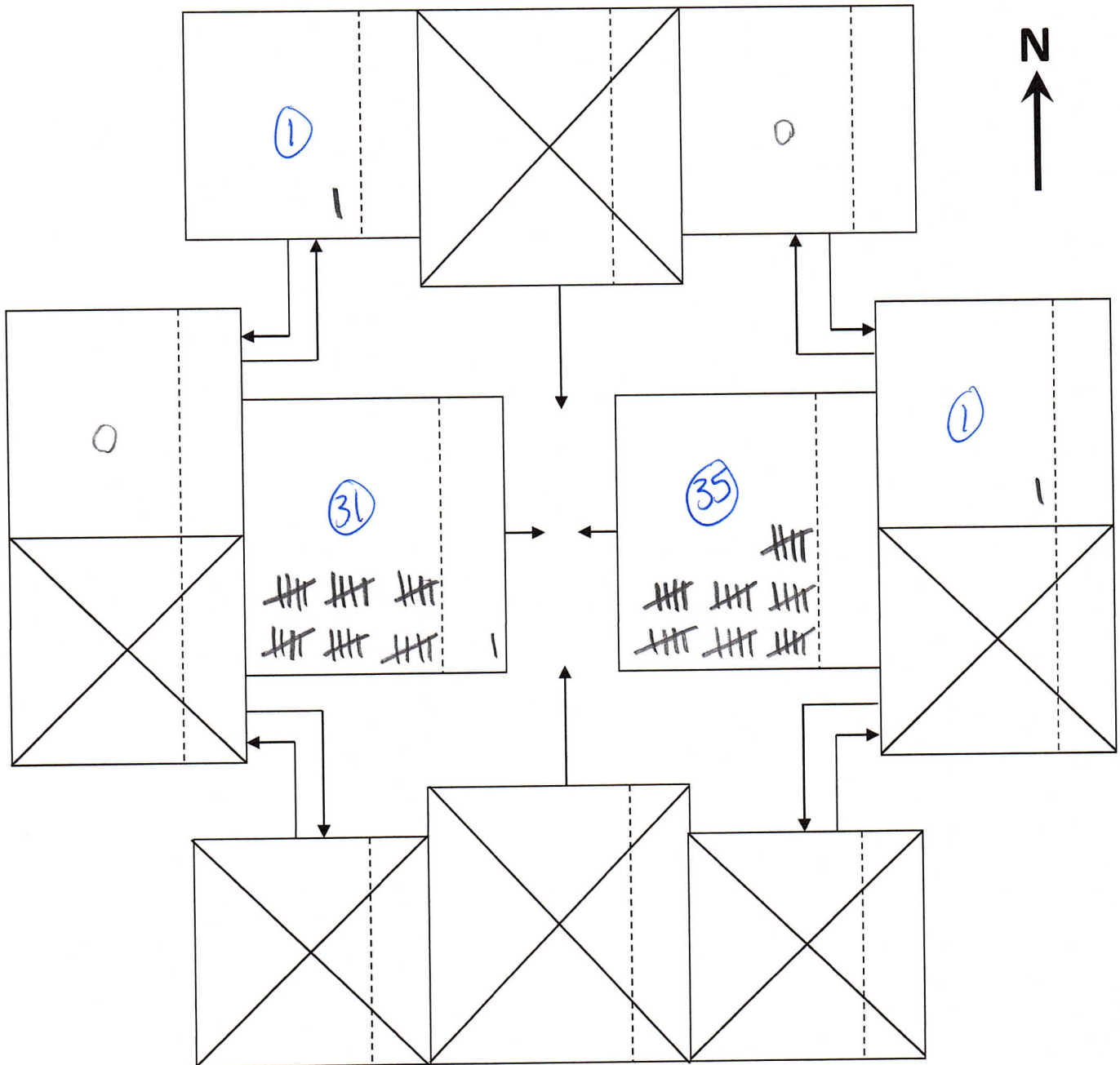
N/S Street: Cherry Springs Ranch Dr

E/W Street: Highway 105

Weather: Clear Dry

Observer: Jennifer Luedtke

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

**N/S Street:** Cherry Springs Ranch Dr

**E/W Street:** Highway 105

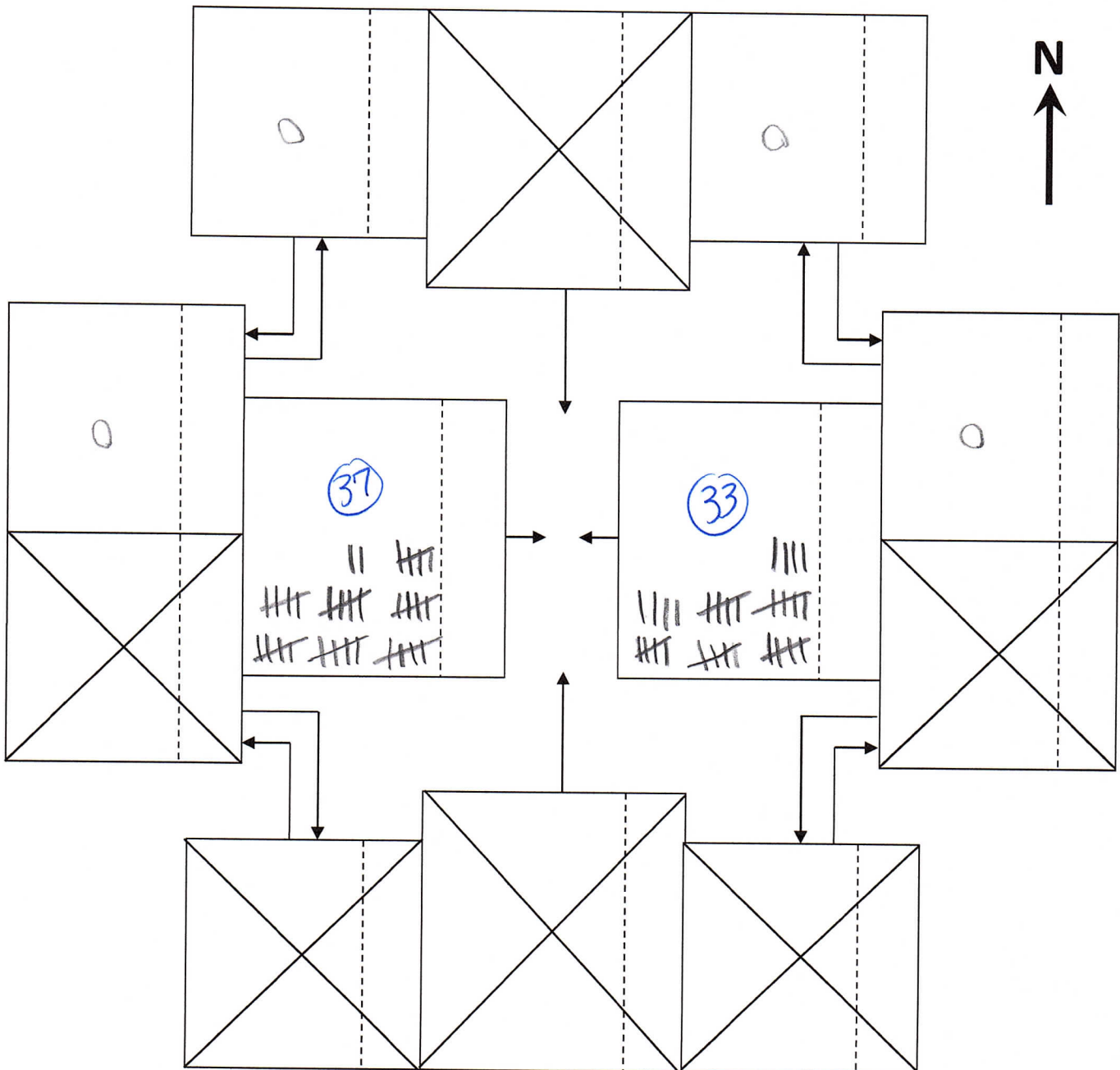
**Time:** 1:30 to 1:45

**Date:** 3/25/23 3/18/23

**Weather:** clear Dry

**Observer:** Luedtke

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



# Vehicle Turning Movement Count

## Four Approach Field Sheet

N/S Street: Cherry Springs Ranch Dr

E/W Street: Highway 105

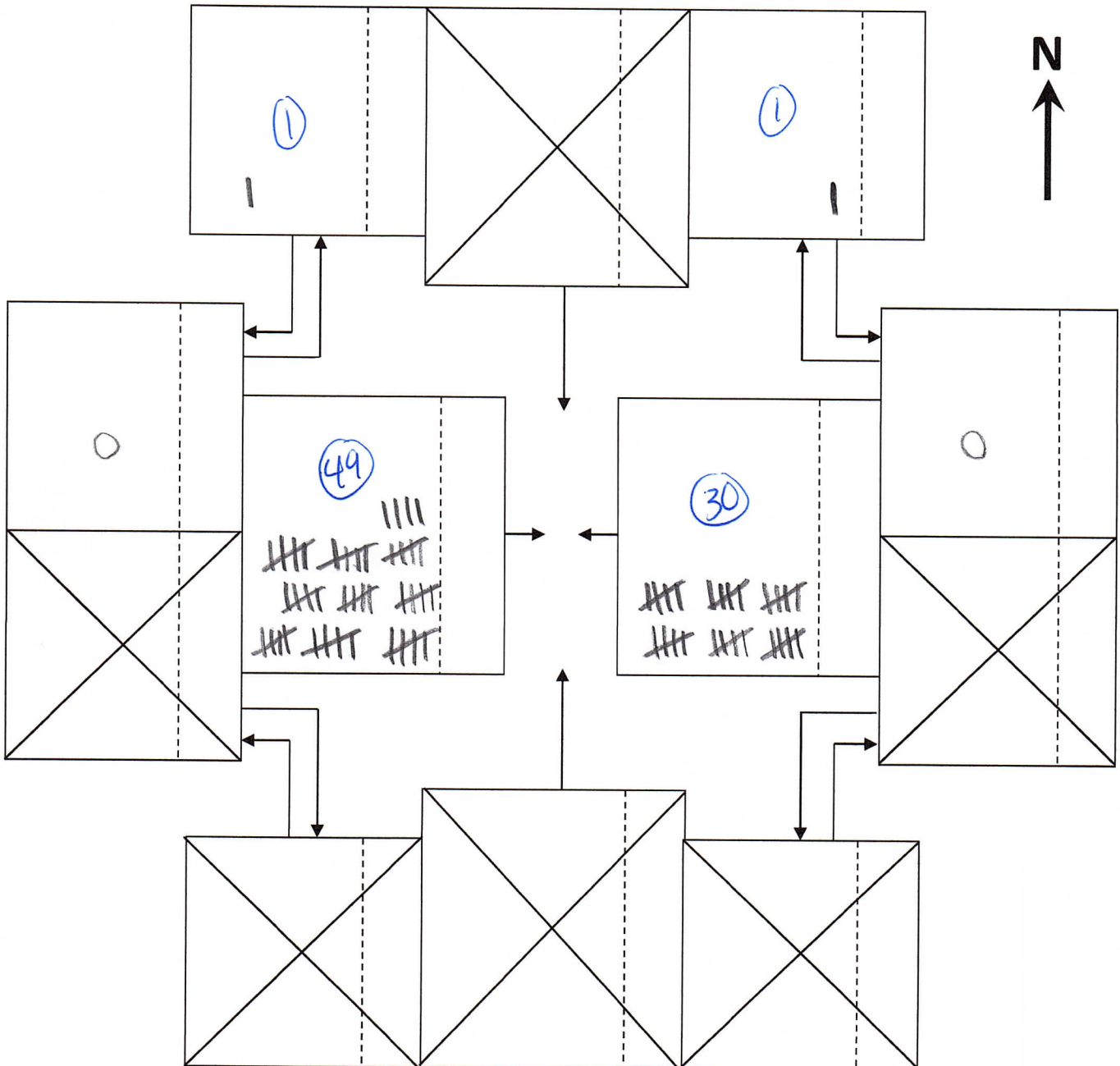
Time: 1:45 to 2:00

Date: 3/25/23 3/18/23

Weather: Clear Dry

Observer: Luedtke

**Counts are Conducted From the Direction of Travel**  
(e.g. how many vehicles are turning left from the northbound direction)



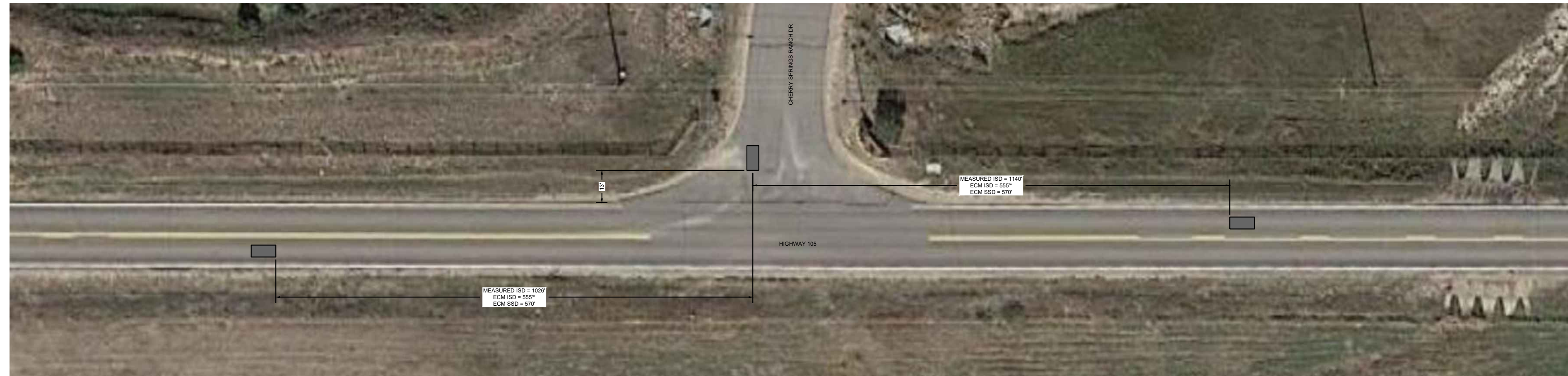
# INTERSECTION SIGHT DISTANCE EXHIBIT

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**COLORADO PUMPKIN PATCH**  
TULIP FESTIVAL TEMPORARY USE APPLICATION  
EL PASO COUNTY, COLORADO



CANTERBURY DR & HIGHWAY 105  
INTERSECTION SIGHT DISTANCE  
NOT TO SCALE



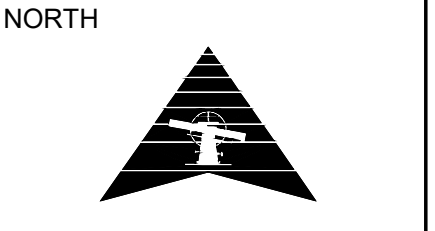
CHERRY SPRINGS RANCH DR & HIGHWAY 105  
INTERSECTION SIGHT DISTANCE  
NOT TO SCALE



APPALOOSA RD & HIGHWAY 105  
INTERSECTION SIGHT DISTANCE  
NOT TO SCALE

\*EL PASO COUNTY ENGINEERING CRITERIA MANUAL (ECM) REQUIRES THAT THE INTERSECTION SIGHT DISTANCE BE BASED ON THE ROADWAY DESIGN SPEED. HOWEVER, TABLE 2-21, IN THE ECM, DOES NOT PROVIDE AN INTERSECTION SIGHT DISTANCE FOR A DESIGN SPEED OVER 50 MPH. THE DESIGN SPEED FOR HIGHWAY 105 IS 60 MPH. THEREFORE, THE DESIGN INTERSECTION SIGHT DISTANCE SHOWN ON THIS EXHIBIT IS BASED ON THE HIGHEST ROADWAY DESIGN SPEED SHOWN IN THE TABLE. TABLE 2-1 ALSO STATES THAT THE VALUES ARE ONLY APPLICABLE TO TWO-LANE ROADS WITH STOP CONTROL, WHICH IS THE SCENARIO AT ALL INTERSECTIONS ANALYZED.

REVISION DATE	REVISION DESCRIPTION (DESCRIPTION)
00/00/00	



PROJECT #:	2211-0442
CHECKED BY:	BML
DRAWN BY:	JAM
DATE:	4/7/2023
SHEET #	1
TOTAL SHEETS	1

INTERSECTION SIGHT DISTANCES



# EXISTING PEAK HOUR CALCULATIONS

---

Canterbury Dr. & 105  
12-17-22

Time Period	Volume
9:00 to 9:15 am	54
9:15 to 9:30 am	43
9:30 to 9:45 am	68
9:45 to 10:00 am	74

Canterbury Dr. & 105  
12-17-22

Time Period	Volume
9:00 to 10:00 am	239

Canterbury Dr. & 105  
12-17-22

Peak Hour Factor  
= 0.807

Canterbury Dr. & 105  
12-17-22

Time Period	Volume
1:00 to 1:15 pm	80
1:15 to 1:30 pm	71
1:30 to 1:45 pm	96
1:45 to 2:00 pm	75

Canterbury Dr. & 105  
12-17-22

Time Period	Volume
1:00 to 2:00 pm	322

Canterbury Dr. & 105

Peak Hour Factor  
= 0.839

Canterbury Dr. & Saddlewood Rd.  
12-17-22

Time Period	Volume
9:00 to 9:15 am	1
9:15 to 9:30 am	3
9:30 to 9:45 am	1
9:45 to 10:00 am	4

Canterbury Dr. & Saddlewood Rd.  
12-17-22

Time Period	Volume
9:00 to 10:00 am	9

Canterbury Dr. & Saddlewood Rd.  
12-17-22

Peak Hour Factor  
= 0.563

Canterbury Dr. & Saddlewood Rd.  
12-17-22

Time Period	Volume
1:00 to 1:15 pm	2
1:15 to 1:30 pm	3
1:30 to 1:45 pm	5
1:45 to 2:00 pm	1

Canterbury Dr. & Saddlewood Rd.  
12-17-22

Time Period	Volume
1:00 to 2:00 pm	11

Canterbury Dr. & Saddlewood Rd.  
12-17-22

Peak Hour Factor  
= 0.550

Canterbury Dr. & 105  
12-21-22

Time Period	Volume
9:00 to 9:15 am	83
9:15 to 9:30 am	76
9:30 to 9:45 am	82
9:45 to 10:00 am	68

Canterbury Dr. & 105  
12-21-22

Time Period	Volume
9:00 to 10:00 am	309

Canterbury Dr. & 105  
12-21-22

Peak Hour Factor  
= 0.931

Canterbury Dr. & 105  
12-21-22

Time Period	Volume
1:00 to 1:15 pm	78
1:15 to 1:30 pm	100
1:30 to 1:45 pm	86
1:45 to 2:00 pm	95

Canterbury Dr. & 105  
12-21-22

Time Period	Volume
1:00 to 2:00 pm	359

Canterbury Dr. & 105

Peak Hour Factor  
= 0.898

Canterbury Dr. & Saddlewood Rd.  
12-21-22

Time Period	Volume
9:00 to 9:15 am	1
9:15 to 9:30 am	1
9:30 to 9:45 am	2
9:45 to 10:00 am	0

Canterbury Dr. & Saddlewood Rd.  
12-21-22

Time Period	Volume
9:00 to 10:00 am	4

Canterbury Dr. & Saddlewood Rd.  
12-21-22

Peak Hour Factor  
= 0.500

Canterbury Dr. & Saddlewood Rd.  
12-21-22

Time Period	Volume
1:00 to 1:15 pm	3
1:15 to 1:30 pm	9
1:30 to 1:45 pm	2
1:45 to 2:00 pm	4

Canterbury Dr. & Saddlewood Rd.  
12-21-22

Time Period	Volume
1:00 to 2:00 pm	18

Canterbury Dr. & Saddlewood Rd.  
12-17-22

Peak Hour Factor  
= 0.500

105 & Cherry Springs Ranch  
03-14-23

Time Period	Volume
9:00 to 9:15 am	84
9:15 to 9:30 am	74
9:30 to 9:45 am	65
9:45 to 10:00 am	72

105 & Cherry Springs Ranch  
03-14-23

Time Period	Volume
9:00 to 10:00 am	295

105 & Cherry Springs Ranch  
03-14-23

Peak Hour Factor
= 0.878

105 & Cherry Springs Ranch  
03-14-23

Time Period	Volume
1:00 to 1:15 pm	79
1:15 to 1:30 pm	79
1:30 to 1:45 pm	73
1:45 to 2:00 pm	75

105 & Cherry Springs Ranch  
03-14-23

Time Period	Volume
1:00 to 2:00 pm	306

105 & Cherry Springs Ranch  
03-14-23

Peak Hour Factor
= 0.968

105 & Appaloosa Rd  
03-14-23

Time Period	Volume
9:00 to 9:15 am	84
9:15 to 9:30 am	72
9:30 to 9:45 am	68
9:45 to 10:00 am	69

105 & Appaloosa Rd  
03-14-23

Time Period	Volume
9:00 to 10:00 am	293

105 & Appaloosa Rd  
03-14-23

Peak Hour Factor
= 0.872

105 & Appaloosa Rd  
03-14-23

Time Period	Volume
1:00 to 1:15 pm	79
1:15 to 1:30 pm	79
1:30 to 1:45 pm	76
1:45 to 2:00 pm	80

105 & Appaloosa Rd  
03-14-23

Time Period	Volume
1:00 to 2:00 pm	314

105 & Appaloosa Rd  
03-14-23

Peak Hour Factor
= 0.981

105 & Cherry Springs Ranch 03-18-23		
Time Period	Volume	
9:00 to 9:15 am	62	
9:15 to 9:30 am	78	
9:30 to 9:45 am	76	
9:45 to 10:00 am	79	

105 & Cherry Springs Ranch 03-18-23		
Time Period	Volume	
9:00 to 10:00 am	295	

105 & Cherry Springs Ranch 03-18-23		
Peak Hour Factor		
=	0.934	

105 & Cherry Springs Ranch 03-18-23		
Time Period	Volume	
1:00 to 1:15 pm	78	
1:15 to 1:30 pm	68	
1:30 to 1:45 pm	70	
1:45 to 2:00 pm	81	

105 & Cherry Springs Ranch 03-18-23		
Time Period	Volume	
1:00 to 2:00 pm	297	

105 & Cherry Springs Ranch 03-18-23		
Peak Hour Factor		
=	0.917	

105 & Appaloosa Rd 03-18-23		
Time Period	Volume	
9:00 to 9:15 am	61	
9:15 to 9:30 am	69	
9:30 to 9:45 am	74	
9:45 to 10:00 am	78	

105 & Appaloosa Rd 03-18-23		
Time Period	Volume	
9:00 to 10:00 am	282	

105 & Appaloosa Rd 03-18-23		
Peak Hour Factor		
=	0.904	

105 & Appaloosa Rd 03-18-23		
Time Period	Volume	
1:00 to 1:15 pm	77	
1:15 to 1:30 pm	67	
1:30 to 1:45 pm	72	
1:45 to 2:00 pm	83	

105 & Appaloosa Rd 03-18-23		
Time Period	Volume	
1:00 to 2:00 pm	299	

105 & Appaloosa Rd 03-18-23		
Peak Hour Factor		
=	0.901	

# EXISTING PEAK HOUR TURNING MOVEMENTS

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Canterbury/Hwy 105					
Peak Hour: 9:00 am to 10:00 am					
Existing Weekend					
Hwy 105					
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT
0	116	1	1	114	0
Canterbury					
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT
0	0	0	0	0	7

Peak Hour Volume: 239

Canterbury/Saddlewood					
Peak Hour: 9:00 am to 10:00 am					
Existing Weekend					
Saddlewood					
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT
0	0	0	0	0	3
Canterbury					
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT
0	2	2	1	1	0

Peak Hour Volume: 9

Appaloosa/Hwy 105					
Peak Hour: 9:00 am to 10:00 am					
Existing Weekday					
Hwy 105					
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT
0	107	2	1	177	0
Appaloosa					
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT
0	0	0	3	0	3

Peak Hour Volume: 293

Cherry Springs Ranch/Hwy 105					
Peak Hour: 9:00 am to 10:00 am					
Existing Weekday					
Hwy 105					
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT
4	107	0	0	174	5
Cherry Springs Ranch					
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT
3	0	2	0	0	0

Peak Hour Volume: 295

Canterbury/Hwy 105					
Peak Hour: 9:00 am to 10:00 am					
Existing Weekday					
Hwy 105					
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT
0	144	2	0	157	0
Canterbury					
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT
0	0	0	3	0	3

Peak Hour Volume: 309

Canterbury/Saddlewood					
Peak Hour: 9:00 am to 10:00 am					
Existing Weekday					
Saddlewood					
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT
0	0	0	1	0	1
Canterbury					
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT
0	0	2	0	0	0

Peak Hour Volume: 4

Appaloosa/Hwy 105					
Peak Hour: 9:00 am to 10:00 am					
Existing Weekday					
Hwy 105					
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT
0	106	0	1	170	0
Appaloosa					
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT
0	0	0	1	0	4

Peak Hour Volume: 282

Cherry Springs Ranch/Hwy 105					
Peak Hour: 9:00 am to 10:00 am					
Existing Weekday					
Hwy 105					
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT
7	103	0	0	162	13
Cherry Springs Ranch					
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT
6	0	4	0	0	0

Peak Hour Volume: 295

Canterbury/Hwy 105					
Peak Hour: 1:00 pm to 2:00 pm					
Existing Weekend					
Hwy 105					
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT
0	161	3	0	148	0
Canterbury					
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT
0	0	0	3	0	7

Peak Hour Volume: 322

Canterbury/Saddlewood					
Peak Hour: 1:00 pm to 2:00 pm					
Existing Weekend					
Saddlewood					
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT
0	0	0	0	0	1
Canterbury					
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT
0	3	0	1	6	0

Peak Hour Volume: 11

Appaloosa/Hwy 105					
Peak Hour: 1:00 pm to 2:00 pm					
Existing Weekday					
Hwy 105					
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT
0	145	2	5	155	0
Appaloosa					
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT
0	0	0	4	0	3

Peak Hour Volume: 314

Cherry Springs Ranch/Hwy 105					
Peak Hour: 1:00 pm to 2:00 pm					
Existing Weekday					
Hwy 105					
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT
0	143	0	0	157	2
Cherry Springs Ranch					
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT
1	0	3	0	0	0

Peak Hour Volume: 306

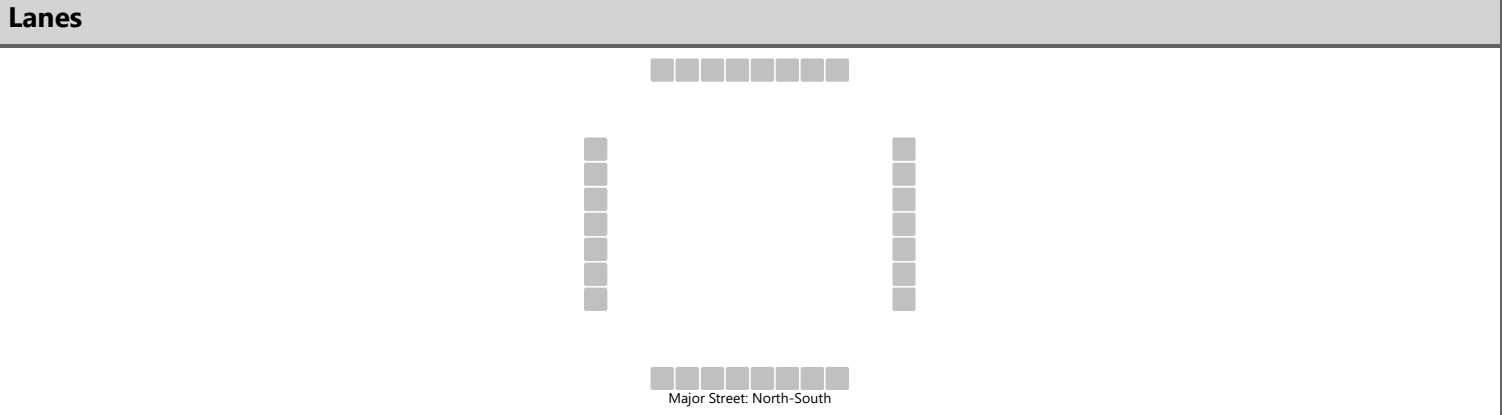
# EXISTING LEVEL OF SERVICE (LOS)

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# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Saddlewood		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/4/2023			East/West Street	Saddlewood		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	9:00-10:00 pm Weekday			Peak Hour Factor	0.85		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Temporary Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				LTR				LTR	
Volume (veh/h)						1		1		0	0	0		2	0	0
Percent Heavy Vehicles (%)						2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

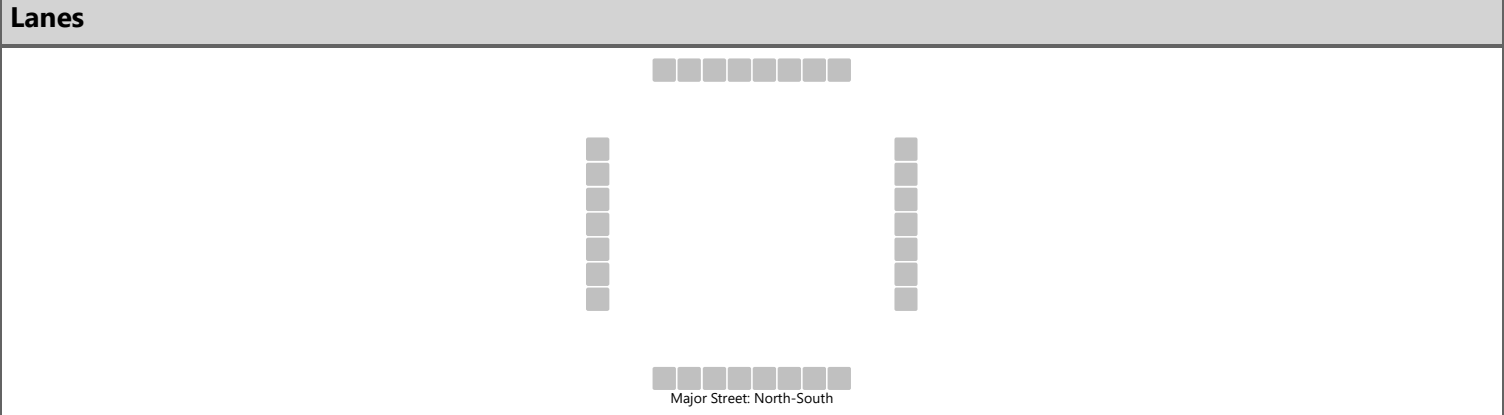
Base Critical Headway (sec)						7.1		6.2		4.1				4.1		
Critical Headway (sec)						7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.52		3.32		2.22				2.22		

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)						2				0				2		
Capacity, c (veh/h)						1049				1623				1623		
v/c Ratio						0.00				0.00				0.00		
95% Queue Length, Q <sub>95</sub> (veh)						0.0				0.0				0.0		
Control Delay (s/veh)						8.4				7.2				7.2		
Level of Service (LOS)						A				A				A		
Approach Delay (s/veh)					8.4								7.2			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Saddlewood		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/4/2023			East/West Street	Saddlewood		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	9:00-10:00 am Weekend			Peak Hour Factor	0.85		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Temporary Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				LTR				LTR	
Volume (veh/h)						0		3		0	1	1		2	2	0
Percent Heavy Vehicles (%)						2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

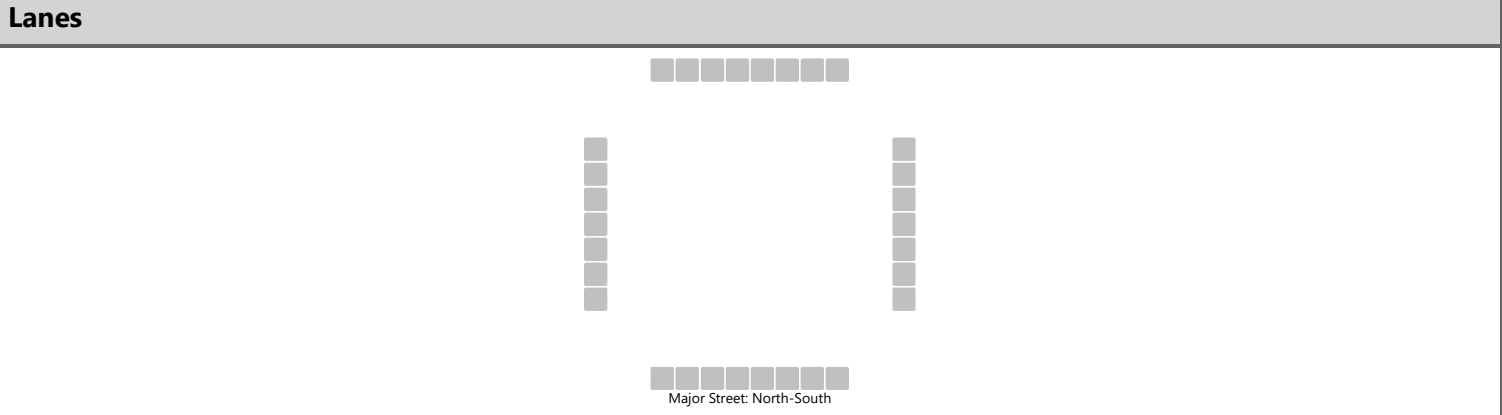
Base Critical Headway (sec)						7.1		6.2		4.1				4.1		
Critical Headway (sec)						7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.52		3.32		2.22				2.22		

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)						4				0				2		
Capacity, c (veh/h)						1083				1620				1620		
v/c Ratio						0.00				0.00				0.00		
95% Queue Length, Q <sub>95</sub> (veh)						0.0				0.0				0.0		
Control Delay (s/veh)						8.3				7.2				7.2		
Level of Service (LOS)						A				A				A		
Approach Delay (s/veh)					8.3				0.0				3.6			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Saddlewood		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/4/2023			East/West Street	Saddlewood		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	1:00-2:00 pm Weekday			Peak Hour Factor	0.85		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Temporary Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				LTR				LTR	
Volume (veh/h)						3		5		0	2	3		2	3	0
Percent Heavy Vehicles (%)						2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

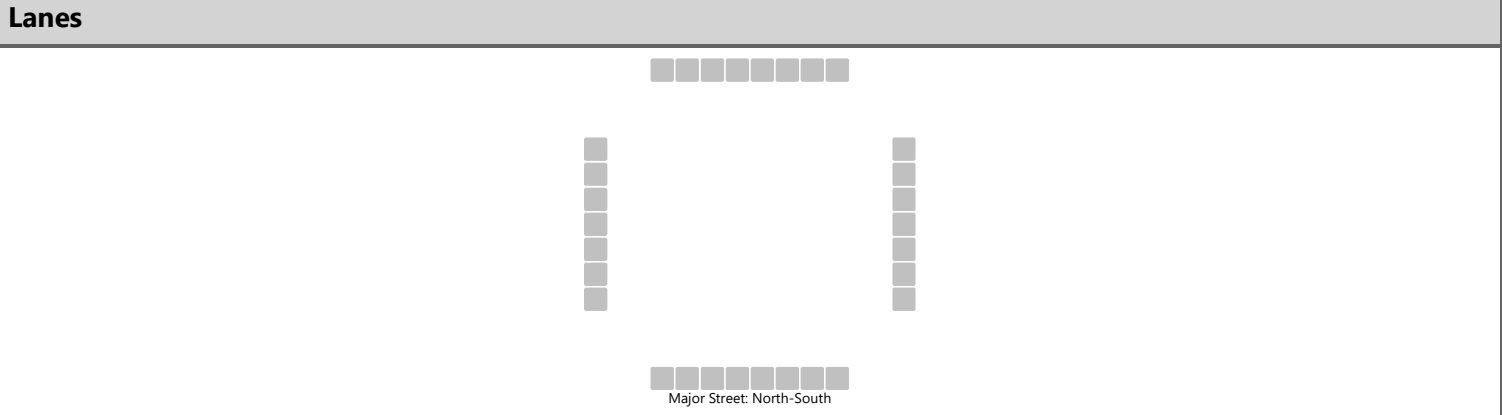
Base Critical Headway (sec)						7.1		6.2		4.1				4.1		
Critical Headway (sec)						7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.52		3.32		2.22				2.22		

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)						9				0				2		
Capacity, c (veh/h)						1050				1618				1615		
v/c Ratio						0.01				0.00				0.00		
95% Queue Length, Q <sub>95</sub> (veh)						0.0				0.0				0.0		
Control Delay (s/veh)						8.5				7.2				7.2		
Level of Service (LOS)						A				A				A		
Approach Delay (s/veh)					8.5				0.0				2.9			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Saddlewood		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/4/2023			East/West Street	Saddlewood		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	1:00-2:00 pm Weekend			Peak Hour Factor	0.85		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Temporary Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				LTR				LTR	
Volume (veh/h)						0		1		0	6	1		0	3	0
Percent Heavy Vehicles (%)						2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

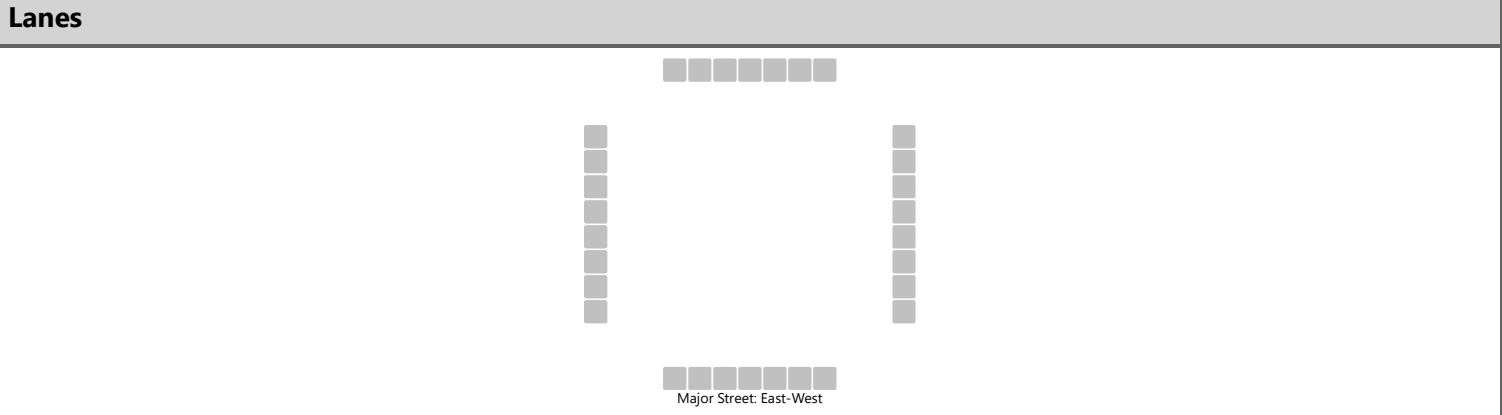
Base Critical Headway (sec)						7.1		6.2		4.1				4.1		
Critical Headway (sec)						7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.52		3.32		2.22				2.22		

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)						1				0				0		
Capacity, c (veh/h)						1075				1618				1612		
v/c Ratio						0.00				0.00				0.00		
95% Queue Length, Q <sub>95</sub> (veh)						0.0				0.0				0.0		
Control Delay (s/veh)						8.4				7.2				7.2		
Level of Service (LOS)						A				A				A		
Approach Delay (s/veh)					8.4				0.0				0.0			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Hwy 105 AM		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/4/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	9:00-10:00 am Weekday			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Temporary Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	144	2		0	157	0		3		3				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

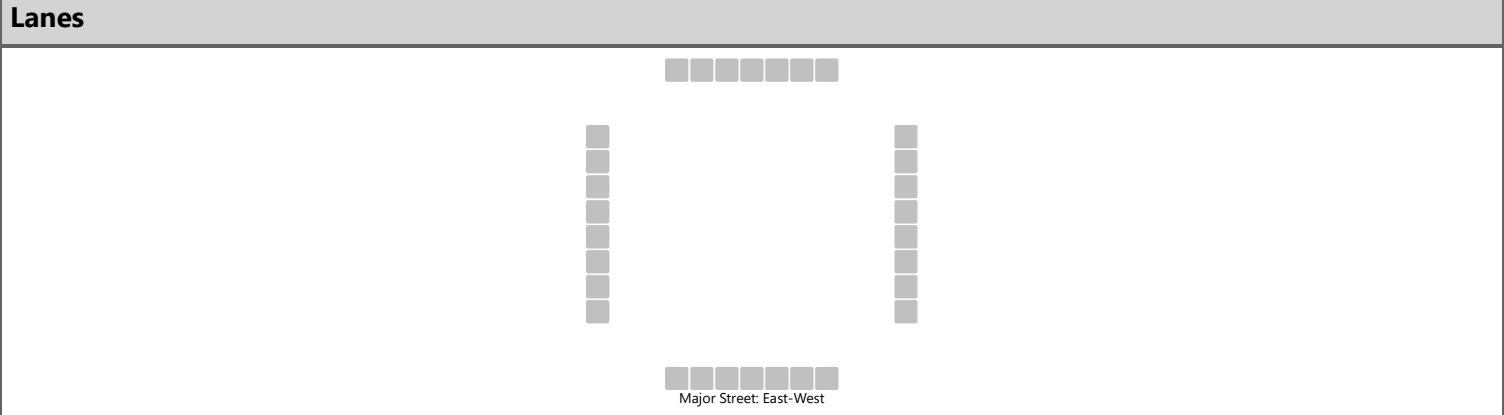
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				0					6					
Capacity, c (veh/h)		1409				1423					737					
v/c Ratio		0.00				0.00					0.01					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		7.6				7.5					9.9					
Level of Service (LOS)		A				A					A					
Approach Delay (s/veh)	0.0				0.0				9.9							
Approach LOS	A				A				A							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Hwy 105 AM		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/4/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	9:00-10:00 AM Weekend			Peak Hour Factor	0.85		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Temporary Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	116	1		1	114	0		7		0				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

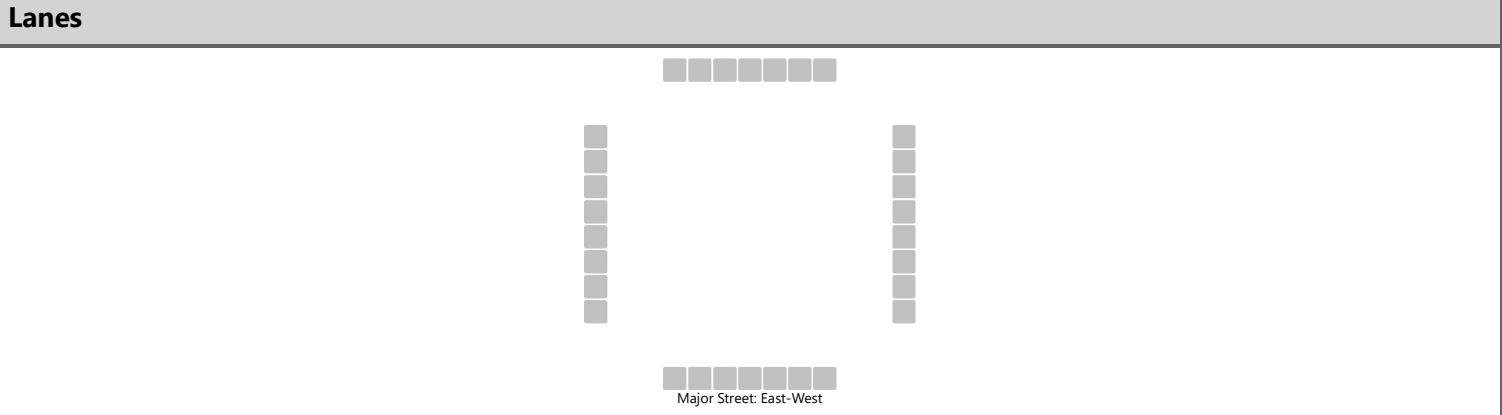
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				1					8					
Capacity, c (veh/h)		1450				1446					678					
v/c Ratio		0.00				0.00					0.01					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		7.5				7.5					10.4					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)		0.0				0.1				10.4						
Approach LOS										B						

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Hwy 105 PM		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/4/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	1:00-2:00 pm Weekday			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkn Patch Temporary Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	197	7		2	144	0		7		2				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

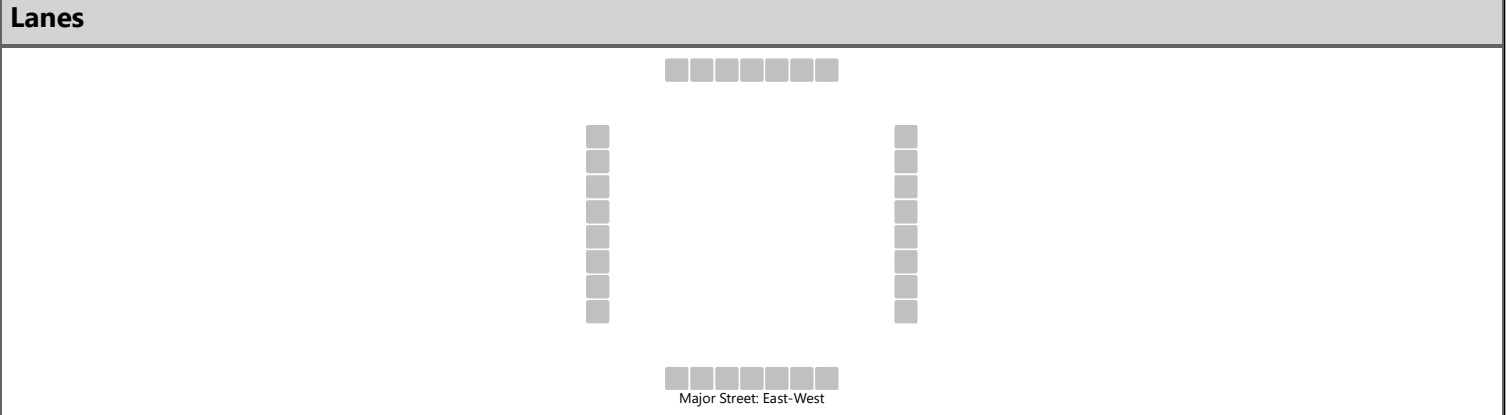
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				2					10					
Capacity, c (veh/h)		1419				1342					612					
v/c Ratio		0.00				0.00					0.02					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		7.5				7.7					11.0					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.1				11.0							
Approach LOS	A				A				B							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/4/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	1:00-2:00 pm Weekend			Peak Hour Factor	0.85		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Temporary Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	161	3		0	148	0		7		3				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

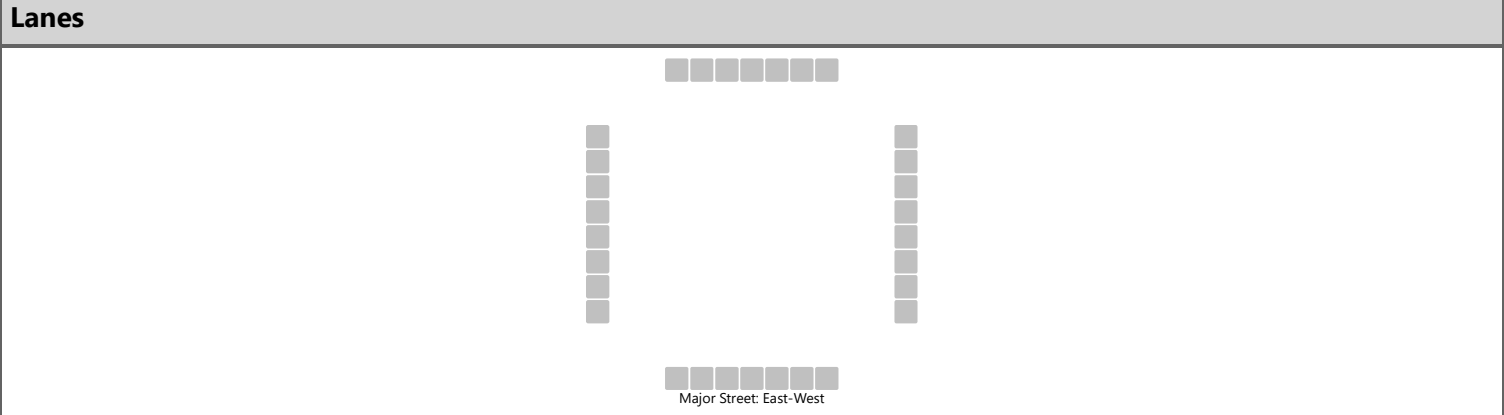
**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				0					12					
Capacity, c (veh/h)		1402				1380					650					
v/c Ratio		0.00				0.00					0.02					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.1					
Control Delay (s/veh)		7.6				7.6					10.6					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.0				10.6							
Approach LOS	A				A				B							



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Cherry Spr R & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/4/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Cherry Springs Ranch		
Time Analyzed	9:00-10:00 am Weekday			Peak Hour Factor	0.88		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Temporary Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LR	
Volume (veh/h)		4	107	0		0	174	5						2		3
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

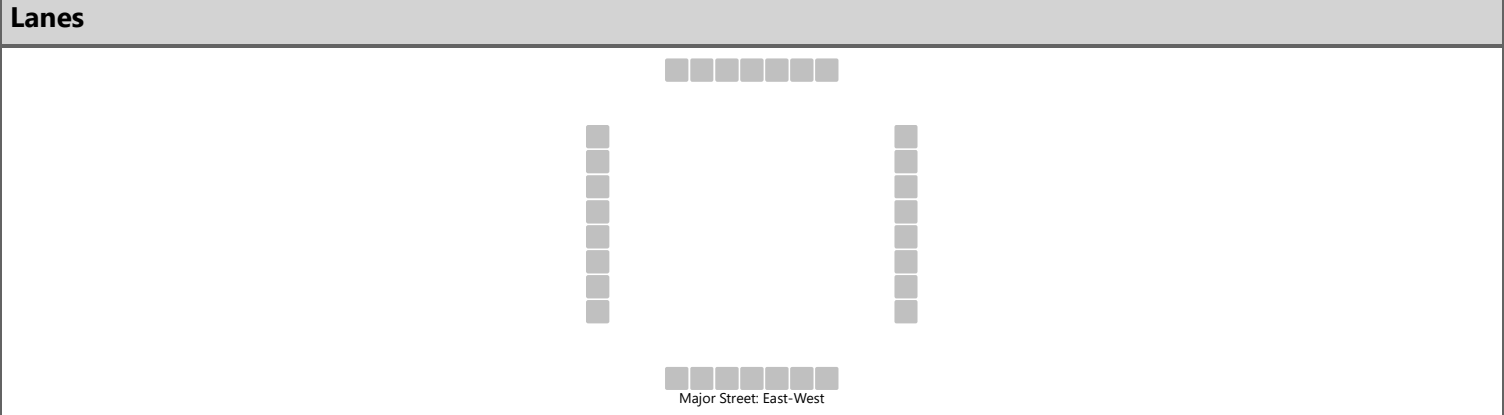
Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		5				0										6
Capacity, c (veh/h)		1368				1466										736
v/c Ratio		0.00				0.00										0.01
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0										0.0
Control Delay (s/veh)		7.6				7.5										9.9
Level of Service (LOS)		A				A										A
Approach Delay (s/veh)		0.3				0.0				9.9						
Approach LOS		A				A				A						

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Cherry Spr R & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/4/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Cherry Springs Ranch		
Time Analyzed	9:00-10:00 am Weekend			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Temporary Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LR	
Volume (veh/h)		7	103	0		0	162	13						4		6
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

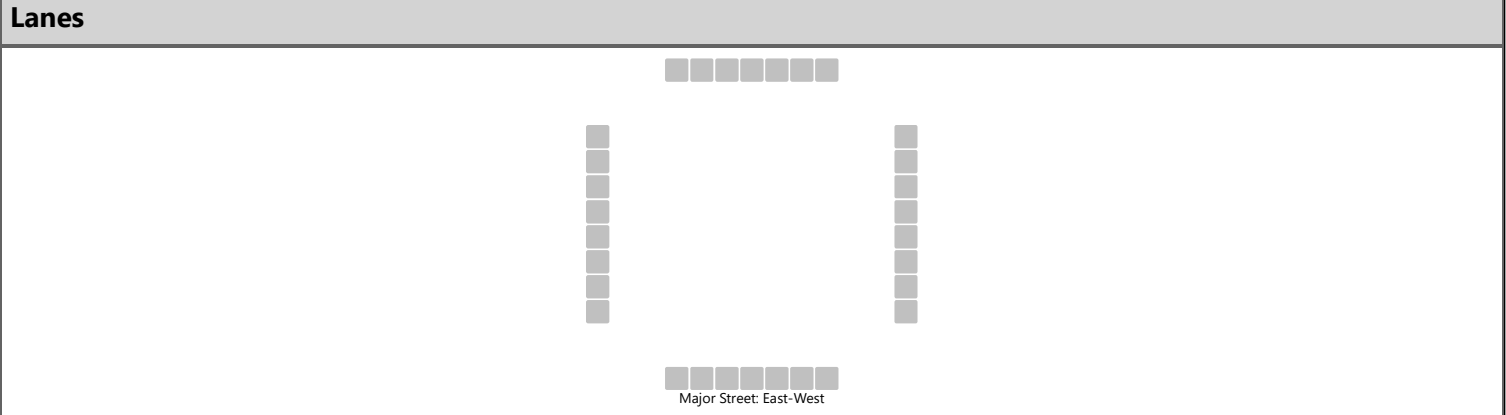
Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		8				0									11	
Capacity, c (veh/h)		1386				1479									758	
v/c Ratio		0.01				0.00									0.01	
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0									0.0	
Control Delay (s/veh)		7.6				7.4									9.8	
Level of Service (LOS)		A				A									A	
Approach Delay (s/veh)	0.5				0.0				9.8							
Approach LOS	A				A				A							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Cherry Spr R & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/4/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Cherry Springs Ranch		
Time Analyzed	1:00-2:00 pm Weekday			Peak Hour Factor	0.97		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Temporary Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LR	
Volume (veh/h)		0	143	0		0	157	2						3		1
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

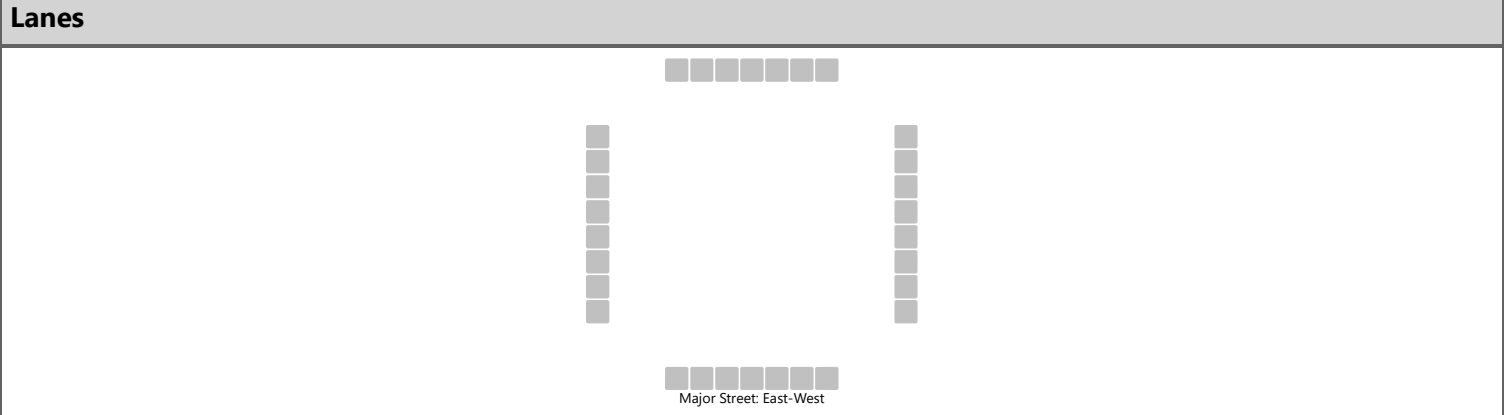
Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				0									4	
Capacity, c (veh/h)		1415				1434									689	
v/c Ratio		0.00				0.00									0.01	
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0									0.0	
Control Delay (s/veh)		7.5				7.5									10.3	
Level of Service (LOS)		A				A									B	
Approach Delay (s/veh)		0.0				0.0								10.3		
Approach LOS														B		

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Cherry Spr R & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/4/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Cherry Springs Ranch		
Time Analyzed	1:00-2:00 pm Weekend			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Temporary Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LR	
Volume (veh/h)		0	166	0		0	126	2						1		2
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

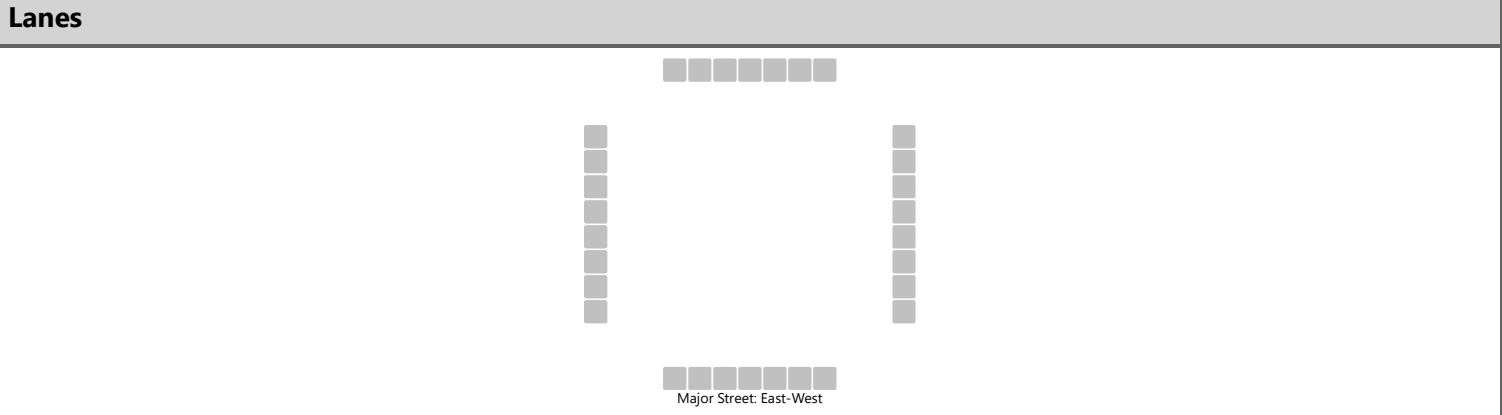
Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				0									3	
Capacity, c (veh/h)		1444				1395									795	
v/c Ratio		0.00				0.00									0.00	
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0									0.0	
Control Delay (s/veh)		7.5				7.6									9.5	
Level of Service (LOS)		A				A									A	
Approach Delay (s/veh)		0.0				0.0								9.5		
Approach LOS														A		

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Appaloosa & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/4/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Appaloosa		
Time Analyzed	9:00-10:00 am Weekday			Peak Hour Factor	0.87		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Temporary Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	107	2		1	177	0		3		3				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

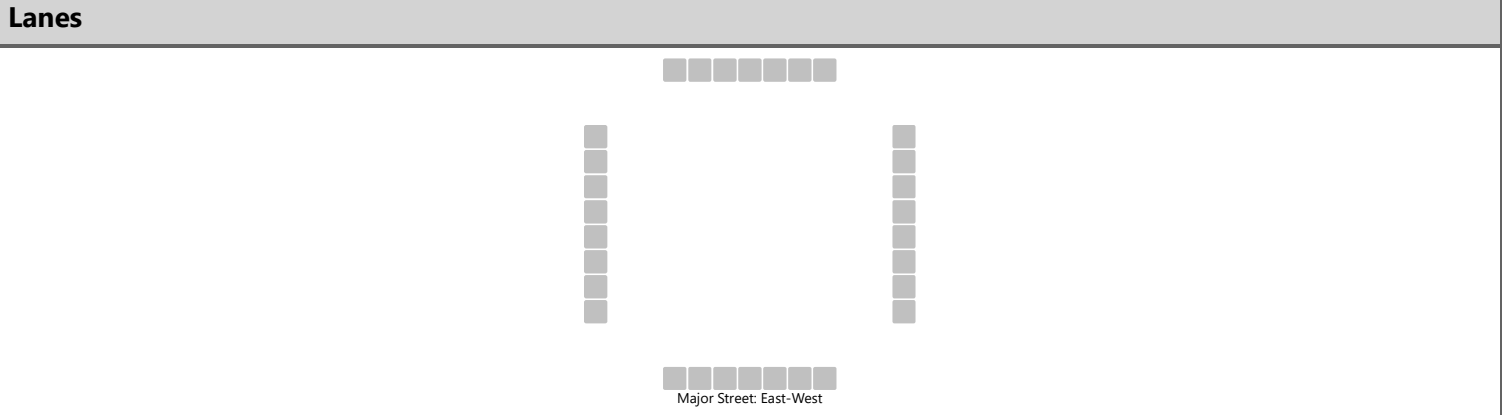
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				1					7					
Capacity, c (veh/h)		1368				1461					745					
v/c Ratio		0.00				0.00					0.01					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		7.6				7.5					9.9					
Level of Service (LOS)		A				A					A					
Approach Delay (s/veh)	0.0				0.0				9.9							
Approach LOS	A				A				A							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Appaloosa & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/4/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Appaloosa		
Time Analyzed	9:00-10:00 am Weekend			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Temporary Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	106	0		1	170	0		4		1				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

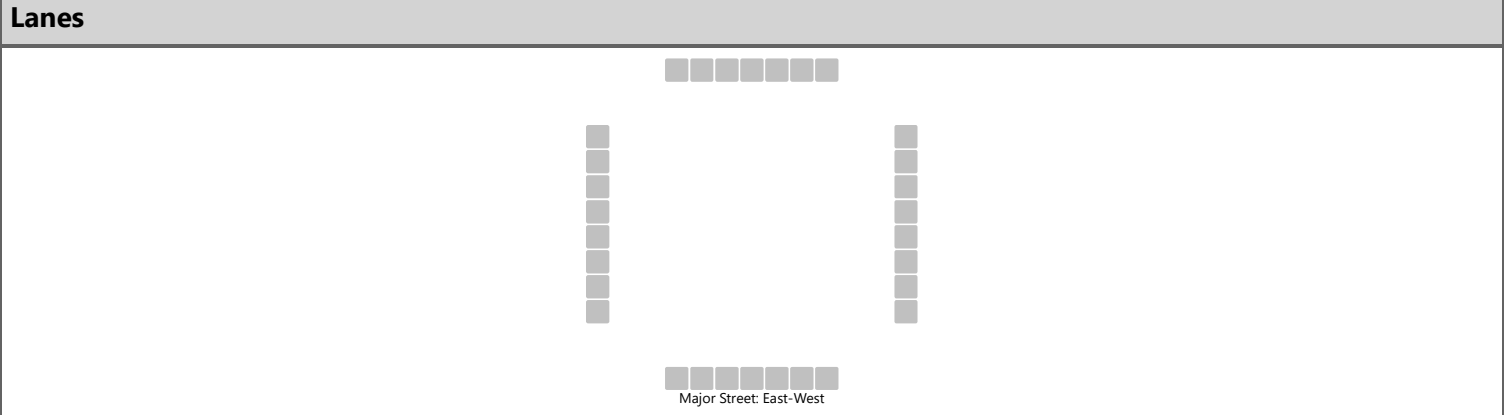
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				1					6					
Capacity, c (veh/h)		1385				1470					686					
v/c Ratio		0.00				0.00					0.01					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		7.6				7.5					10.3					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.0				10.3							
Approach LOS									B							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Appaloosa & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/4/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Appaloosa		
Time Analyzed	1:00-2:00 pm Weekday			Peak Hour Factor	0.98		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Temporary Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	145	2		5	155	0		3		4				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

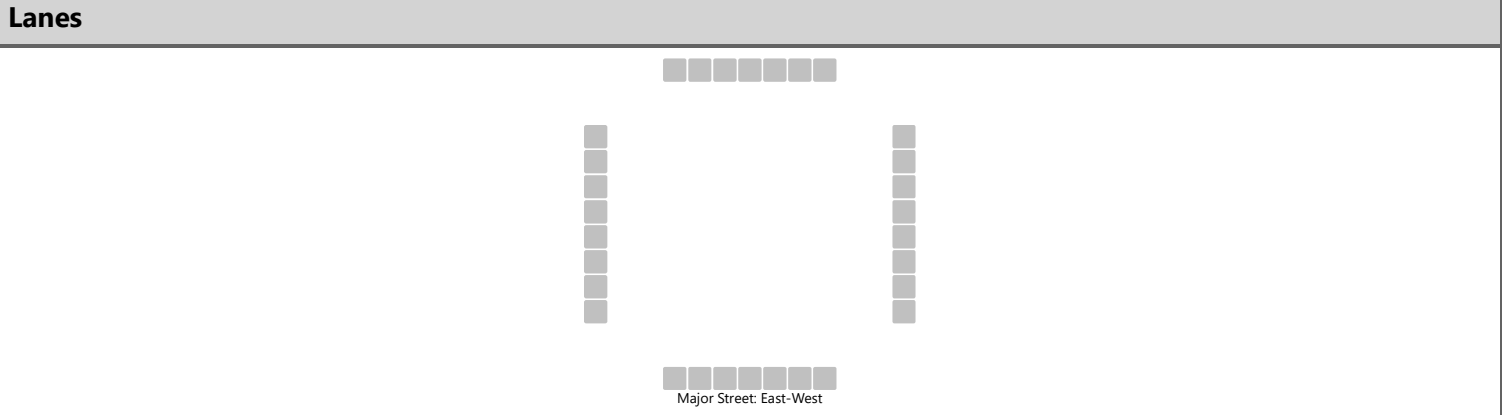
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				5					7					
Capacity, c (veh/h)		1421				1431					762					
v/c Ratio		0.00				0.00					0.01					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		7.5				7.5					9.8					
Level of Service (LOS)		A				A					A					
Approach Delay (s/veh)	0.0				0.3				9.8							
Approach LOS	A				A				A							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Appaloosa & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/4/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Appaloosa		
Time Analyzed	1:00-2:00 pm Weekend			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Temporary Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	161	4		3	130	0		0		1				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

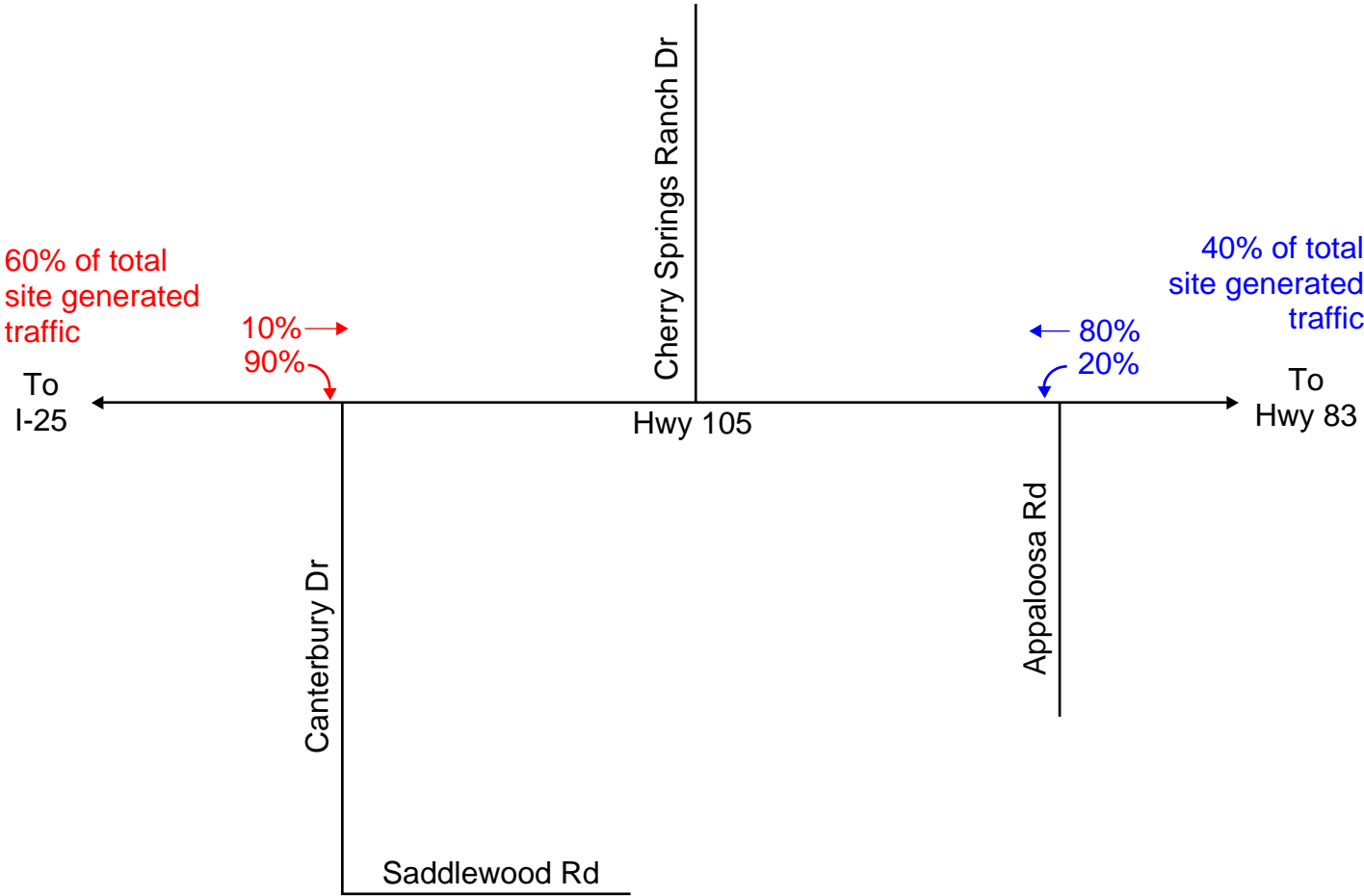
Flow Rate, v (veh/h)		0				3					1					
Capacity, c (veh/h)		1438				1392					862					
v/c Ratio		0.00				0.00					0.00					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		7.5				7.6					9.2					
Level of Service (LOS)		A				A					A					
Approach Delay (s/veh)	0.0				0.2				9.2							
Approach LOS	A				A				A				A			



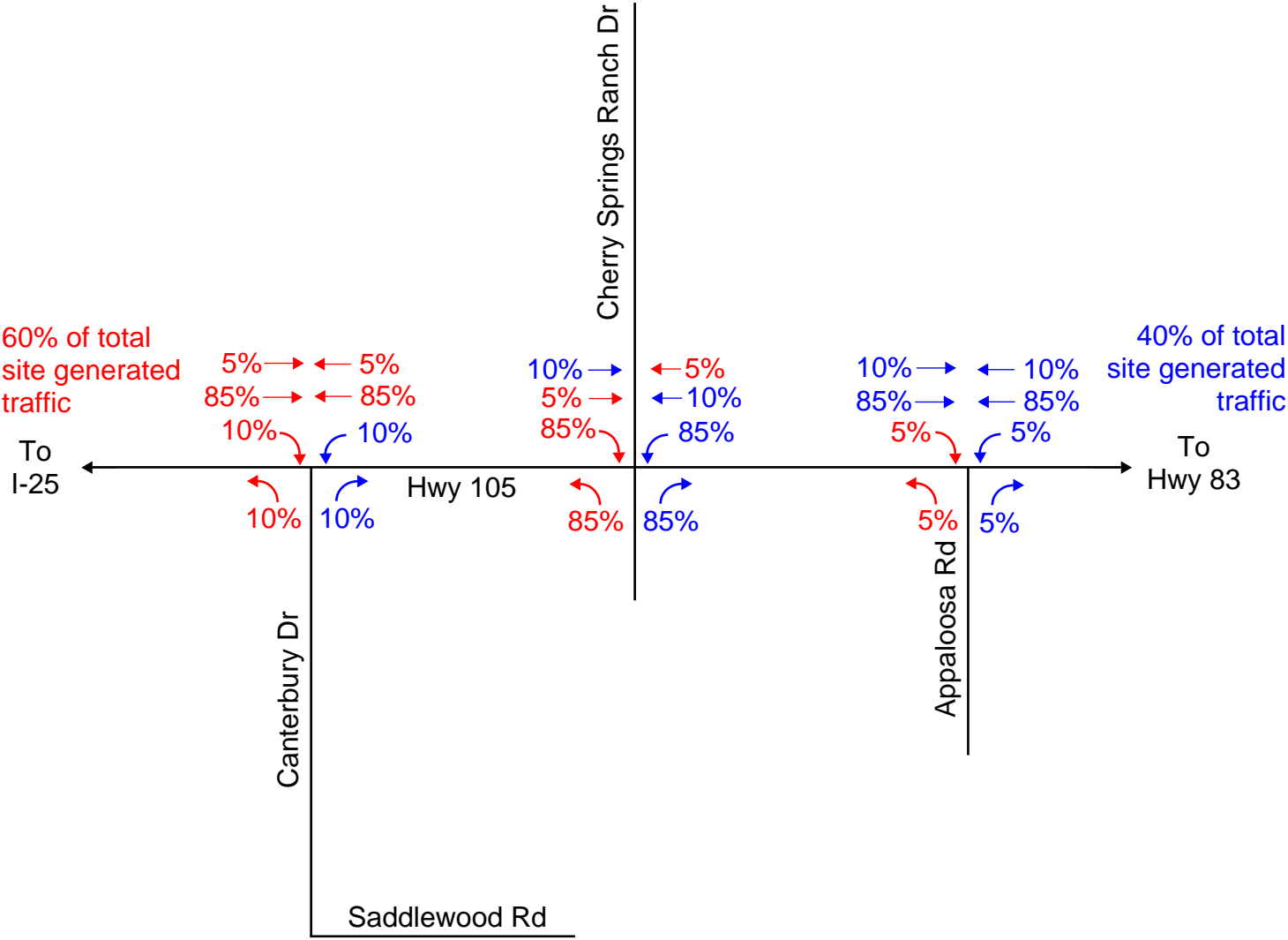
# TRIP DISTRIBUTION EXHIBIT

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# Project Generated Weekday Trip Distribution Percentages Exhibit



# Project Generated Weekend Trip Distribution Percentages Exhibit



# EXISTING + DEVELOPMENT PEAK HOUR TURNING MOVEMENTS

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Canterbury/Hwy 105 Peak Hour: 9:00 am to 10:00 am Existing + Development Weekend Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	201	10	7	123	0	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	1	0	8	

Peak Hour Volume: 350

Canterbury/Saddlewood Peak Hour: 9:00 am to 10:00 am Existing + Development Weekend Saddlewood						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	0	0	0	0	5	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	2	17	1	1	0	

Peak Hour Volume: 26

Appaloosa/Hwy 105 Peak Hour: 9:00 am to 10:00 am Existing + Development Weekday Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	112	10	12	220	0	
Appaloosa						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	4	0	4	

Peak Hour Volume: 362

Cherry Springs Ranch/Hwy 105 Peak Hour: 9:00 am to 10:00 am Existing + Development Weekday Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
4	120	0	0	218	5	
Cherry Springs Ranch						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
3	0	2	0	0	0	

Peak Hour Volume: 352

Canterbury/Hwy 105 Peak Hour: 9:00 am to 10:00 am Existing + Development Weekday Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	152	74	43	158	0	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	8	0	11	

Peak Hour Volume: 446

Canterbury/Saddlewood Peak Hour: 9:00 am to 10:00 am Existing + Development Weekday Saddlewood						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	0	0	1	0	14	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	117	0	0	0	

Peak Hour Volume: 132

Appaloosa/Hwy 105 Peak Hour: 9:00 am to 10:00 am Existing + Development Weekday Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	112	5	4	229	0	
Appaloosa						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	2	0	5	

Peak Hour Volume: 357

Cherry Springs Ranch/Hwy 105 Peak Hour: 9:00 am to 10:00 am Existing + Development Weekday Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
7	109	80	53	169	13	
Cherry Springs Ranch						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
6	0	4	5	0	8	

Peak Hour Volume: 454

Canterbury/Hwy 105 Peak Hour: 1:00 pm to 2:00 pm Existing + Development Weekend Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	275	16	9	161	0	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	4	0	8	

Peak Hour Volume: 473

Canterbury/Saddlewood Peak Hour: 1:00 pm to 2:00 pm Existing + Development Weekend Saddlewood						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	0	0	0	0	3	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	3	22	1	6	0	

Peak Hour Volume: 35

Appaloosa/Hwy 105 Peak Hour: 1:00 pm to 2:00 pm Existing + Development Weekday Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	151	5	8	169	0	
Appaloosa						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	6	0	4	

Peak Hour Volume: 343

Cherry Springs Ranch/Hwy 105 Peak Hour: 1:00 pm to 2:00 pm Existing + Development Weekday Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	152	0	0	172	2	
Cherry Springs Ranch						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
1	0	3	0	0	0	

Peak Hour Volume: 330

Canterbury/Hwy 105 Peak Hour: 1:00 pm to 2:00 pm Existing + Development Weekday Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	200	30	16	145	0	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	8	0	17	

Peak Hour Volume: 416

Canterbury/Saddlewood Peak Hour: 1:00 pm to 2:00 pm Existing + Development Weekday Saddlewood						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	0	0	3	0	21	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	3	39	3	2	0	

Peak Hour Volume: 71

Appaloosa/Hwy 105 Peak Hour: 1:00 pm to 2:00 pm Existing + Development Weekday Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	170	10	7	211	0	
Appaloosa						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	2	0	1	

Peak Hour Volume: 401

Cherry Springs Ranch/Hwy 105 Peak Hour: 1:00 pm to 2:00 pm Existing + Development Weekday Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	173	108	72	136	2	
Cherry Springs Ranch						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
2	0	1	8	0	12	

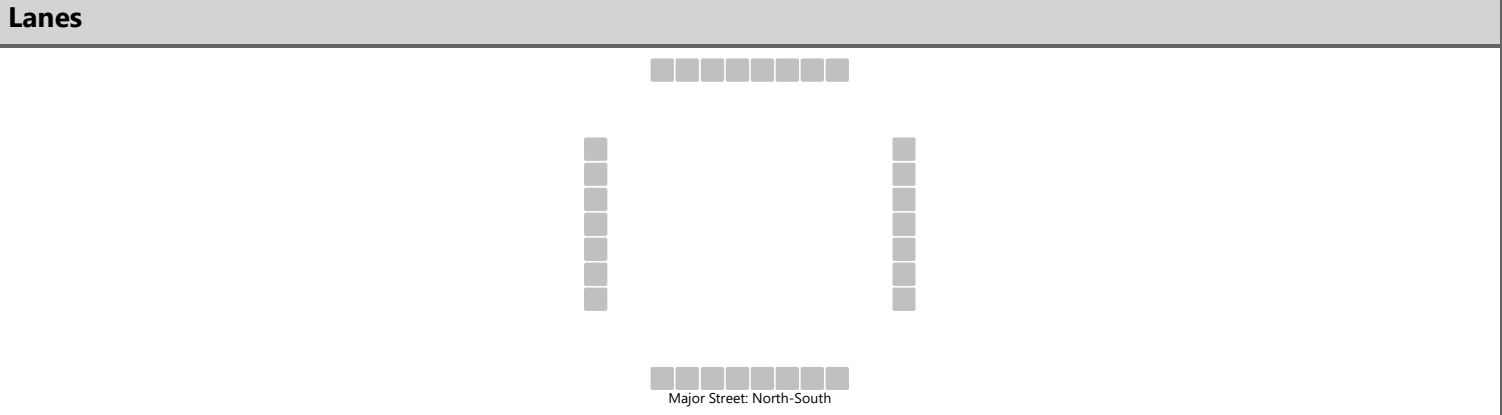
Peak Hour Volume: 514

# EXISTING + DEVELOPMENT LEVEL OF SERVICE (LOS)

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# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Saddlewood		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/24/2023			East/West Street	Saddlewood		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	9:00-10:00 am Weekday			Peak Hour Factor	0.85		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				LTR				LTR	
Volume (veh/h)						1		14		0	0	0		117	0	0
Percent Heavy Vehicles (%)						2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

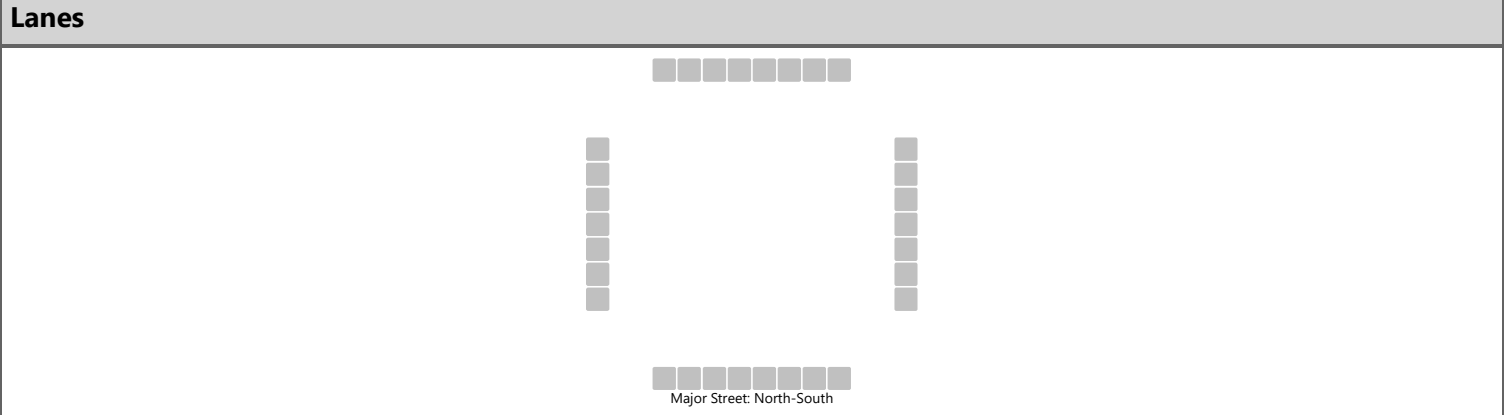
Base Critical Headway (sec)						7.1		6.2		4.1				4.1		
Critical Headway (sec)						7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.52		3.32		2.22				2.22		

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)						18				0				138		
Capacity, c (veh/h)						1036				1623				1623		
v/c Ratio						0.02				0.00				0.08		
95% Queue Length, Q <sub>95</sub> (veh)						0.1				0.0				0.3		
Control Delay (s/veh)						8.5				7.2				7.4		
Level of Service (LOS)						A				A				A		
Approach Delay (s/veh)					8.5								7.4			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Saddlewood		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/24/2023			East/West Street	Saddlewood		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	9:00-10:00 am Weekend			Peak Hour Factor	0.85		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				LTR				LTR	
Volume (veh/h)						0		5		0	1	1		17	2	0
Percent Heavy Vehicles (%)						2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

Base Critical Headway (sec)						7.1		6.2		4.1				4.1		
Critical Headway (sec)						7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.52		3.32		2.22				2.22		

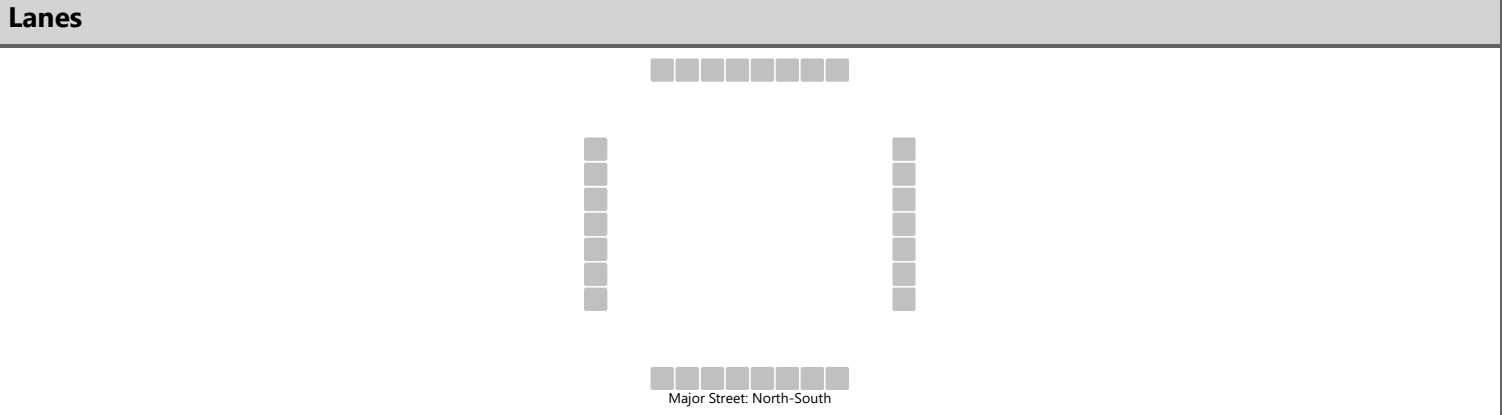
**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)						6				0				20		
Capacity, c (veh/h)						1083				1620				1620		
v/c Ratio						0.01				0.00				0.01		
95% Queue Length, Q <sub>95</sub> (veh)						0.0				0.0				0.0		
Control Delay (s/veh)						8.3				7.2				7.3		
Level of Service (LOS)						A				A				A		
Approach Delay (s/veh)					8.3				0.0				6.5			
Approach LOS					A											



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Saddlewood		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/24/2023			East/West Street	Saddlewood		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	1:00-2:00 pm Weekday			Peak Hour Factor	0.85		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				LTR				LTR	
Volume (veh/h)						3		21		0	2	3		39	3	0
Percent Heavy Vehicles (%)						2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

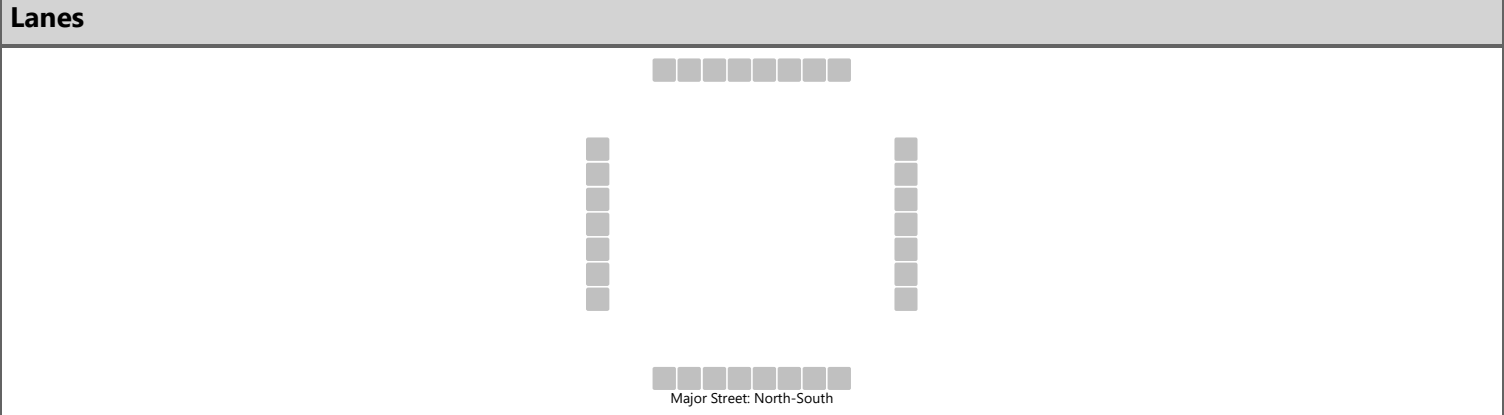
Base Critical Headway (sec)						7.1		6.2		4.1				4.1		
Critical Headway (sec)						7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.52		3.32		2.22				2.22		

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)						28				0				46		
Capacity, c (veh/h)						1047				1618				1615		
v/c Ratio						0.03				0.00				0.03		
95% Queue Length, Q <sub>95</sub> (veh)						0.1				0.0				0.1		
Control Delay (s/veh)						8.5				7.2				7.3		
Level of Service (LOS)						A				A				A		
Approach Delay (s/veh)					8.5				0.0				6.8			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Saddlewood		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/24/2023			East/West Street	Saddlewood		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	1:00-2:00 pm Weekend			Peak Hour Factor	0.85		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				LTR				LTR	
Volume (veh/h)						0		3		0	6	1		22	3	0
Percent Heavy Vehicles (%)						2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

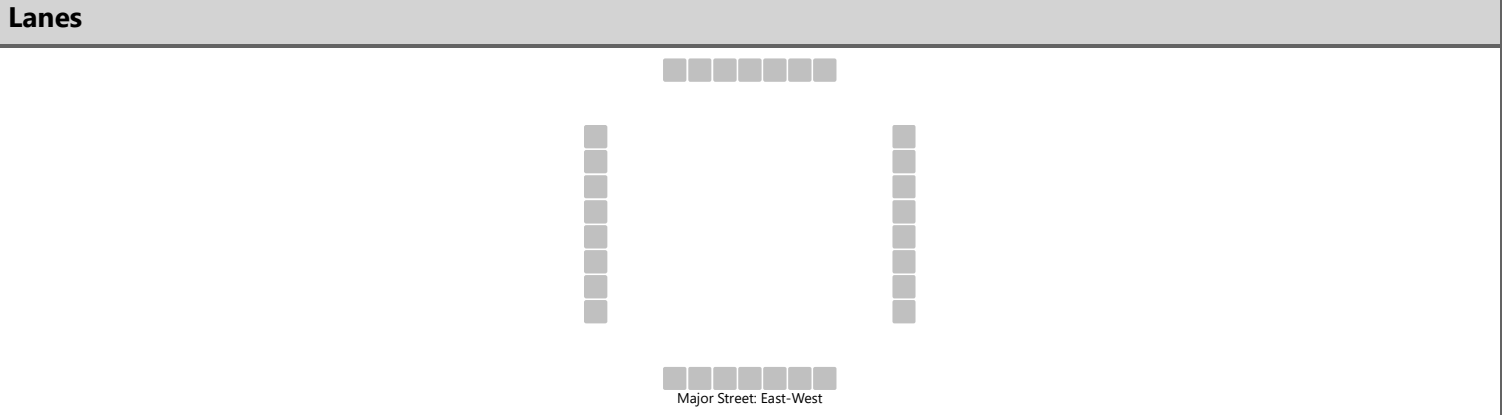
Base Critical Headway (sec)						7.1		6.2		4.1				4.1		
Critical Headway (sec)						7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.52		3.32		2.22				2.22		

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)						4				0				26		
Capacity, c (veh/h)						1075				1618				1612		
v/c Ratio						0.00				0.00				0.02		
95% Queue Length, Q <sub>95</sub> (veh)						0.0				0.0				0.0		
Control Delay (s/veh)						8.4				7.2				7.3		
Level of Service (LOS)						A				A				A		
Approach Delay (s/veh)					8.4				0.0				6.4			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Hwy 105 AM		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/24/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	9:00-10:00 am Weekday			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	152	74		43	158	0		11		8				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

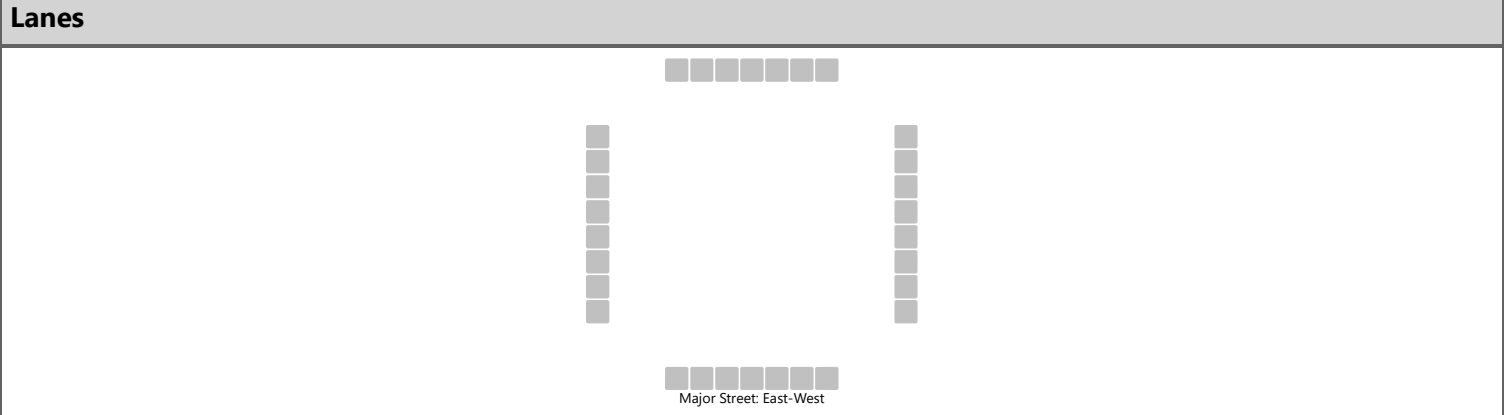
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				46					20					
Capacity, c (veh/h)		1407				1323					596					
v/c Ratio		0.00				0.03					0.03					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.1					0.1					
Control Delay (s/veh)		7.6				7.8					11.3					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)		0.0				1.9				11.3						
Approach LOS										B						

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Hwy 105 AM		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/24/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	9:00-10:00 AM Weekend			Peak Hour Factor	0.85		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	201	10		7	123	0		8		1				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

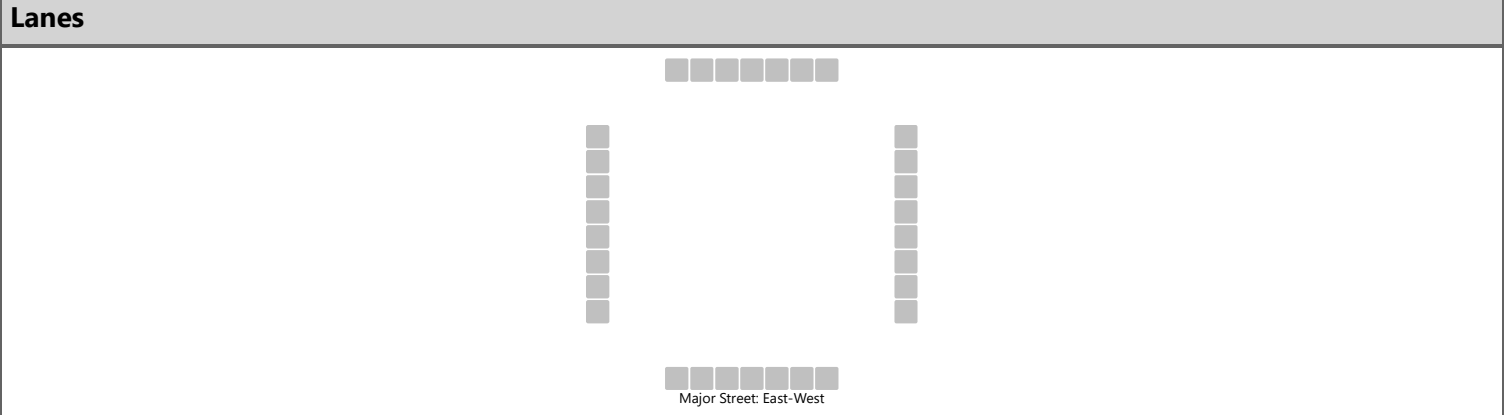
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				8					11					
Capacity, c (veh/h)		1438				1317					574					
v/c Ratio		0.00				0.01					0.02					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.1					
Control Delay (s/veh)		7.5				7.7					11.4					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.5				11.4							
Approach LOS	A				A				B				B			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Hwy 105 PM		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/24/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	1:00-2:00 pm Weekday			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkn Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	200	30		16	145	0		17		8				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

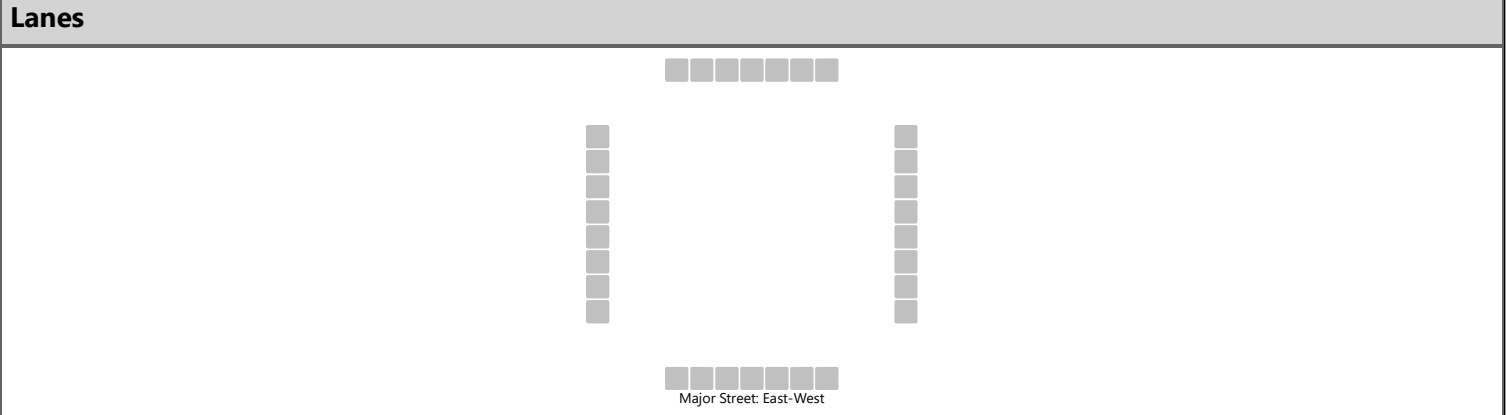
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				18					28					
Capacity, c (veh/h)		1418				1309					590					
v/c Ratio		0.00				0.01					0.05					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.1					
Control Delay (s/veh)		7.5				7.8					11.4					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.9				11.4							
Approach LOS									B							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/24/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	1:00-2:00 pm Weekend			Peak Hour Factor	0.85		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	275	16		9	161	0		8		4				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

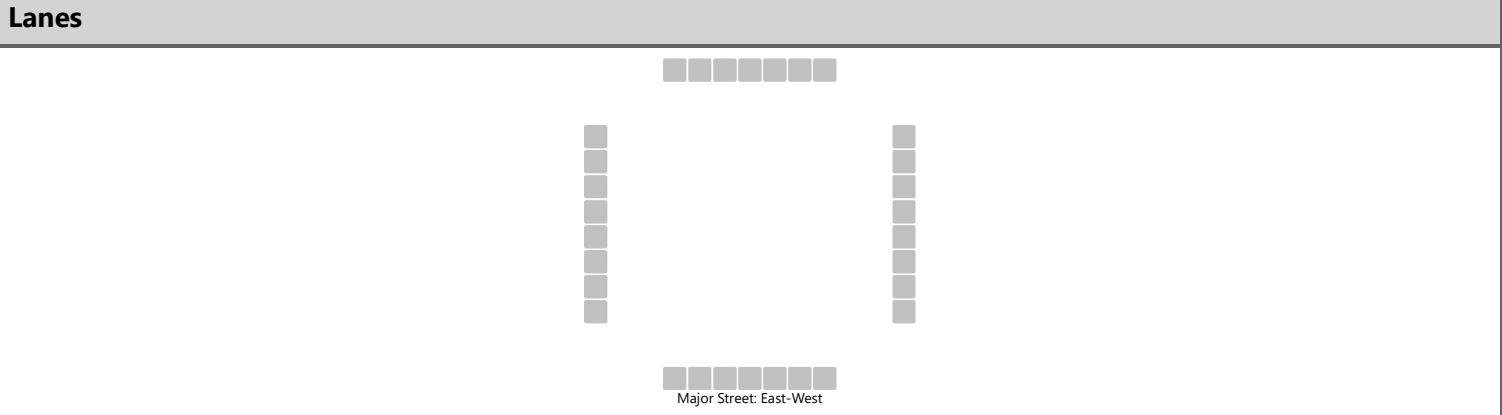
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				11					14					
Capacity, c (veh/h)		1384				1217					510					
v/c Ratio		0.00				0.01					0.03					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.1					
Control Delay (s/veh)		7.6				8.0					12.3					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.5				12.3							
Approach LOS	A				A				B							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Cherry Spr R & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/24/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Cherry Springs Ranch		
Time Analyzed	9:00-10:00 am Weekday			Peak Hour Factor	0.88		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LR	
Volume (veh/h)		4	120	0		0	218	5						2		3
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

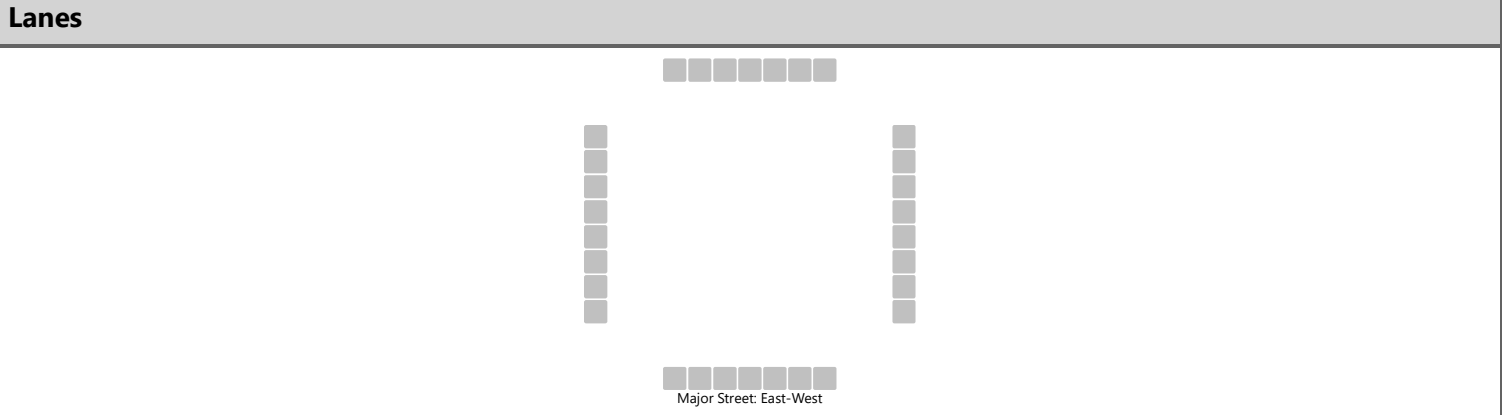
Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		5				0										6
Capacity, c (veh/h)		1312				1448										679
v/c Ratio		0.00				0.00										0.01
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0										0.0
Control Delay (s/veh)		7.8				7.5										10.3
Level of Service (LOS)		A				A										B
Approach Delay (s/veh)		0.3				0.0								10.3		
Approach LOS														B		

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Cherry Spr R & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/24/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Cherry Springs Ranch		
Time Analyzed	9:00-10:00 am Weekend			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		7	109	80		53	169	13		8	0	5		4	0	6
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

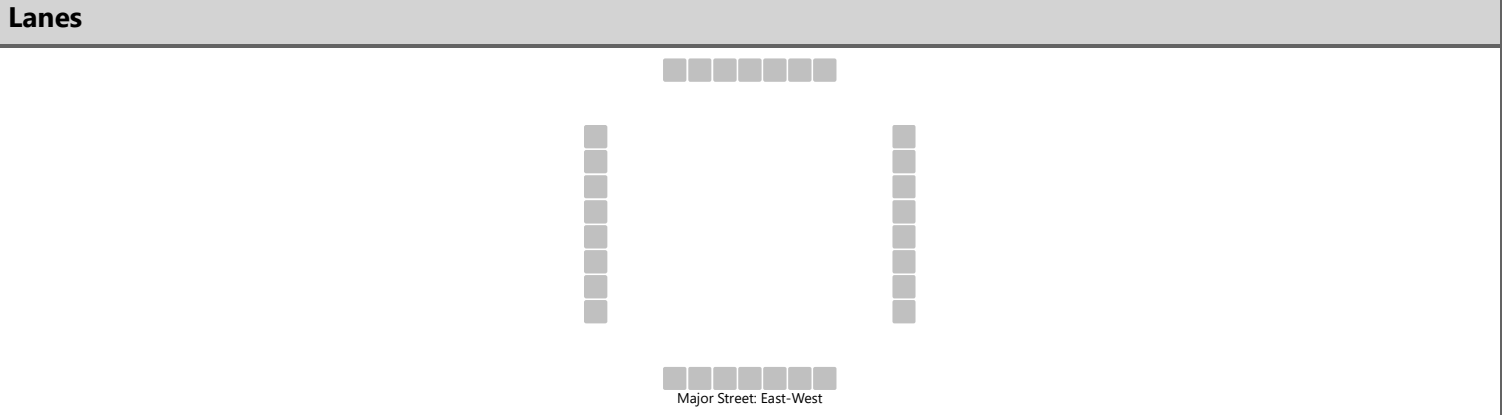
**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		8				57					14					11
Capacity, c (veh/h)		1377				1368					575					645
v/c Ratio		0.01				0.04					0.02					0.02
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.1					0.1					0.1
Control Delay (s/veh)		7.6				7.7					11.4					10.7
Level of Service (LOS)		A				A					B					B
Approach Delay (s/veh)		0.3			2.0			11.4			10.7					
Approach LOS								B			B					



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Cherry Spr R & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/24/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Cherry Springs Ranch		
Time Analyzed	1:00-2:00 pm Weekday			Peak Hour Factor	0.97		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LR	
Volume (veh/h)		0	152	0		0	172	2						3		1
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

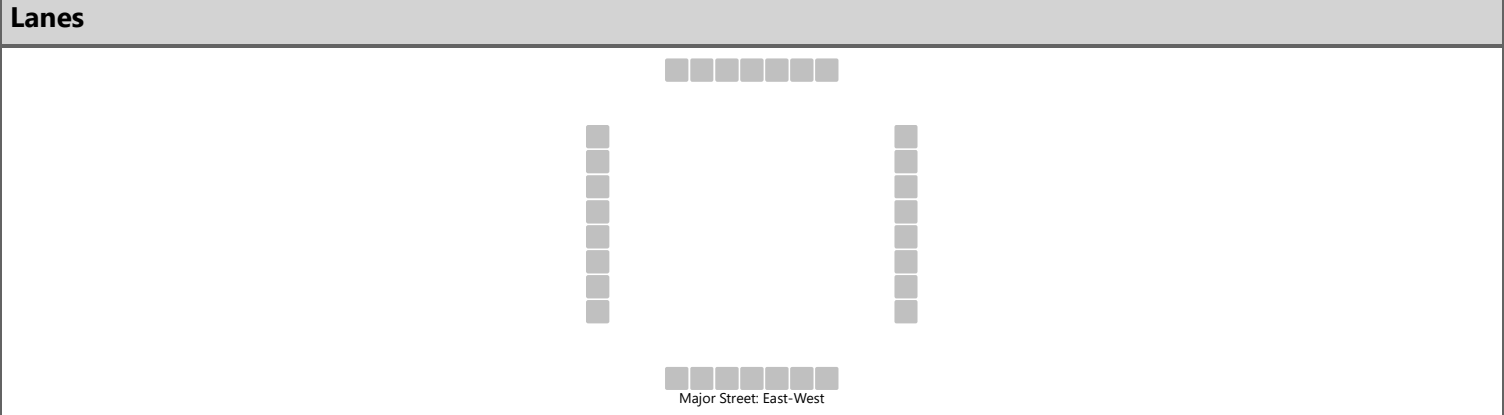
Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				0									4	
Capacity, c (veh/h)		1396				1423									666	
v/c Ratio		0.00				0.00									0.01	
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0									0.0	
Control Delay (s/veh)		7.6				7.5									10.4	
Level of Service (LOS)		A				A									B	
Approach Delay (s/veh)		0.0				0.0								10.4		
Approach LOS		A				A								B		

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Cherry Spr R & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/24/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Cherry Springs Ranch		
Time Analyzed	1:00-2:00 pm Weekend			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	173	108		72	136	2		12	0	8		1	0	2
Percent Heavy Vehicles (%)		2				2				3	3	3		2	3	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

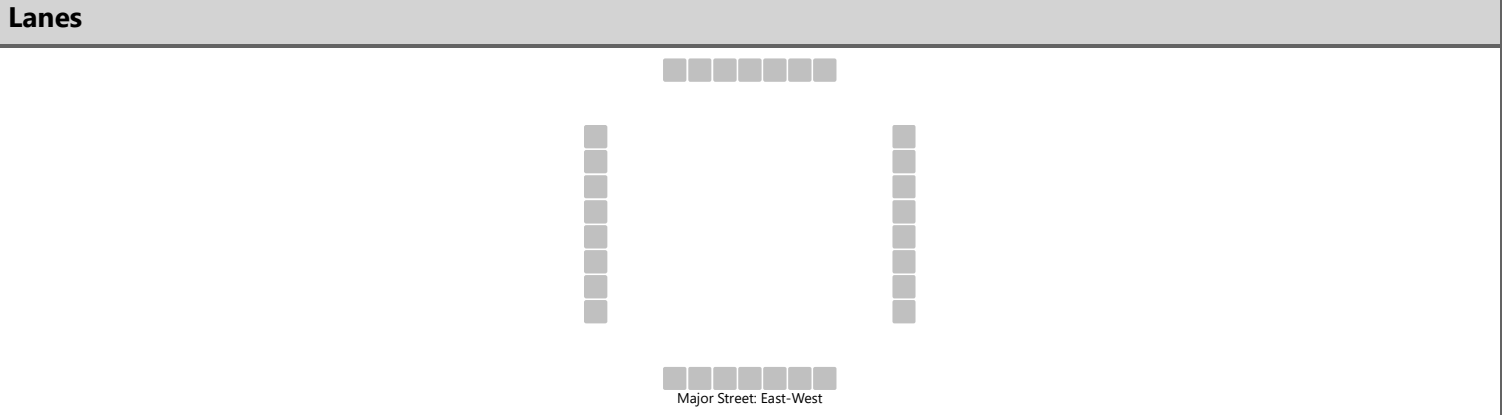
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.13	6.53	6.23		7.12	6.53	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.53	4.03	3.33		3.52	4.03	3.32

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				78					22					3	
Capacity, c (veh/h)		1431				1255					515					646	
v/c Ratio		0.00				0.06					0.04					0.01	
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.2					0.1					0.0	
Control Delay (s/veh)		7.5				8.1					12.3					10.6	
Level of Service (LOS)		A				A					B					B	
Approach Delay (s/veh)		0.0				3.1				12.3				10.6			
Approach LOS										B				B			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Appaloosa & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/24/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Appaloosa		
Time Analyzed	9:00-10:00 am Weekday			Peak Hour Factor	0.87		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	112	10		12	220	0		4		4				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

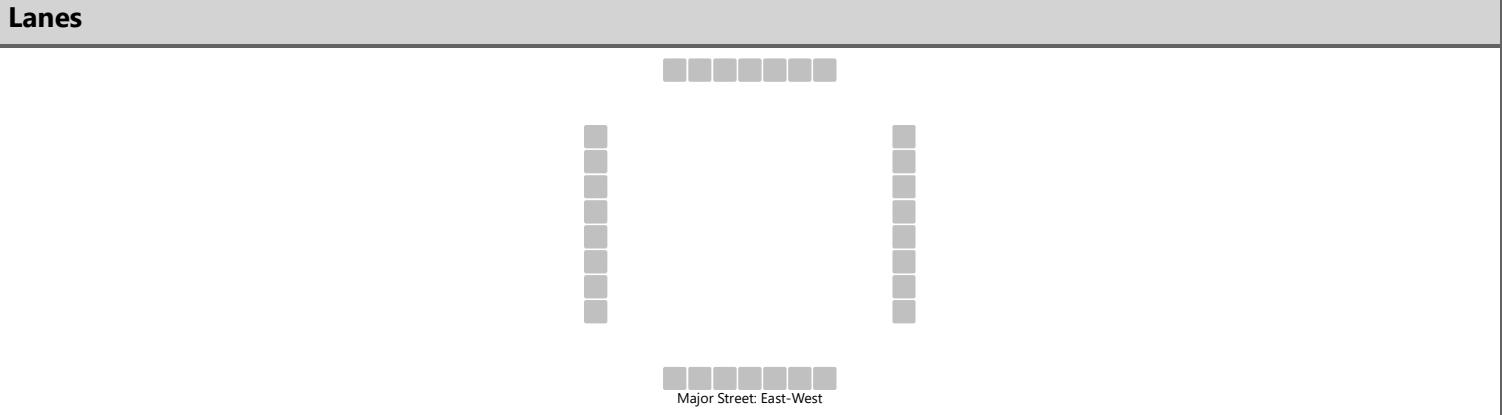
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				14					9					
Capacity, c (veh/h)		1312				1443					682					
v/c Ratio		0.00				0.01					0.01					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		7.7				7.5					10.4					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.5				10.4							
Approach LOS	A				A				B							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Appaloosa & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/24/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Appaloosa		
Time Analyzed	9:00-10:00 am Weekend			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	112	5		4	229	0		5		2				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

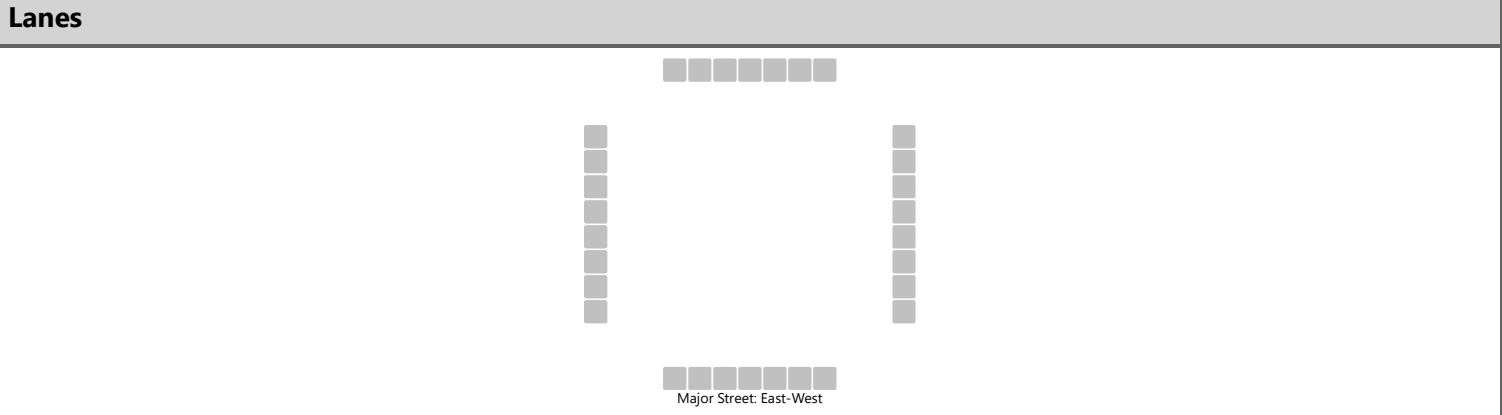
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				4					8					
Capacity, c (veh/h)		1311				1455					637					
v/c Ratio		0.00				0.00					0.01					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		7.7				7.5					10.7					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.2				10.7							
Approach LOS									B							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Appaloosa & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/24/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Appaloosa		
Time Analyzed	1:00-2:00 pm Weekday			Peak Hour Factor	0.98		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	151	5		8	169	0		4		6				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

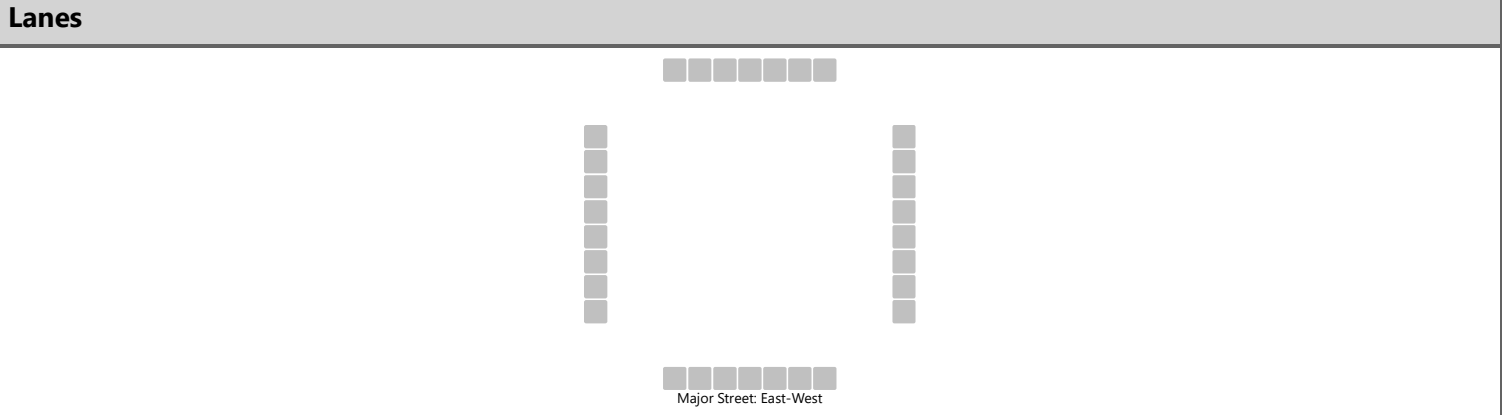
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				8					10					
Capacity, c (veh/h)		1404				1420					749					
v/c Ratio		0.00				0.01					0.01					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		7.6				7.5					9.9					
Level of Service (LOS)		A				A					A					
Approach Delay (s/veh)		0.0				0.4				9.9						
Approach LOS										A						

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Appaloosa & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/24/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Appaloosa		
Time Analyzed	1:00-2:00 pm Weekend			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	170	10		7	211	0		1		2				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				8					3					
Capacity, c (veh/h)		1333				1372					701					
v/c Ratio		0.00				0.01					0.00					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		7.7				7.6					10.2					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.3				10.2							
Approach LOS									B							

# FUTURE TRAFFIC GROWTH

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Canterbury & Saddlewood Projected  
A.M. Weekday Peak Hour

Year	Growth	Expected PHV
2023		4
2024	0.02	5
2025	0.02	6
2026	0.02	7
2027	0.02	8
2028	0.02	9
2029	0.02	10
2030	0.02	11
2031	0.02	12
2032	0.02	13
2033	0.02	14
2034	0.02	15
2035	0.02	16
2036	0.02	17
2037	0.02	18
2038	0.02	19
2039	0.02	20
2040	0.02	21

Canterbury & Saddlewood Projected  
P.M. Weekday Peak Hour

Year	Growth	Expected PHV
2023		18
2024	0.02	19
2025	0.02	20
2026	0.02	21
2027	0.02	22
2028	0.02	23
2029	0.02	24
2030	0.02	25
2031	0.02	26
2032	0.02	27
2033	0.02	28
2034	0.02	29
2035	0.02	30
2036	0.02	31
2037	0.02	32
2038	0.02	33
2039	0.02	34
2040	0.02	35

Canterbury & Highway 105 Projected  
A.M. Weekday Peak Hour

Year	Growth	Expected PHV
2023		309
2024	0.02	316
2025	0.02	323
2026	0.02	330
2027	0.02	337
2028	0.02	344
2029	0.02	351
2030	0.02	359
2031	0.02	367
2032	0.02	375
2033	0.02	383
2034	0.02	391
2035	0.02	399
2036	0.02	407
2037	0.02	416
2038	0.02	425
2039	0.02	434
2040	0.02	443

Canterbury & Highway 105 Projected  
P.M. Weekday Peak Hour

Year	Growth	Expected PHV
2023		359
2024	0.02	367
2025	0.02	375
2026	0.02	383
2027	0.02	391
2028	0.02	399
2029	0.02	407
2030	0.02	416
2031	0.02	425
2032	0.02	434
2033	0.02	443
2034	0.02	452
2035	0.02	462
2036	0.02	472
2037	0.02	482
2038	0.02	492
2039	0.02	502
2040	0.02	513

Cherry Springs Ranch & Highway 105  
Projected A.M. Weekday Peak Hour

Year	Growth	Expected PHV
2023		295
2024	0.02	301
2025	0.02	308
2026	0.02	315
2027	0.02	322
2028	0.02	329
2029	0.02	336
2030	0.02	343
2031	0.02	350
2032	0.02	357
2033	0.02	365
2034	0.02	373
2035	0.02	381
2036	0.02	389
2037	0.02	397
2038	0.02	405
2039	0.02	414
2040	0.02	423

Cherry Springs Ranch & Highway 105  
Projected P.M. Weekday Peak Hour

Year	Growth	Expected PHV
2023		306
2024	0.02	313
2025	0.02	320
2026	0.02	327
2027	0.02	334
2028	0.02	341
2029	0.02	348
2030	0.02	355
2031	0.02	363
2032	0.02	371
2033	0.02	379
2034	0.02	387
2035	0.02	395
2036	0.02	403
2037	0.02	412
2038	0.02	421
2039	0.02	430
2040	0.02	439

Appaloosa & Highway 105 Projected  
A.M. Weekday Peak Hour

Year	Growth	Expected PHV
2023		293
2024	0.02	299
2025	0.02	305
2026	0.02	312
2027	0.02	319
2028	0.02	326
2029	0.02	333
2030	0.02	340
2031	0.02	347
2032	0.02	354
2033	0.02	362
2034	0.02	370
2035	0.02	378
2036	0.02	386
2037	0.02	394
2038	0.02	402
2039	0.02	411
2040	0.02	420

Appaloosa & Highway 105 Projected  
P.M. Weekday Peak Hour

Year	Growth	Expected PHV
2023		314
2024	0.02	321
2025	0.02	328
2026	0.02	335
2027	0.02	342
2028	0.02	349
2029	0.02	356
2030	0.02	364
2031	0.02	372
2032	0.02	380
2033	0.02	388
2034	0.02	396
2035	0.02	404
2036	0.02	413
2037	0.02	422
2038	0.02	431
2039	0.02	440
2040	0.02	449

Canterbury & Saddlewood Projected  
A.M. Weekend Peak Hour

Year	Growth	Expected PHV
2023		9
2024	0.02	10
2025	0.02	11
2026	0.02	12
2027	0.02	13
2028	0.02	14
2029	0.02	15
2030	0.02	16
2031	0.02	17
2032	0.02	18
2033	0.02	19
2034	0.02	20
2035	0.02	21
2036	0.02	22
2037	0.02	23
2038	0.02	24
2039	0.02	25
2040	0.02	26

Canterbury & Saddlewood Projected  
P.M. Weekend Peak Hour

Year	Growth	Expected PHV
2023		11
2024	0.02	12
2025	0.02	13
2026	0.02	14
2027	0.02	15
2028	0.02	16
2029	0.02	17
2030	0.02	18
2031	0.02	19
2032	0.02	20
2033	0.02	21
2034	0.02	22
2035	0.02	23
2036	0.02	24
2037	0.02	25
2038	0.02	26
2039	0.02	27
2040	0.02	28

Canterbury & Highway 105 Projected  
A.M. Weekend Peak Hour

Year	Growth	Expected PHV
2023		239
2024	0.02	244
2025	0.02	249
2026	0.02	254
2027	0.02	260
2028	0.02	266
2029	0.02	272
2030	0.02	278
2031	0.02	284
2032	0.02	290
2033	0.02	296
2034	0.02	302
2035	0.02	309
2036	0.02	316
2037	0.02	323
2038	0.02	330
2039	0.02	337
2040	0.02	344

Canterbury & Highway 105 Projected  
P.M. Weekend Peak Hour

Year	Growth	Expected PHV
2023		322
2024	0.02	329
2025	0.02	336
2026	0.02	343
2027	0.02	350
2028	0.02	357
2029	0.02	365
2030	0.02	373
2031	0.02	381
2032	0.02	389
2033	0.02	397
2034	0.02	405
2035	0.02	414
2036	0.02	423
2037	0.02	432
2038	0.02	441
2039	0.02	450
2040	0.02	459

Cherry Springs Ranch & Highway 105  
Projected A.M. Weekend Peak Hour

Year	Growth	Expected PHV
2023		295
2024	0.02	301
2025	0.02	308
2026	0.02	315
2027	0.02	322
2028	0.02	329
2029	0.02	336
2030	0.02	343
2031	0.02	350
2032	0.02	357
2033	0.02	365
2034	0.02	373
2035	0.02	381
2036	0.02	389
2037	0.02	397
2038	0.02	405
2039	0.02	414
2040	0.02	423

Cherry Springs Ranch & Highway 105  
Projected P.M. Weekend Peak Hour

Year	Growth	Expected PHV
2023		297
2024	0.02	303
2025	0.02	310
2026	0.02	317
2027	0.02	324
2028	0.02	331
2029	0.02	338
2030	0.02	345
2031	0.02	352
2032	0.02	360
2033	0.02	368
2034	0.02	376
2035	0.02	384
2036	0.02	392
2037	0.02	400
2038	0.02	408
2039	0.02	417
2040	0.02	426

Appaloosa & Highway 105 Projected  
A.M. Weekend Peak Hour

Year	Growth	Expected PHV
2023		282
2024	0.02	288
2025	0.02	294
2026	0.02	300
2027	0.02	306
2028	0.02	313
2029	0.02	320
2030	0.02	327
2031	0.02	334
2032	0.02	341
2033	0.02	348
2034	0.02	355
2035	0.02	363
2036	0.02	371
2037	0.02	379
2038	0.02	387
2039	0.02	395
2040	0.02	403

Appaloosa & Highway 105 Projected  
P.M. Weekend Peak Hour

Year	Growth	Expected PHV
2023		299
2024	0.02	305
2025	0.02	312
2026	0.02	319
2027	0.02	326
2028	0.02	333
2029	0.02	340
2030	0.02	347
2031	0.02	354
2032	0.02	362
2033	0.02	370
2034	0.02	378
2035	0.02	386
2036	0.02	394
2037	0.02	402
2038	0.02	411
2039	0.02	420
2040	0.02	429



# SHORT RANGE HORIZON PEAK HOUR TURNING MOVEMENTS

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Canterbury/Hwy 105						
Peak Hour: 9:00 am to 10:00 am						
Short Range Weekend						
Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	202	12	9	123	0	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	1	0	8	

Peak Hour Volume: 355

Canterbury/Saddlewood						
Peak Hour: 9:00 am to 10:00 am						
Short Range Weekend						
Saddlewood						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	0	0	0	0	5	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	2	17	2	1	0	

Peak Hour Volume: 27

Appaloosa/Hwy 105						
Peak Hour: 9:00 am to 10:00 am						
Short Range Weekday						
Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	112	11	12	222	0	
Appaloosa						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	6	0	5	

Peak Hour Volume: 368

Cherry Springs Ranch/Hwy 105						
Peak Hour: 9:00 am to 10:00 am						
Short Range Weekday						
Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
3	121	0	0	222	6	
Cherry Springs Ranch						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
3	0	3	0	0	0	

Peak Hour Volume: 358

Canterbury/Hwy 105						
Peak Hour: 9:00 am to 10:00 am						
Short Range Weekday						
Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	153	75	43	162	0	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	9	0	11	

Peak Hour Volume: 453

Canterbury/Saddlewood						
Peak Hour: 9:00 am to 10:00 am						
Short Range Weekday						
Saddlewood						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	0	0	1	0	14	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	118	0	0	0	

Peak Hour Volume: 133

Appaloosa/Hwy 105						
Peak Hour: 9:00 am to 10:00 am						
Short Range Weekday						
Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	112	5	6	232	0	
Appaloosa						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	4	0	4	

Peak Hour Volume: 363

Cherry Springs Ranch/Hwy 105						
Peak Hour: 9:00 am to 10:00 am						
Short Range Weekday						
Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
6	111	80	53	173	15	
Cherry Springs Ranch						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
6	0	3	5	0	8	

Peak Hour Volume: 460

Canterbury/Hwy 105						
Peak Hour: 1:00 pm to 2:00 pm						
Short Range Weekend						
Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	278	17	9	164	0	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	5	0	7	

Peak Hour Volume: 480

Canterbury/Saddlewood						
Peak Hour: 1:00 pm to 2:00 pm						
Short Range Weekend						
Saddlewood						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	0	0	0	0	3	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	3	22	1	7	0	

Peak Hour Volume: 36

Appaloosa/Hwy 105						
Peak Hour: 1:00 pm to 2:00 pm						
Short Range Weekday						
Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	154	6	9	171	0	
Appaloosa						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	6	0	4	

Peak Hour Volume: 350

Cherry Springs Ranch/Hwy 105						
Peak Hour: 1:00 pm to 2:00 pm						
Short Range Weekday						
Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	153	0	0	175	3	
Cherry Springs Ranch						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
3	0	3	0	0	0	

Peak Hour Volume: 337

Canterbury/Hwy 105						
Peak Hour: 1:00 pm to 2:00 pm						
Short Range Weekday						
Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	201	30	18	147	0	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	11	0	17	

Peak Hour Volume: 424

Canterbury/Saddlewood						
Peak Hour: 1:00 pm to 2:00 pm						
Short Range Weekday						
Saddlewood						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	0	0	3	0	21	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	3	40	3	2	0	

Peak Hour Volume: 72

Appaloosa/Hwy 105						
Peak Hour: 1:00 pm to 2:00 pm						
Short Range Weekday						
Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	174	9	7	212	0	
Appaloosa						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	4	0	1	

Peak Hour Volume: 407

Cherry Springs Ranch/Hwy 105						
Peak Hour: 1:00 pm to 2:00 pm						
Short Range Weekday						
Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	173	108	72	137	4	
Cherry Springs Ranch						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
3	0	3	8	0	12	

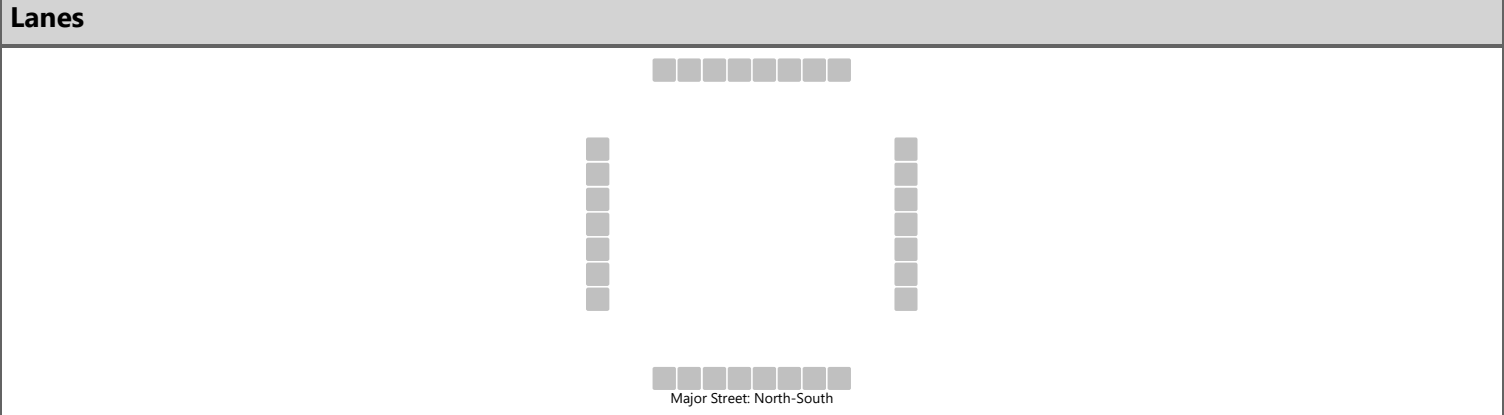
Peak Hour Volume: 520

# SHORT RANGE HORIZON LEVEL OF SERVICE (LOS)

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# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Saddlewood		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/25/2023			East/West Street	Saddlewood		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	9:00-10:00 am Weekday			Peak Hour Factor	0.85		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				LTR				LTR	
Volume (veh/h)						1		14		0	0	0		118	0	0
Percent Heavy Vehicles (%)						2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

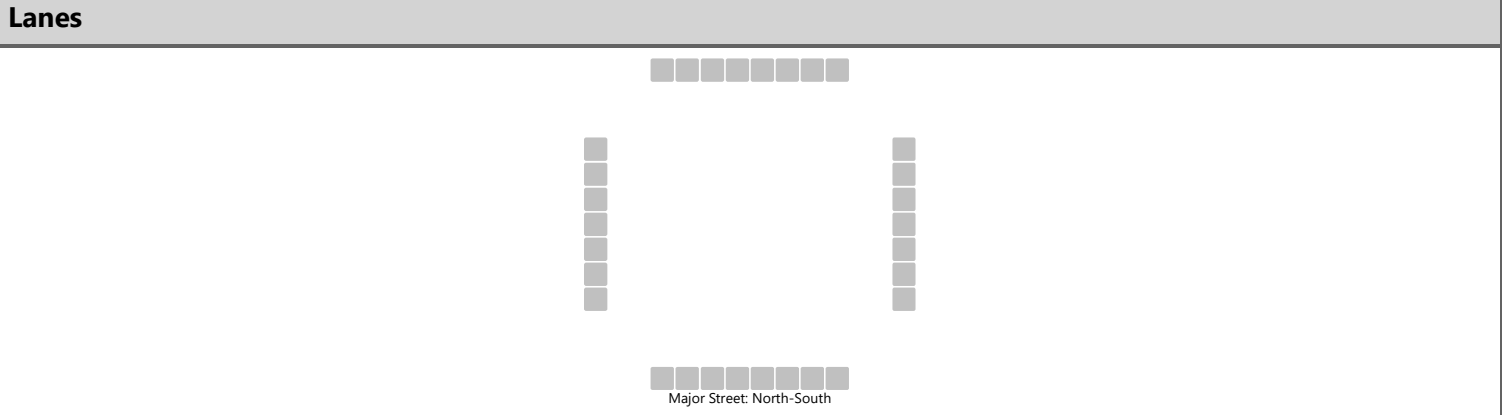
Base Critical Headway (sec)						7.1		6.2		4.1				4.1		
Critical Headway (sec)						7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.52		3.32		2.22				2.22		

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)						18				0				139		
Capacity, c (veh/h)						1035				1623				1623		
v/c Ratio						0.02				0.00				0.09		
95% Queue Length, Q <sub>95</sub> (veh)						0.1				0.0				0.3		
Control Delay (s/veh)						8.5				7.2				7.4		
Level of Service (LOS)						A				A				A		
Approach Delay (s/veh)					8.5								7.4			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Saddlewood		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/25/2023			East/West Street	Saddlewood		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	9:00-10:00 am Weekend			Peak Hour Factor	0.85		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				LTR				LTR	
Volume (veh/h)						0		5		0	1	2		17	2	0
Percent Heavy Vehicles (%)						2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

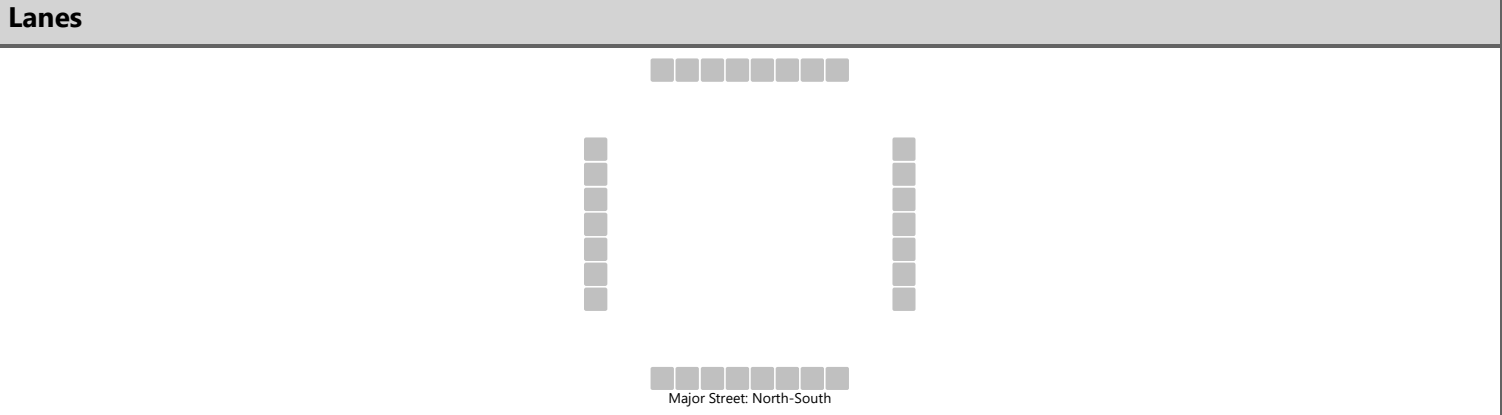
Base Critical Headway (sec)						7.1		6.2		4.1				4.1		
Critical Headway (sec)						7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.52		3.32		2.22				2.22		

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)						6				0				20		
Capacity, c (veh/h)						1082				1620				1618		
v/c Ratio						0.01				0.00				0.01		
95% Queue Length, Q <sub>95</sub> (veh)						0.0				0.0				0.0		
Control Delay (s/veh)						8.3				7.2				7.3		
Level of Service (LOS)						A				A				A		
Approach Delay (s/veh)					8.3				0.0				6.5			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Saddlewood		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/25/2023			East/West Street	Saddlewood		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	1:00-2:00 pm Weekday			Peak Hour Factor	0.85		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				LTR				LTR	
Volume (veh/h)						3		21		0	2	3		40	3	0
Percent Heavy Vehicles (%)						2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

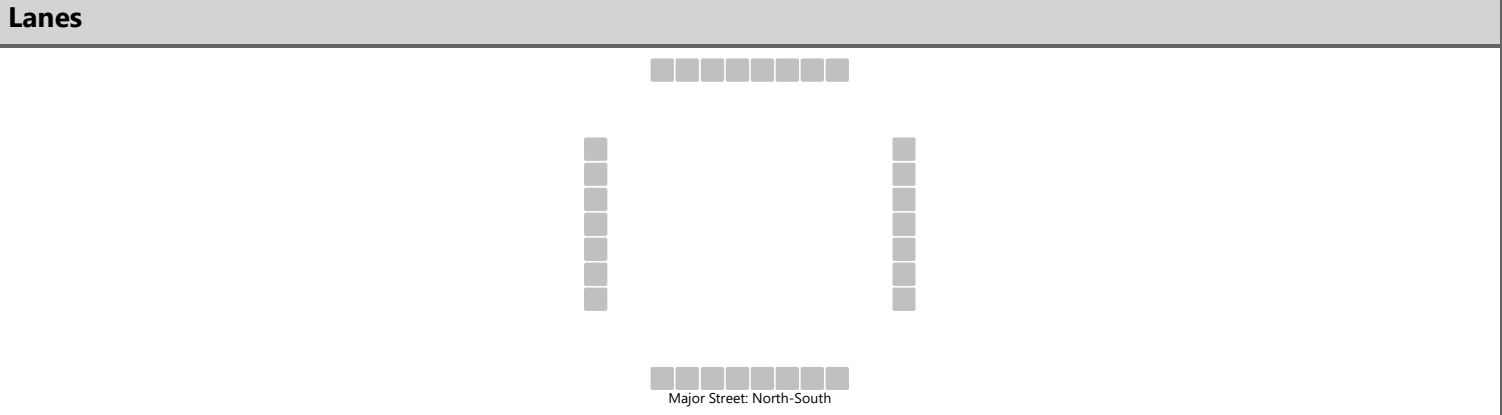
Base Critical Headway (sec)						7.1		6.2			4.1				4.1	
Critical Headway (sec)						7.12		6.22			4.12				4.12	
Base Follow-Up Headway (sec)						3.5		3.3			2.2				2.2	
Follow-Up Headway (sec)						3.52		3.32			2.22				2.22	

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)						28				0				47		
Capacity, c (veh/h)						1046				1618				1615		
v/c Ratio						0.03				0.00				0.03		
95% Queue Length, Q <sub>95</sub> (veh)						0.1				0.0				0.1		
Control Delay (s/veh)						8.5				7.2				7.3		
Level of Service (LOS)						A				A				A		
Approach Delay (s/veh)					8.5				0.0				6.8			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Saddlewood		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/25/2023			East/West Street	Saddlewood		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	1:00-2:00 pm Weekend			Peak Hour Factor	0.85		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				LTR				LTR	
Volume (veh/h)						0		3		0	7	1		22	3	0
Percent Heavy Vehicles (%)						2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

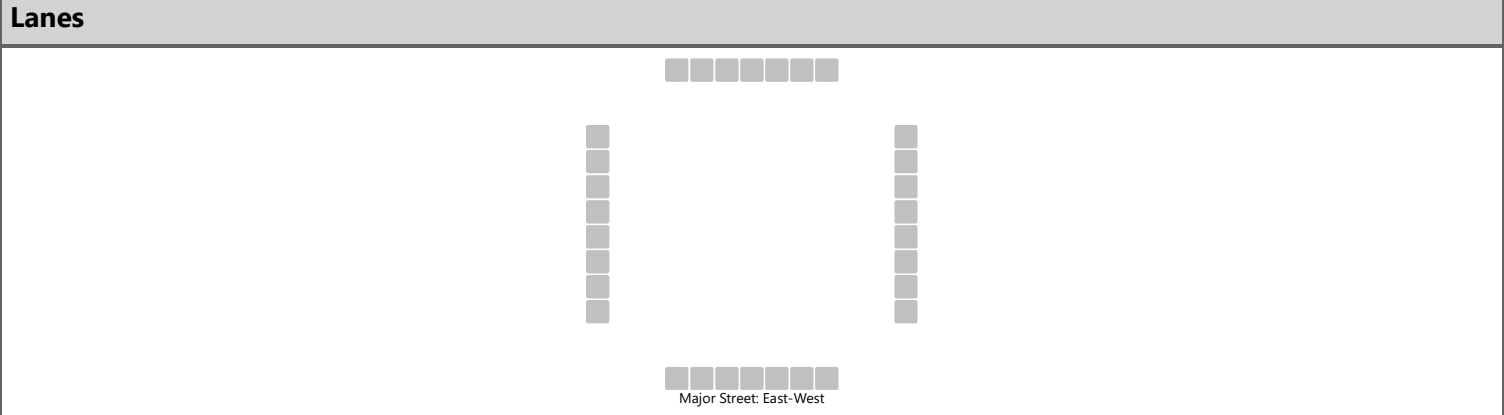
Base Critical Headway (sec)						7.1		6.2		4.1				4.1		
Critical Headway (sec)						7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.52		3.32		2.22				2.22		

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)						4				0				26		
Capacity, c (veh/h)						1073				1618				1610		
v/c Ratio						0.00				0.00				0.02		
95% Queue Length, Q <sub>95</sub> (veh)						0.0				0.0				0.0		
Control Delay (s/veh)						8.4				7.2				7.3		
Level of Service (LOS)						A				A				A		
Approach Delay (s/veh)					8.4				0.0				6.4			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Hwy 105 AM		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/25/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	9:00-10:00 am Weekday			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	153	75		43	162	0		11		9				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

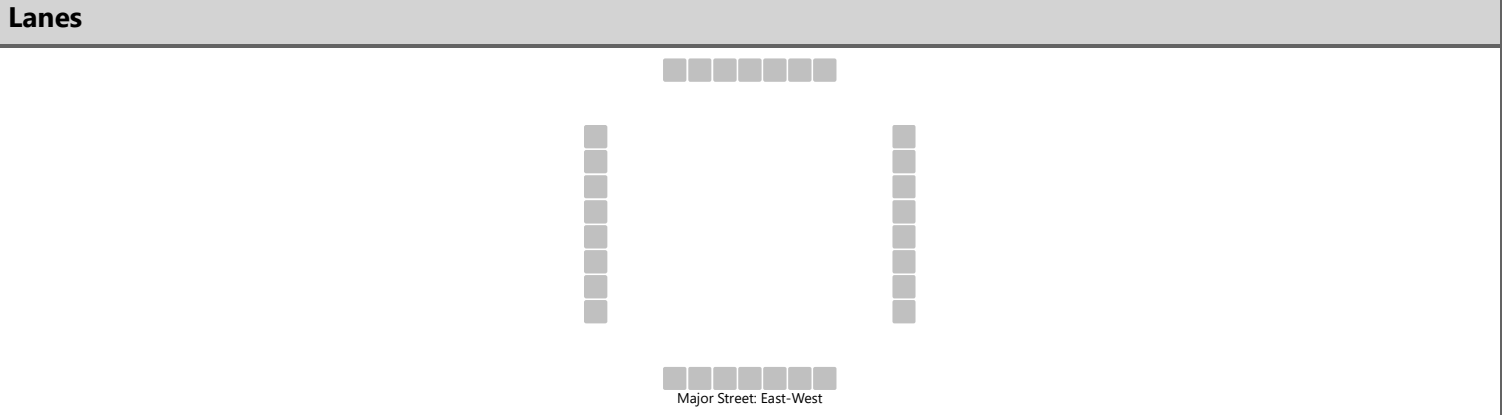
**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				46					22					
Capacity, c (veh/h)		1402				1321					600					
v/c Ratio		0.00				0.04					0.04					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.1					0.1					
Control Delay (s/veh)		7.6				7.8					11.2					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)		0.0				1.9				11.2						
Approach LOS										B						



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Hwy 105 AM		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/25/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	9:00-10:00 AM Weekend			Peak Hour Factor	0.85		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	202	12		9	123	0		8		1				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

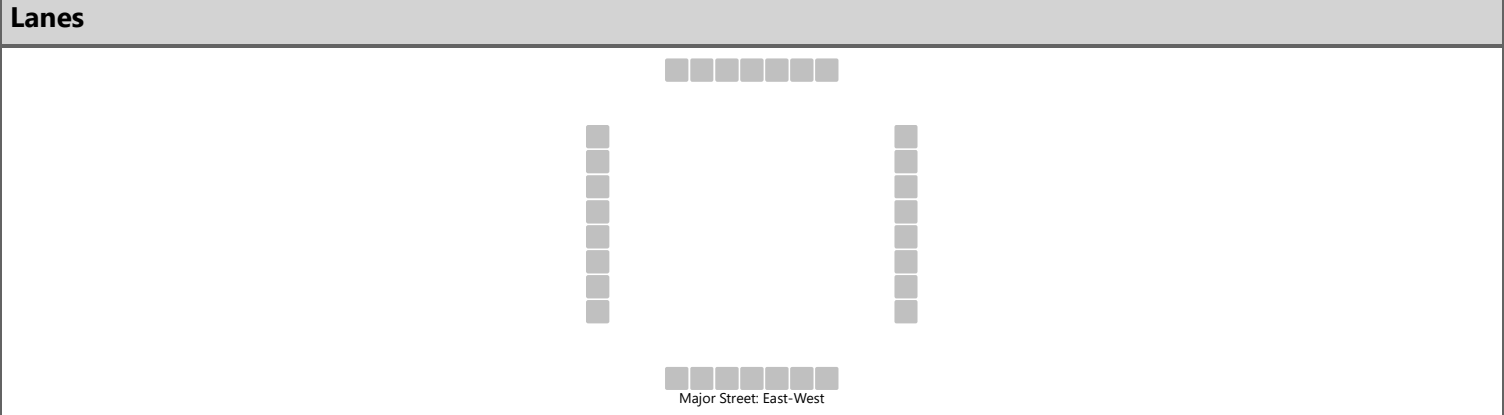
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				11					11					
Capacity, c (veh/h)		1438				1314					567					
v/c Ratio		0.00				0.01					0.02					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.1					
Control Delay (s/veh)		7.5				7.8					11.5					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.6				11.5							
Approach LOS									B							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Hwy 105 PM		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/25/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	1:00-2:00 pm Weekday			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkn Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	201	30		18	147	0		17		11				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

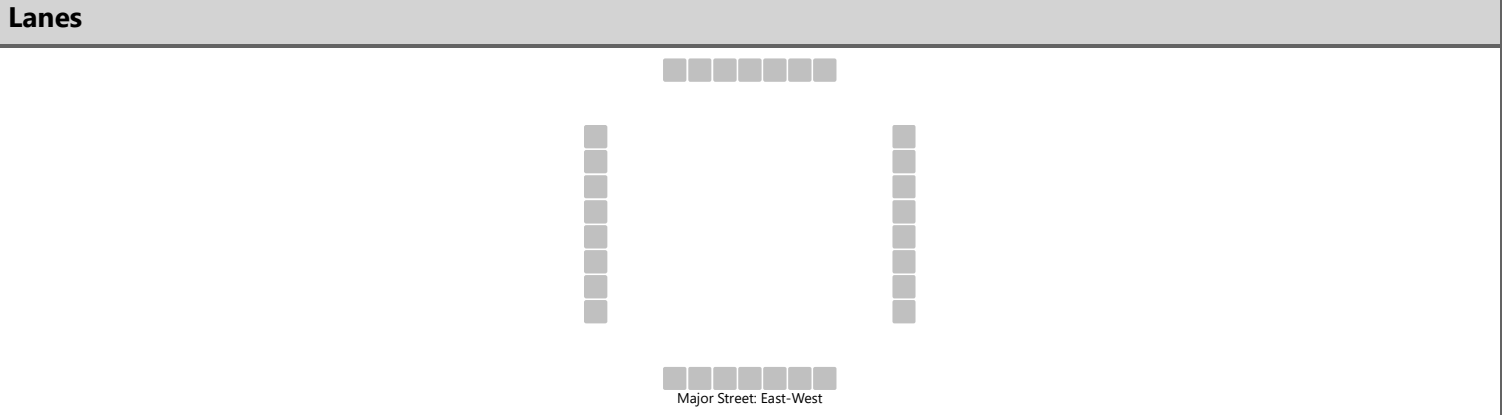
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				20					31					
Capacity, c (veh/h)		1415				1308					601					
v/c Ratio		0.00				0.02					0.05					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.2					
Control Delay (s/veh)		7.5				7.8					11.3					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				1.0				11.3							
Approach LOS	A				A				B							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/25/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	1:00-2:00 pm Weekend			Peak Hour Factor	0.85		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	278	17		9	164	0		7		5				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

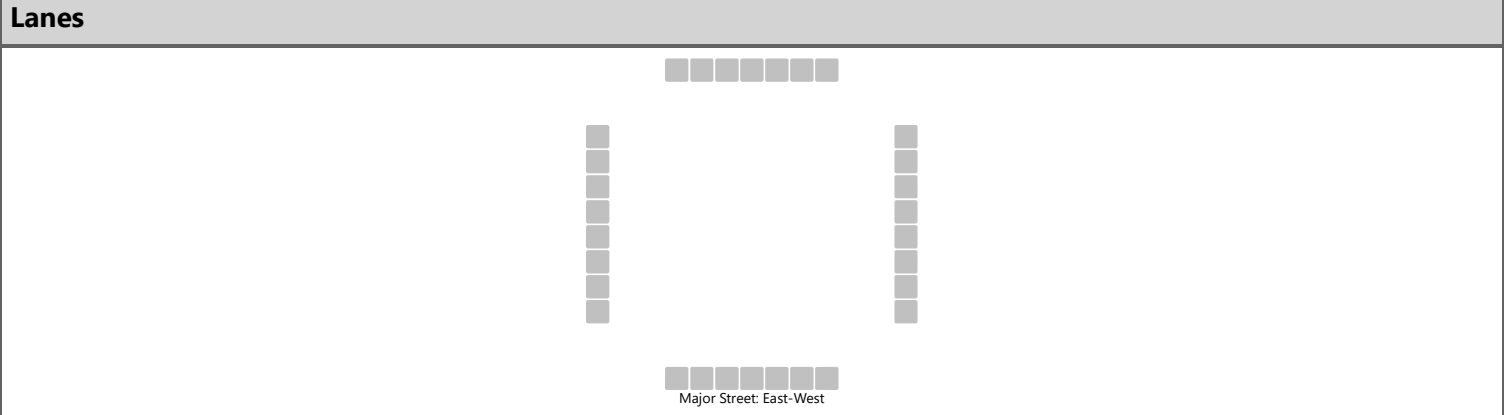
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				11					14					
Capacity, c (veh/h)		1380				1212					523					
v/c Ratio		0.00				0.01					0.03					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.1					
Control Delay (s/veh)		7.6				8.0					12.1					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.5				12.1							
Approach LOS	A				A				B							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Cherry Spr R & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/25/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Cherry Springs Ranch		
Time Analyzed	9:00-10:00 am Weekday			Peak Hour Factor	0.88		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LR	
Volume (veh/h)		3	121	0		0	222	6						3		3
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

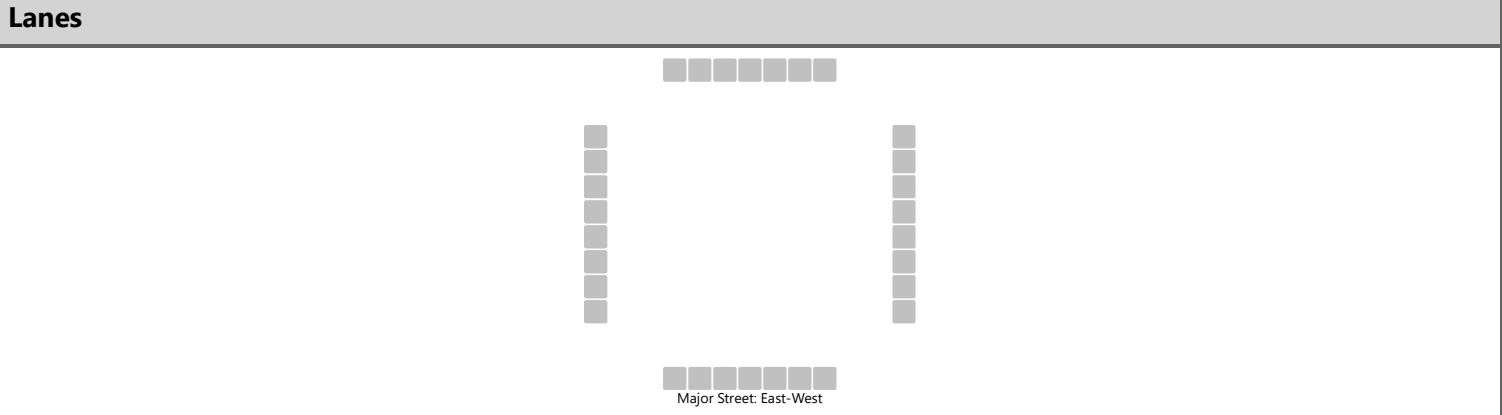
Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		3				0									7	
Capacity, c (veh/h)		1305				1446									652	
v/c Ratio		0.00				0.00									0.01	
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0									0.0	
Control Delay (s/veh)		7.8				7.5									10.6	
Level of Service (LOS)		A				A									B	
Approach Delay (s/veh)		0.2				0.0						10.6				
Approach LOS												B				

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Cherry Spr R & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/25/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Cherry Springs Ranch		
Time Analyzed	9:00-10:00 am Weekend			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		6	111	80		53	173	15		8	0	5		3	0	6
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

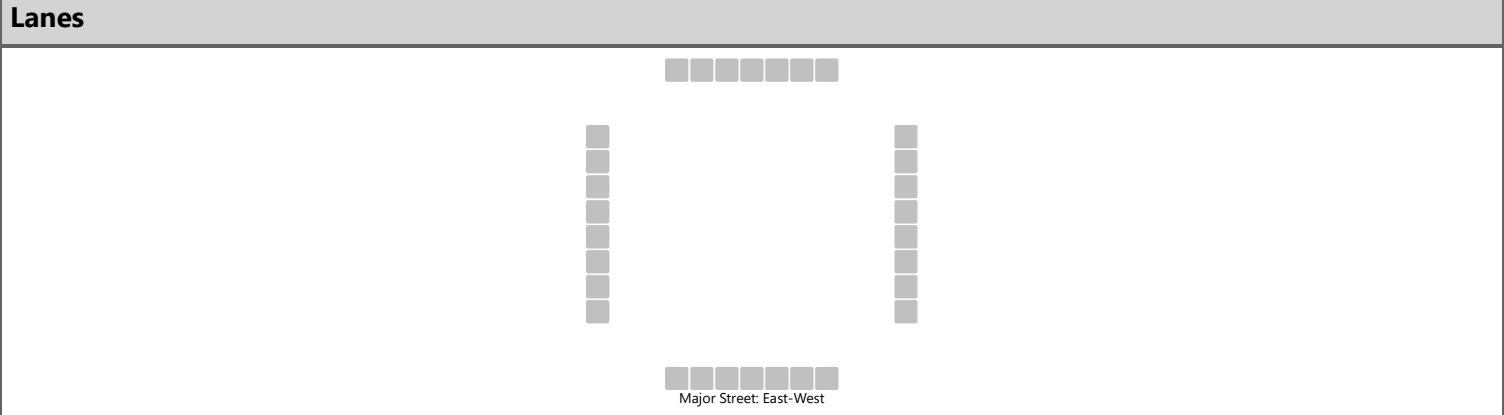
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		6				57					14					10
Capacity, c (veh/h)		1370				1366					571					668
v/c Ratio		0.00				0.04					0.02					0.01
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.1					0.1					0.0
Control Delay (s/veh)		7.6				7.8					11.5					10.5
Level of Service (LOS)		A				A					B					B
Approach Delay (s/veh)		0.3			2.0			11.5			10.5					
Approach LOS								B			B					

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Cherry Spr R & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/25/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Cherry Springs Ranch		
Time Analyzed	1:00-2:00 pm Weekday			Peak Hour Factor	0.97		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LR	
Volume (veh/h)		0	153	0		0	175	3						3		3
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

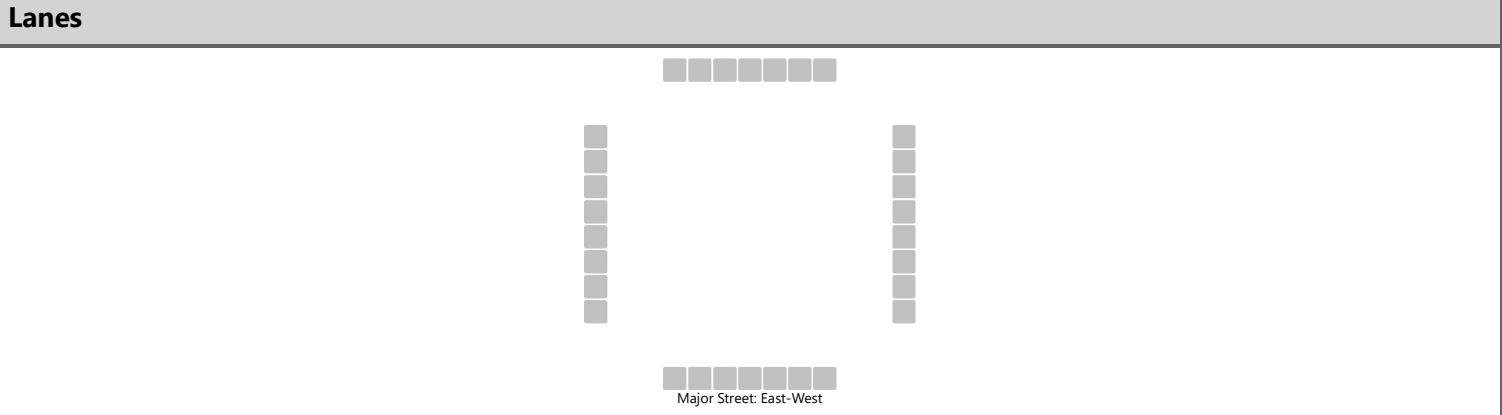
Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				0										6
Capacity, c (veh/h)		1391				1422										717
v/c Ratio		0.00				0.00										0.01
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0										0.0
Control Delay (s/veh)		7.6				7.5										10.1
Level of Service (LOS)		A				A										B
Approach Delay (s/veh)		0.0				0.0								10.1		
Approach LOS														B		

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Cherry Spr R & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/25/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Cherry Springs Ranch		
Time Analyzed	1:00-2:00 pm Weekend			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	173	108		72	137	4		12	0	8		3	0	3
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

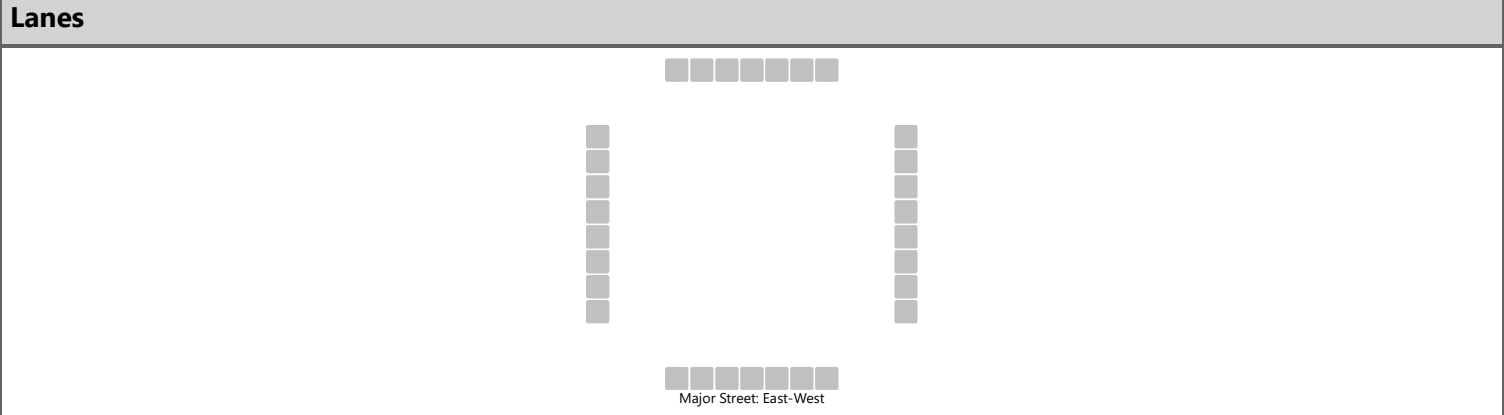
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0			78					22				7		
Capacity, c (veh/h)		1427			1255					515				565		
v/c Ratio		0.00			0.06					0.04				0.01		
95% Queue Length, Q <sub>95</sub> (veh)		0.0			0.2					0.1				0.0		
Control Delay (s/veh)		7.5			8.1					12.3				11.5		
Level of Service (LOS)		A			A					B				B		
Approach Delay (s/veh)		0.0			3.1					12.3				11.5		
Approach LOS										B				B		

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Appaloosa & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/25/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Appaloosa		
Time Analyzed	9:00-10:00 am Weekday			Peak Hour Factor	0.87		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	112	11		12	222	0		5		6				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

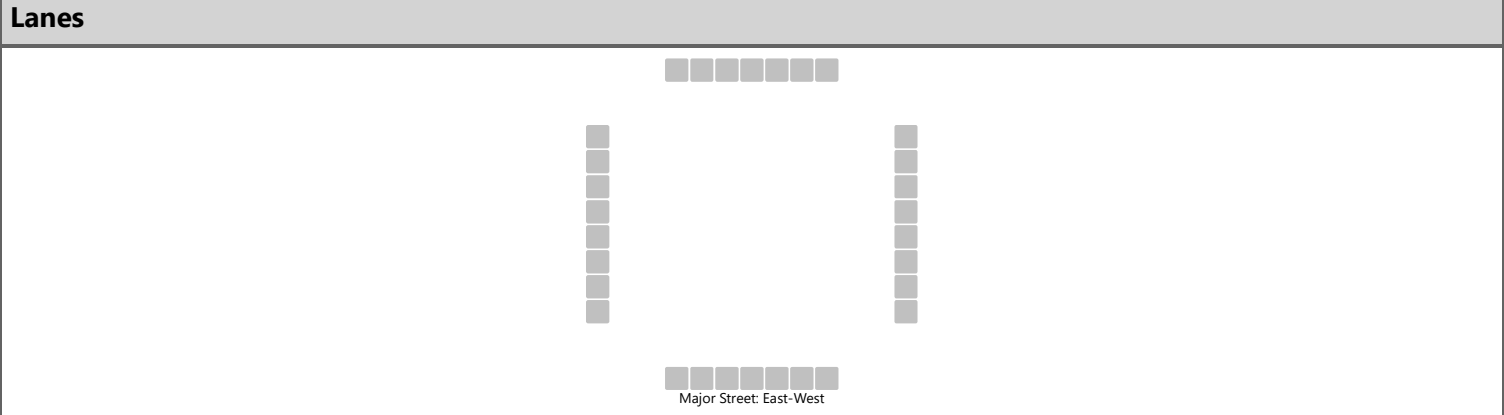
**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				14					13					
Capacity, c (veh/h)		1310				1442					696					
v/c Ratio		0.00				0.01					0.02					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.1					
Control Delay (s/veh)		7.7				7.5					10.3					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.5				10.3							
Approach LOS	A				A				B							



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Appaloosa & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/25/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Appaloosa		
Time Analyzed	9:00-10:00 am Weekend			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	112	5		6	232	0		4		4				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

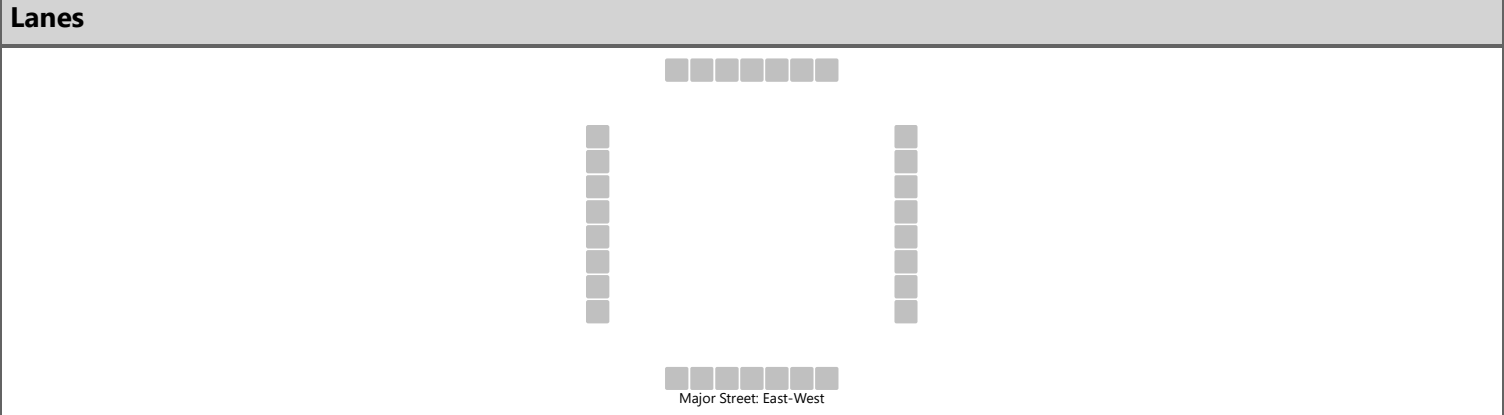
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				7					9					
Capacity, c (veh/h)		1307				1455					697					
v/c Ratio		0.00				0.00					0.01					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		7.8				7.5					10.2					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.2				10.2							
Approach LOS									B							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Appaloosa & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/25/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Appaloosa		
Time Analyzed	1:00-2:00 pm Weekday			Peak Hour Factor	0.98		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	154	6		9	171	0		4		6				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

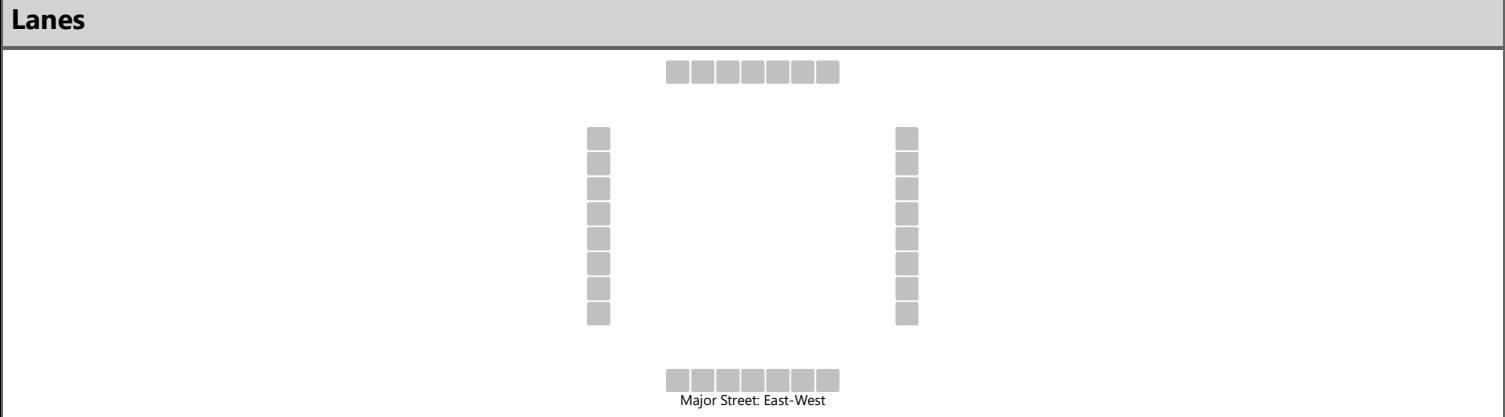
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				9					10					
Capacity, c (veh/h)		1402				1415					743					
v/c Ratio		0.00				0.01					0.01					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		7.6				7.6					9.9					
Level of Service (LOS)		A				A					A					
Approach Delay (s/veh)		0.0				0.4				9.9						
Approach LOS										A						

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Appaloosa & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/25/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Appaloosa		
Time Analyzed	1:00-2:00 pm Weekend			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	174	9		7	212	0		1		4				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				8					6					
Capacity, c (veh/h)		1332				1368					749					
v/c Ratio		0.00				0.01					0.01					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		7.7				7.6					9.8					
Level of Service (LOS)		A				A					A					
Approach Delay (s/veh)		0.0				0.3				9.8						
Approach LOS										A						

# LONG RANGE HORIZON PEAK HOUR TURNING MOVEMENTS

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Canterbury/Hwy 105 Peak Hour: 9:00 am to 10:00 am Long Range Weekend Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	250	12	9	171	0	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	1	0	12	

Peak Hour Volume: 455

Canterbury/Saddlewood Peak Hour: 9:00 am to 10:00 am Long Range Weekend Saddlewood						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	0	0	0	0	11	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	5	21	3	3	0	

Peak Hour Volume: 43

Appaloosa/Hwy 105 Peak Hour: 9:00 am to 10:00 am Long Range Weekday Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	156	12	15	295	0	
Appaloosa						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	6	0	5	

Peak Hour Volume: 489

Cherry Springs Ranch/Hwy 105 Peak Hour: 9:00 am to 10:00 am Long Range Weekday Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
5	165	0	0	294	8	
Cherry Springs Ranch						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
4	0	4	0	0	0	

Peak Hour Volume: 480

Canterbury/Hwy 105 Peak Hour: 9:00 am to 10:00 am Long Range Weekday Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	212	76	43	227	0	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	10	0	12	

Peak Hour Volume: 580

Canterbury/Saddlewood Peak Hour: 9:00 am to 10:00 am Long Range Weekday Saddlewood						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	0	0	5	0	18	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	126	0	0	0	

Peak Hour Volume: 149

Appaloosa/Hwy 105 Peak Hour: 9:00 am to 10:00 am Long Range Weekend Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	155	5	7	301	0	
Appaloosa						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	5	0	5	

Peak Hour Volume: 478

Cherry Springs Ranch/Hwy 105 Peak Hour: 9:00 am to 10:00 am Long Range Weekend Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
8	154	80	53	240	21	
Cherry Springs Ranch						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
8	0	5	5	0	8	

Peak Hour Volume: 582

Canterbury/Hwy 105 Peak Hour: 1:00 pm to 2:00 pm Long Range Weekend Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	343	18	9	224	0	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	6	0	10	

Peak Hour Volume: 610

Canterbury/Saddlewood Peak Hour: 1:00 pm to 2:00 pm Long Range Weekend Saddlewood						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	0	0	0	0	5	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	7	22	3	15	0	

Peak Hour Volume: 52

Appaloosa/Hwy 105 Peak Hour: 1:00 pm to 2:00 pm Long Range Weekday Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	213	7	12	235	0	
Appaloosa						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	6	0	5	

Peak Hour Volume: 478

Cherry Springs Ranch/Hwy 105 Peak Hour: 1:00 pm to 2:00 pm Long Range Weekday Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	211	0	0	239	5	
Cherry Springs Ranch						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
4	0	4	0	0	0	

Peak Hour Volume: 463

Canterbury/Hwy 105 Peak Hour: 1:00 pm to 2:00 pm Long Range Weekday Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	280	33	19	207	0	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	11	0	20	

Peak Hour Volume: 570

Canterbury/Saddlewood Peak Hour: 1:00 pm to 2:00 pm Long Range Weekday Saddlewood						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	0	0	6	0	26	
Canterbury						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	6	41	6	3	0	

Peak Hour Volume: 88

Appaloosa/Hwy 105 Peak Hour: 1:00 pm to 2:00 pm Long Range Weekend Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	241	10	8	266	0	
Appaloosa						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
0	0	0	5	0	1	

Peak Hour Volume: 531

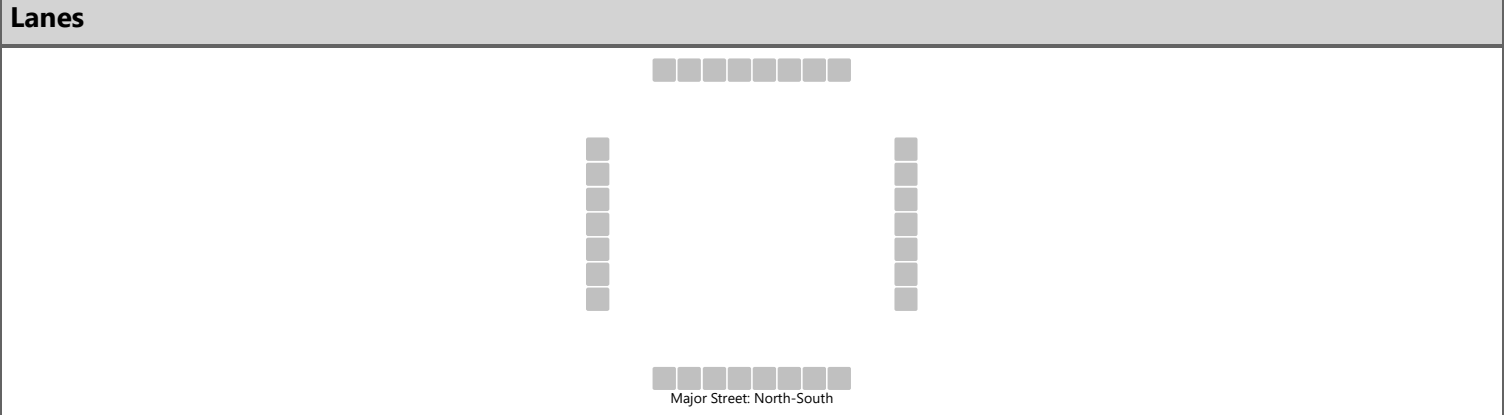
Cherry Springs Ranch/Hwy 105 Peak Hour: 1:00 pm to 2:00 pm Long Range Weekend Hwy 105						
EB LT	EB Thru	EB RT	WB LT	WB Thru	WB RT	
0	242	108	72	189	4	
Cherry Springs Ranch						
SB RT	SB Thru	SB LT	NB RT	NB Thru	NB LT	
4	0	4	8	0	12	

Peak Hour Volume: 643

# LONG RANGE HORIZON LEVEL OF SERVICE (LOS)

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Saddlewood		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/26/2023			East/West Street	Saddlewood		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	9:00-10:00 am Weekday			Peak Hour Factor	0.85		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				LTR				LTR	
Volume (veh/h)						5		18		0	0	0		126	0	0
Percent Heavy Vehicles (%)						2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

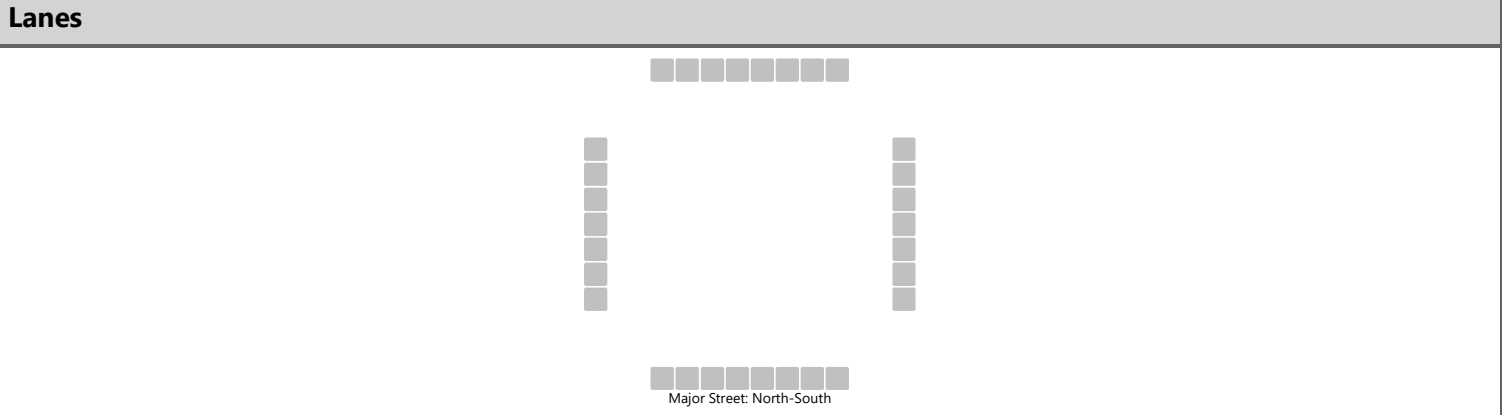
Base Critical Headway (sec)						7.1		6.2		4.1				4.1		
Critical Headway (sec)						7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.52		3.32		2.22				2.22		

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)						27				0				148		
Capacity, c (veh/h)						928				1623				1623		
v/c Ratio						0.03				0.00				0.09		
95% Queue Length, Q <sub>95</sub> (veh)						0.1				0.0				0.3		
Control Delay (s/veh)						9.0				7.2				7.4		
Level of Service (LOS)						A				A				A		
Approach Delay (s/veh)					9.0								7.4			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Saddlewood		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/26/2023			East/West Street	Saddlewood		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	9:00-10:00 am Weekend			Peak Hour Factor	0.85		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				LTR				LTR	
Volume (veh/h)						0		11		0	3	3		21	5	0
Percent Heavy Vehicles (%)						2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

Base Critical Headway (sec)						7.1		6.2		4.1				4.1		
Critical Headway (sec)						7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.52		3.32		2.22				2.22		

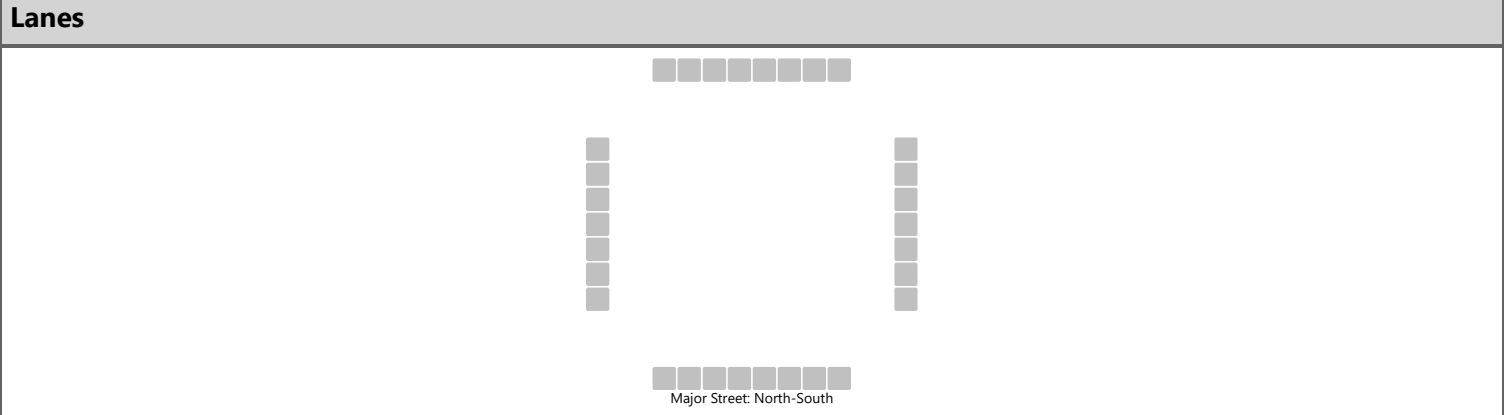
**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)						13				0				25		
Capacity, c (veh/h)						1078				1615				1614		
v/c Ratio						0.01				0.00				0.02		
95% Queue Length, Q <sub>95</sub> (veh)						0.0				0.0				0.0		
Control Delay (s/veh)						8.4				7.2				7.3		
Level of Service (LOS)						A				A				A		
Approach Delay (s/veh)					8.4				0.0				5.9			
Approach LOS					A											



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Saddlewood		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/26/2023			East/West Street	Saddlewood		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	1:00-2:00 pm Weekday			Peak Hour Factor	0.85		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				LTR				LTR	
Volume (veh/h)						6		26		0	3	6		41	6	0
Percent Heavy Vehicles (%)						2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

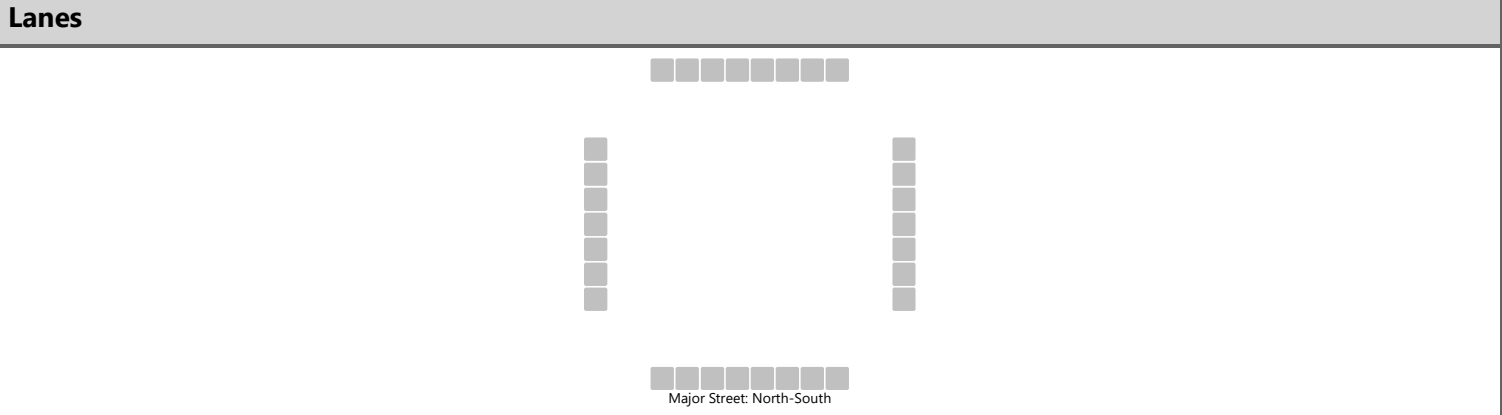
Base Critical Headway (sec)						7.1		6.2		4.1				4.1		
Critical Headway (sec)						7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.52		3.32		2.22				2.22		

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)						38				0				48		
Capacity, c (veh/h)						1024				1614				1609		
v/c Ratio						0.04				0.00				0.03		
95% Queue Length, Q <sub>95</sub> (veh)						0.1				0.0				0.1		
Control Delay (s/veh)						8.7				7.2				7.3		
Level of Service (LOS)						A				A				A		
Approach Delay (s/veh)					8.7				0.0				6.4			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Saddlewood		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/26/2023			East/West Street	Saddlewood		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	1:00-2:00 pm Weekend			Peak Hour Factor	0.85		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				LTR				LTR	
Volume (veh/h)						0		5		0	15	3		22	7	0
Percent Heavy Vehicles (%)						2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

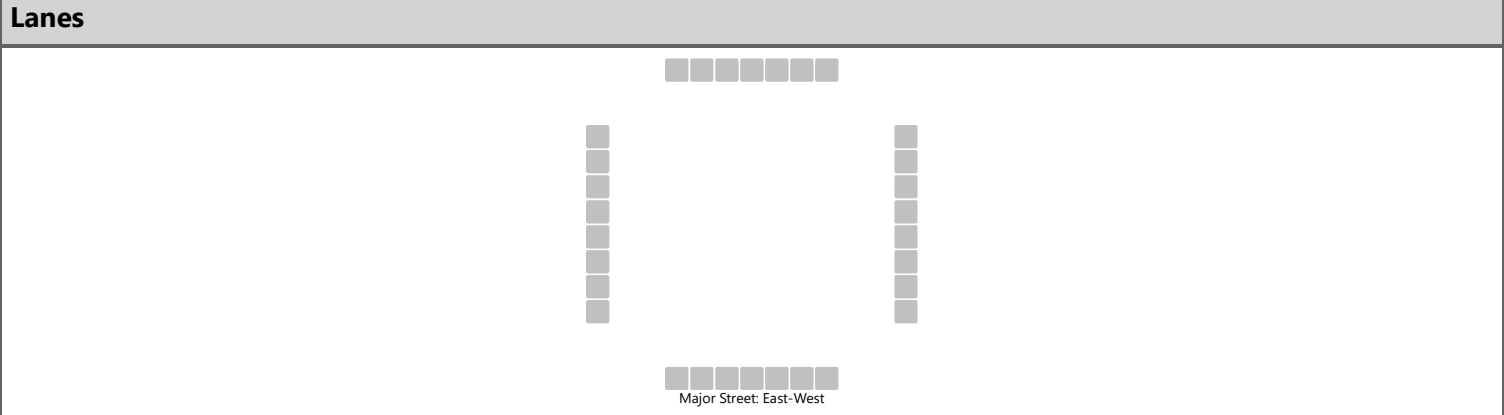
Base Critical Headway (sec)						7.1		6.2		4.1				4.1		
Critical Headway (sec)						7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.52		3.32		2.22				2.22		

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)						6				0				26		
Capacity, c (veh/h)						1059				1612				1595		
v/c Ratio						0.01				0.00				0.02		
95% Queue Length, Q <sub>95</sub> (veh)						0.0				0.0				0.0		
Control Delay (s/veh)						8.4				7.2				7.3		
Level of Service (LOS)						A				A				A		
Approach Delay (s/veh)					8.4				0.0				5.6			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Hwy 105 AM		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/26/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	9:00-10:00 am Weekday			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	212	76		43	227	0		12		10				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

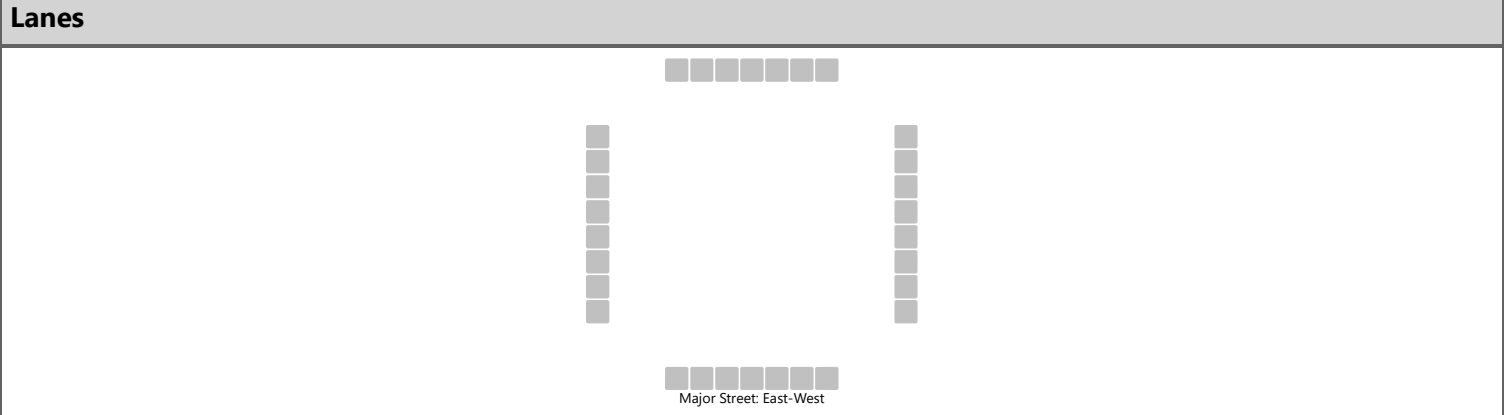
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				46					24					
Capacity, c (veh/h)		1322				1251					508					
v/c Ratio		0.00				0.04					0.05					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.1					0.1					
Control Delay (s/veh)		7.7				8.0					12.4					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)		0.0				1.6				12.4						
Approach LOS										B						

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Hwy 105 AM		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/26/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	9:00-10:00 AM Weekend			Peak Hour Factor	0.85		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	250	12		9	171	0		12		1				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

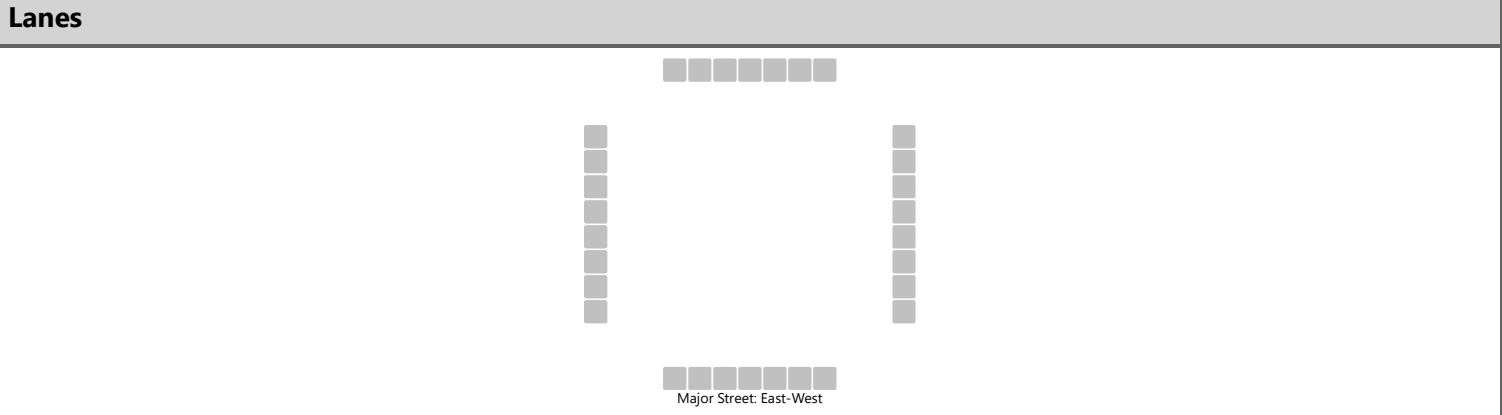
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				11					15					
Capacity, c (veh/h)		1371				1252					475					
v/c Ratio		0.00				0.01					0.03					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.1					
Control Delay (s/veh)		7.6				7.9					12.8					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.5				12.8							
Approach LOS									B							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Hwy 105 PM		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/26/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	1:00-2:00 pm Weekday			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkn Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	280	33		19	207	0		20		11				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

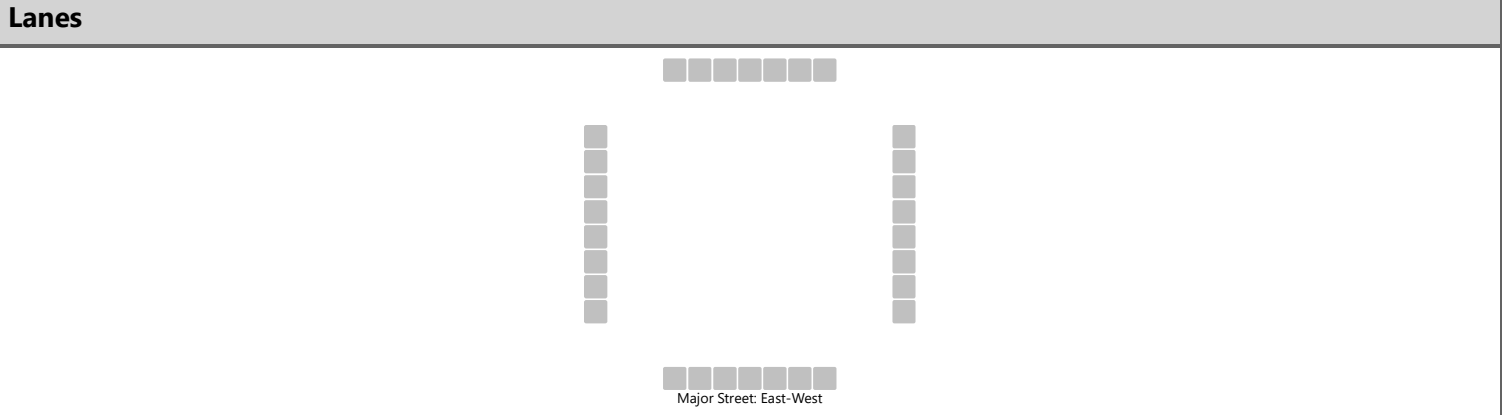
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				21					34					
Capacity, c (veh/h)		1338				1211					479					
v/c Ratio		0.00				0.02					0.07					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.1					0.2					
Control Delay (s/veh)		7.7				8.0					13.1					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.8				13.1							
Approach LOS									B							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Canterbury & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/26/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Canterbury		
Time Analyzed	1:00-2:00 pm Weekend			Peak Hour Factor	0.85		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	343	18		9	224	0		10		6				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

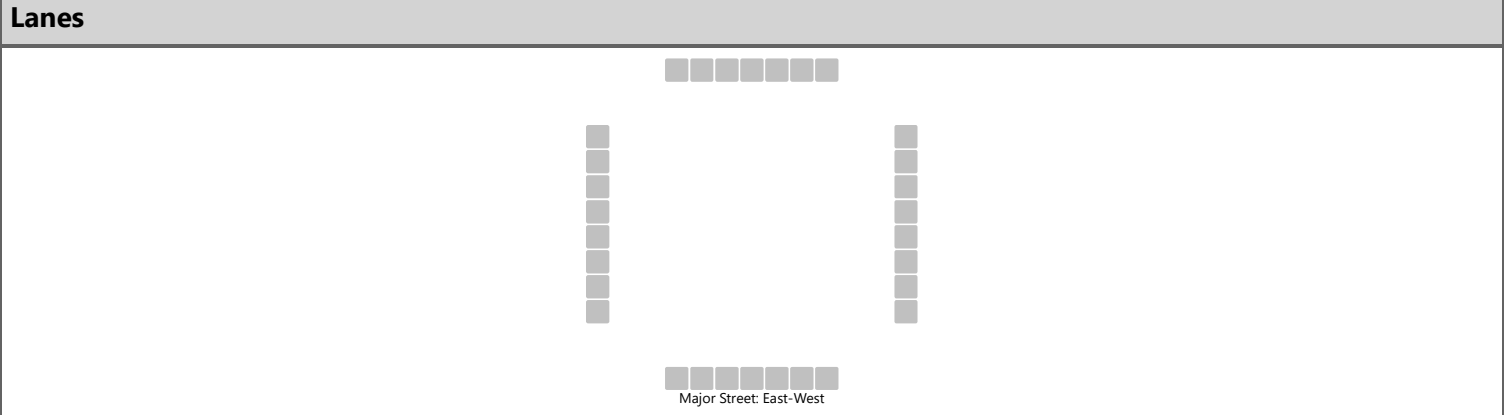
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				11					19					
Capacity, c (veh/h)		1301				1135					423					
v/c Ratio		0.00				0.01					0.04					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.1					
Control Delay (s/veh)		7.8				8.2					13.9					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.4				13.9							
Approach LOS									B							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Cherry Spr R & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/26/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Cherry Springs Ranch		
Time Analyzed	9:00-10:00 am Weekday			Peak Hour Factor	0.88		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LR	
Volume (veh/h)		5	165	0		0	294	8						4		4
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

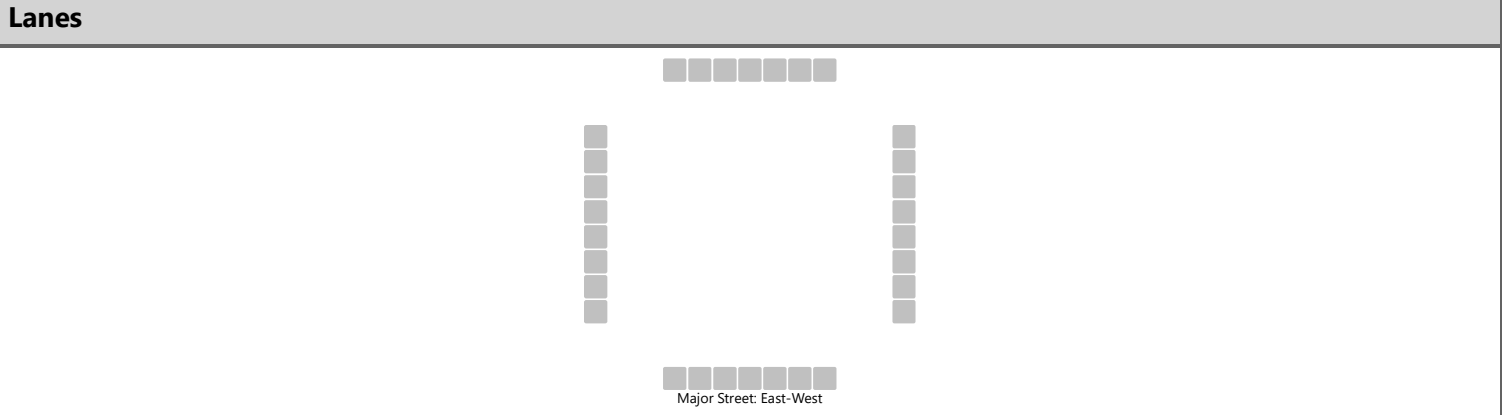
Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		6				0									9	
Capacity, c (veh/h)		1216				1387									551	
v/c Ratio		0.00				0.00									0.02	
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0									0.1	
Control Delay (s/veh)		8.0				7.6									11.6	
Level of Service (LOS)		A				A									B	
Approach Delay (s/veh)		0.3				0.0								11.6		
Approach LOS														B		

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Cherry Spr R & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/25/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Cherry Springs Ranch		
Time Analyzed	9:00-10:00 am Weekend			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		8	154	80		53	240	21		8	0	5		5	0	8
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

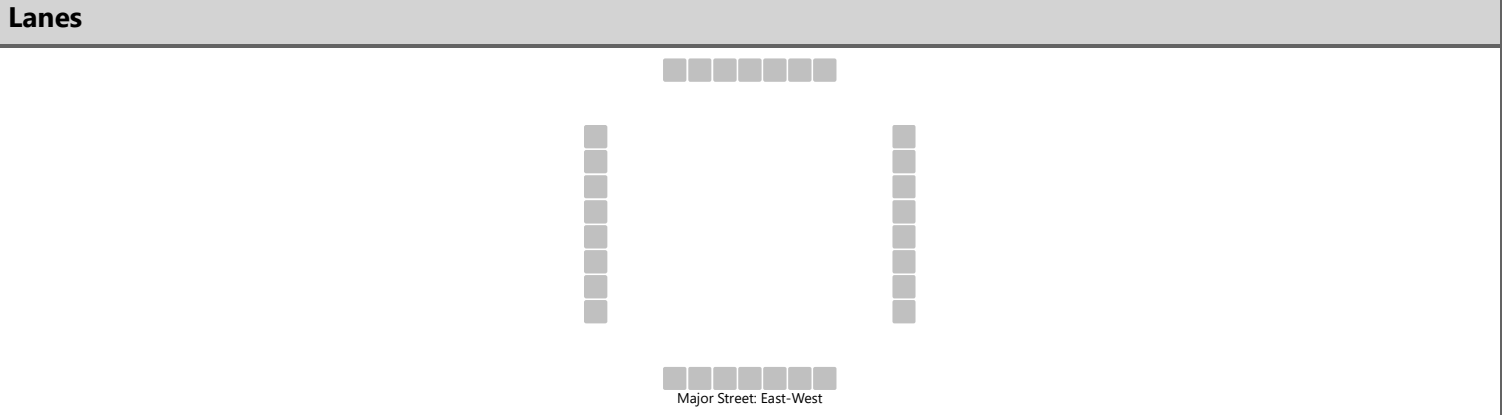
**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		9				57					14				14		
Capacity, c (veh/h)		1282				1314					482				556		
v/c Ratio		0.01				0.04					0.03				0.03		
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.1					0.1				0.1		
Control Delay (s/veh)		7.8				7.9					12.7				11.6		
Level of Service (LOS)		A				A					B				B		
Approach Delay (s/veh)		0.3				1.7				12.7				11.6			
Approach LOS										B				B			



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Cherry Spr R & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/26/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Cherry Springs Ranch		
Time Analyzed	1:00-2:00 pm Weekday			Peak Hour Factor	0.97		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LR	
Volume (veh/h)		0	211	0		0	239	5						4		4
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

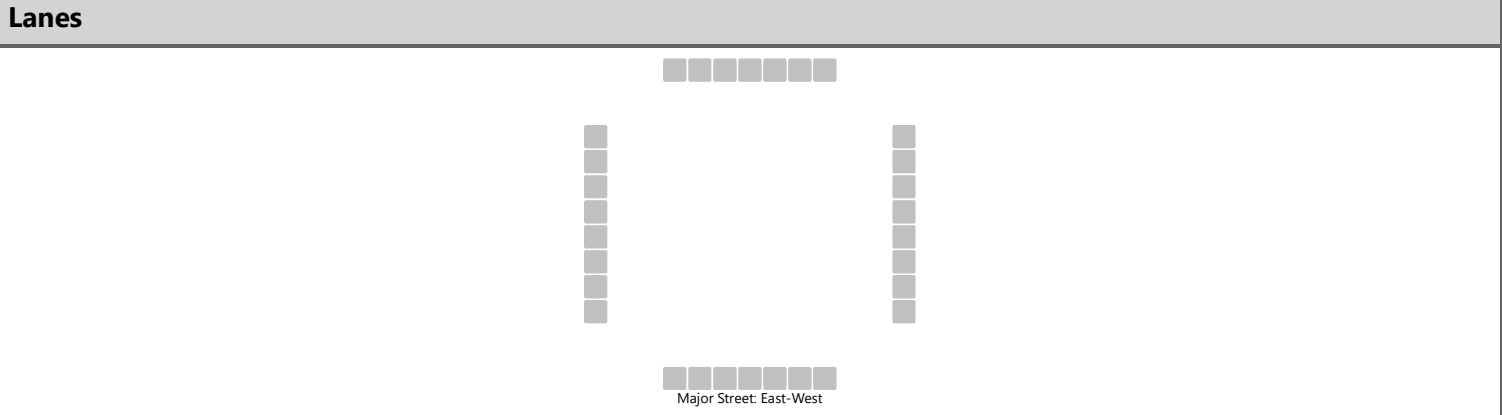
Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				0									8	
Capacity, c (veh/h)		1314				1352									617	
v/c Ratio		0.00				0.00									0.01	
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0									0.0	
Control Delay (s/veh)		7.7				7.7									10.9	
Level of Service (LOS)		A				A									B	
Approach Delay (s/veh)		0.0				0.0								10.9		
Approach LOS														B		

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Cherry Spr R & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/26/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Cherry Springs Ranch		
Time Analyzed	1:00-2:00 pm Weekend			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	242	108		72	189	4		12	0	8		4	0	4
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

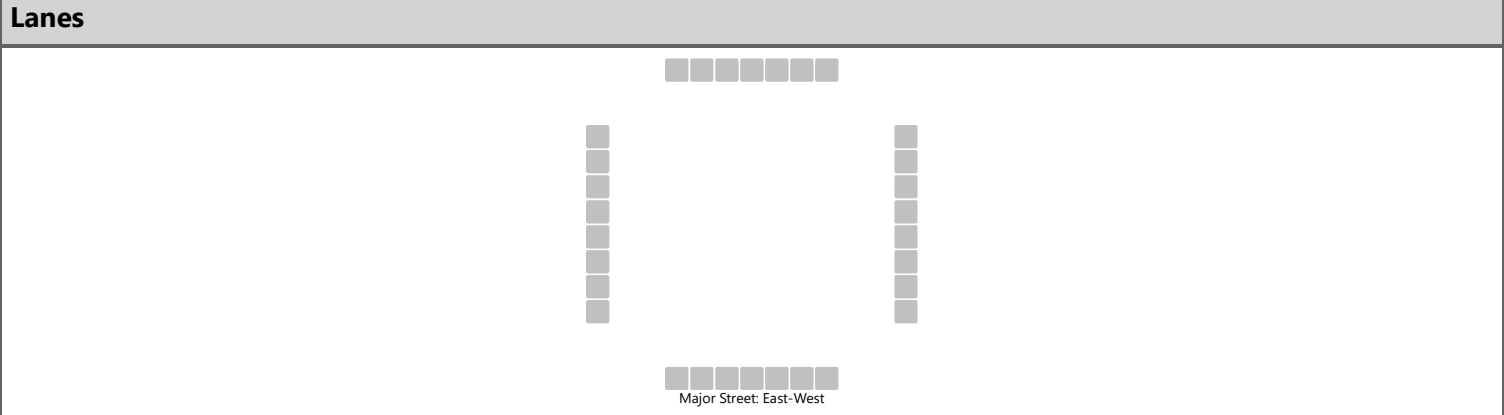
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0			78					22				9		
Capacity, c (veh/h)		1361			1178					429				477		
v/c Ratio		0.00			0.07					0.05				0.02		
95% Queue Length, Q <sub>95</sub> (veh)		0.0			0.2					0.2				0.1		
Control Delay (s/veh)		7.6			8.3					13.8				12.7		
Level of Service (LOS)		A			A					B				B		
Approach Delay (s/veh)		0.0			2.7					13.8			12.7			
Approach LOS										B			B			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Appaloosa & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/26/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Appaloosa		
Time Analyzed	9:00-10:00 am Weekday			Peak Hour Factor	0.87		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	156	12		15	295	0		5		6				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

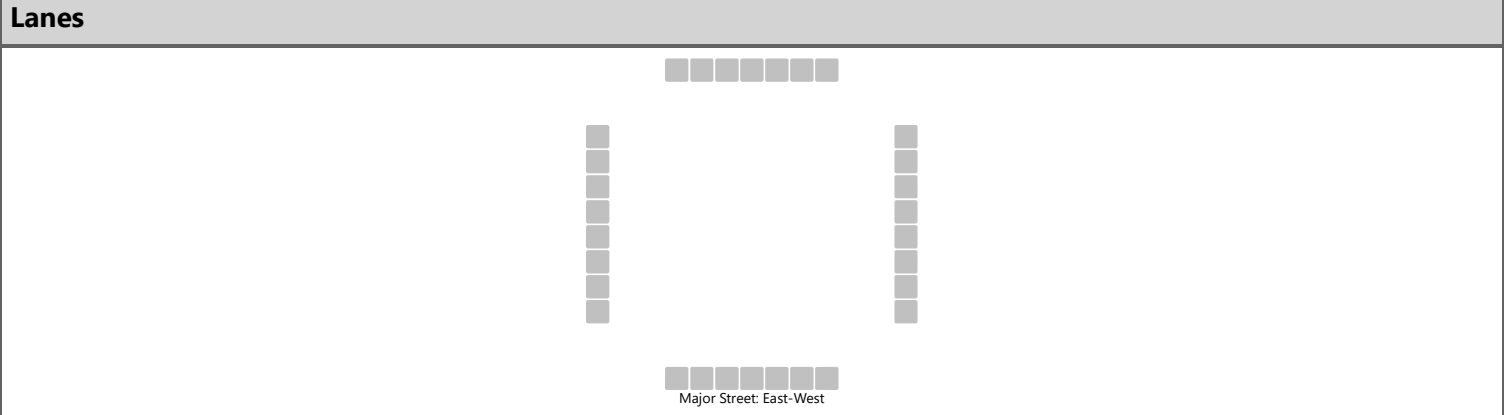
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				17					13					
Capacity, c (veh/h)		1220				1380					594					
v/c Ratio		0.00				0.01					0.02					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.1					
Control Delay (s/veh)		8.0				7.6					11.2					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)		0.0				0.5				11.2						
Approach LOS										B						

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Appaloosa & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/26/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Appaloosa		
Time Analyzed	9:00-10:00 am Weekend			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	155	5		7	301	0		5		5				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type   Storage					Undivided											

**Critical and Follow-up Headways**

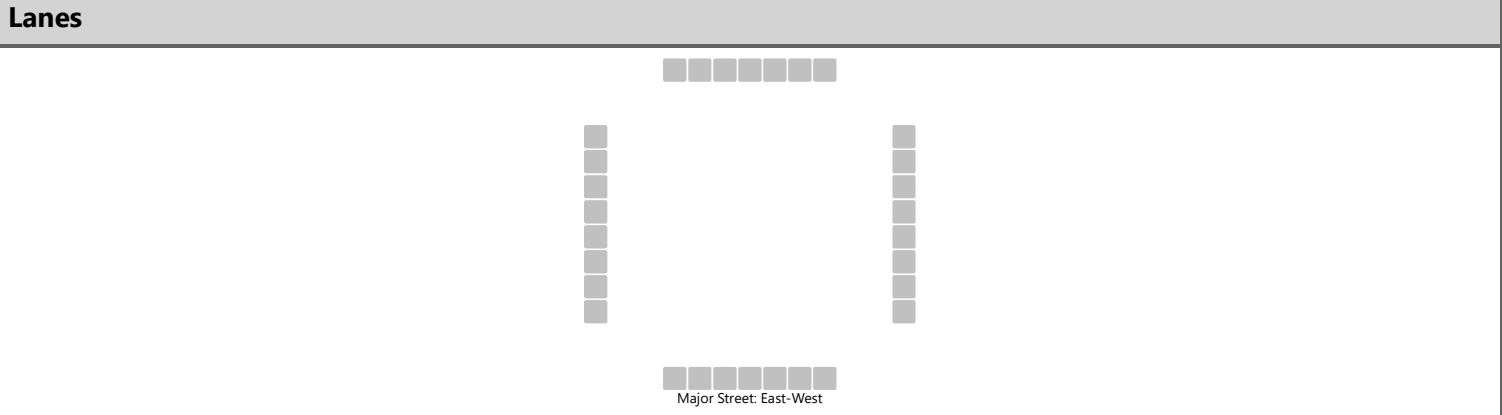
Base Critical Headway (sec)		4.1				4.1				7.1		6.2				
Critical Headway (sec)		4.12				4.12				7.12		6.22				
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3				
Follow-Up Headway (sec)		2.22				2.22				3.52		3.32				

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				8					11					
Capacity, c (veh/h)		1225				1398					602					
v/c Ratio		0.00				0.01					0.02					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.1					
Control Delay (s/veh)		7.9				7.6					11.1					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)		0.0				0.2				11.1						
Approach LOS										B						

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Appaloosa & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/26/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Appaloosa		
Time Analyzed	1:00-2:00 pm Weekday			Peak Hour Factor	0.98		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	213	7		12	235	0		5		6				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type   Storage					Undivided											

**Critical and Follow-up Headways**

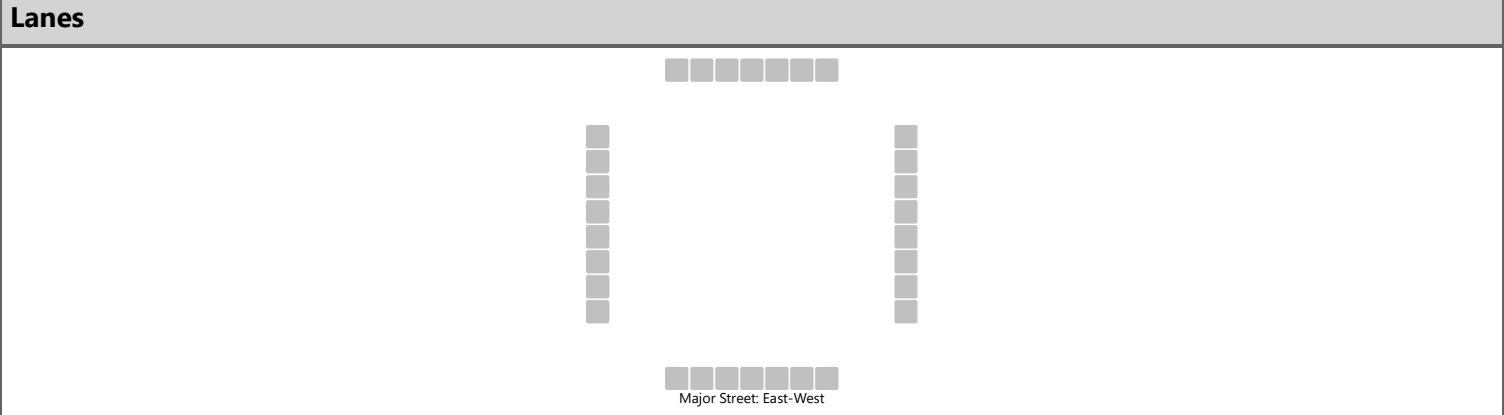
Base Critical Headway (sec)		4.1				4.1				7.1		6.2				
Critical Headway (sec)		4.12				4.12				7.12		6.22				
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3				
Follow-Up Headway (sec)		2.22				2.22				3.52		3.32				

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				12					11					
Capacity, c (veh/h)		1327				1344					626					
v/c Ratio		0.00				0.01					0.02					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.1					
Control Delay (s/veh)		7.7				7.7					10.9					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)		0.0				0.5				10.9						
Approach LOS										B						

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Brett Louk			Intersection	Appaloosa & Hwy 105		
Agency/Co.	SMH Consultants			Jurisdiction	El Paso County		
Date Performed	4/26/2023			East/West Street	Hwy 105		
Analysis Year	2023			North/South Street	Appaloosa		
Time Analyzed	1:00-2:00 pm Weekend			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Colorado Pumpkin Patch Special Use TIS						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			LTR				LTR				LR					
Volume (veh/h)		0	241	10		8	266	0		1		5				
Percent Heavy Vehicles (%)		2				2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

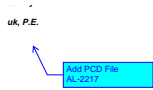
Base Critical Headway (sec)		4.1				4.1					7.1		6.2			
Critical Headway (sec)		4.12				4.12					7.12		6.22			
Base Follow-Up Headway (sec)		2.2				2.2					3.5		3.3			
Follow-Up Headway (sec)		2.22				2.22					3.52		3.32			

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		0				9					7					
Capacity, c (veh/h)		1266				1284					673					
v/c Ratio		0.00				0.01					0.01					
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		7.8				7.8					10.4					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.3				10.4							
Approach LOS									B							

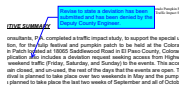
# V1\_TIS\_Comments.pdf Markup Summary

## Callout (19)



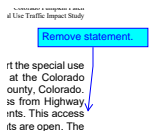
**Subject:** Callout  
**Page Label:** 1  
**Author:** lpackman  
**Date:** 6/14/2023 10:20:48 AM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Add PCD File AL-2217



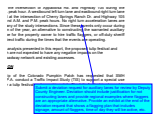
**Subject:** Callout  
**Page Label:** 3  
**Author:** lpackman  
**Date:** 6/14/2023 10:44:37 AM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Revise to state a deviation has been submitted and has been denied by the Deputy County Engineer.



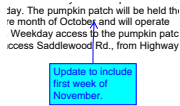
**Subject:** Callout  
**Page Label:** 3  
**Author:** lpackman  
**Date:** 6/14/2023 10:44:39 AM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Remove statement.



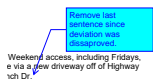
**Subject:** Callout  
**Page Label:** 3  
**Author:** lpackman  
**Date:** 6/15/2023 1:57:22 PM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Submit a deviation request for auxiliary lanes for review by Deputy County Engineer. Deviation should include justification for not constructing lanes and provide regional examples where flaggers are an appropriate alternative. Provide an exhibit at the end of the deviation request that shows a flagging plan that includes signage, amount of flaggers, time of day they will be active, etc.



**Subject:** Callout  
**Page Label:** 7  
**Author:** lpackman  
**Date:** 6/15/2023 8:40:50 AM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Update to include first week of November.



**Subject:** Callout  
**Page Label:** 8  
**Author:** lpackman  
**Date:** 6/14/2023 3:02:24 PM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Remove last sentence since deviation was disapproved.

and access, including Fridays, near driveway off of Highway  
ip Generation Report  
Note: if this application is approved, applicant may be required to monitor the TIS with updated counts based on 2023 data.  
The owner from last year's letter .M. and P.M. peak hours events per previous 2023 data. The daily log shows the weekly daily.

**Subject:** Callout  
**Page Label:** 8  
**Author:** lpackman  
**Date:** 6/15/2023 8:45:19 AM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Note: if this application is approved, applicant may be required to resubmit a TIS with updated counts based on 2023 events per previous conversations with staff.

to determine the level of service for the intersection. The letter of intent indicates that the LCO for all LOS B or better for the existing scenario. It should be compiled with

**Subject:** Callout  
**Page Label:** 3  
**Author:** Daniel Torres  
**Date:** 6/14/2023 5:16:00 PM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Please indicate why Roller Coaster Rd/Hwy 105, hwy 83/Hwy 105 and Roller coaster/Sahara Rd intersections were not studied. If the threshold per criteria was not met then please state that, otherwise these intersections should be analyzed.

to determine the level of service for the intersection. The letter of intent indicates that the LCO for all LOS B or better for the existing scenario. It should be compiled with

**Subject:** Callout  
**Page Label:** 6  
**Author:** Daniel Torres  
**Date:** 6/15/2023 8:51:54 AM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

please clarify whether these peak hrs also apply to the pumpkin patch or is it strictly the tulip festival. If just the tulip festival then what are the peak hrs for the pumpkin patch and why weren't counts performed at that events peak hrs? Please address.

to determine the level of service for the intersection. The letter of intent indicates that the LCO for all LOS B or better for the existing scenario. It should be compiled with

**Subject:** Callout  
**Page Label:** 3  
**Author:** Daniel Torres  
**Date:** 6/14/2023 5:19:02 PM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

The letter of intent indicates events through the first week of November. Revise accordingly.

to determine the level of service for the intersection. The letter of intent indicates that the LCO for all LOS B or better for the existing scenario. It should be compiled with

**Subject:** Callout  
**Page Label:** 9  
**Author:** lpackman  
**Date:** 6/15/2023 9:08:48 AM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Remove HWY 105 access from analysis.

to determine the level of service for the intersection. The letter of intent indicates that the LCO for all LOS B or better for the existing scenario. It should be compiled with

**Subject:** Callout  
**Page Label:** 11  
**Author:** lpackman  
**Date:** 6/15/2023 8:18:58 AM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Discuss how 2% was determined to be an appropriate growth rate.



four turning movements can be seen in section level of service calculations for bend.

Determine what growth rate was applied for the long range analysis per ECM B.3.2.B

**Subject:** Callout  
**Page Label:** 12  
**Author:** lpackman  
**Date:** 6/15/2023 8:27:16 AM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Determine what growth rate was applied for the long range horizon analysis per ECM B.3.2.B

105?  
From this initial directional distribution, week amongst the interchanges of Canterbury Dr / 105. For the trips coming from, or going to, those trips would utilize the Canterbury Dr. a 10% would utilize the Appaloosa Rd. and its coming from, or going to, the west. It was also utilize the Canterbury Dr. and Highway 105 / the Appaloosa Rd. and Highway 25 Intersec where as Appaloosa Rd. is not, and the grade that visitors might use to not to the festival 1

**Subject:** Callout  
**Page Label:** 9  
**Author:** Daniel Torres  
**Date:** 6/15/2023 9:08:53 AM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

105?



**Subject:** Callout  
**Page Label:** 9  
**Author:** lpackman  
**Date:** 6/15/2023 9:08:44 AM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

This distribution percentage using Appaloosa Rd seems high. As stated in the narrative, Appaloosa is a gravel road and it is a circuitous route. Per mobile map services it appears Appaloosa Rd is not suggested as a route.

**Subject:** Callout  
**Page Label:** 14  
**Author:** Daniel Torres  
**Date:** 6/15/2023 1:54:23 PM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Canterbury is not an arterial roadway therefore the criteria would be 25 vph. revise table accordingly.

**Subject:** Callout  
**Page Label:** 14  
**Author:** Daniel Torres  
**Date:** 6/15/2023 1:57:45 PM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Please indicate the turn movements on the tables 12 & 13. Identify the direction of travel such as westbound left turn on Hwy 105 or northbound left on Canterbury.

Also clarify the movement at Canterbury/Saddlewood. Is it southbound on Canterbury or westbound on Saddlewood? we assume its Southbound on Canterbury but it should be stated.

Indicate whether dedicated auxiliary lanes are needed on northbound Canterbury at Hwy 105

**Subject:** Callout  
**Page Label:** 15  
**Author:** Daniel Torres  
**Date:** 6/15/2023 1:53:36 PM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Canterbury and Saddlewood are not an arterial roadway therefore the criteria would be 50 vph. revise table accordingly.

10	7	10	No
17	117	10	Yes
17	39	10	Yes
17	17	10	Yes
17	22	10	Yes
17	0	10	No
17	..	..	..

**Subject:** Callout  
**Page Label:** 16  
**Author:** Daniel Torres  
**Date:** 6/15/2023 1:53:45 PM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

acceleration lanes are generally not required per criteria for these lower classification roadways. Revise accordingly.

### Cloud (3)

10	7	10	No
17	117	10	Yes
17	39	10	Yes
17	17	10	Yes
17	22	10	Yes
17	0	10	No
17	..	..	..

**Subject:** Cloud  
**Page Label:** 14  
**Author:** Daniel Torres  
**Date:** 6/15/2023 1:13:49 PM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

10	5	25	No
17	10	25	No
17	0	25	No
17	3	25	No
17	1	25	No
17	1	25	No
17	0	25	No
17	..	..	..

**Subject:** Cloud  
**Page Label:** 15  
**Author:** Daniel Torres  
**Date:** 6/15/2023 1:23:01 PM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

10	7	10	No
17	117	10	Yes
17	39	10	Yes
17	17	10	Yes
17	22	10	Yes
17	0	10	No
17	..	..	..

**Subject:** Cloud  
**Page Label:** 16  
**Author:** Daniel Torres  
**Date:** 6/15/2023 1:23:37 PM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

### Highlight (1)

10	7	10	No
17	117	10	Yes
17	39	10	Yes
17	17	10	Yes
17	22	10	Yes
17	0	10	No
17	..	..	..

**Subject:** Highlight  
**Page Label:** 3  
**Author:** lpackman  
**Date:** 6/14/2023 10:36:03 AM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

This access will remain closed, and un-used, the rest of the days that the events are open

### Text Box (7)

Colorado Page Special Use Traffic Sign

Move this page to after the cover page.

Supporting information were prepared under contract with the standard of care. So far as is of care, said report was prepared in general accordance with the Professional Engineer's seal.

**Subject:** Text Box  
**Page Label:** 18  
**Author:** lpackman  
**Date:** 6/14/2023 10:21:22 AM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Move this page to after the cover page.

Remove references to access on HWY 105 throughout the report.

**EXECUTIVE SUMMARY**  
SMH Consultants, P.A., application, for the tulip

**Subject:** Text Box  
**Page Label:** 3  
**Author:** lpackman  
**Date:** 6/14/2023 4:18:08 PM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Remove references to access on HWY 105 throughout the report.

Adjust analysis to exclude access off HWY 105.

105, via Canterbury Dr. and Apps to the tulip festival and pumpkin 105 that will line up with Cherry

**Subject:** Text Box  
**Page Label:** 8  
**Author:** lpackman  
**Date:** 6/15/2023 7:13:28 AM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Adjust analysis to exclude access off HYW 105.

Based on the analysis presented in this report, the 21 sample plots are not expected to have any impact surrounding existing roads and existing access.

For a further review of the proposed project, the following items are recommended for consideration and review by the ECM administrator.

**Subject:** Text Box  
**Page Label:** 17  
**Author:** lpackman  
**Date:** 6/15/2023 1:33:03 PM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Submit a deviation request in the next submittal for the auxiliary lanes that are warranted per analysis for consideration and review from the ECM administrator.

et, the proposed tulip festival and negative impacts on the access.

Review to address road impact fees that will be required to be paid.

**Subject:** Text Box  
**Page Label:** 17  
**Author:** lpackman  
**Date:** 6/15/2023 9:31:44 AM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Revise to address road impact fees that will be required to be paid.

Update to provide ECM sight distance requirements in the narratives above and compare to what is out in the field. Also list ECM criteria for stacking, storage, and taper for every affected auxiliary lane and access and state whether this access can be met. If it cannot be met, state the required modifications so that it can be met

**Subject:** Text Box  
**Page Label:** 5  
**Author:** lpackman  
**Date:** 6/15/2023 11:03:35 AM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Update to provide ECM sight distance requirements in the narratives above and compare to what is out in the field. Also list ECM criteria for stacking, storage, and taper for every affected auxiliary lane and access and state whether this access can be met. If it cannot be met, state the required modifications so that it can be met

Review to state whether MTCP calls for improvements in the vicinity and state what they are.

**Subject:** Text Box  
**Page Label:** 17  
**Author:** lpackman  
**Date:** 6/15/2023 11:08:52 AM  
**Status:**  
**Color:** ■  
**Layer:**  
**Space:**

Revise to state whether MTCP calls for improvements in the vicinity and state what they are.