

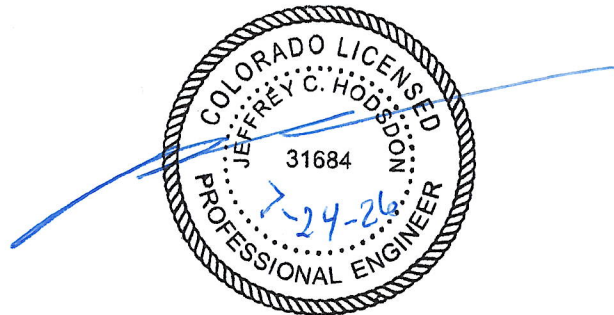


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15197 Golden Acres Point Traffic Impact Study (LSC #S264070) July 24, 2026

Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



Developer's Statement

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

Ashley Hollamby

07/24/2026

Date

15197 Golden Acres Point

Traffic Impact Study

Prepared for:
Mr. Ryan Hollamby
Bedrock Landscape Supply
15197 Golden Acres Point
Peyton, CO 80831

JULY 24, 2026

LSC Transportation Consultants, Inc.
Prepared by: Jeffrey C. Hodsdon, P.E.

LSC #S264070



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July 24, 2026

Mr. Ryan Hollamby
Bedrock Landscape Supply
15197 Golden Acres Point
Peyton, CO 80831

RE: 15197 Golden Acres Point
El Paso County, Colorado
Traffic Impact Study
LSC #S264070

Dear Mr. Hollamby,

LSC Transportation Consultants, Inc. has prepared this Traffic Impact Study for the proposed Contractor's Equipment Yard development in Peyton, Colorado. The 40-acre site is located on the west side of Elbert Road about 1.3 miles north of Highway 24 at 15197 Golden Acres Point (El Paso County parcel ID 4200000457). This report has been prepared for submittal to El Paso County.

REPORT CONTENTS

The preparation of this report included the following:

- Detailed description of the proposed land use and business characteristics/operations;
- Estimates of average weekday and weekday peak-hour trip generation;
- The site access plan;
- Access intersection sight distance evaluation;
- Existing traffic count data/traffic volumes;
- Estimates of future background traffic on Elbert Road;
- Future projected total traffic levels of service at the site access intersection on Elbert Road;
- Auxiliary turn lane needs assessment; and
- Standard report sections for Deviations and the Roadway Improvement Fee Program are also included.

STREET AND TRAFFIC CONDITIONS AND MTCP CLASSIFICATION

Study Area Street System

Figure 1 shows the roads adjacent to and in the vicinity of the site. Adjacent roads serving the site are identified below, followed by a brief description of each:

Elbert Road is a two-lane, rural, unimproved roadway (classified as a two-lane Rural Minor Arterial in the *MTCP*) that extends generally north-to-south for 28 miles between Judge Orr Road and State Highway 86 in Kiowa. The posted speed limit is 55 miles per hour (mph) adjacent to the site.

Existing Traffic Volumes

A twenty-four-hour traffic count was conducted on Elbert Road at the site access on Tuesday, May 12, 2026. Please refer to the attached raw count sheets for more information. Additional 24-hour daily traffic counts on Elbert Road approximately 1 mile south of the site have been included, for reference. This count, from November 2023, is from data reported on the CDOT/MS2 traffic volume/count database.

Figure 3 shows existing intersection laneage, traffic control, peak-hour volumes, and average daily-traffic volumes.

LAND USE

This traffic impact study accompanies a formal request for a Variance of Use to allow for a contractor's equipment yard. The property would be a dual-use site designed as an integrated, low-impact operation. Proposed land uses on the property include:

- Wholesale garden center (agricultural use) for Bedrock Landscape Supply
- Accessory contractor's equipment yard for Summit View Landscapes

A copy of the site plan is attached for reference.

Wholesale Garden Center

Wholesale Garden Center is operated by Bedrock Landscape Supply, which sells trees, plants, and landscaping materials at wholesale to contractor customers. The garden-center land use will include a large area for growing wholesale product on the property.

Contractor's Equipment Yard (Accessory Use)

The site will also serve as outdoor storage space for materials, supplies, vehicles, and equipment for Summit View Landscapes, the landscaping contractor business. Simultaneously, the site will provide a critical support component for the primary agricultural use of the site as a wholesale garden center.

Site Plan - Infrastructure/Facilities

Approximately 52 percent of the 40-acre parcel will remain used solely for growing for the wholesale garden center. Only 19 acres of the property will be designated as mixed-use for the wholesale garden center and the contractor's equipment yard.

The active yard area is about 11 acres and there is a 3,300-square-foot shop building and Connex units. The shop is 2,400 square feet (40 feet x 60 feet) with an attached 900-square-foot space (30-foot x 30-foot).

The access points are gated and the entry gate locations are as follows:

- South Entrance Gate: 2,632 ft west of Elbert Rd.
- North Entrance Gate: 2,629ft west of Elbert Rd.

Site-Specific Business Characteristics and Operational Details

The following business characteristics and operational details related to trip generation and resulting traffic impacts have been provided by the applicant.

Employees

A maximum of 5 employees arrive on-site per day. One employee typically stays at the shop while others leave the property using a company truck for 2-3-person projects. Occasionally, employees who are typically assigned to off-site landscaping jobs may remain on-site at the shop.

Wholesale Garden Center Operations

The following operational information has been provided by the applicant.

As a wholesale-only facility, the site is closed to the general public. Hours of operation are scheduled to occur during off-peak hours on adjacent roadways to avoid the morning and evening peak periods on Elbert Road. Most traffic travels to the site from Falcon/Colorado Springs via US Highway 24.

On average, there are 3 deliveries and 3-5 wholesale customers per day. Future business growth may see up to about 20 contractor customers/deliveries per day, which would be a modest increase over historical sales numbers for the business.

During the spring and summer, typical daily deliveries include:

- 1 inbound delivery
- 2 outbound deliveries (from smaller trucks)
- 3-5 wholesale customers (using personal vehicles)

Operations typically decrease during fall and winter months, with little-to-no deliveries or customers entering and exiting each day.

Annual sales for the wholesale garden center business are significantly less than similar land uses in the vicinity. All logistical traffic will be managed by licensed, professional drivers, executing scheduled deliveries, thus ensuring a higher standard of safety and predictability compared to retail or general commercial traffic.

Contractor Yard Operations – Used for Landscaping Business

The contractor yard serves as a localized staging point for employees to transition from personal vehicles to company equipment. Landscaping employees typically leave the site with a company truck. Occasionally, some landscaping employees may stay at the shop when only 2-3 employees are needed for off-site projects.

ACCESS PLAN AND ADJACENT PUBLIC ROAD SYSTEM

Existing Access

The property has legal access to Elbert Road via Golden Acres Point, but the applicant's intent is to primarily utilize the access road that connects to Elbert Road about one-quarter mile to the south. This southern access point has better sight distance and lower impact to existing residential neighbors than Golden Acres Point.

Proposed Access

Primary vehicular ingress and egress will be via the southern access road to/from Elbert Road. Primary, continued use of the south access drive will benefit the property and minimize impact to nearby residents. This south access roadway serves both the subject property and the Meisman family holdings. The applicant has secured authorization from the Meisman family (long-time residents of this area) to utilize the south access drive/corridor for vehicular access to both the wholesale garden center and the proposed contractor's equipment yard.

There is better sight distance at the south site access intersection with Elbert Road (compared to the Golden Acres Point intersection with Elbert Road). Please refer to the "Sight Distance Analysis" section of this report. Access to/from Elbert Road via Golden Acres Point is intended as secondary, as needed - as a safety/emergency route and/or if the other south access road is undergoing major maintenance, etc.

Additionally, the applicant indicates that with 24-foot-wide internal drive aisles and dedicated turnarounds, the site accommodates large-wheelbase vehicles and trailers. All vehicles will enter and exit the property in a forward-facing motion. Backing maneuvers onto the public right-of-way are, and will remain, prohibited. Also, the internal roadways are surfaced with recycled asphalt,

providing a stabilized, all-weather approach that maintains structural integrity and prevents the "tracking" of mud or debris onto County-maintained roads.

SIGHT DISTANCE ANALYSIS

The following presents analysis of the existing sight distance at the south site access point to demonstrate that it meets the El Paso County *Engineering Criteria Manual (ECM)* sight-distance criteria. In addition to the primary access – the south road connection to Elbert Road, the intersection of Golden Acres Point/Elbert Road has also been included. Evaluation demonstrates that the south site-access location is a preferred location for this use.

ECM Requirements

Elbert Road is a two-lane roadway with an assumed 60-mph design speed (55-mph posted speed limit). The roadway horizontal alignment is primarily straight. However, there are several vertical curves north of Golden Acres Point, which have been considered in the analysis.

El Paso County requires Sight distance criteria in the *ECM* to be met at the public road/site-access intersection locations on Elbert Road proposed to serve the site. Also, lines of sight for required sight distance will need to be maintained and kept clear of any sight-distance obstructions, including landscaping, signage, site grading, etc.

Sight distance criteria for a 60-mph design speed (Elbert Road) is not displayed in *ECM* Table 2-21, so the table footnotes apply and criteria from the AASHTO "Green Book," for Intersection Sight Distance – Case B1, Left Turn from Stop has been utilized in this analysis. This condition is for a stopped passenger car turning left onto a two-lane highway with no median and grades of 3% or less. To calculate intersection sight distance (ISD), the following AASHTO equation has been used:

- $ISD = 1.47 * V_m * T_g$
 - ISD = intersection sight distance in feet
 - V_m = design speed of the major road in mph
 - T_g = time gap in seconds
 - In this situation, the limited sight distance is looking left. The eastbound left-turning vehicle only needs to cross the westbound lane (rather than turning left into the same lane in the same direction). Therefore, AASHTO indicates that the calculation for Case B2 applies (AASHTO page 9-44). Case B2 has a time gap (T_g) of 6.5 seconds. $1.47 \times 60 \times 6.5 = 573'$ (rounded to 575').

Elbert Road/Golden Acres Point

Based on AASHTO criteria, 575 feet of intersection sight distance would be required for passenger vehicles turning eastbound-left from Golden Acres Point onto northbound Elbert Road. However, only 498 feet of intersection sight distance was field-measured looking north from Golden Acres

Point. Therefore, the intersection of Elbert Road/Golden Acres Point is about 75' short of the calculated AASHTO minimum intersection sight distance.

Note: the required **stopping** sight distance "along the major road" (approaching an intersection) is 538-570 feet (depending on the detailed roadway profile). Therefore, field-measured sight distance is short of the above minimum required, based on the roadway design speed and an estimated average upgrade slope of 3 percent on the southbound approach to the intersection.

LSC recommends installation of a yellow, intersection ahead warning sign (*MUTCD* W2-2) upstream (north of) the intersection on the side of Elbert Road, facing north (for southbound traffic).



Elbert Road/South Site Access

Based on AASHTO intersection sight-distance criteria, 575 feet of sight distance would be required for passenger vehicles turning eastbound-left from the site access onto northbound Elbert Road. Greater than 1,000 feet of intersection sight distance was measured in the field looking both north and south from the site access. Therefore, the site access intersection with Elbert Road exceeds the minimum AASHTO sight distance criteria and *ECM* criteria for **stopping** sight distance "along the major road" (approaching an intersection). This is a better location than Golden Acres Point for this use to access Elbert Road.

TRIP GENERATION

Typically, estimates of vehicle trips projected to be generated by land-use development projects are made using the nationally-published average trip-generation rates for land-use codes in *Trip Generation, 12th Edition, 2025*, by the Institute of Transportation Engineers (ITE). However, due to the unique land use characteristics of the proposed application, LSC has estimated trip generation for the existing and future conditions based on operational details provided by the applicant. LSC has applied "person-trip" analysis methodology with operational details relevant to vehicle-trip generation as basis for estimates.

Existing

Table 2 below presents a "snapshot" of existing site trip generation from the count data collected on May 12, 2026. A detailed trip-generation estimate for the site is presented in Table 4 (attached).

Table 2: Estimated Site Vehicle-Trip Generation (Existing)

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour	7	5	12
Afternoon Peak Hour	1	4	5
Daily/24-hour	26	26	51

Based on existing count data, the site currently generates about 51 total vehicle trips on the average weekday during a 24-hour period, with approximately half entering and half exiting the site. During the morning peak hour, approximately 7 entering 5 exiting vehicles are estimated to be generated. Approximately 1 entering and 4 exiting vehicles are estimated to be generated by the site during the afternoon peak hour.

Future

Table 3 below presents a summary of future site trip generation. A detailed trip-generation estimate for the site is presented in Table 4 (attached).

Table 3: Estimated Site Vehicle-Trip Generation (Future)

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour	7	5	12
Afternoon Peak Hour	1	4	5
Daily/24-hour	26	26	51

Based on projected future growth, the site is projected to generate about 106 total vehicle trips on the average weekday during a 24-hour period, with approximately half entering and half exiting the site. During the long-term morning peak hour, approximately 16 entering and 12 exiting vehicles are estimated to be generated. Approximately 2 entering and 9 exiting vehicles are estimated to be generated by the site during the long-term afternoon peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

The directional-distribution estimate of site-generated vehicle trips to the study-area roads and intersections is a necessary component in determining the site's traffic impacts. Figure 4 shows the percentages of the site-generated vehicle trips projected to be oriented to and from the north or south on Elbert Road. Estimates have been based on the following factors: the traffic count data, the proposed land uses, the area roadway system serving the site, and the site's geographic location relative to the greater El Paso County area.

Site-Generated Traffic

Site-generated volumes have been calculated by applying directional-distribution percentages estimated by LSC (from Figure 4) to the trip-generation estimates (from Table 4). Figure 5 shows projected site-generated traffic volumes for the average weekday and weekday morning and afternoon peak hours. Separate short-term and long-term estimates are shown in this figure.

2046 Background Traffic Volumes

Long-term (2046) background traffic volumes are estimates by LSC. These future background volume estimates in Figure 6. LSC has applied an estimated average annual growth rate of 6 percent per year to existing through traffic volumes on Elbert Road.

Note: The south access drive passes through adjacent properties that could potentially also use the access point for future development or other use with additional traffic. As potential future uses are unknown to LSC at this time, additional background traffic volumes turning in and out of this driveway have not been included. The site-generated access traffic volumes would need to be added to any additional adjacent parcel trip generation growth and the totals would be utilized to determine any future auxiliary turn lane needs or other access or adjacent roadway improvements. The adjacent property owners are presumably already aware of this, however, and all parties to an access easement agreement should be aware of this.

2046 Total Traffic Volumes

Figure 7 shows the sum of 2046 background traffic volumes (from Figure 6) plus long-term site-generated traffic volumes (from Figure 5).

Intersection Level of Service

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Table 5 shows level of service delay ranges for signalized and unsignalized intersections.

Table 5: Intersection Level of Service Delay Ranges

Level of Service	Signalized Intersections	Unsignalized Intersections
	Average Control Delay (seconds per vehicle)	Average Control Delay (seconds per vehicle) ⁽¹⁾
A	10.0 sec or less	10.0 sec or less
B	10.1-20.0 sec	10.1-15.0 sec
C	20.1-35.0 sec	15.1-25.0 sec
D	35.1-55.0 sec	25.1-35.0 sec
E	55.1-80.0 sec	35.1-50.0 sec
F	80.1 sec or more	50.1 sec or more
(1) For unsignalized intersections, if v/c ratio is greater than 1.0 the level of service is LOS F, regardless of the projected average control delay per vehicle.		

All movements at the site-access intersection on Elbert Road currently operate at and are projected to remain at LOS B or better through 2046 during both peak hours with the addition of site-generated traffic.

AUXILIARY TURN LANE ANALYSIS

Auxiliary Turn-Lane Requirements

El Paso County's *Engineering Criteria Manual (ECM)* contains turning-volume thresholds which require auxiliary left- or right-turn lanes by roadway classifications. Elbert Road is classified as a Rural Minor Arterial in Figure 22 of El Paso County's *Major Transportation Corridors Plan (MTCP)*.

- Left-turn deceleration lane – greater than 25 vehicles per hour
- Right-turn deceleration lane – greater than 50 vehicles per hour

Please refer to the note in the background traffic section above.

Left-Turn Lanes

Fewer than 25 vehicles are projected to turn northbound-left from Elbert Road with the addition of site-generated traffic. As such, a northbound-left deceleration lane would **not** be required on Elbert Road approaching the site access.

Right-Turn Lanes

Fewer than 50 vehicles are projected to turn southbound-right from Elbert Road with the addition of site-generated traffic. As such, a southbound-right deceleration lane would **not** be required on Elbert Road approaching the site access.

COUNTY ROAD IMPROVEMENT FEE PROGRAM

MTCP Identified Roadway Improvement Needs

The *MTCP* shows needed projects 485 and 507 in the vicinity of this site. Project 485 is identified as a needed rural road upgrade for Elbert Road adjacent to the site. Also shown is Project 507, a needed bridge project.

Transportation Impact Fees

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

This project may be required to participate in the El Paso County Road Improvement Fee Program. Details are in the “**El Paso County Colorado Road Impact Fee Implementation Document 2025.**” For most land uses, building square footage is used to determine the fee amount. In this case, if participation in the fee program is required with this application, an alternate method of calculation may be used based on similar land-use applications previously submitted to the County.

DEVIATIONS

No deviations to *ECM* criteria are submitted with this application. Access to Minor Arterials is outlined in *ECM* section **2.2.5.B** “Roadway Access Criteria - Rural and Urban Principal Arterial and Rural Minor Arterial Access Criteria.”

- The property has legal access to Elbert Road via Golden Acres Point. but the applicant’s intent is to utilize the access road that connects to Elbert Road about one-quarter mile to the south. From this “south” access drive, the next cross-street is Scott Road one-quarter mile to the south. These spacing dimensions meet the *ECM* prescribed intersection spacing along Minor Arterial roadways.
- There is no other legal access available to any other public roadway.
- The *MTCP* does not show any additional future roadways within a quarter-mile north or south of this proposed access point.
- This access point is adjacent to several parcels, not only one.
- This southern access point has better sight distance and lower impact to existing residential neighbors than Golden Acres Point.

FINDINGS AND CONCLUSIONS

- During the long term, the site is projected to generate about 106 new driveway vehicle trips on the average weekday.
- During the long-term weekday morning peak hour of adjacent street traffic, 16 vehicles would enter the site while 12 vehicles would exit.
- During the long-term weekday afternoon peak hour of adjacent street traffic, 2 vehicles would enter the site while 9 vehicles would exit.
- All turning movements are projected to operate at LOS B or better during both peak hours with the addition of long-term site-generated traffic.
- Based on the data collected, information provided by the applicant, LSC estimates, background traffic assumptions and analysis in this report, no auxiliary turn lanes would be required at the south site access intersection. Please refer to the “Auxiliary Turn-Lane Analysis” section for evaluation details.
- Field-measured sight distance at the intersection of Elbert Road/Golden Acres Point does **not** meet the AASHTO (*ECM*) minimum required intersection sight distance (498 feet vs. 575 feet requirement). Stopping sight distance "along the major road" (approaching an intersection) was also evaluated. LSC recommends installation of a yellow, intersection ahead warning sign (*MUTCD* W2-2) upstream (north of) the intersection on the side of Elbert Road, facing north (for southbound traffic).
- Field-measured sight distance at the south site access intersection with Elbert Road **does** meet the *ECM* minimum required intersection sight distance (greater than 1,000 feet vs. 575 feet requirement). Please refer to the “Sight Distance Analysis” section for more details.

* * * * *

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Please contact me if you have any questions regarding this report.

Respectfully submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

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

JCH/JAB:jas

Enclosures: Table 1, Table 4
Figure 1 – Figure 7
LOS Reports
Count Reports
Conceptual Site Plan

Tables 1 and 4

Table 1: Detailed Land Use Assumptions

ITE		Value	Units ¹	Frequency	Vehicle Occupancy Factor	Vehicle Type	Time of Day			
							A.M.		P.M.	
Code	Description						Peak Hour In	Peak Hour Out	Peak Hour In	Peak Hour Out
Existing Conditions (Based on Information from Applicant) ²										
<u>Both Businesses - Employees Who Remain On-Site/Shop Workers</u>										
-	Employees Commuting to/from Site	1	Employees	Daily	1.00	PV	8:30	-	-	6:00
<u>Wholesale Garden Center - Agricultural Use for Bedrock Landscape Supply</u>										
-	Wholesale Customers	5	Customers	Daily	-	PU, SU	8:45	9:15	3:30	4:00
-	Inbound Supplier Deliveries (to Bedrock)	1	Deliveries	Daily	-	MU	9:15	9:45	5:30	6:00
-	Outbound Local Wholesale Deliveries (by Bedrock)	2	Deliveries	Daily	-	CT	8:45	9:15	3:30	4:00
<u>Summit View Landscapes - Employees Working Off-Site at Job Sites</u>										
-	Employee Commuting Travel to/from the Shop/Yard	4	Employees	Daily	1.25	PV	-	9:00	5:30	-
-	Employee Business Travel Between the Shop/Yard and Job Sites	4	Employees	Daily	4.00	PU, CT	-	9:00	5:30	-
Future Conditions (Based on Information from Applicant) ³										
<u>Both Businesses - Employees Who Remain On-Site/Shop Workers</u>										
-	Employees Commuting to/from Site	2	Employees	Daily	1.00	PV	8:30	-	-	6:00
<u>Wholesale Garden Center - Agricultural Use for Bedrock Landscape Supply</u>										
-	Wholesale Customers	15	Customers	Daily	-	PU, SU	8:45	9:15	3:30	4:00
-	Inbound Supplier Deliveries (to Bedrock)	3	Deliveries	Daily	-	MU	9:15	9:45	5:30	6:00
-	Outbound Local Wholesale Deliveries (by Bedrock)	5	Deliveries	Daily	-	CT	8:45	9:15	3:30	4:00
<u>Summit View Landscapes - Employees Working Off-Site at Job Sites</u>										
-	Employee Commuting Travel to/from the Shop/Yard	8	Employees	Daily	1.25	PV	-	9:00	5:30	-
-	Employee Business Travel Between the Shop/Yard and Job Sites	8	Employees	Daily	4.00	PU, CT	-	9:00	5:30	-

¹ PV = private passenger vehicles; MU = multi-unit trucks; SU = single-unit trucks; PU = pick-up trucks; CT = Bedrock company truck; KSF = 1,000 square feet

² Existing site consists of 1 shop worker, 4 drivers, a 3,300-square-foot vehicle repair shop, and contractor storage within 11 acres of active area

³ Assumes a moderate increase in contractor customers and deliveries, as well as a potential increase in employees

June 4, 2026

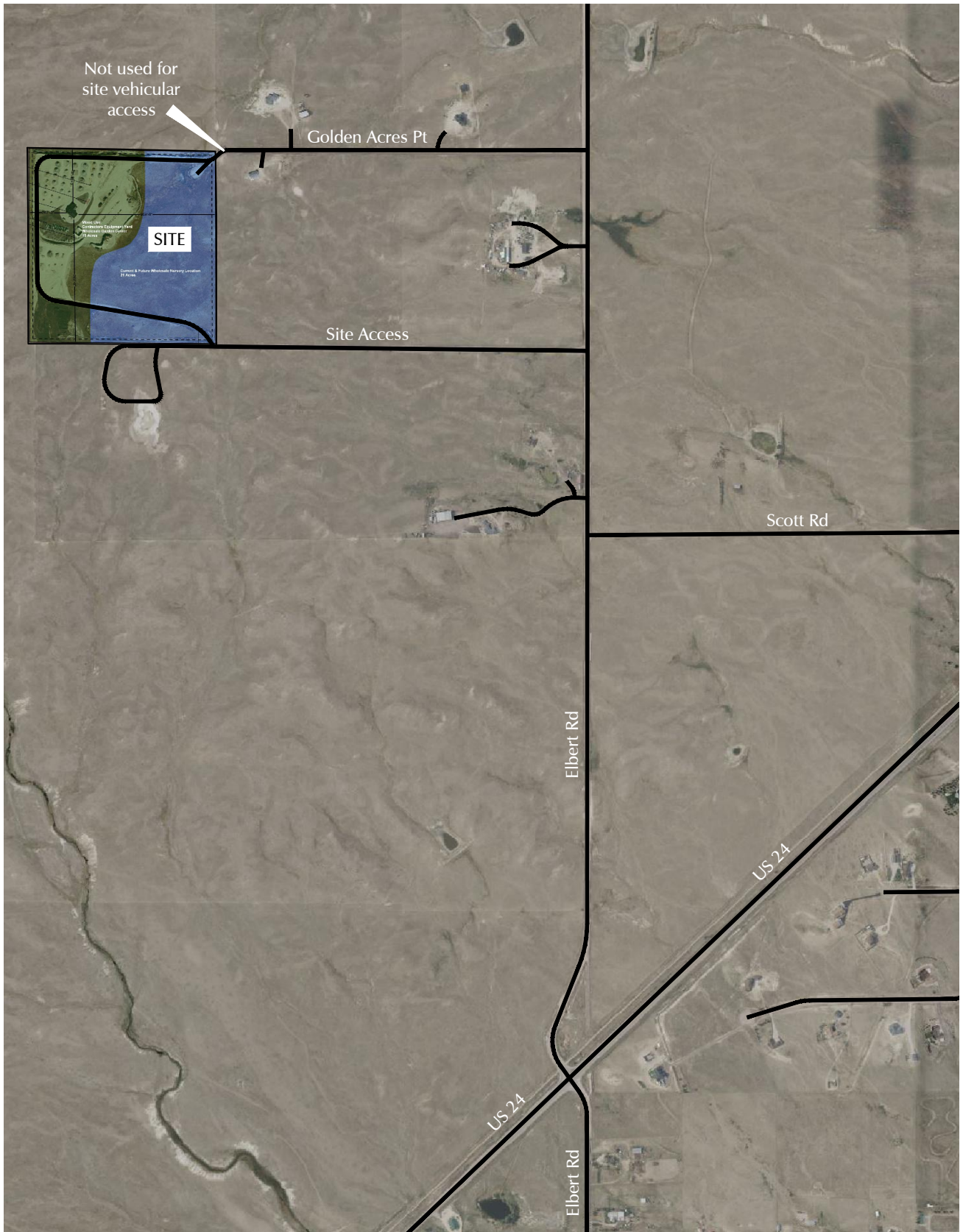
Table 4: Detailed Trip Generation Estimate

ITE	Value	Units ¹	Vehicle Occupancy Factor	Factor to Convert to Trips	Average Weekday ²	Trips Generated				
						A.M.		P.M.		
Code	Description					Peak Hour ³ In	Peak Hour ³ Out	Peak Hour ³ In	Peak Hour ³ Out	
Existing Conditions (Based on Information from Applicant) ⁴										
Both Businesses - Employees Who Remain On-Site/Shop Workers										
-	Employees Commuting to/from Site	1	Employees	1.00	2	2	1	0	0	1
Wholesale Garden Center - Agricultural Use for Bedrock Landscape Supply										
-	Wholesale Customers	5	Customers	-	2	10	1	1	0	1
-	Inbound Supplier Deliveries (to Bedrock)	1	Deliveries	-	2	2	1	0	0	0
-	Outbound Local Wholesale Deliveries (by Bedrock)	2	Deliveries	-	2	4	0	2	0	0
						16	2	3	0	1
Summit View Landscapes - Employees Working Off-Site at Job Sites										
-	Employee Commuting Travel to/from the Shop/Yard	4	Employees	1.00	2	8	4	0	0	2
-	Employee Business Travel Between the Shop/Yard and Job Sites	4	Employees	2.00	2	4	0	2	1	0
						12	4	2	1	2
	Both Businesses - Employees Who Remain On-Site/Shop Workers					2	1	0	0	1
	Wholesale Garden Center - Agricultural Use for Bedrock Landscape Supply					16	2	3	0	1
	Summit View Landscapes - Employees Working Off-Site at Job Sites					12	4	2	1	2
	Miscellaneous trips that occur outside AM and PM peak hour periods					21	0	0	0	0
	Total					51	7	5	1	4
Future Conditions (Based on Information from Applicant) ⁵										
Both Businesses - Employees Who Remain On-Site/Shop Workers										
-	Employees Commuting to/from Site	2	Employees	1.00	2	4	2	0	0	2
Wholesale Garden Center - Agricultural Use for Bedrock Landscape Supply										
-	Wholesale Customers	15	Customers	-	2	30	3	3	0	3
-	Inbound Supplier Deliveries (to Bedrock)	3	Deliveries	-	2	6	3	0	0	0
-	Outbound Local Wholesale Deliveries (by Bedrock)	5	Deliveries	-	2	10	0	5	0	0
						46	6	8	0	3
Summit View Landscapes - Employees Working Off-Site at Job Sites										
-	Employee Commuting Travel to/from the Shop/Yard	8	Employees	1.00	2	16	8	0	0	4
-	Employee Business Travel Between the Shop/Yard and Job Sites	8	Employees	2.00	2	8	0	4	2	0
						24	8	4	2	4
	Both Businesses - Employees Who Remain On-Site/Shop Workers					4	2	0	0	2
	Wholesale Garden Center - Agricultural Use for Bedrock Landscape Supply					46	6	8	0	3
	Summit View Landscapes - Employees Working Off-Site at Job Sites					24	8	4	2	4
	Miscellaneous trips that occur outside AM and PM peak hour periods					32	0	0	0	0
	Total					106	16	12	2	9

¹ KSF = 1,000 square feet
² Units = vehicle-trips per day
³ Units = vehicle-trips per hour
⁴ Existing site consists of 1 shop worker, 4 drivers, a 3,300-square-foot vehicle repair shop, and contractor storage within 11 acres of active area
⁵ Assumes a moderate increase in contractor customers and deliveries, as well as a potential increase in employees

May 22, 2026

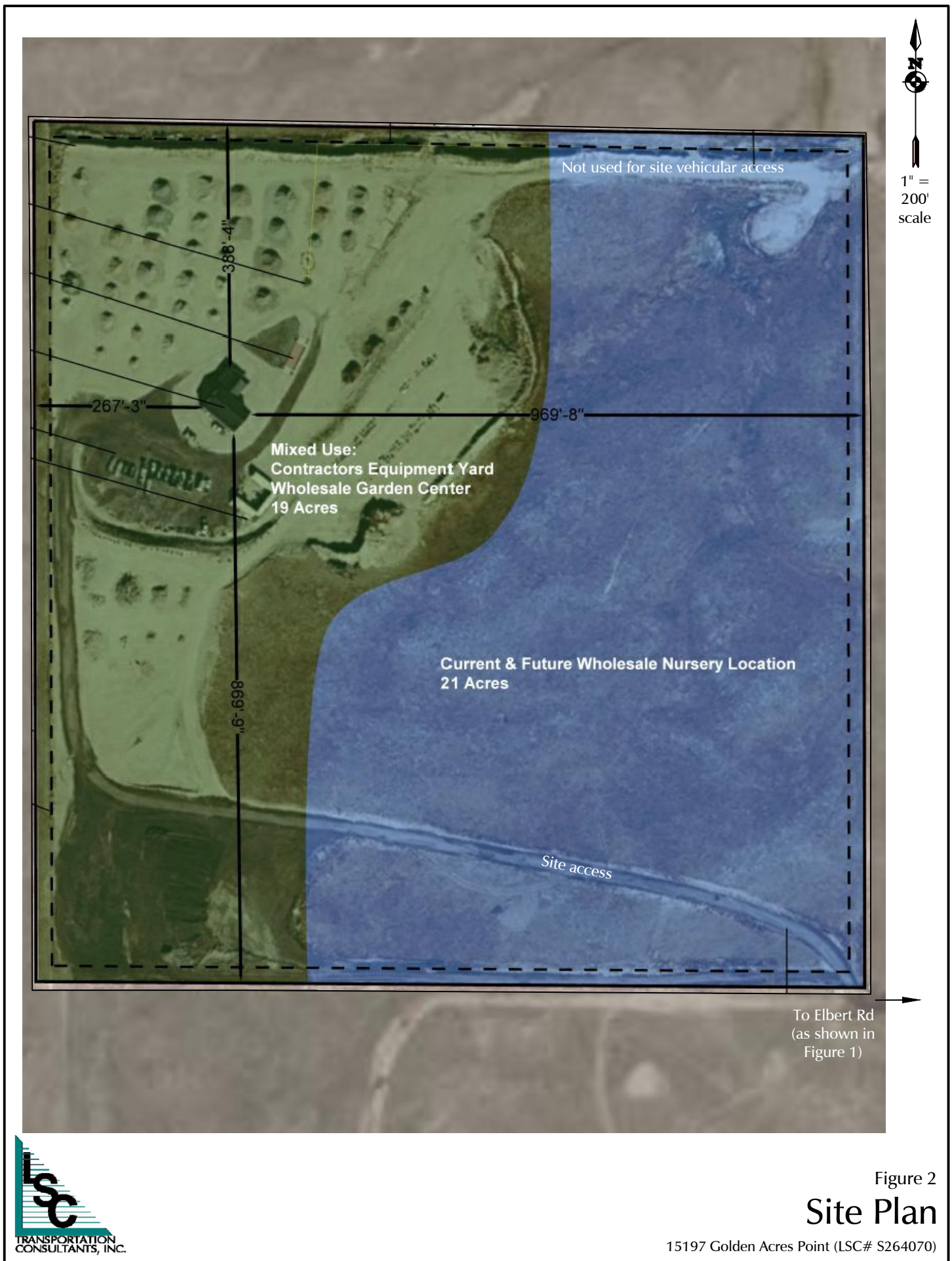
Figures 1-7

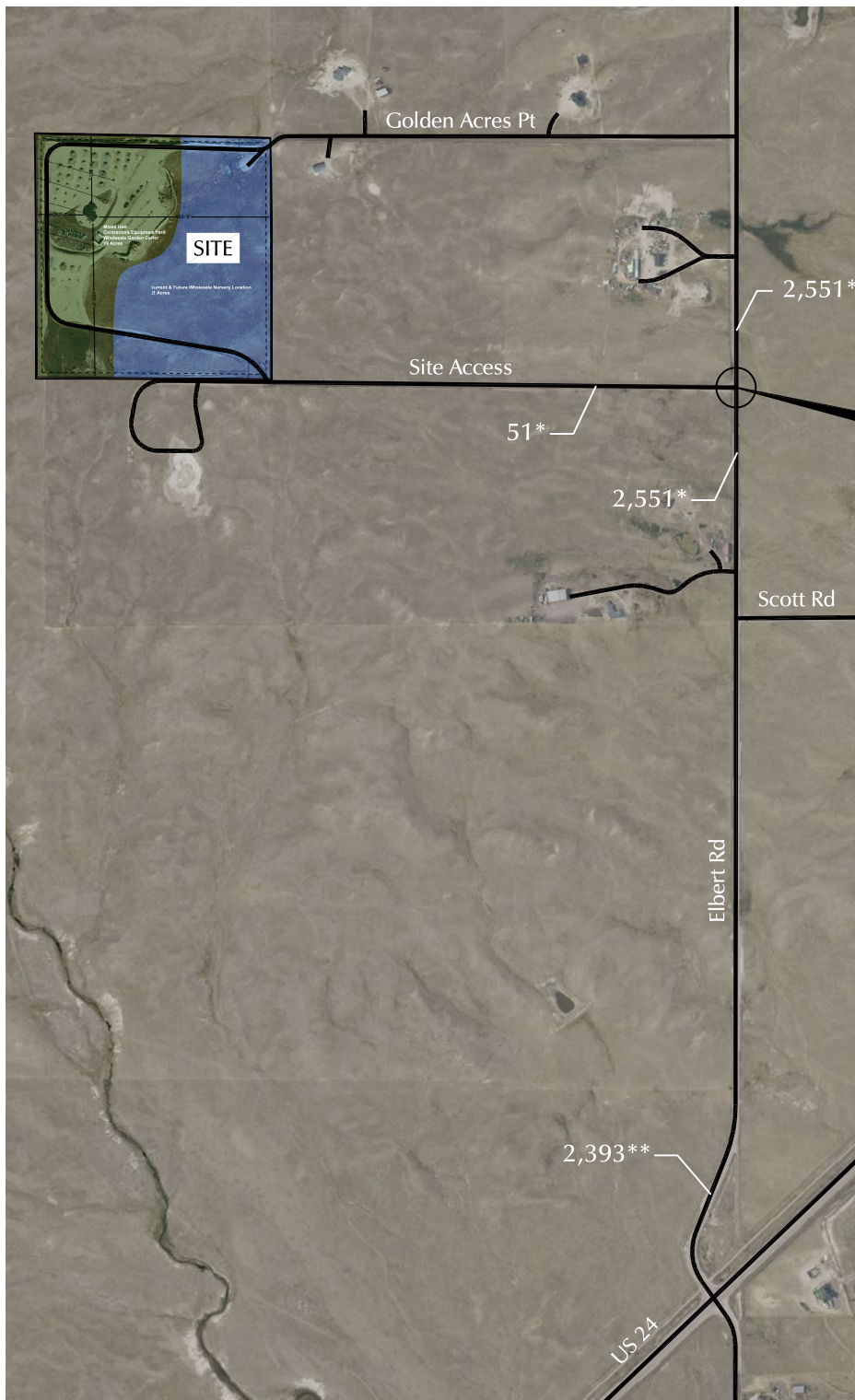


1" =
1,000'
scale

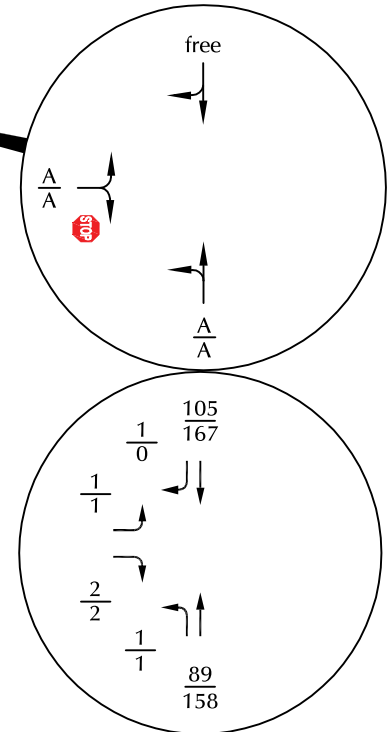
Figure 1
Vicinity Map

15197 Golden Acres Point (LSC# S264070)





1" = 1,000' scale



Counts by LSC
May 12, 2026

= Stop Sign

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

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

X,XXX = Daily Traffic (Veh/Day)

* AWT estimate from LSC count data from May 12, 2026

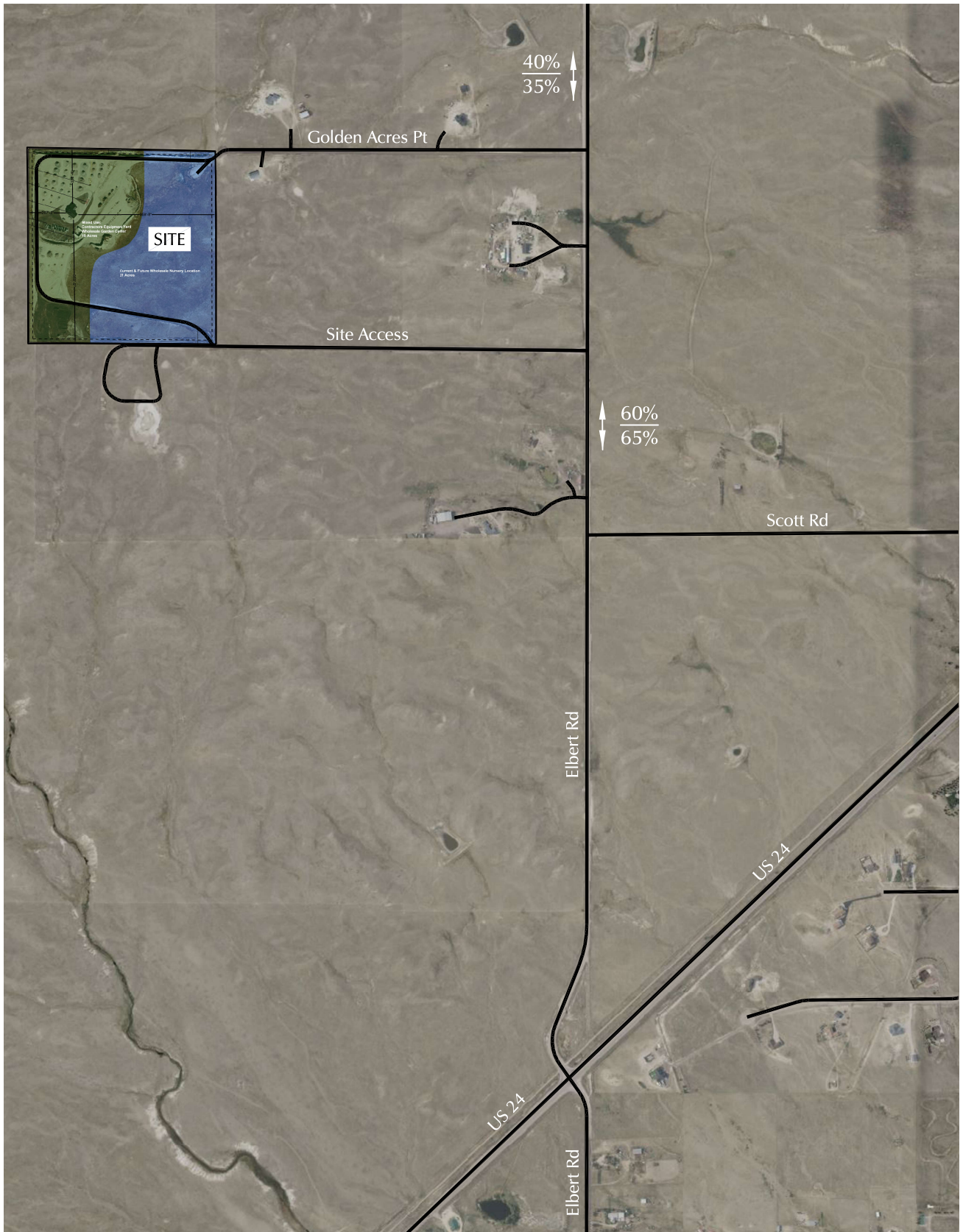
** AADT (2025) Source: CDOT Traffic Count Database System (TCDS)



2026 Existing Traffic, Lane Geometry, Traffic Control, and LOS

Figure 3

15197 Golden Acres Point (LSC# S264070)

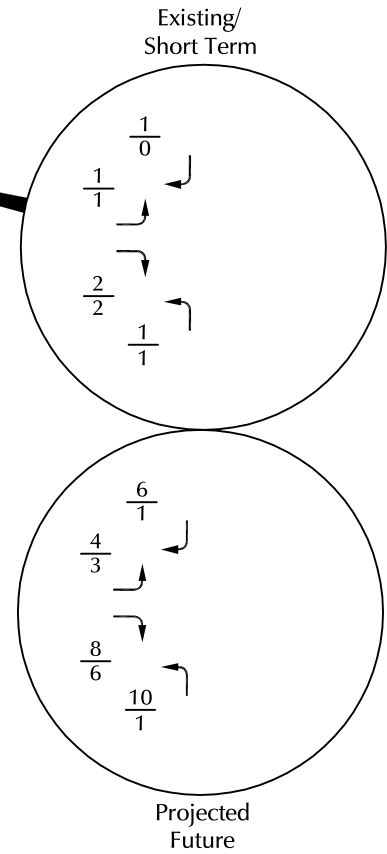
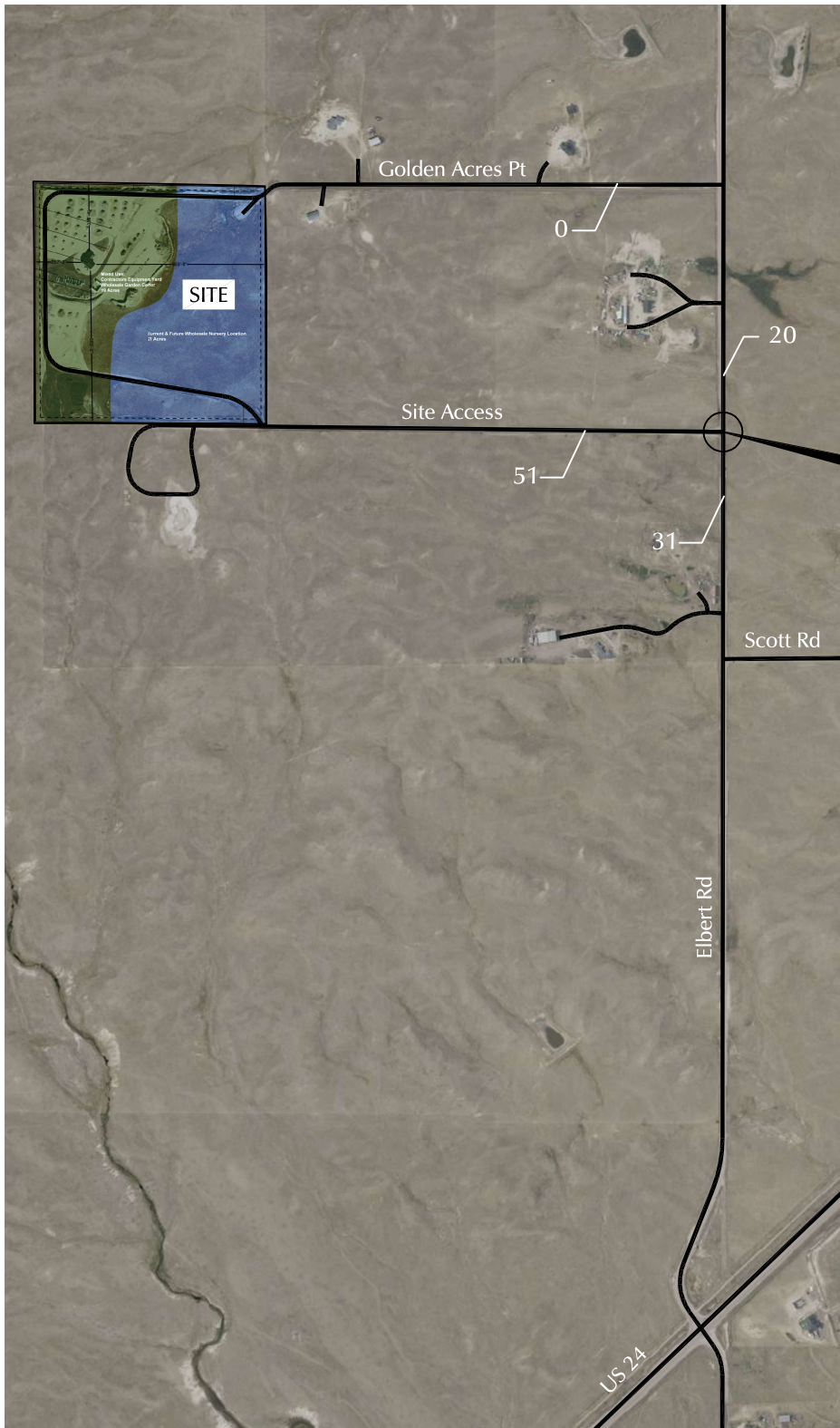


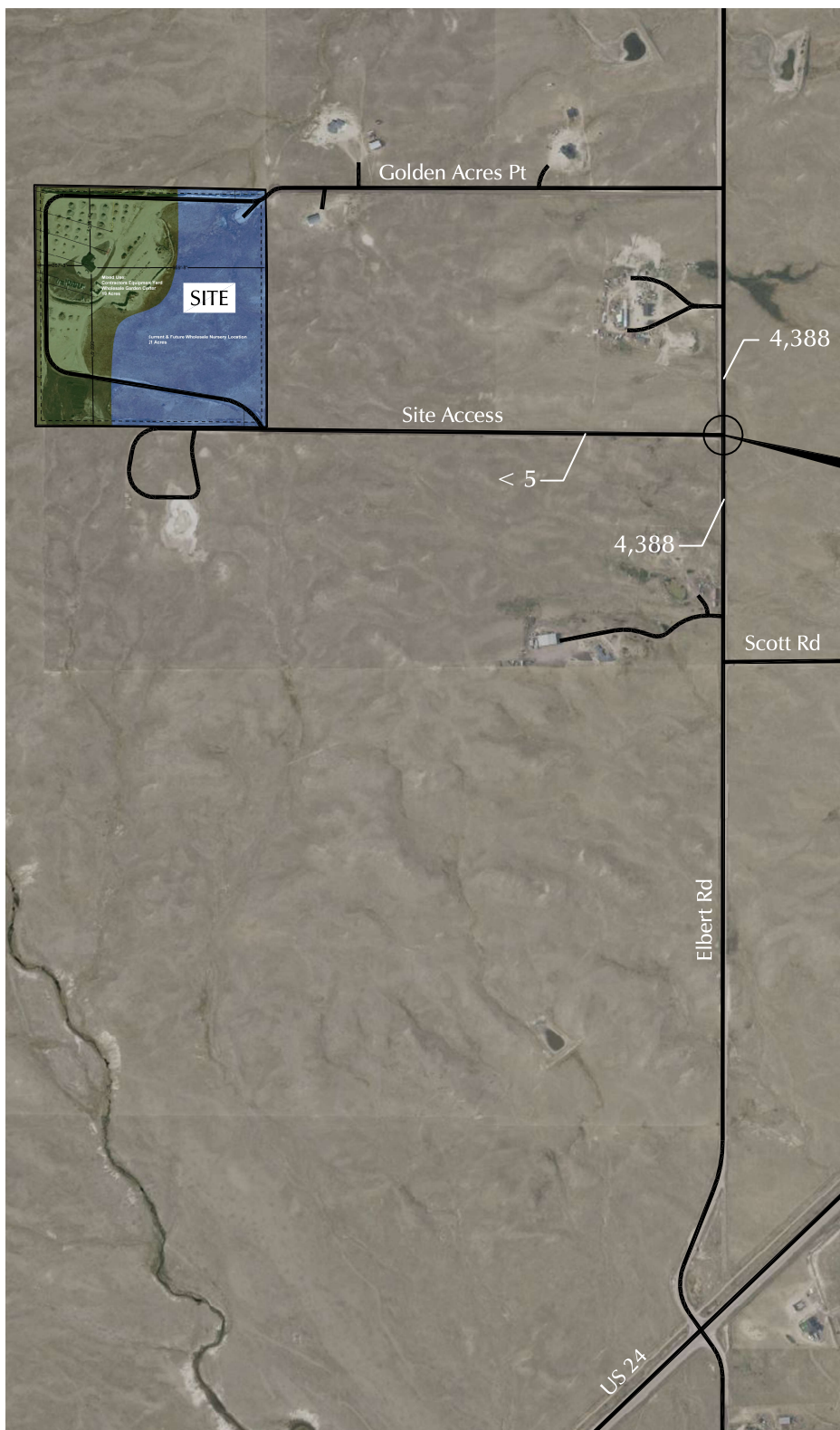

 1" = 1,000' scale



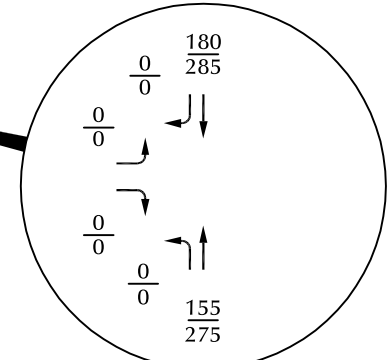
$$\frac{XX\%}{XX\%} = \frac{\text{Existing/Short-Term \% Distribution of Site-Generated Trips}}{\text{Long-Term \% Distribution of Site-Generated Trips}}$$

Figure 4
Directional Distribution
 15197 Golden Acres Point (LSC# S264070)





1" =
1,000'
scale



Please see note in
"2046 Background
Traffic" section of the
report narrative for
more details

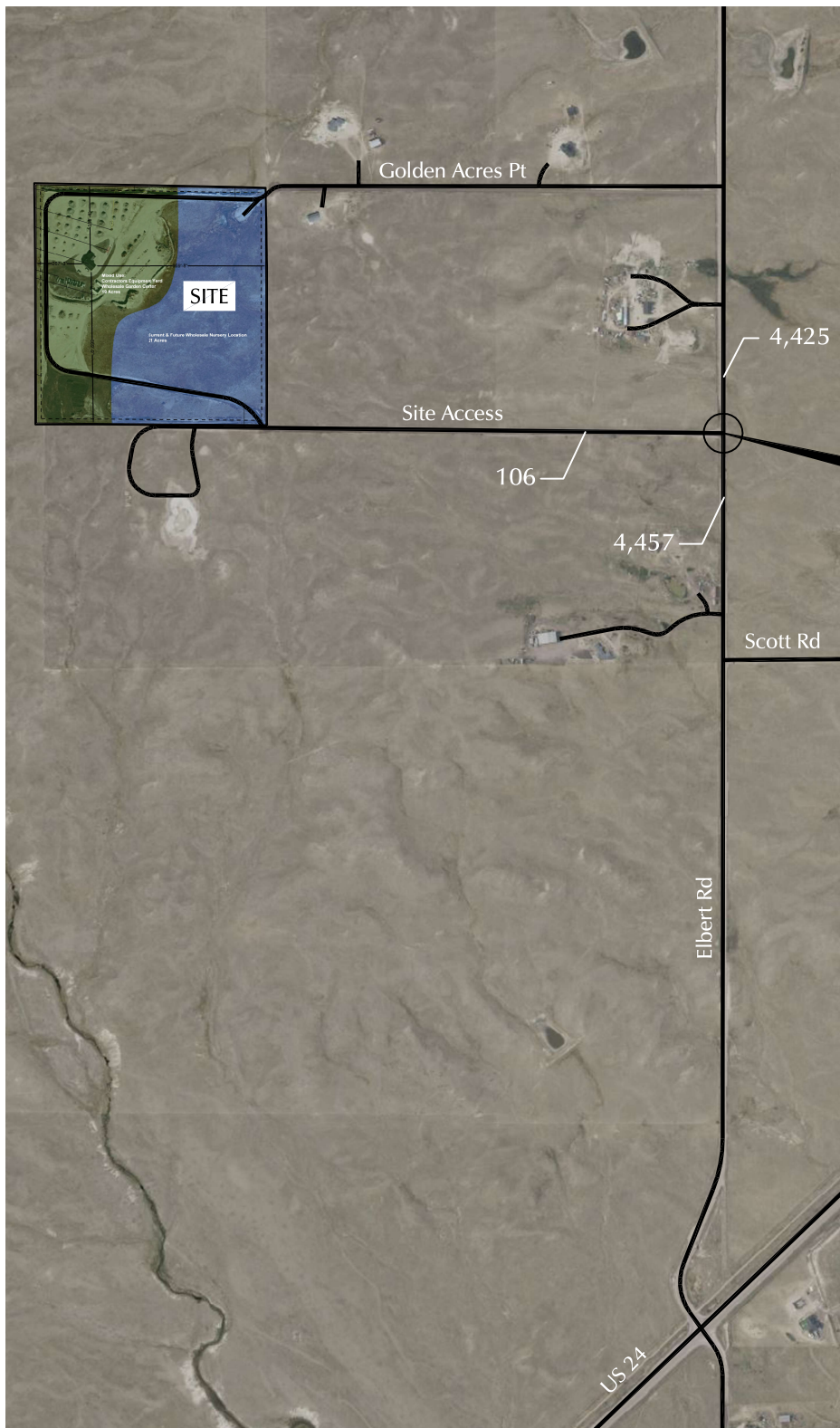
Figure 6

2046 Background Traffic, Lane Geometry, Traffic Control, and LOS

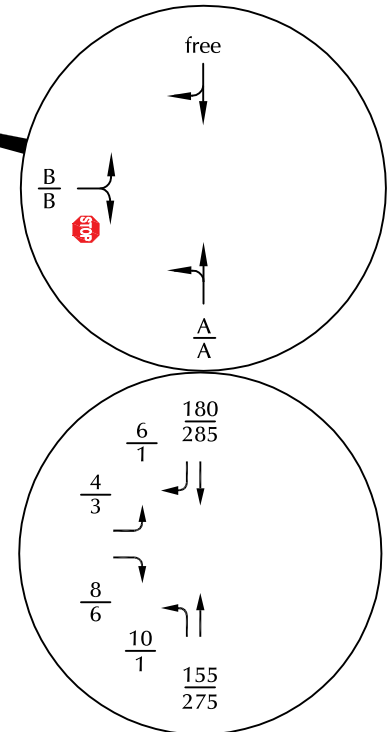
15197 Golden Acres Point (LSC# S264070)



$\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hr)
 $\frac{XX}{XX}$ = PM Weekday Peak-Hour Traffic (Veh/Hr)
 X,XXX = Average Weekday Traffic (Veh/Day)



1" = 1,000' scale



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

Figure 7 2046 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

15197 Golden Acres Point (LSC# S264070)

Level of Service Reports



HCM 6th TWSC
1: Elbert Rd & South Site Access

2026 Existing
AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	1	89	105	1
Future Vol, veh/h	1	2	1	89	105	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	1	107	127	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	237	128	128	0	-	0
Stage 1	128	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	751	922	1458	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	750	922	1458	-	-	-
Mov Cap-2 Maneuver	750	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.2	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1458	-	857	-	-	
HCM Lane V/C Ratio	0.001	-	0.004	-	-	
HCM Control Delay (s)	7.5	0	9.2	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC
1: Elbert Rd & South Site Access

2026 Existing
PM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	1	158	167	0
Future Vol, veh/h	1	2	1	158	167	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	1	182	192	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	376	192	192	0	-	0
Stage 1	192	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	625	850	1381	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	624	850	1381	-	-	-
Mov Cap-2 Maneuver	624	-	-	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.8	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1381	-	758	-	-	
HCM Lane V/C Ratio	0.001	-	0.005	-	-	
HCM Control Delay (s)	7.6	0	9.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	8	10	155	180	6
Future Vol, veh/h	4	8	10	155	180	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	10	11	178	207	7
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	411	211	214	0	-	0
Stage 1	211	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	597	829	1356	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	592	829	1356	-	-	-
Mov Cap-2 Maneuver	592	-	-	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10	0.5		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1356	-	731	-	-	
HCM Lane V/C Ratio	0.008	-	0.021	-	-	
HCM Control Delay (s)	7.7	0	10	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	6	1	275	285	1
Future Vol, veh/h	3	6	1	275	285	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	7	1	299	310	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	612	311	311	0	-	0
Stage 1	311	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	456	729	1249	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	456	729	1249	-	-	-
Mov Cap-2 Maneuver	456	-	-	-	-	-
Stage 1	742	-	-	-	-	-
Stage 2	751	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1249	-	608	-	-
HCM Lane V/C Ratio	0.001	-	0.016	-	-
HCM Control Delay (s)	7.9	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Traffic Counts

LSC Transportation Consultants, Inc.

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

File Name : Elbert Rd - Businss Access V 24H

Site Code : 234070

Start Date : 5/12/2026

Page No : 1

Groups Printed- Class 1

	Elbert Rd Southbound					Westbound					Elbert Rd Northbound					Business Access Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
14:45	0	23	0	0	23	0	0	0	0	0	0	30	0	0	30	0	0	1	0	1	54
Total	0	23	0	0	23	0	0	0	0	0	0	30	0	0	30	0	0	1	0	1	54
15:00	0	19	0	0	19	0	0	0	0	0	0	18	1	0	19	0	0	0	0	0	38
15:15	0	25	0	0	25	0	0	0	0	0	0	27	0	0	27	0	0	1	0	1	53
15:30	1	28	0	0	29	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	63
15:45	1	35	0	0	36	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	69
Total	2	107	0	0	109	0	0	0	0	0	0	112	1	0	113	0	0	1	0	1	223
16:00	0	19	0	0	19	0	0	0	0	0	0	46	0	0	46	0	0	2	0	2	67
16:15	0	34	0	0	34	0	0	0	0	0	0	39	0	0	39	1	0	0	0	1	74
16:30	0	44	0	0	44	0	0	0	0	0	0	42	0	0	42	1	0	0	0	1	87
16:45	0	40	0	0	40	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	83
Total	0	137	0	0	137	0	0	0	0	0	0	170	0	0	170	2	0	2	0	4	311
17:00	0	49	0	0	49	0	0	0	0	0	0	34	1	0	35	0	0	1	0	1	85
17:15	0	32	0	0	32	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	64
17:30	0	30	0	0	30	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	59
17:45	1	36	0	0	37	0	0	0	0	0	0	24	0	0	24	1	0	1	0	2	63
Total	1	147	0	0	148	0	0	0	0	0	0	119	1	0	120	1	0	2	0	3	271
18:00	0	33	0	0	33	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	57
18:15	0	17	0	0	17	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	41
18:30	0	12	0	0	12	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	26
18:45	0	16	0	0	16	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	28
Total	0	78	0	0	78	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	152
19:00	0	17	0	0	17	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	30
19:15	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19
19:30	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	18
19:45	0	8	0	0	8	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	20
Total	0	44	0	0	44	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	87
20:00	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	16
20:15	0	9	0	0	9	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	21
20:30	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17
20:45	0	12	0	0	12	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	15
Total	0	35	0	0	35	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	69
21:00	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	17
21:15	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
21:30	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
21:45	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	18	0	0	18	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	38
22:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
22:15	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
22:30	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
22:45	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Total	0	8	0	0	8	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	20
23:00	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4

LSC Transportation Consultants, Inc.

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

File Name : Elbert Rd - Businss Access V 24H

Site Code : 234070

Start Date : 5/12/2026

Page No : 2

Groups Printed- Class 1

	Elbert Rd Southbound					Westbound					Elbert Rd Northbound					Business Access Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
23:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
23:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
00:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
00:15	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
00:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
00:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
01:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
01:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
02:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
02:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
03:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
04:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
04:30	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:45	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
05:00	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
05:15	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
05:30	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
05:45	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
Total	0	19	0	0	19	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	34
06:00	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
06:15	0	9	0	0	9	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	18
06:30	0	13	0	0	13	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	27
06:45	0	16	0	0	16	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	31
Total	0	45	0	0	45	0	0	0	0	0	0	44	1	0	45	0	0	0	0	0	90
07:00	0	19	0	0	19	0	0	0	0	0	0	16	1	0	17	0	0	0	0	0	36
07:15	1	23	0	0	24	0	0	0	0	0	0	18	2	0	20	0	0	0	0	0	44
07:30	1	24	0	0	25	0	0	0	0	0	0	22	0	0	22	1	0	1	0	2	49
07:45	0	22	0	0	22	0	0	0	0	0	0	21	1	0	22	0	0	1	0	1	45
Total	2	88	0	0	90	0	0	0	0	0	0	77	4	0	81	1	0	2	0	3	174
08:00	1	30	0	0	31	0	0	0	0	0	0	26	0	0	26	0	0	1	0	1	58
08:15	0	20	0	0	20	0	0	0	0	0	0	23	1	0	24	1	0	0	0	1	45

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Start Date : 5/12/2026

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Groups Printed- Class 1

	Elbert Rd Southbound					Westbound					Elbert Rd Northbound					Business Access Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:30	0	29	0	0	29	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	49
08:45	0	26	0	0	26	0	0	0	0	0	0	20	0	0	20	1	0	0	0	1	47
Total	1	105	0	0	106	0	0	0	0	0	0	89	1	0	90	2	0	1	0	3	199
09:00	0	17	0	0	17	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	31
09:15	1	23	0	0	24	0	0	0	0	0	0	15	0	0	15	0	0	1	0	1	40
09:30	1	20	0	0	21	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	42
09:45	0	12	0	0	12	0	0	0	0	0	0	17	0	0	17	0	0	1	0	1	30
Total	2	72	0	0	74	0	0	0	0	0	0	66	0	0	66	0	0	3	0	3	143
10:00	0	19	0	0	19	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	42
10:15	0	23	0	0	23	0	0	0	0	0	0	13	2	0	15	0	0	0	0	0	38
10:30	0	23	0	0	23	0	0	0	0	0	0	18	0	0	18	1	0	0	0	1	42
10:45	0	25	0	0	25	0	0	0	0	0	0	17	0	0	17	1	0	0	0	1	43
Total	0	90	0	0	90	0	0	0	0	0	0	71	2	0	73	2	0	0	0	2	165
11:00	0	11	0	0	11	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	29
11:15	0	23	0	0	23	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	45
11:30	1	24	0	0	25	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	47
11:45	0	18	0	0	18	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	28
Total	1	76	0	0	77	0	0	0	0	0	0	71	0	0	71	0	0	1	0	1	149
12:00	1	26	0	0	27	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	38
12:15	0	17	0	0	17	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	29
12:30	2	16	0	0	18	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	35
12:45	0	14	0	0	14	0	0	0	0	0	0	12	0	0	12	2	0	0	0	2	28
Total	3	73	0	0	76	0	0	0	0	0	0	52	0	0	52	2	0	0	0	2	130
13:00	0	20	0	0	20	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	40
13:15	0	23	0	0	23	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	41
13:30	0	22	0	0	22	0	0	0	0	0	0	19	1	0	20	0	0	0	0	0	42
13:45	1	22	0	0	23	0	0	0	0	0	0	20	0	0	20	1	0	0	0	1	44
Total	1	87	0	0	88	0	0	0	0	0	0	77	1	0	78	1	0	0	0	1	167
14:00	0	17	0	0	17	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	32
14:15	0	22	0	0	22	0	0	0	0	0	0	31	1	0	32	0	0	0	0	0	54
14:30	0	25	0	0	25	0	0	0	0	0	0	14	0	0	14	1	0	0	0	1	40
Grand Total	13	1335	0	0	1348	0	0	0	0	0	0	1259	12	0	1271	12	0	14	0	26	2645
Apprch %	1	99	0	0		0	0	0	0		0	99.1	0.9	0		46.2	0	53.8	0		
Total %	0.5	50.5	0	0	51	0	0	0	0	0	0	47.6	0.5	0	48.1	0.5	0	0.5	0	1	

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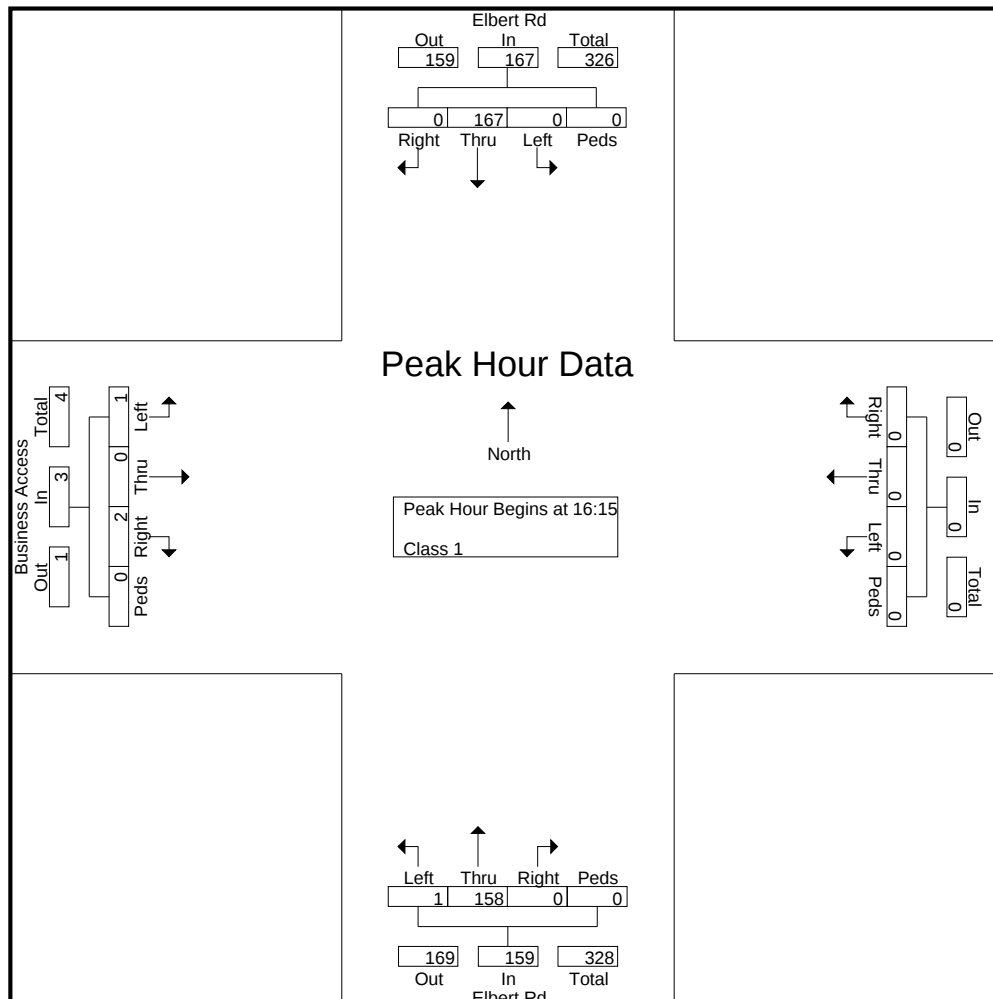
File Name : Elbert Rd - Businss Access V 24H

Site Code : 234070

Start Date : 5/12/2026

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	Elbert Rd Southbound					Westbound					Elbert Rd Northbound					Business Access Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 14:45 to 20:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	34	0	0	34	0	0	0	0	0	0	39	0	0	39	1	0	0	0	1	74
16:30	0	44	0	0	44	0	0	0	0	0	0	42	0	0	42	1	0	0	0	1	87
16:45	0	40	0	0	40	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	83
17:00	0	49	0	0	49	0	0	0	0	0	0	34	1	0	35	0	0	1	0	1	85
Total Volume	0	167	0	0	167	0	0	0	0	0	0	158	1	0	159	2	0	1	0	3	329
% App. Total	0	100	0	0		0	0	0	0		0	99.4	0.6	0		66.7	0	33.3	0		
PHF	.000	.852	.000	.000	.852	.000	.000	.000	.000	.000	.000	.919	.250	.000	.924	.500	.000	.250	.000	.750	.945



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Start Date : 5/12/2026

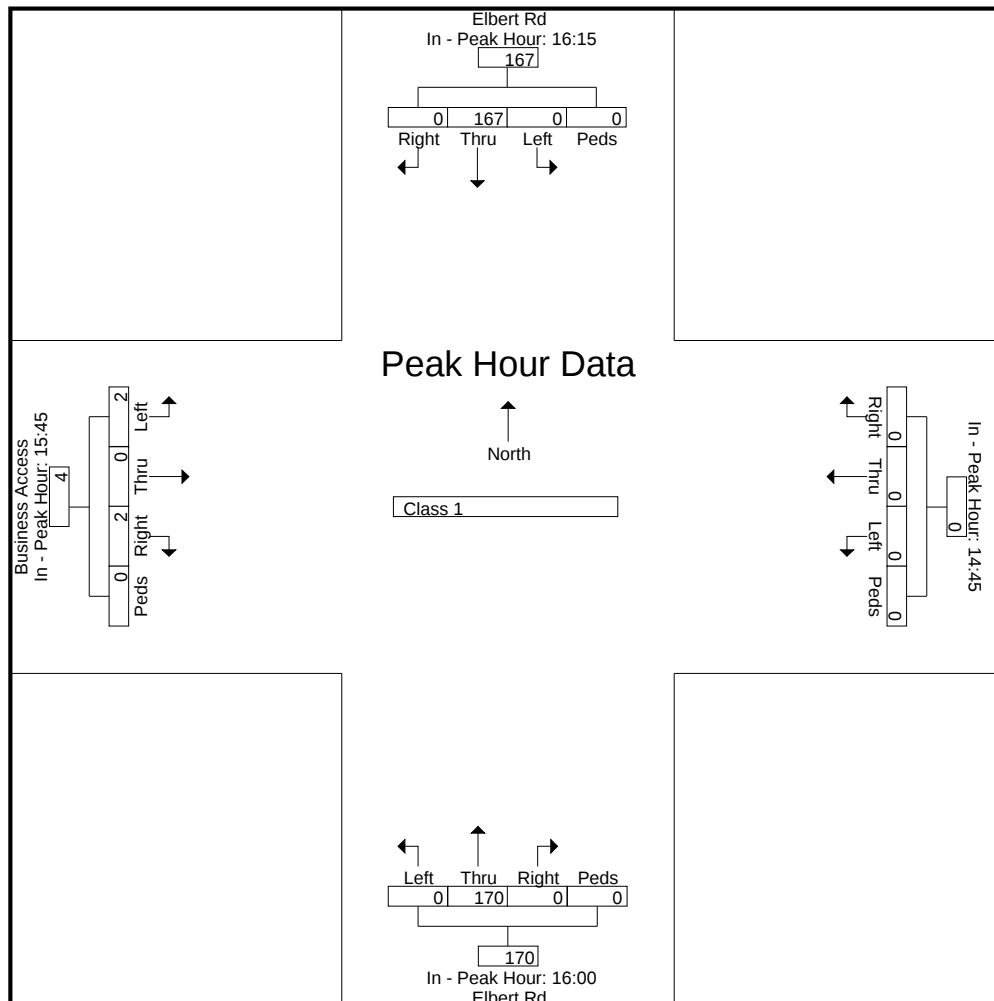
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	Elbert Rd Southbound					Westbound					Elbert Rd Northbound					Business Access Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 14:45 to 20:30 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15					14:45					16:00					15:45				
+0 mins.	0	34	0	0	34	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0
+15 mins.	0	44	0	0	44	0	0	0	0	0	0	39	0	0	39	0	0	2	0	2
+30 mins.	0	40	0	0	40	0	0	0	0	0	0	42	0	0	42	1	0	0	0	1
+45 mins.	0	49	0	0	49	0	0	0	0	0	0	43	0	0	43	1	0	0	0	1
Total Volume	0	167	0	0	167	0	0	0	0	0	0	170	0	0	170	2	0	2	0	4
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		50	0	50	0	
PHF	.000	.852	.000	.000	.852	.000	.000	.000	.000	.000	.000	.924	.000	.000	.924	.500	.000	.250	.000	.500



Conceptual Site Plan



Owner/Applicant: Ryan & Ashley Hollamby- 719.332.8849
Address: 15197 Golden Acres Pt. Peyton, CO 80831
Property Tax Schedule #: 42000-00-457
Current Zoning: A-35
Legal Description: NE4SW4 SEC 15-12-64
Lot/Parcel Size: 40 acres
All surrounding properties zoned A-35

Date: 3/19/26

