

Fasching Consulting



February 28th, 2026

Mr. Kevin Roth, PE
Roth Lang Engineering Group, LLC
6855 S. Havana Street, Suite 600
Centennial, CO 80112

**RE: Base Assumptions Form and Tip Generation Analysis
St. Francis of Assisi Church Near Castle Rock (Fasching Project 26-08)**

Dear Mr. Roth:

Attached please find the completed Base Assumptions form in support of the annexation of the St Francis of Assisi Church located on the south of Fifth Street near Castle Rock. Staff has requested a completed form to fully assess whether a waiver for a traffic impact study should be granted.

The church has been operating at its current location for many years. Its operation will not change just because it is annexing, so its traffic impact onto the Fifth Street will remain the same. Its access onto Fifth Street is a tee-intersection with side-street stop control, and the center lane of Fifth Street is striped so as to serve as an acceleration/harbor lane for the left-turn out of the facility. This lane allows an easier means of turning left onto Fifth Avenue. From the counts provided by the Town, signalization is not warranted, and this intersection has been improved to the extent possible with respect to accommodating turning movements.

From the Town counts, the distribution of traffic is approximate 61 percent to/from the west and 39 percent to/from the east.

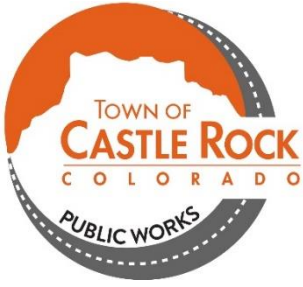
No other improvements appear to be needed for annexation since operations will not change. If you have any questions, please feel free to email me at Chris.Fasching@outlook.com.

Sincerely,

Fasching Consulting, LLC

A handwritten signature in blue ink that reads "Christopher J. Fasching".

Christopher J. Fasching, PE
President/Owner



TIA BASE ASSUMPTIONS WORKSHEET

PROJECT INFORMATION

Project Name: _____

Developer / Applicant: _____

Consultant Firm: _____

Traffic Engineer (PE): _____

Date of Pre-Design Meeting: _____

PROJECT DESCRIPTION

Project Type: ☐ New Development ☐ Redevelopment **Neither - Existing**

Land Uses & Densities: _____

ITE Land Use Codes: _____

Site Plan Attached: ☐ Yes ☐ No

Description (include access points, circulation, multimodal elements):

PROJECT LOCATION & STUDY AREA

Project Location: _____

Study Area Boundaries

- North: _____
- South: _____
- East: _____
- West: _____

Study Intersections / Segments (Attach additional list if necessary):

1. _____
2. _____
3. _____
4. _____

Adjacent / Cumulative Developments to Include:

REQUEST TYPE

- ☐ Full Transportation Impact Analysis
- ☐ Waiver (ADT < 200 or special variance) Church already exists.
- ☐ Conformance Letter Only

ANALYSIS YEARS & GROWTH

Study Years:

- Existing Year:
- Year 1 Horizon (Development Completion):
- 20-year Horizon:
- Phasing Years (if applicable):

Background Growth Rate: % per year

Growth Source: ☐ Town ☐ DRCOG ☐ CDOT ☐ Other

ANALYSIS ASSUMPTIONS & METHODOLOGY

Analysis Software:

☐ Synchro ☐ Sidra ☐ HCS ☐ Vistro ☐ Other:

Analysis Methods:

- Intersection LOS/Delay per HCM (latest edition)
- 95th-percentile queue vs. available storage

Peak Hours for Study:

☐ AM ☐ PM ☐ Saturday Wednesday PM and Sunday morning if study is needed.

Signal Timing Source:

☐ Field Observation ☐ Town Database ☐ Assumed (requires approval) NA

TRAFFIC DATA & COLLECTION REQUIREMENTS

- ☐ 24-hr Counts (Tue–Thu, non-holiday)
- ☐ AM/PM Peak Turning Movement Counts Town has provided Wed PM counts.
- ☐ Saturday Counts (if applicable)
- ☐ Queue Observations

Acceptable Count Date Range: Must be within 6–12 months of submittal

TRIP GENERATION & ASSIGNMENT

Trip Generation Source:

- ☐ ITE Trip Generation Manual (Edition _____)
- ☐ Local Data Study
- ☐ Other: _____

Trip Generation Table Attached: ☐ Yes

Trip Adjustment Factors:

- **Pass-By (%)**: _____
- **Internal Capture (%)**: _____
- **Multimodal Split (%)**: _____

Overall Trip Distribution (Graphic Attached): ☐ Yes **61% West, 39% East**

PROJECT COMPLETION & PHASING

Anticipated Completion Date: _____

Phasing Plan (if applicable):

- ☐ Yes (attach plan)
- ☐ No

PLANNED IMPROVEMENTS & COORDINATION

Town CIP Projects: _____

CDOT / Douglas County Projects: _____

Developer-Funded Improvements: _____

Requires Coordination With:

- ☐ CDOT R1
- ☐ Douglas County
- ☐ Adjacent Developers

OTHER TRAFFIC STUDIES / REFERENCES

List any existing or prior TIAs for the site or nearby projects that are referenced for this TIA scope:

SPECIAL CONSIDERATIONS

(Examples: school proximity, Downtown Overlay, constrained access spacing, safety issues, pedestrian generators, etc)

28-Feb-26

St. Francis of Assisi Trip Generation Estimates*

Time Period	Inbound	Outbound	Total
Weekday			
Daily	99	99	198
AM Peak Hour	7	4	11
PM Peak Hour	5	8	13
PM Pk Hr From Counts**	105	61	166
Sunday			
Peak Hour	183	207	390

* Based on ITE Code 560, Church, 29,000 SF facility except for the PM Pk Hr From Counts Line item.

** Reflects a Wednesday evening when a service is given. ITE PM peak hour estimates are reflective of a non-service evening which will a more prevailing condition.



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

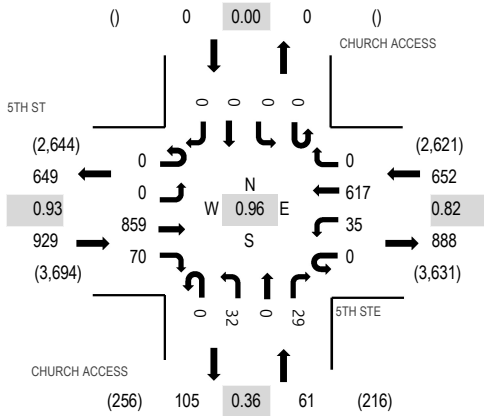
Location: 1 CHURCH ACCESS & 5TH STE PM

Date: Wednesday, November 2, 2022

Peak Hour: 04:30 PM - 05:30 PM

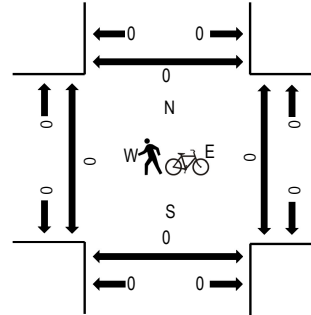
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	5TH ST Eastbound				5TH STE Westbound				CHURCH ACCESS Northbound				CHURCH ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	0	0	231	1	1	3	167	0	0	0	0	2	0	0	0	0	405	1,508	0	0	0	0
3:15 PM	0	0	213	6	0	6	159	0	0	2	0	1	0	0	0	0	387	1,421	0	0	0	0
3:30 PM	0	0	189	2	0	5	143	0	0	2	0	7	0	0	0	0	348	1,387	0	0	0	0
3:45 PM	0	0	211	2	0	0	152	0	0	1	0	2	0	0	0	0	368	1,444	0	0	0	0
4:00 PM	0	0	190	4	0	3	118	0	0	1	0	2	0	0	0	0	318	1,504	0	0	0	0
4:15 PM	0	0	180	12	0	4	154	0	0	2	0	1	0	0	0	0	353	1,580	0	0	0	0
4:30 PM	0	0	216	35	0	17	126	0	0	5	0	6	0	0	0	0	405	1,642	0	0	0	0
4:45 PM	0	0	198	28	0	15	150	0	0	17	0	20	0	0	0	0	428	1,609	0	0	0	0
5:00 PM	0	0	232	7	0	1	143	0	0	8	0	3	0	0	0	0	394	1,573	0	0	0	0
5:15 PM	0	0	213	0	0	2	198	0	0	2	0	0	0	0	0	0	415	1,551	0	0	0	0
5:30 PM	0	0	226	6	0	2	138	0	0	0	0	0	0	0	0	0	372	1,456	0	0	0	0
5:45 PM	0	0	203	21	0	16	136	0	0	8	0	8	0	0	0	0	392	1,406	0	0	0	0
6:00 PM	0	0	171	4	0	2	109	0	0	51	0	35	0	0	0	0	372	1,253	0	0	0	0
6:15 PM	0	0	151	5	0	3	144	0	0	10	0	7	0	0	0	0	320	1,109	0	0	0	0
6:30 PM	0	0	165	9	1	6	136	0	0	5	0	0	0	0	0	0	322	967	0	0	0	0
6:45 PM	0	0	113	13	0	8	101	0	0	3	0	1	0	0	0	0	239	779	0	0	0	0
7:00 PM	0	0	143	2	0	0	80	0	0	3	0	0	0	0	0	0	228	693	0	0	0	0
7:15 PM	0	0	121	1	0	1	55	0	0	0	0	0	0	0	0	0	178		0	0	0	0
7:30 PM	0	0	65	1	0	0	67	0	0	0	0	1	0	0	0	0	134		0	0	0	0
7:45 PM	0	0	102	2	0	1	48	0	0	0	0	0	0	0	0	0	153		0	0	0	0
Count Total	0	0	3,533	161	2	95	2,524	0	0	120	0	96	0	0	0	0	6,531		0	0	0	0
Peak Hour	0	0	859	70	0	35	617	0	0	32	0	29	0	0	0	0	1,642		0	0	0	0