



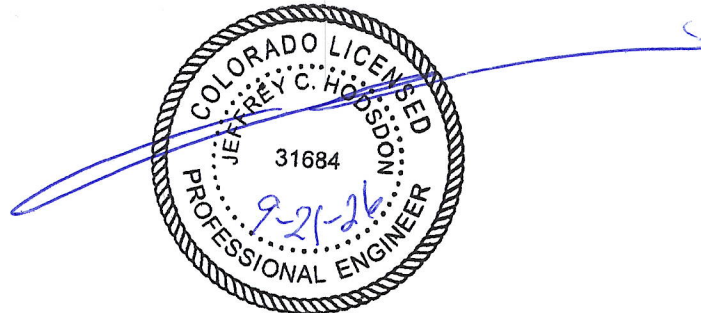
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Gateway Trucking Transportation Memorandum and Road Conditions Report

PCD File Nos. PPR-21-033; VA-256
(LSC #S214361)
September 21, 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.

Gateway Trucking

Transportation Memorandum and Road Conditions Report

Prepared for:
Cris Wilson
Gateway Trucking
235 Franceville Coal Mine Road
Colorado Springs, CO 80929

September 21, 2026 UPDATE

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

PCD File Nos. PPR-21-033; VA-256

LSC #S214361



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September 21, 2026

Cris Wilson
Gateway Trucking
235 Franceville Coal Mine Road
Colorado Springs, CO 80929

RE: Gateway Trucking
El Paso County, Colorado
Transportation Memorandum
and Road Conditions Report
LSC # S214360
PCD File No. PPR-21-033

Dear Ms. Wilson:

LSC Transportation Consultants, Inc. has prepared this Transportation Memorandum and Road Conditions Report for the Gateway Trucking operation. The site is located on the east side of Franceville Coal Mine Road about one mile south of State Highway (SH) 94 in El Paso County, Colorado. The site access is shown on Figure 1. This report is an update to the July 2023 version of the report.

For reference, prior memoranda/reports were dated July 23, 2023, February 2, 2022, April 2, 2018, July 14, 2017 and February 8, 2016.

For quick reference, Section 9 presents a summary of recommendations.

SECTION 1 – REPORT CONTENTS

This report includes the following sections:

SECTION 2 – LAND USE & ACCESS

Includes site location, access, and information about the Gateway Trucking operation.

SECTION 3 – CURRENT ROADWAY AND TRAFFIC CONDITIONS & PRIOR DATA ANALYSIS

SECTION 4 – GATEWAY TRUCKING TRIP GENERATION & TRIP DISTRIBUTION

SECTION 5 – STUDY AREA INTERSECTION AND ROADWAY SEGMENT ANALYSIS

SECTION 6 – IDENTIFICATION OF ROAD DEFICIENCIES

- Description of the condition of Franceville Coal Mine Road from SH 94 to the entrance of the property and the identification of deficiencies.
- Preliminary Cost Estimates to Mitigate/Repair the Identified Deficiencies.
- Percentage impact by Gateway Trucking based on traffic data.
- Developer's proportionate share based on current traffic volumes and proposed use.
- An analysis of current road segment use and traffic patterns, as required per **Item 5a** of the Development agreement.

SECTION 7 – ESCROW FOR ROAD SEGMENT IMPROVEMENTS (EL PASO COUNTY)

- This section addresses Items 5b, 5c, and 5d of the Development Agreement "Escrow for Road Segment Improvements."
- Estimate of future road segment use and traffic patterns, as required per Item 5b of the Development Agreement.
- An identification of future improvements to the road segment necessary to accommodate such future use and traffic patterns and the trigger event therefore, as required per Item 5c of the Development Agreement.
- An estimate of the cost of such future road improvements and the developer's proportionate share thereof, as required per Item 5d of the Development Agreement.

SECTION 8 – SH 94/FRANCEVILLE COAL MINE ROAD INTERSECTION – CDOT ACCESS PERMIT APPLICATION

- The CDOT Access Permit Application is a necessary step for Item No. 3 of the Development Agreement. A copy is attached to this report.

- This report includes content from the previous LSC report dated February 8, 2016, which addressed future conditions.
- Updated evaluation and recommendations for the intersection of Franceville Coal Mine Road and SH 94.

SECTION 9 – RECOMMENDATIONS/SUMMARY

SECTION 2 – LAND USE AND ACCESS

The applicant's property is located east of Franceville Coal Mine Road about one mile south of SH 94. The site consists of about 10 acres of the overall property used as an overnight parking area for multi-unit aggregate trucks and single-unit trucks. Site access is to Franceville Coal Mine Road.

The current application with EPC is for a site development plan.

The number of truck drivers has reduced from 20 to 10. *The daily operations of the business are managed from another location, so no Gateway management or employees work on the site.* **[September 2026] Note: Since the August 11th version of this report, the applicant now owns and operates six trucks instead of ten. For this report, this is a note for information purposes only. The report narrative, tables, estimates, analysis, etc. still reflect the ten trucks.**

Gateway Trucking has the capability to park a maximum of 25 tandem trucks and tractor-trailers [note: as stated above, the number of truck drivers has reduced to 10 (the previous report was based on 20 maximum drivers during the busy season)] and stores other equipment for parts on the site. No raw materials are hauled to or stored on the site.

The number of trucks parked on site and the number of trips to and from the site varies with the season, location and schedule of Gateway's jobs. Trucks that are dispatched to local jobs are picked up and returned to the site the same day. Frequently, especially during the summer, the majority of Gateway's trucks are dispatched to jobs out of town and are gone from the site for several weeks or months at a time.

For example, the owner had a contract for summer 2015 for ten trucks to be in Lamar, Colorado for three months. During the winter when there are fewer jobs, trucks may remain parked on site for several months. During winter 2014, there was a two-month period where none of the trucks left the site. However, the “**maximum** site generated” scenario analysis assumes all 10 trucks are used for local jobs and leave and return to the site each day.

The applicant's property and the site are shown in Figure 2. Employees (truck drivers) travel to the site via their own vehicles between 5:00 and 7:00 a.m. and depart in the company trucks to the job site(s). The employees return the company trucks to the site between 2:00 and 6:00 p.m. and then leave the site in their own vehicles.

Records from July 12, 2022 showed only 10 drivers at that time. Dispatch records from July 12, 2023 showed 20 drivers.

SECTION 3 – CURRENT ROADWAY AND TRAFFIC CONDITIONS & PRIOR DATA ANALYSIS

3.1 - AREA ROADWAYS

The area roadways in the site's vicinity are described below.

State Highway 94 (SH 94) is a two-lane highway extending east from US Highway 24 (US Hwy 24) through eastern El Paso County into Lincoln County. In the vicinity of the site, SH 94 is classified as a Non-Rural Principal Highway (NR-A) and has a posted speed limit of 65 miles per hour (mph). Access to SH 94 subject to the *2012 State Highway 94 Access Management Plan*.

Franceville Coal Mine Road is two-lane rural gravel local roadway that extends south from SH 94 for about three miles. The posted speed limit is 35 mph. There are no auxiliary left- and right-turn lanes at the SH 94/Franceville Coal Mine Road intersection and the traffic control is two-way, stop-sign controlled. Additional information regarding road conditions on Franceville Road is contained later in this memo in the sub-section entitled "FRANCEVILLE COAL MINE ROAD – ROAD SEGMENT ANALYSIS"

3.2 - EXISTING (2026) TRAFFIC DATA

LSC has conducted current traffic counts for purposes of having current volumes as well as for comparison to total traffic volumes on SH 94 and Franceville Coal Mine Road to the prior reports.

3.2.1 - Intersection Vehicular turning-movement intersection counts

Turning movement counts were conducted at the following intersections:

- State Highway 94/Franceville Coal Mine Road
Tuesday, March 31, 2026 and Wednesday, April 1, 2026
 - from 6:30 – 8:30 a.m.
 - from 3:30 – 5:30 p.m.
- Franceville Coal Mine Road/Gateway Trucking Site Access/Gun Club Access
On these dates and times:
Tuesday, March 31, 2026 and Wednesday, April 1, 2026
 - from 6:30 – 8:30 a.m.
 - 2:30-4:00 p.m.
 - 4:00 p.m. -5:00 p.m. (peak hour of Highway 94)
 - 5:00 p.m. -6:00 p.m.

Figure 3 shows these turning-movement volumes

3.2.2 - Daily Machine Roadway Segment Traffic Counts

Figure 3 also shows the results of spring 2026 daily machine bi-directional roadway segment counts conducted on Franceville Coal Mine Road south of SH 94. Data collected March 31st through April 2nd. Raw count data is attached.

Traffic volumes on Franceville Coal Mine Road have essentially not changed.

Figure 3 summarizes the data collected, for reference.

March 31, 2026 (Tuesday) – 214 vpd w/36 trucks

April 1, 2026 (Wednesday) – 329 vpd w/60 trucks

April 2, 2026 (Thursday) – 237 vpd w/38 trucks

Note: Previous observations and 2026 count data indicate that other trucks, in addition to Gateway Trucking, continue to use Franceville Coal Mine Road. Truck counts noted above are for vehicles greater than 20 feet in length. Please refer to attached data sheets for vehicles greater than 40 feet and other additional information.

3.3 - 2026 TRAFFIC DATA & ANALYSIS

Prior reports contain previous counts on Franceville Coal Mine Road for reference and comparison. Note: the gun club is only open Wednesdays, Fridays, Saturdays, and Sundays (and is closed on Mondays, Tuesdays, and Thursdays) and, as such, volumes vary. This report and past TIS reports have included a **Wednesday** as one of the data collection days in order to include the weekday when the Gun club is open. April 1, 2026 was the **Wednesday** counted for this report.

The recorded afternoon traffic generated by the gun club on Wednesday April 1st was lighter than previous data samples from 2023 and 2021.

Please refer to Table 1 and Table 2 for current, 2026 traffic data and a “snapshot” of relative impact by the developer’s operation on the days counted. **Note: these are 3.5-hour counts, not one-hour counts/volumes.** Hourly data are available for 4-5 pm and 5-6 pm. The count data sheets are attached.

Roadway Approach	March 31, 2026			April 1, 2026		
	Passenger ¹	Trucks	Total	Passenger ¹	Trucks	Total
Southbound -- North of the Gun Club Access (Entering)						
To the Gun Club	0	0	0	16	1	17
To the Gateway Trucking storage site	1	8	9	4	4	8
To south of Gateway Trucking storage site ²	13	3	16	14	2	16
Total	14	11	25	34	7	41
Northbound -- North of the Gun Club Access (Exiting)						
From the Gun Club	0	0	0	13	1	14
From the Gateway Trucking storage site	3	0	3	8	1	9
From south of Gateway Trucking storage site ²	11	2	13	13	0	13
Total	14	2	16	34	2	36
Note: Time interval for 3.5-hour PM traffic counts is 2:30-6:00 p.m.						
¹ Includes passenger vehicles and pick-up trucks not towing a trailer						
² To/from a destination south of the Gateway Trucking storage site access point						
May 14, 2026						

Roadway Approach	Turning Movement Counts			Traffic Percentages		
	Passenger ¹	Trucks	Total	Passenger ¹	Trucks	Total
Tuesday, March 31, 2026						
Southbound -- North of the Gun Club Access (Entering)						
To the Gun Club	0	0	0	0%	0%	0%
To the Gateway Trucking storage site	1	8	9	4%	32%	36%
To south of Gateway Trucking storage site ²	13	3	16	52%	12%	64%
Total	14	11	25	-	-	100%
Northbound -- North of the Gun Club Access (Exiting)						
From the Gun Club	0	0	0	0%	0%	0%
From the Gateway Trucking storage site	3	0	3	19%	0%	19%
From south of Gateway Trucking storage site ²	11	2	13	69%	13%	81%
Total	14	2	16	-	-	100%
Wednesday, April 1, 2026						
Southbound -- North of the Gun Club Access (Entering)						
To the Gun Club	16	1	17	39%	2%	41%
To the Gateway Trucking storage site	4	4	8	10%	10%	20%
To south of Gateway Trucking storage site ²	14	2	16	34%	5%	39%
Total	34	7	41	-	-	100%
Northbound -- North of the Gun Club Access (Exiting)						
From the Gun Club	13	1	14	36%	3%	39%
From the Gateway Trucking storage site	8	1	9	22%	3%	25%
From south of Gateway Trucking storage site ²	13	0	13	36%	0%	36%
Total	34	2	36	-	-	100%
Note: Time interval for 3.5-hour PM traffic counts is 2:30-6:00 p.m.						
Location of traffic counts is on Franceville Coal Mine Rd, just north of the Gun Club access point						
¹ Includes passenger vehicles and pick-up trucks not towing a trailer						
² To/from a destination south of the Gateway Trucking storage site access point						
May 14, 2026						

3.4 - LEVEL OF SERVICE

The intersection of Highway 94 & Franceville Coal Mine Road has been analyzed to determine the **current** levels of service during the morning and afternoon peak hours based on the unsignalized method of analysis procedures outlined in the *Highway Capacity Manual*, 2010 Edition by the Transportation Research Board.

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 3 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 3: Intersection Levels 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.		

Detailed Synchro reports are attached. A summary of LOS during the weekday morning and evening peak hours is shown in Figure 3.

- Figure 3: Existing Traffic, Lane Geometry, Traffic Control, and LOS

All single-lane approaches and individual turn lanes currently operate at LOS F during morning peak hour. During the afternoon peak hour, the northbound and southbound approaches operate at LOS D to E, depending on the day.

Note: Figure 3 shows calculated level of service based on data collected on March 31 and April 1, 2026.

LSC also completed LOS analysis based on hourly volumes during the hour immediately following the AM Peak and immediately following the PM peak. The analysis indicates LOS E and LOS D, respectively, for the northbound approach at the intersection. The synchro reports are attached for reference. Also included are charts showing the hourly volumes along highway 94 to show the variation in hourly volumes. Traffic turning from northbound Franceville Coal Mine Road onto Highway 94 generally experiences, on average, lower delay outside of the peak hour of Highway 94 traffic.

SECTION 4 – GATEWAY TRUCKING TRIP GENERATION & TRIP DISTRIBUTION

The site-generated vehicle trips are typically estimated using the nationally published trip-generation rates from Trip Generation, 9th Edition, 2012 by the Institute of Transportation Engineers (ITE). However, due to the unique operational nature of the trucking business, LSC has made a customized trip-generation estimate presented in Table 4. **[September 2026] Note: Since the August 11th version of this report, the applicant now owns and operates six trucks instead of ten. For this report, this is a note for information purposes only. The report narrative, tables, estimates, analysis, etc. still reflect the ten trucks.**

Table 4: Trip Generation Estimate for Gateway Trucking

ITE		Value	Units	Trip-Generation Rates ¹				External Vehicle Trips Generated					
				Average Weekday	A.M.		P.M.		Average Weekday	A.M.		P.M.	
					Peak Hour ³	Peak Hour ³	Peak Hour ³	Peak Hour ³		Peak Hour ³	Peak Hour ³		
Code	Description				In	Out	In	Out		In	Out	In	Out
"Maximum" Trips Generated ²													
-	Gateway Trucking	10	Total Operating Trucks	4.50	0.33	0.15	0.60	0.50	45	3	2	6	5
Not Used - For Comparison Only:													
"Average" Trips Generated Based on ITE Trip Generation Rates ⁵													
110	General Light Industrial	10	Employees	4.02	0.43	0.09	0.19	0.50	40	4	1	2	5
¹ Estimate by LSC, based on the following assumptions: - All employees enter prior to the AM peak hour NOW 33 percent enter during the am peak hour - 85% of trucks leave prior to AM peak hour NOW: Keeping the same 85% (15% departing during the peak hour) but specify departing "outside of" - (before/after) AM Peak Hour whereas before it was 85 percent leave prior to peak hour - 25% of trucks enter before or after the PM peak hour WAS 75% TRUCKS ENTER DURING PM PEAK - ADJUSTED TO 50% - 35% of employees leave before or after the PM peak hour WAS 65% OF employees DEPART during PM Pk- adjusted to 50%													
² "Maximum" trip generation represents the highest trip generation for the site, with the following assumptions: - Estimated to occur on days when all trucks are used for local jobs - Trucks are often contracted for out-of-county or out-of-state jobs that take them off-site for days or weeks at a time - During the winter months, trucks may remain parked on-site for extended periods of time													
³ AM peak hour occurs from 6:40 to 7:40 a.m.													
⁴ PM peak hour occurs from 4:00 to 5:00 p.m.													
⁵ Source: <i>Trip Generation, 12th Edition (2025)</i> by the Institute of Transportation Engineers (ITE)													
June 25, 2025													

June 25, 2026

4.1 - "MAXIMUM" SITE TRIP SCENARIO

Table 4 shows the number of vehicle trips estimated by LSC to be generated by the site, based on the information provided in the Land Use and Access section above. Table 4 shows the site's "maximum" weekday, morning peak-hour, and afternoon peak-hour trip-generation estimates. This "maximum" represents the scenario when the maximum number, or all ten trucks are used for local area jobs and therefore leave from and then return to the site each day.

During the morning peak hour, it was assumed that all employees arrive on-site in their own vehicles prior to the 6:45 to 7:45 a.m. morning peak hour of traffic at the intersection of SH 94/Franceville Coal Mine Road. **[September 2026] adjusted to 33 percent entering during the**

AM peak hour. It was assumed that about 85 percent of these employees then exit the site in a company truck prior to 6:45 a.m. The remaining 15 percent were assumed to exit the site during the morning peak hour. **[September 2026] Updated to 85% departing "outside of" (i.e., before or after) the AM Peak Hour, rather than only prior to the AM the peak hour.**

The afternoon peak hour for traffic on SH 94 occurs from 4:00 to 5:00 p.m. As the company trucks arrive back on site between 3:30 and 6:00 p.m., it was assumed that about 25 percent of the trucks arrive back on site before or after the afternoon peak hour and 75 percent arrive back on site during the afternoon peak hour **[September 2026]: adjusted TO 50%.** It was also assumed that about 35 percent of the employees leave the site before or after the afternoon peak hour and 65 percent leave during the afternoon peak hour **[September 2026]: adjusted to 50%.**

While this report does not alter the assumptions of this scenario, note that the owner has been scheduling with the intent to avoid the peak hours of Highway 94.

LSC estimates that during the peak season, when all 10 trucks are used for local projects, the site generates about 45 vehicle trips on the average weekday, with five entering and five exiting the site during a 24-hour period. During the morning peak hour, it is estimated that 3 vehicles currently enter the site and two vehicles currently exit the site. During the afternoon peak hour of traffic, it is estimated that 6 vehicles enter and 5 vehicles exit the site.

SECTION 5 – STUDY AREA INTERSECTION AND ROADWAY SEGMENT ANALYSIS

5.1 - SH 94/Franceville Coal Mine Road Intersection Analysis

5.1.1 - Volume Analysis

Table 5 shows the results of the analysis of SH 94/Franceville Coal Mine Road based on the maximum site-generated trip generation.

Table 5: Turning Movements at SH 94/Franceville Coal Mine Rd

Line #	Scenario	Units ⁵	A.M. Peak Hour				P.M. Peak Hour			
			In		Out		In		Out	
			EBR	WBL	NBL	NBR	EBR	WBL	NBL	NBR
Tuesday, March 31, 2026										
	Existing Count Data									
1	Existing Turning Movements ¹	vph	7	2	6	1	5	4	7	2
2	Estimated Existing Site-Generated portion of existing count ²	vph	2	0	1	0	3	0	2	0
Wednesday, April 1, 2026										
	Existing Count Data									
3	Existing Turning Movements ¹	vph	4	2	8	1	7	2	9	5
4	Estimated Existing Site-Generated portion of existing count ²	vph	1	0	1	0	3	0	3	0
Combined (average of two days)										
	Site Traffic Estimates									
5	Average Estimated Existing Site-Generated Total Trips	vph	2	0	1	0	3	0	3	0
6	Directional Distribution of Site-Generated Traffic	%	95%	5%	95%	5%	95%	5%	95%	5%
7	Total "Maximum" Site-Generated Trips (based on Table 4)	vph	3	<1	2	<1	6	<1	5	<1
	Existing Baseline									
8	Estimated Existing Baseline	vph	4	2	6	1	3	3	6	4
	Existing- Plus-Site "Maximum" Trips									
9	Estimated Existing Baseline plus site "Maximum"Trips ³	vph	7	2	8	1	9	3	11	4
	Future Estimates									
10	Area Future Additional Background Trips	vph	3	0	7	1	8	1	5	1
11	Area Future Background Trips	vph	7	2	13	2	11	4	11	5
12	Area Future Total Trips ⁴	vph	10	2	15	2	17	4	16	5

¹ Based on turning movement counts by LSC (March 31, 2026 and April 1, 2026)

² Estimated by LSC based on number of "heavy vehicles" recorded during manual turning movement count observations

³ Estimated "maximum" 2026 vehicle-trips = existing turns + "maximum" site trips - estimated existing site trips

⁴ Area Future Total Vehicle-Trips = existing turns + "maximum" site trips - estimated existing site trips + additional background trips

⁵ vph = vehicles per hour

May 14, 2026 Rev. June 25, 2023

May 14, 2026 Rev. June 25, 2026

Lines 1 and 3 of Table 5 shows the existing turning movements at the intersection of SH 94/Franceville Coal Mine Road in 2026, as noted. As the trucking business was operating at the time of the counts, some of the turning movements counted by LSC were to/from the site. These volumes are estimated in Lines 2 and 4, respectively. The average is shown in Line 5, as well as in Figure 5.

Note regarding Lines 2 and 4 of Table 5 - estimates of the turning movements attributable to the trucking business on the days when the intersection was counted- as the count did not distinguish between Gateway Trucking trucks and non-Gateway Trucking trucks, these volumes may include volumes attributable to other trucking activity.

Line 6 shows the directional distribution estimate for site-generated traffic. The directional distribution of the site-generated traffic volumes on the area roadways is an important factor in determining the site's traffic impacts. The estimates have been based on the following factors: traffic-count data and information from the client regarding typical locations of jobs for which the trucks are contracted. As shown in the table, about 95 percent of the site-generated trips are estimated to travel to/from the west, with all of the trucks estimated to travel to/from the west.

Line 7 shows the total "maximum" site-generated traffic volumes for each turning movement at the intersection of SH 94/Franceville Coal Mine Road. These estimates were made by applying the distribution percentages in Line 6 to the "maximum" trip generation estimates shown in Table 4. The distribution percentages are also depicted graphically in Figure 4. The maximum site-generated volumes are also shown in Figure 6.

Row 9 of Table 5 shows the Existing 2026 "baseline"/non-site volumes plus "site-generated-maximum" turning movements at the intersection of SH 94/Franceville Coal Mine Road. These volumes are the sum of the existing baseline volumes from row 8 plus the "maximum" site-generated volumes from row 7 minus the existing site-generated turning movements from row 5. These are also shown in Figure 7.

As mentioned in Section 3.3, this report and past TIS reports have included a **Wednesday** as one of the data collection days in order to account for traffic on the mid-weekday when the Gun club is open. April 1, 2026 was the **Wednesday** counted for this report.

The recorded afternoon traffic on Wednesday April 1st was lighter than previous data samples from 2023 and 2021.

- As shown in Figure 3, the peak-hour right and left volumes at SH 94/Franceville Coal Mine Road are not significantly higher on **Wednesday** April 1st than the day before (the Tuesday) when the gun club was closed. In past years the Wednesday volumes counted were significantly higher.
- Tables 1 and 2 show higher 3.5-hour volumes to/from the Gun Club on Wed. compared to Tuesday, but the not as high as past reports for a Wednesday. The gun club traffic on Wed. during the 4-5 pm peak of SH 94 was 10 vehicles (in/out combined) during that hour.

5.1.1.1 - Future Traffic Estimates

The sixth row shows estimates of additional background traffic estimated to be generated by the development of other parcels on Franceville Coal Mine Road (previously shown as the “low growth” estimate). Row 7 shows the resulting totals (including the site “maximum” scenario traffic volumes. These volumes are also shown in Figure 8.

5.1.2 - Projected Level of Service Analysis

The intersection of Highway 94/Franceville Coal Mine Road has been analyzed to determine the projected future levels of service during the morning and afternoon peak hours based on the unsignalized method of analysis procedures outlined in the *Highway Capacity Manual* by the Transportation Research Board.

Detailed Synchro reports are attached. A summary of projected **future** LOS during the weekday morning and evening peak hours for the Highway 94/Franceville Coal Mine Road intersection is shown in the following figures:

- Figure 8: 2041 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 9: 2041 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

NOTE: Figure 3 also shows the LOS based on count data from 2026

5.1.2.1 - Long Term

The long-term future traffic scenario assumes additional background growth on Franceville Coal Mine Road in the vicinity of the site.

If SH 94 were to remain a two-lane roadway through 2041, the northbound approach would operate at LOS F during both long-term peak hours, with or without the site-generated traffic.

If SH 94 were to be converted to a four-lane roadway by 2041, the northbound approach would operate at LOS E during both long-term peak hours, with or without the site-generated traffic.

If SH 94 were to remain a two-lane roadway through 2041, the northbound approach would operate at LOS F during both long-term peak hours, with or without the site-generated traffic.

If SH 94 were to be converted to a four-lane roadway by 2041, the northbound approach would operate at LOS F during both long-term peak hours, with or without the site-generated traffic.

5.2 - FRANCEVILLE COAL MINE ROAD – ROAD SEGMENT ANALYSIS

5.2.1 - Traffic Volumes

Table 6 shows the estimated daily traffic volumes on Franceville Coal Mine Road just south of SH 94 assuming the maximum site-generated traffic volumes. The rows on this table are similar to those described for Table 5. Franceville Coal Mine Road is already exceeding the County 200-vehicle-perday threshold for paving. The count from Spring 2026 showed a weekday average of 270 vehicles per day. With future development and other growth, these volumes would increase as estimated in Table 5.

The Gateway operation with 10 trucks in service, and all on local jobs, is used to represent the estimated 45 site-generated vehicles per day (on maximum trip-generation days) on this roadway.

Table 6: Average Daily Traffic - Franceville Coal Mine Rd South of SH 94

Line	Scenario	Value ⁵	Units
	<u>Existing Count Data</u>		
1	Existing AWT ¹	270	Vehicles/Day
	<u>Site Traffic Estimates</u>		
2	Estimated Existing (Counted) Site-Generated Vehicle-Trips ²	25	Vehicles/Day
3	Total "Maximum" Site-Generated Vehicle-Trips (based on Table 4)	45	Vehicles/Day
	<u>Existing- Plus-Site "Maximum" Trips</u>		
4	Existing ADT, but with Estimated "Maximum" site Vehicle-Trips ³	290	Vehicles/Day
	<u>Future Estimates</u>		
5	Area Additional Future Background Vehicle-Trips ²	145	Vehicles/Day
6	Area Future Background Trips	390	
7	Area Future Total Vehicle-Trips ⁴	435	Vehicles/Day
	¹ Based on machine traffic counts by LSC (March 31, 2026 and April 1, 2026)		
	² Estimate by LSC based on counts conducted March 31, 2026 and April 1, 2026		
	³ Estimated "maximum" vehicle-trips = existing ADT + "maximum" site trips - estimated existing site trips		
	⁴ Future total = Existing ADT (w/ "max" site trips) + future area background trips		
	⁵ On Franceville Coal Mine Road, south of SH 94		
	Rev. September 18, 2026		

SECTION 6 – IDENTIFICATION OF ROAD DEFICIENCIES

6.1 - DEVELOPMENT AGREEMENT #2 LANGUAGE

2. Identification of Road Deficiencies. Within sixty (60) days of the Effective Date of this Agreement, Developer shall submit to County staff the following documents prepared by a professional engineer: a) a report describing the condition of Franceville Coal Mine Road from State Highway 94 to the entrance of the Property (the "Road Segment"), b) an estimate of the cost to repair any deficiency in the existing Road Segment, and c) a determination of Developer's proportionate share of such cost based upon existing traffic conditions and Developer's proposed use of the Property. Within thirty (30) days of approval of the above documents by the County Engineer, Developer shall pay his share of the cost to repair existing deficiencies in the Road Segment to the County. The acceptance of such funds by the County does not impose a duty to repair the Road Segment within a specified period of time.

6.2 - EXISTING CONDITIONS ANALYSIS - AS REQUIRED IN THE DEVELOPMENT AGREEMENT PART 2A

6.2.1 - Comparison to El Paso County Standard Gravel Road Criteria

It is our understanding that the developer is not being required to upgrade the entire road to County gravel road standards or higher standard such as a Rural Local or Rural Minor Collector, rather identify deficiencies in the existing road segment, identify mitigation measures, quantify the cost of mitigation, and estimate the applicant's fair share. The following design elements of a County standard gravel roadway are included for reference. The design speed prescribed in the *Engineering Criteria Manual (ECM)* for a County standard gravel roadway is 50 mph (45 mph posted) and some of the design elements include:

- Two 12-foot lanes plus four-foot shoulders (32-foot total width);
- Centerline grade of 1 percent to 8 percent;
- Intersection grade of 1 to 4 percent;
- A 12-foot clear zone;
- Please refer to standard cross section (SD_2-10)
- The standard ditch sections are shown in the *ECM* standard cross section; and
- Design ADT of 200 vehicles per day.

The following is based on field measurements by LSC:

- The shoulder width is narrower than the standard cross section. However, the speed limit is posted at 35 mph (compared to the standard 45 mph). AASHTO identifies a clear zone of 7 to 10 feet for a 40-mph design speed and an ADT of less than 750.
- In general, the traveled way width of Franceville Coal Mine Road is at least 24 feet plus a combination of gravel shoulder and/or what appears to be recoverable foreslopes of varying width. There do not appear to be any sections significantly narrower than others.

The cross-sectional width appears generally consistent. The only exception is identified below under “deficiencies.”

- Regarding the roadway surface conditions, please refer to attached Appendix A. Appendix A includes photos and observations from a site visit on February 1, 2022. Also, on the day of the site visit in April 2021, there appeared to be minimal dust generated.
- The foreslopes/ditch sections appeared to be well maintained, and the roadway appeared to have a satisfactory crown. Please refer to the attached in Appendix B provided by JR Engineering, the consulting civil/drainage engineer regarding the adequacy of the existing drainage infrastructure.
- The vertical profile is generally level to rolling. LSC completed spot-checks of what appeared to be the steepest roadway grade between SH 94 and the site. Aside from the northbound approach to SH 94, the other grades appear to meet the County standard of eight percent. LSC spot-measured centerline roadway grades of 3 percent and 8 percent were recorded on the roadway segments south of the two significant drainage crossings.
- The field-measured spot roadway grades from SH 94 to the drainage located just south of Highway 94 are presented in Table 7. These measurements previously identified relatively steep roadway grades immediately south of the intersection with SH 94. LSC recommends a detailed evaluation at the design stage. As such, the intersection grades are further addressed in the Identification of Existing Deficiencies section of this report under the CDOT subsection of this report as this intersection is under the jurisdiction of CDOT.

**Table 7: 2023 Field-Measured Roadway Grades on Franceville Coal Mine Road
on the Northbound Approach to State Highway 94.**

Segment	Length (feet)	Cumulative Distance ¹	Percent Grade
1	10	10	11.6%
2	10	20	11.5%
3	10	30	10.4%
4	25	55	7.9%
5	25	80	7.5%
6	25	105	5.7%
7	25	130	3.8%
8	25	155	3.6%
9	25	180	2.5%
10	25	205	1.9%
11	25	230	1.0%
12	25	255	0.3%
13	25	280	0.0%
¹ Cumulative distance from the SH 94 south edge of pavement			

- There is one drainage crossing at which a guardrail has been installed and another crossing at which it appears that a guardrail is needed because the edges of the roadway

above the culvert are within the clear zone. This is addressed in the Identification of Existing Deficiencies section.

6.3 - IDENTIFICATION OF EXISTING DEFICIENCIES OF FRANCEVILLE COAL MINE ROAD – EL PASO COUNTY

This section addresses DEVELOPMENT AGREEMENT PART 2a

- In general, the traveled way width of Franceville Coal Mine Road is at least 24 feet plus a combination of gravel shoulder and/or what appear to be recoverable foreslopes of varying width. There did not appear to be any sections significantly narrower than others. The cross-sectional width appears consistent.
- The crossing over the drainage located 1,700 feet south of SH 94 does not have guardrails. The west edge of the roadway is about three or four feet from the traveled way. The east edge of the roadway is about 17 feet from the approximate roadway centerline. The west edge of the roadway is about 13 feet from the approximate roadway centerline. The vertical drop-offs at the edge of the roadway are hazards within the clear zone. Guardrails on each side should be added at this crossing location.
- Regarding the adequacy of the existing drainage infrastructure, please refer to Appendix B (attached). Regarding the gravel roadway surface, LSC has met with DPW and PCD Engineering staff. The outcome of those discussions is that DPW Engineering does not have any physical data regarding gravel roads in their roads database - be it surface condition or structural composition. They noted that they are looking to incorporate these in the future. LSC has prepared a summary of observations and documented current roadway surface conditions in early February 2022. Please refer to Appendix A.

6.4 - MITIGATION MEASURES FOR EXISTING DEFICIENCIES - AS REQUIRED IN THE DEVELOPMENT AGREEMENT PART 2B & 2C

6.4.1 - Franceville Coal Mine Road – El Paso County

LSC recommends consideration of guardrail installation on both sides of the roadway at the first significant crossing located south of SH 94. This would be similar to the guardrail located at the second significant crossing south of SH 94. The length of the guardrail would be about 100 liner feet on each side, but this would be confirmed with design.

The roadway exceeds the gravel roadway design ADT of 200 vehicles per day. Options include:

- Paving to a Rural Local standard width (28 feet) with 2' gravel shoulders each side.
- Paving the 24' wide roadway (if available ROW and necessary drainage structures limit cross section widening).

Regarding the pavement design:

- The pavement design should consider annual average daily-truck volume and empty-truck weight (Gateway Trucking haul trucks are empty when traveling along Franceville Coal Mine Road).

6.4.2 - Preliminary Cost Estimates to Mitigate/Repair the Identified Deficiencies

Per the development agreement, *the Determination of developer's proportionate share of cost based on existing traffic conditions and proposed use of the property. (Within 30 days of approval of the above documents by the County engineer), developer shall pay his share of the cost to repair existing deficiencies on the road segment.*

6.4.2.1 - Maintenance Costs

El Paso County DPW has estimated the following costs for the gravel road maintenance related to Franceville Road. This cost information has been included in the development agreement. Please refer to that document for details.

6.4.2.2 - Road Upgrade Cost

The cost to complete the upgrade of the one-mile subject section of Franceville Coal Mine Road to a Rural Local road with up to 28 feet of pavement width is about **\$610,700** (2026 Estimate) based on Table 22 of the 2024 *MTCP* Fee Study (adjusted to 2026). Countywide fee program unit cost calculation for a Rural Major Collector adjusted for up to 28-feet of pavement instead of 32 feet of pavement and not including the unit cost portion for right-of-way. This unit cost may be conservative as the roadway is already graded.

[6/23/2026 Update: The cost has been updated to \$610,700. Please refer to Appendix C for the detailed calculation.

The cost of the guard rail, if necessary, will need to be based on a preliminary design.

6.4.3 - Developer's Percentage of Franceville Coal Mine Road Improvements

As shown in Table 6, the applicant's share based on ADT would be about 14 percent, not considering any additional development (based on the daily Gateway maximum of 40 trips per day (assuming 7 days per week) as a percentage of the estimated current/short-term ADT of 285 vehicles per day), and about 9.3 percent based on inclusion of future background traffic served by the subject section of Franceville Coal Mine Road (based on the daily Gateway maximum of 40 trips per day (assuming 7 days per week) as a percentage of the future projected total, including future background trips.

SECTION 7 – ESCROW FOR ROAD SEGMENT IMPROVEMENTS (EL PASO COUNTY)

7.1 - DEVELOPMENT AGREEMENT #2 LANGUAGE

5. Escrow for Road Segment Improvements. Within one (1) year of the Effective Date, Developer shall provide to County staff a traffic report prepared by a professional engineer containing the following: a) an analysis of current Road Segment use and traffic patterns b) an estimate of future Road Segment use and traffic patterns c) an identification of future improvements to the Road Segment necessary to accommodate such future use and traffic patterns and the trigger event therefor, and d) an estimate of the cost of such future road improvements and Developer's proportionate share thereof. Within thirty (30) days of approval of such traffic report by the County Engineer, Developer shall tender to El Paso County, in the form of cash or a letter of credit, his proportionate share of the cost of future improvements to the Road Segment. Such funds shall be kept separate from all other County funds and used only at such time as the need for the identified improvements to the Road Segment has been triggered and the County intends to construct or require construction of such improvements. If the County does not formally initiate construction of improvements to the Road Segment within fifteen (15) years of the Effective Date, either by entering into a contract for such construction or requiring such construction as part of a land use approval, the escrowed funds shall be returned to Developer with any accrued interest.

7.2 - FUTURE ANALYSIS – (ADDRESSES PART 5 OF THE DEVELOPMENT AGREEMENT)

7.2.1 - Analysis of current Road Segment use and traffic patterns

7.2.1.1 - 2026 Traffic Data

Figure 3 shows recorded March/April 2026 data and roadway usage.

Attached is the 2026 classification volume count data sheet and percent total trucks. Additional classification details and truck percentages are shown in Table 1 and Table 2.

As indicated earlier, observations and count data indicate that other trucks, in addition to Gateway Trucking, have been using Franceville Coal Mine Road.

7.2.2 - Future Projected Traffic Volumes

Estimates of future road segment use and traffic patterns were presented in the traffic analysis section of the report. Please refer to section 5.1 of the report with Table 5 and Table 6 volumes – in Table 5.

7.2.3 - Future Improvements

This section presents identification of future improvements to the Road Segment necessary to accommodate such future use and traffic patterns and the trigger event therefor.

7.2.3.1 - Road Segment – Franceville Coal Mine Road

- This subsection is intended to address Development Agreement Item 5c.
- Should future growth exceed anticipated/historical levels, upgrade to a Rural Minor Collector cross section based on the potential ADT between 750 and 1,500 would meet criteria.
- However, as potential growth is unknown and ROW is limited, LSC recommends planning to achieve upgrade to the Rural Local cross section to the extent possible as described in Section 6.

[September 2026 Note]: While the *ECM* design ADT for a gravel roadway is 200 vehicles per day, Figure 12 in the *MTCP* presents a gravel road analysis specifying Franceville Coal Mine Road as “Adequate, <300 ADT.” The projected short-term volume is under 300. In that figure, roadways between 300 and 499 ADT are considered “Nearing Deficiency” The projected 20-year total in this report would not exceed 499 ADT. Given the high cost associated with the road maintenance fee, consideration should be given to the realistic probability of the County paving the roadway within the next 5, 10, or even 20 years, and if requiring an escrow in addition to the maintenance fee is realistic and practical. Condition is one factor that could prompt a gravel road improvement project. Safety, drivability, lost surface, traffic volumes, and dust mitigation are other factors that influence the need for gravel road improvements along with available funding.

Also, the Resident Participation Program lets residents along a gravel road voluntarily organize and work with Public Works to convert their road, but all costs — surveying, geotechnical work, design, drainage, construction, testing — are the residents' responsibility, requiring agreement (and cost-sharing in whatever manner they choose) from 100% of property owners taking access from the road. If no other residents/property owners along Franceville Road have an interest in paving, this would further reduce the likelihood of the roadway being paved.

SECTION 8 – SH 94/Franceville Coal Mine Road INTERSECTION – CDOT ACCESS PERMIT APPLICATION

This section is associated with Development Agreement #3

8.1 - DEVELOPMENT AGREEMENT #2 LANGUAGE

3. CDOT Access Permit. Within sixty (60) days of the Effective Date of this Agreement, Developer shall obtain an access permit from the Colorado Department of Transportation for the Franceville Coal Mine Road intersection with State Highway 94 and shall comply with all conditions of such permit, all at Developer's sole expense.

8.2 - EVALUATION OF CSHAC SECTION 2.6 (3)

Unless there are identified safety problems, existing legal access to the state highway system shall be allowed to remain or be moved or reconstructed under the terms of an access permit in accordance with subsection 2.6 as long as total daily trips to and from the site are less than 100, or as long as only minor modifications are made to the property or as long as the access does not violate any specific permit terms and conditions. Minor modifications are defined as anything that does not increase the proposed vehicle volume to the site by 20 percent or more. When a field approach is used or will be used in excess of an average of one vehicle per day, such change in use disqualifies the approach as a field approach, and requires conformance with Section Three of the Code. Subsection 2.6 does not apply.

- *“...existing legal access to the state highway system shall be allowed to remain...”*
- *“Unless there are identified safety problems...”*
Based on LSC review of data we have, there are no identifiable safety problems at this intersection, based on reported crash history data.
- *“...total daily trips to and from the site are less than 100,”*
Based on the updated site trip generation estimate, the daily trip generation is less than 100 trips per day.
- *“...as long as only minor modifications [defined as vehicle volume increase of 20% or less at the access] are made to the property or.”*
Based on Daily Trips: Maximum site trips 45/245 baseline = 18 percent (less than 20%)
- *“...as long as the access does not violate any specific permit terms and conditions.”*
To our knowledge there is no access permit in place.

8.3 - EXISTING DEFICIENCIES

8.31 - Access Permitting

- CDOT comment letter dated June 2, 2026:
A State Highway Access Permit will be required to document a change in use in terms of access operation, traffic volume and or vehicle type per State Highway Access Code §2.6 for any connection to Highway 094A.
 - *As per the Gateway Trucking Transportation Memorandum and Road Condition Report dated May 15, 2026 a State Highway Access Permit Application will be submitted, it is anticipated that El Paso County will be the Permittee.*
- Please refer to the added section 8.2 above.

8.32 - Auxiliary Speed Change Lanes

- CDOT comments identify the requirement for an **eastbound right-turn** deceleration lane at the intersection. *(An eastbound right-turn deceleration lane and taper is required on SH94 (500 feet long + 300 feet due overlap of the driveway access to the west + a 300 feet transition taper) with a 4 feet wide paved shoulder and appropriate signage and striping. This may trigger additional application to CDOT Access for the impacts to the access of 12655 SH94).*
[Rev. September 2026]
 - The spring 2026 volumes counted at SH 94/Franceville intersection on Tues and Wed during the AM and PM peaks did not exceed the 25 vph right-turn volume threshold.
 - Although the CSHAC right-turn lane threshold volume was not exceeded during peak hours according to the recent spring 2026 intersection count data collected, some prior-year counts for the eastbound right turn exceeded the volume threshold of 25 right-turning vehicles per hour; historically Wednesday volumes have been used as the design volume and past data collected have shown significantly higher traffic on Wednesday. when compared to April 1, 2026. Note: The recorded afternoon traffic generated by the gun club on Wednesday April 1st was lighter than previous data samples from 2023 and 2021.
- CDOT comment letter dated June 3, 2026 indicated this requirement: *a **westbound left-turn acceleration lane** is required as the predicted volume of the traffic in the direction of travel on SH94 exceeds 120 DHV.*
- Regarding the **westbound left-turn (ingress/"decelerating" turn movement)**: According to criteria in the State Highway Access Code, exclusive left-turn deceleration lanes shall be provided for any access on an R-A highway with a projected peak-hour ingress exceeding 10 vehicles per hour (vph). Fewer than 10 vph currently make a westbound left-turning movement during either peak hour, which does not exceed the 10-vph left-turn lane threshold in the State Highway Access Code. Based on the combination of

operations for heavy-vehicle and existing passenger-vehicle traffic volumes turning from SH 94 onto Franceville Coal Mine Road from the east, a westbound left-turn lane would **not** be required, based on the State Highway Access Code turning-volume threshold.

8.33 - Other Improvements at the "Access"

- The comment letter indicated:
 - *Radiuses of the access are required to be designed and built to allow use by multi-unit trucks without encroachment into other lanes of either roadway.*
 - *Paving of the access (Franceville Coal Mine Road) is required at a width of 36 feet south for a distance of 50 feet at a grade not to exceed 8%.*

The spot-grades previously taken using a SmartLevel tool on Franceville Coal Mine Road just south of SH 94 showed grades exceeding CDOT standards, this approach is an existing deficiency that will require mitigation. The existing intersection approach grade will be confirmed as part of the design process. The Code requires paving for a distance of 50 feet from the traveled way of SH 94. The asphalt paving currently extends 20 feet back from the edge of the eight-foot paved shoulder on SH 94. This is an existing deficiency.

8.4 - SH 94/Franceville Coal Mine Road Intersection – CDOT – Improvements

8.41 - Access Permitting

Please refer to section 8.2 for evaluation of CSHAC section 2.6 (3).

8.42 Auxiliary Turn Lanes

- The CDOT letter dated June 2, 2026 calls out an eastbound right-turn deceleration lane as listed above.
 - **[added September 2026]** Since the other weekdays (Tuesday and Thursday) have also been historically lower than the RT threshold, Gateway trucking management has indicated the ability to program and control the times that the trucks return to the yard **on Wednesdays (and any other days)** such that they occur **outside of** typical/expected peak-traffic times for traffic traveling to the gun club on Wednesday afternoons (while also distributing arriving truck trips in a manner which keeps the volumes below the threshold at other days/times).
- CDOT comment letter dated June 3, 2026 indicated the requirement for **a westbound left-turn acceleration lane is required as the predicted volume of the traffic in the direction of travel on SH94 exceeds 120 DHV.**
 - Construction of a CDOT standard-length acceleration lane for left turns would require expansion of the box culvert under Hwy 94 about 900' to the west. Moreover, assuming widening only on the north side of the highway for this center lane.

- The redirect tapers alone for 65 mph (65:1 ratio) would need to be 1,000 to potentially 2,000 feet, depending on the configuration-plus-lane-transition taper and acceleration length. This improvement would be cost-prohibitive for Gateway Trucking.
- Viable alternatives include 1) applicant limiting truck exiting times to outside of peak-volume periods on Highway 94 (as mentioned above, Gateway trucking management has indicated the ability to program and control the times that the trucks return to the yard 2) restricting truck-turning movements to right turns only during the peak-volume periods on Highway 94; and potentially 3) construction of additional lane along the south side of Highway 94 in the eastbound direction starting at Franceville Coal Mine Road intersection and extending east to tie into the existing cross section to the east (about 800-1,000') where the passing lane/two-lanes eastbound begins. This would facilitate use of the eastbound cloverleaf ramp and traffic signal at SH 94 and Blaney Road for an indirect left turn for travel from northbound Franceville Coal Mine Road to westbound Highway 94 instead of the direct (conventional) left turn into a left-turn acceleration lane. While out-of-direction travel would be involved, use of this ramp and signal at Blaney Road for making is an option available for truck drivers and other motorists.

8.43 - Other Improvements at the “Access”

[September 2026 Update] The following was noted in the CDOT comment letter dated June 2, 2026. It is our understanding from the applicant that El Paso County Public Works may have a project programmed to correct some or all of the deficiencies noted in 8.22 above.

- **[Previous Report Version – for reference]** CDOT is requiring paving of the “access” (Franceville Coal Mine Road) at a width of 36 feet south for a distance of 50 feet at a grade not to exceed 8%. Note: the existing intersection approach grade will be confirmed as part of the design process and a design waiver may be requested. The previous report, based on field measurements at that time, indicated that intersection approach grade on the northbound approach did not meet CDOT standards. If the existing grade exceeds 8 percent, correction to meet standard may not be feasible given the drop in elevation and associated existing roadway centerline profile between the edge of SH 94 and the drainage crossing to the south, the available right-of-way and current foreslopes. There are already relatively steep foreslopes with significant elevation difference between the edges of the roadway and the bottom of these slopes. Also, there is an existing driveway on the east side of the roadway that would likely be impacted and any significant raising of the roadway, with profile regrading, at the low point south of SH 94 would likely be infeasible. Any significant regrading of the roadway to mitigate the intersection approach grade may not be feasible given the foregoing. LSC recommends repaving and extending the pavement “apron” on the south side of the intersection to meet CDOT standards for extent of paving. This will help mitigate the approach grades by improving passenger-

vehicle and truck-tractor traction for accelerating and turning onto SH 94 from the stop-sign-controlled approach.

- A design waiver request would likely include mitigation options, if significant improvement in the approach grade proves not to be feasible. This may include consideration of the use of pavement material designed for increased traction. The intersection approach slopes down to the south, which is beneficial for melting snow and ice. Keeping the pavement surface free of sand and gravel (that may have been tracked onto the pavement) when not needed for traction on snow and ice will also help mitigate the effect of the relatively steep approach grade. The waiver may also include an option for an additional lane along the south side of Highway 94 in the eastbound direction starting at Franceville Coal Mine Road intersection and extending east to tie into the existing cross section to the east (about 800-1000 ft) where the passing lane/two-lanes eastbound begins. A southeast corner radius designed for trucks is already a requirement of CDOT.
- The cost of the right-turn lane on SH 94, and approach leg grade improvements (as feasible), will need to be based on a preliminary design.

8.5 - POTENTIAL FUTURE IMPROVEMENTS - CDOT INTERSECTION: HIGHWAY 94 & FRANCEVILLE COAL MINE ROAD

- Westbound left-turn deceleration lane
 - Trigger: westbound left turning volume over 10 vph. Currently not met.
 - May be met in the future with:
 - Additional development along Franceville Coal Mine Road and-or increased trip generation by the existing generators, including Gateway Trucking.
 - Change in existing or projected traffic patterns
 - Crash history or other CDOT directives
- Levels of Service: A solution to improve the level of service for the northbound approach **[prior 7/12/2023 NOTE, still applies]:** A recent CDOT project has added a signal at SH 94 and Blaney Road, along with an eastbound cloverleaf ramp. While out-of-direction travel would be involved, use of this ramp and signal at Blaney Road for making an indirect northbound-to-westbound left turn is an option available for truck drivers and other motorists.
[May 2026] The following in combination with the Blaney Road cloverleaf ramp (and signal) would be a more cost-effective and likely functional solution: Potential construction of additional lane along the south side of Highway 94 in the eastbound direction starting at Franceville Coal Mine Road intersection and extending east to tie into the existing cross section to the east (about 800-1000 ft) where the passing lane/two-lanes eastbound begins.
- Potential northbound approach widening sufficient to create a two-lane approach – if helps operations, avoids the need for a signal and/or addresses problems associated with

the LOS for this northbound left-turn movement, potentially in conjunction with the additional eastbound “add lane” referenced above.

- Given the difficult combination of the following involving more extensive potential future solutions such as a channelized T/left-turn acceleration lane and/or major lane additions/realignments through this section,
 - Existing land uses in the area are already generating intersection/access turning traffic at and near the Highway 94/Franceville Coal Mine Road intersection; accommodating the existing land uses abutting SH 94 and their SH 94 access points in the vicinity of the SH 94/Franceville Coal Mine Road intersection
 - The relatively low thresholds/triggers in the criteria for the above potential improvements.
 - Likely high cost of an expansion of the box culvert under Hwy 94 about 900' to the west.
 - The 65-mph speed on SH 94, and complexity due to other access points nearby on SH 94
 - The limited capability of small-scale projects/land uses (as is the case with this applicant) to fund, even collectively, the potentially extensive and costly list of improvements required by criteria.

LSC recommends consideration of a planned and phased overall solution for this area and a cooperative approach to funding the planning, design, and implementation of an attainable and practical phased improvement plan. Potential future CDOT improvements/projects programmed or under consideration within this section of Highway 94 may allow for private, County, CDOT partnership.

The approach to developing such a plan and its funding should be fair for both current and future applicants and based on relative traffic impacts and should consider the extent to which those traffic impacts are causing the need for certain components of the improvement plan. Such an approach could be to create a local improvement or special district or to create a program using a combination of advance escrow of funds for future improvements and/or cost recovery mechanisms (for improvements completed in earlier phases of said program).

SECTION 9 – RECOMMENDATIONS/SUMMARY

The following summarizes recommendations for the short and long term on the Franceville Coal Mine roadway segment north of the Gateway Trucking access (El Paso County) and at the State Highway 94/Franceville Coal Mine Intersection (CDOT).

9.1 - FRANCEVILLE COAL MINE ROAD – EL PASO COUNTY

9.1.1 - Short Term

- El Paso County DPW has estimated the following costs for the **gravel road maintenance** related to Franceville Road. This cost information has been included in the development agreement. Please refer to that document for details.
- LSC recommends consideration of guardrail installation on both sides of the roadway at the first significant crossing located south of SH 94.
- The roadway exceeds the gravel roadway design ADT of 200 vehicles per day. Upgrade options include:
 - Paving to a Rural Local standard width (28 feet) with 2' gravel shoulders each side.
 - Paving the 24' wide roadway (if available ROW and necessary drainage structures limit cross section widening).
 - The pavement design should consider annual average daily-truck volume and empty-truck weight (Gateway Trucking haul trucks are empty when traveling along Franceville Coal Mine Road).
 - **[September 2026 Note]:** Please refer to the September 2026 note added to section 7.2.3.1 - *Road Segment – Franceville Coal Mine Road*
- The cost to complete the upgrade of the one-mile subject section of Franceville Coal Mine Road to a Rural Local road with up to 28 feet of pavement width is about **\$610,700 [2026 estimate]**. Please refer to the report section for details.
[September 2026 Note]: Please refer to the September 2026 note added to section 7.2.3.1 - *Road Segment – Franceville Coal Mine Road*

9.1.2 - Long Term

- Should the Franceville Coal Mine Road travelshed area growth show indications of growth rates exceeding historical growth up to the current time, and if the future ADT exceeds 750 vehicles per day, upgrade to a Rural Minor Collector cross section based on the potential ADT between 750 and 1,500 would meet criteria.
- **However**, as potential growth is unknown (and not likely to exceed 750 vehicles per day based on historical growth) and ROW is limited, LSC recommends planning to achieve upgrade to the Rural Local cross section to the extent possible as described in Section 6.
- Based on the impact calculations shown in Table 6, the applicant's share based on ADT would be about 14 percent, not considering any additional development, and about 9.3

percent assuming the estimated future additional background traffic growth on the subject section of Franceville Coal Mine Road.

9.2 - STATE HIGHWAY 94/FRANCEVILLE COAL MINE INTERSECTION - CDOT

9.2.1 - Short Term

- Regarding the eastbound right-turn at SH 94/Franceville Coal Mine Road.
 - **[added September 2026]** Since the other weekdays (Tuesday and Thursday) have also been historically lower than the RT threshold, Gateway trucking management has indicated the ability to program and control the times that the trucks return to the yard **on Wednesdays (and any other days)** such that they occur **outside of** typical/expected peak-traffic times for traffic traveling to the gun club on Wednesday afternoons (while also distributing arriving truck trips in a manner which keeps the volumes below the threshold at other days/times).
- Regarding the CDOT requirement noted in the comment letter dated June 3, 2026 for **a westbound left-turn acceleration lane** at SH 94/Franceville Coal Mine Road:
 - Construction of a CDOT standard-length acceleration lane for left turns would require expansion of the box culvert under Hwy 94 about 900' to the west. Moreover, assuming widening only on the north side of the highway for this center lane.
 - The redirect tapers alone for 65 mph (65:1 ratio) would need to be 1,000 to potentially 2,000 feet, depending on the configuration plus lane transition taper and acceleration length. This improvement would be cost-prohibitive for Gateway Trucking.
 - Viable alternatives include 1) applicant limiting truck exiting times to outside of peak-volume periods on Highway (as mentioned above, Gateway trucking management has indicated the ability to program and control the times that the trucks return to the yard 2) restricting truck-turning movements to right turns only during the peak-volume periods on Highway 94; and potentially 3) construction of additional lane along the south side of Highway 94 in the eastbound direction starting at Franceville Coal Mine Road intersection and extending east to tie into the existing cross section to the east (about 800-1,000') where the passing lane/two-lanes eastbound begins. This would facilitate use of the eastbound cloverleaf ramp and traffic signal at SH 94 and Blaney Road for an indirect left turn for travel from northbound Franceville Coal Mine Road to westbound Highway 94 instead of the direct (conventional) left turn into a left-turn acceleration lane. While out-of-direction travel would be involved, use of this ramp and signal at Blaney Road for making is an option available for truck drivers and other motorists.
- Regarding other improvements at the “access,” **[September 2026 Update]** noted in the CDOT comment letter dated June 2, 2026: It is our understanding from the applicant that El Paso County Public Works may have a project programmed to correct some or all of the deficiencies noted in 8.22 above.

9.2.2 - Long Term

- Section 8.4 identifies potential future intersection improvements. Please refer to this section for details.
- LSC recommends consideration of a planned and phased overall solution for potential future improvements at this intersection and a cooperative approach to funding the planning, design, and implementation of an attainable and practical phased improvement plan.
- The approach to developing such a plan and its funding should be fair for both current and future applicants and based on relative traffic impacts and should consider the extent to which those traffic impacts are causing the need for certain components of the improvement plan. Such an approach could be to create a local improvement or special district or to create a program using a combination of advance escrow of funds for future improvements and/or cost recovery mechanisms (for improvements completed in earlier phases of said program).

9.3. - EL PASO COUNTY ROAD IMPROVEMENT FEE PROGRAM

The applicant will be required to participate in the Countywide Transportation Improvement Fee Program. The fee amount calculated is \$47,486. This fee has been calculated by El Paso County based on 106,231 sf of outdoor storage for this site and a fee rate of \$447 per 1,000 square feet of outdoor storage use. The fee will be payable with approval of the current application. Please refer to the attached Road Impact Fee Acknowledgement Form for details. Note: This is based on the current rate, which is subject to change. El Paso County updates this rate periodically.

9.4. - COST RECOVERY OPTION (FOR PUBLIC ROADWAY SYSTEM IMPROVEMENTS/COSTS NOT ELIGIBLE FOR FEE PROGRAM CREDIT & REIMBURSEMENT)

The El Paso County cost recovery provision may be an option to consider for public roadway system improvements/costs not eligible for fee program credit & reimbursement. The applicant may elect to submit a proposed cost-recovery agreement (per EPC LDC section 8.7.2. Cost Recovery for Off Site Improvements), for EPC consideration for any improvements/costs not eligible for fee program credit & reimbursement. The intent of the cost recovery agreement is 1) fair-share amount for improvements completed by that applicant that benefit others/adjacent owners, and 2) portion of the actual cost of eligible improvements in excess of the agreed-upon Fee program credit amounts, which are based on unit costs, not actual costs (only if applicable). Also, only certain elements/components of development infrastructure improvement projects are potentially eligible. There are exclusions, which could potentially be covered in a development-specific, cost-recovery agreement.

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

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

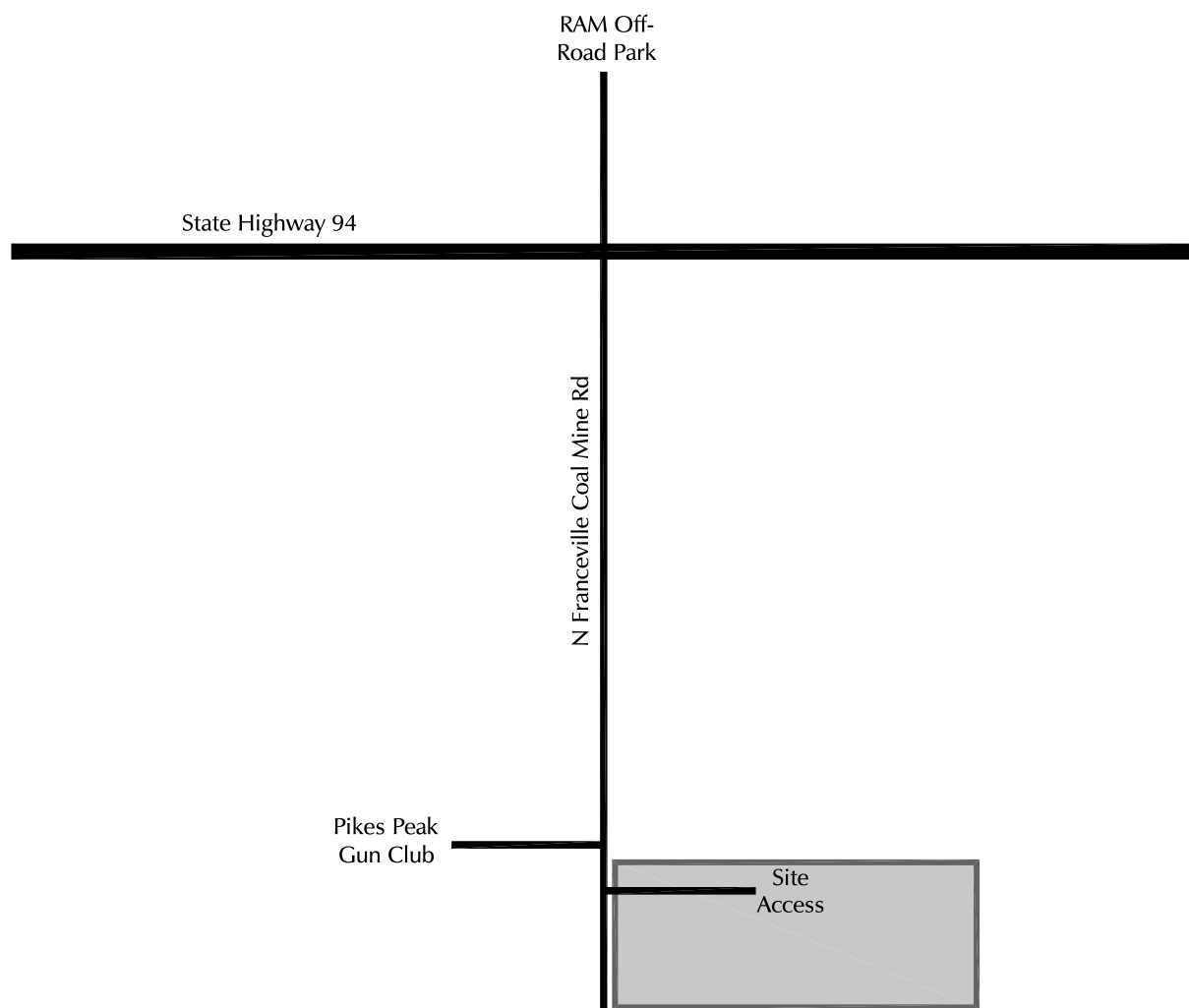
By: Jeffrey C. Hodsdon, P.E.
Principal

JCH/JAB:jas

Figures



Not to
scale



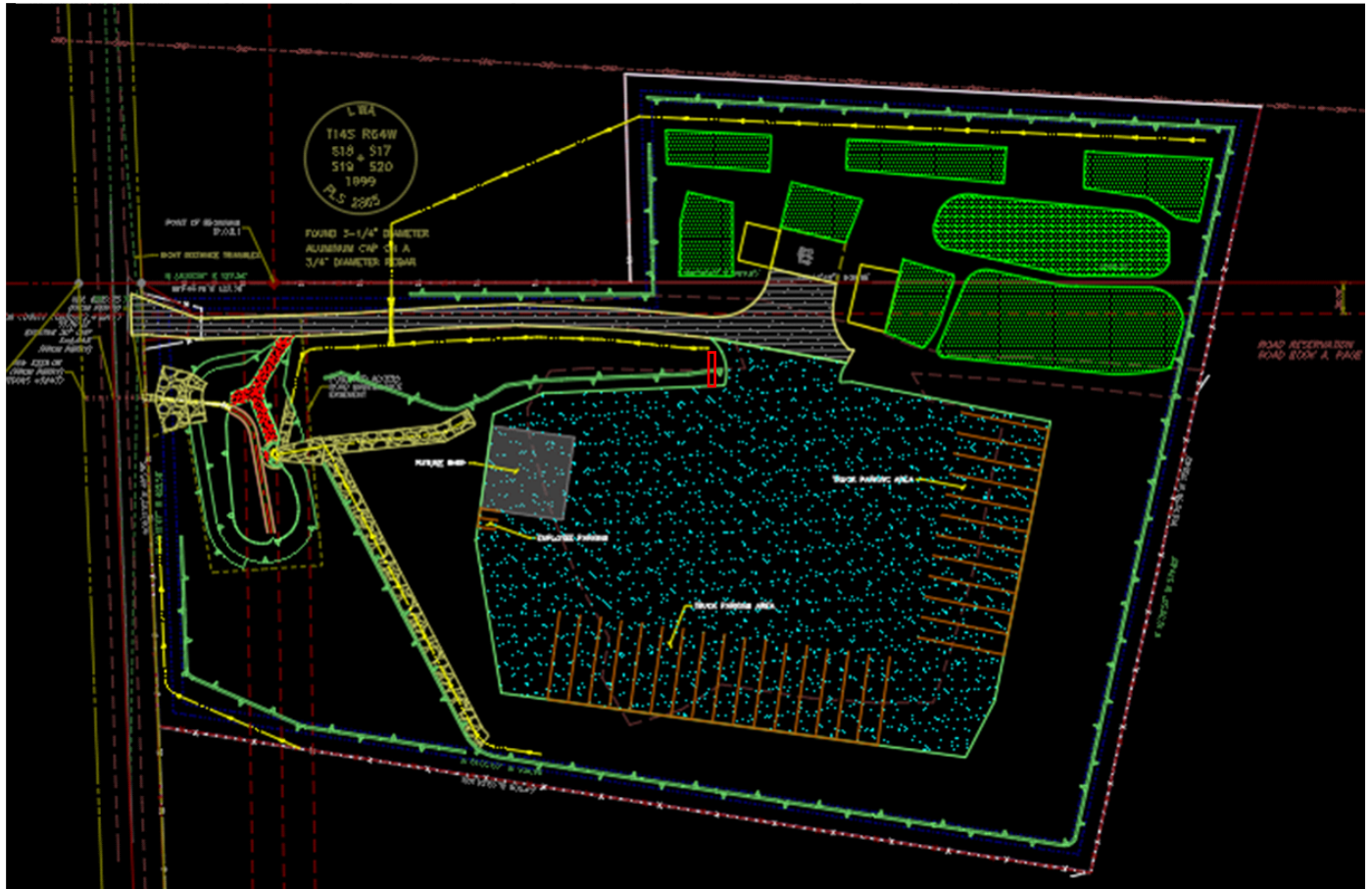
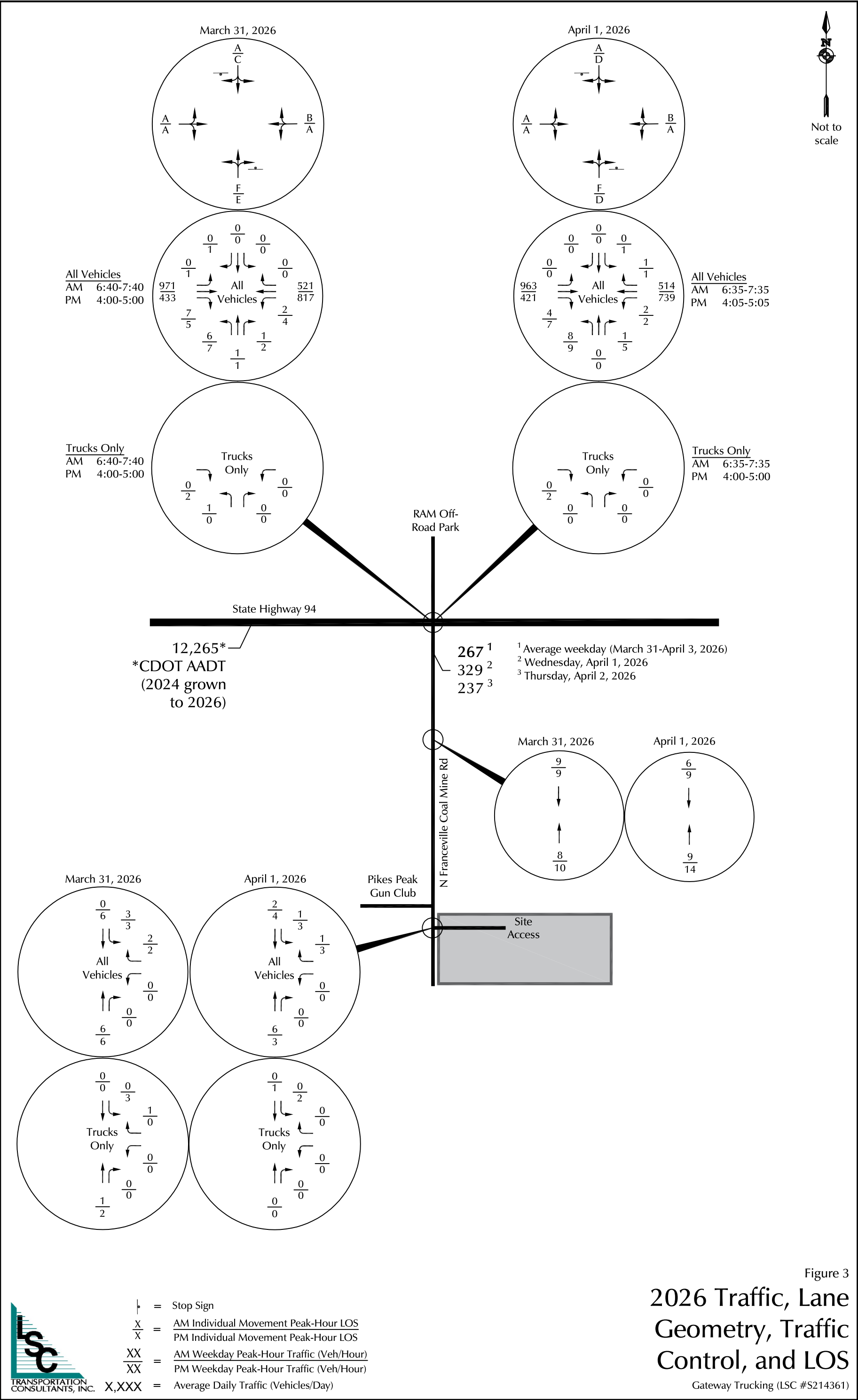


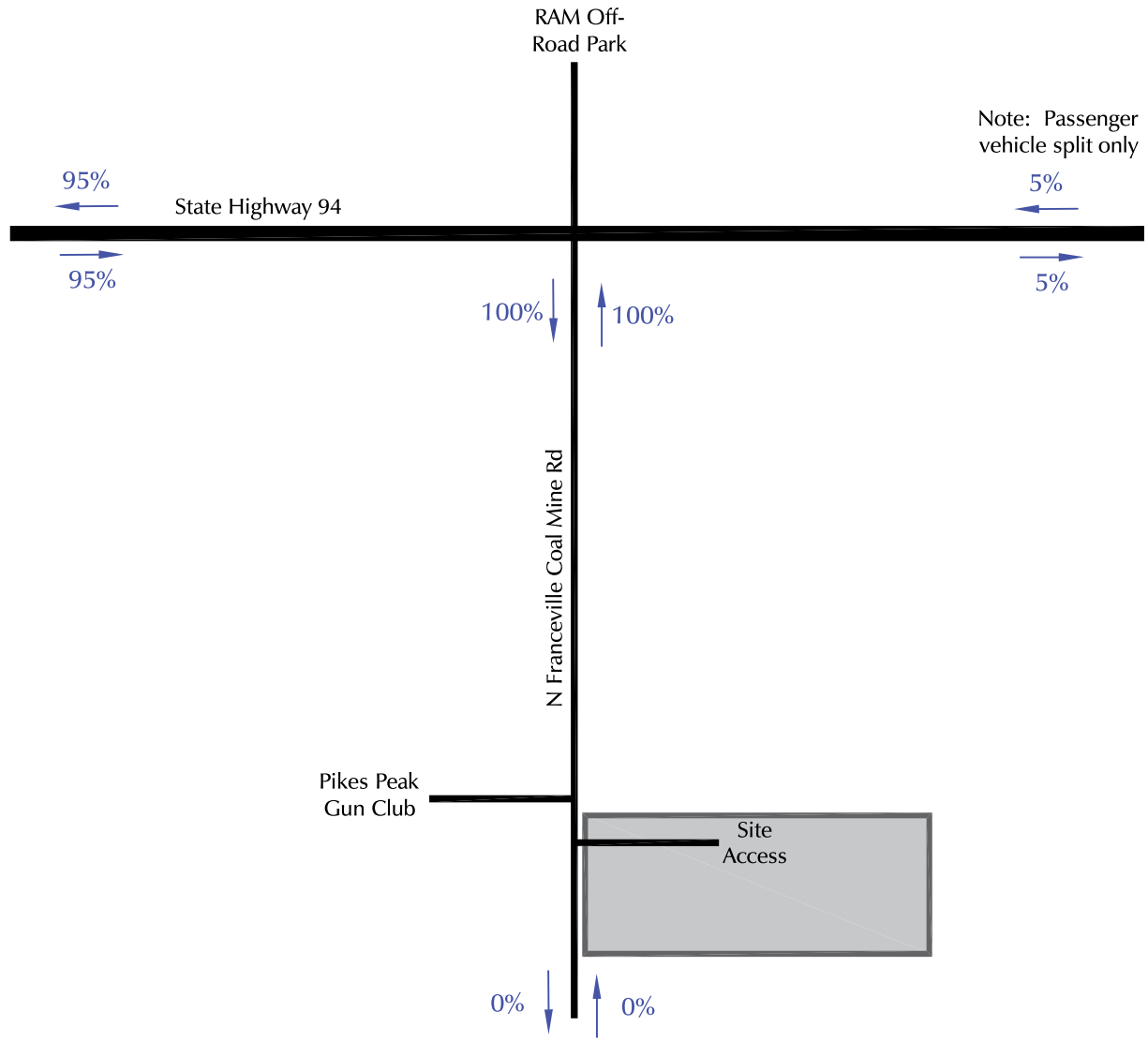
Figure 2 Site Plan

Gateway Trucking (LSC # S214361)



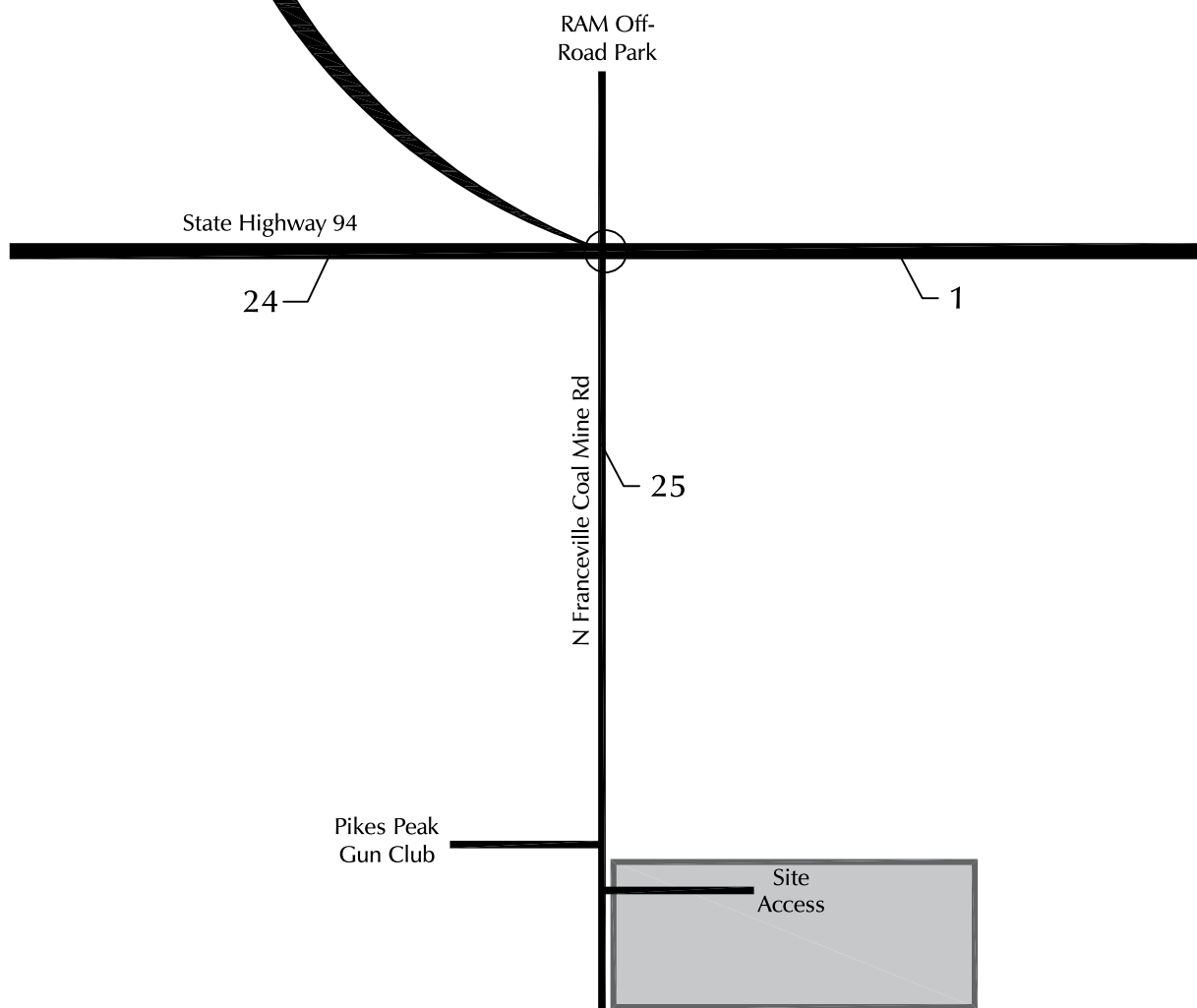
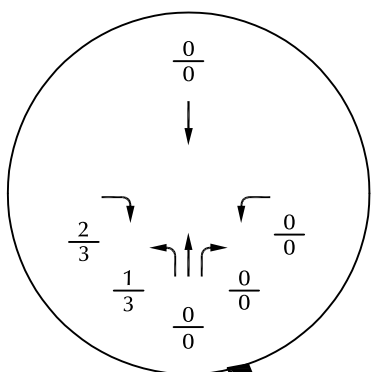


Not to scale



XX% = Estimated Trip Distribution

Figure 4
Directional Distribution
Gateway Trucking (LSC #S214361)



*Per line 5 of Table 5

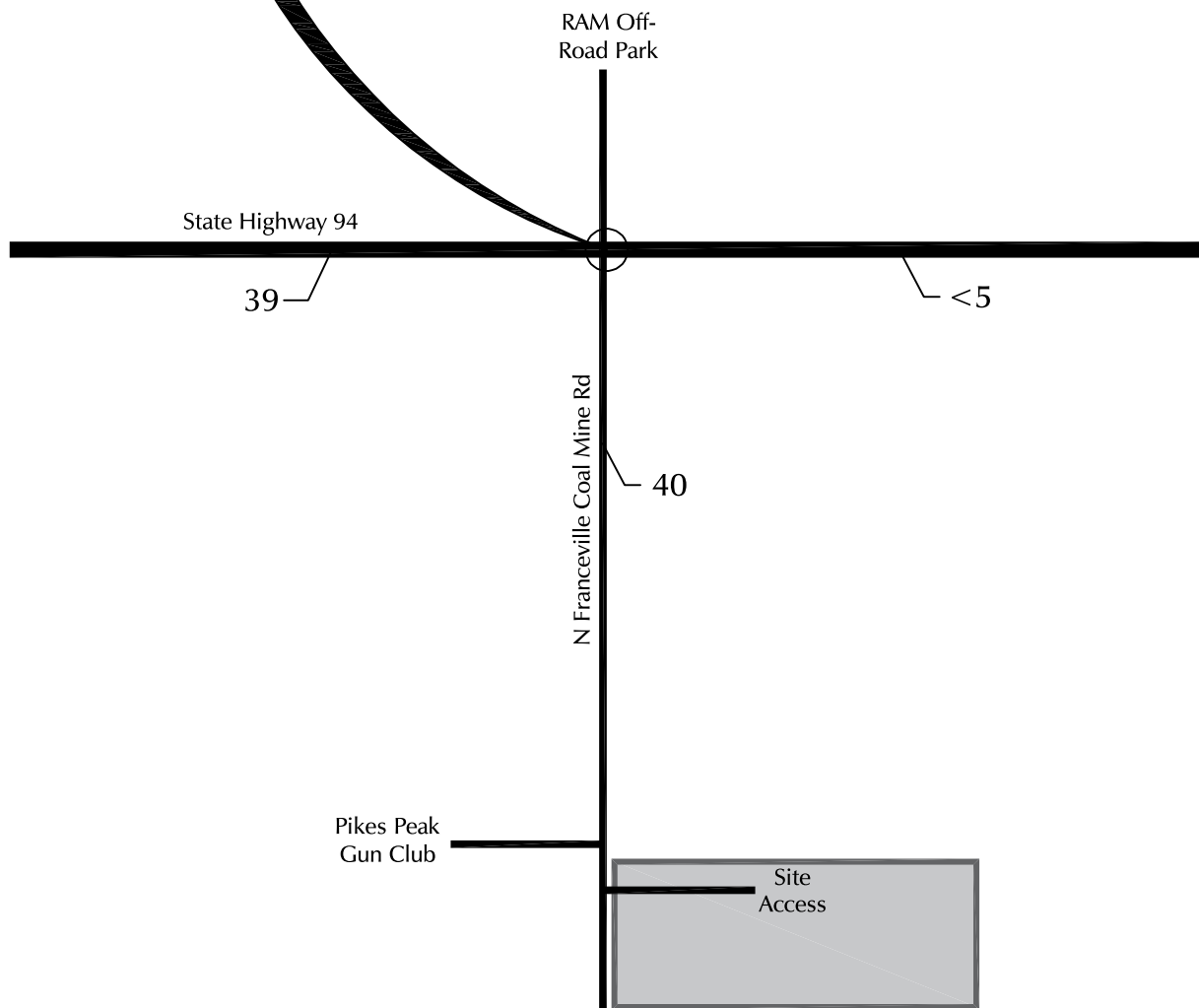
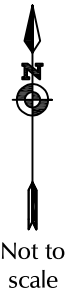
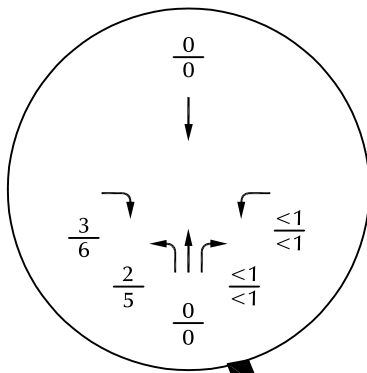


AM peak hour = 6:40am - 7:40am
PM peak hour = 4:00pm - 5:00pm

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

Figure 5
Existing Site-Generated Traffic
Included in the Count Data*
(on March 31-April 1, 2026)

Gateway Trucking (LSC #S214361)



*Per line 7 of Table 5

Figure 6

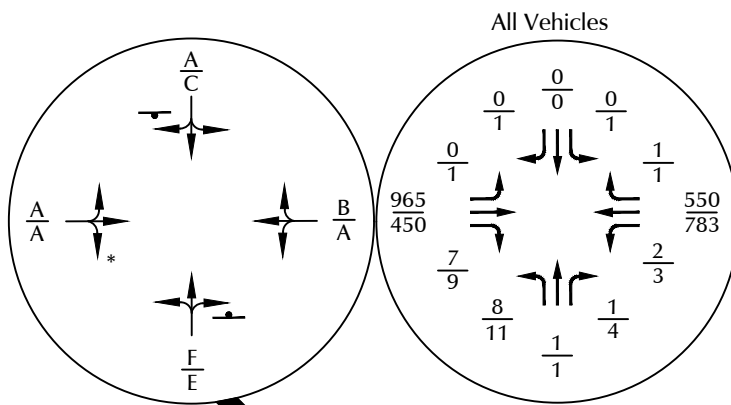
Site-Generated Traffic Based on Maximum Site Trip-Generation Estimate*

AM peak hour = 6:40am - 7:40am
PM peak hour = 4:00pm - 5:00pm

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

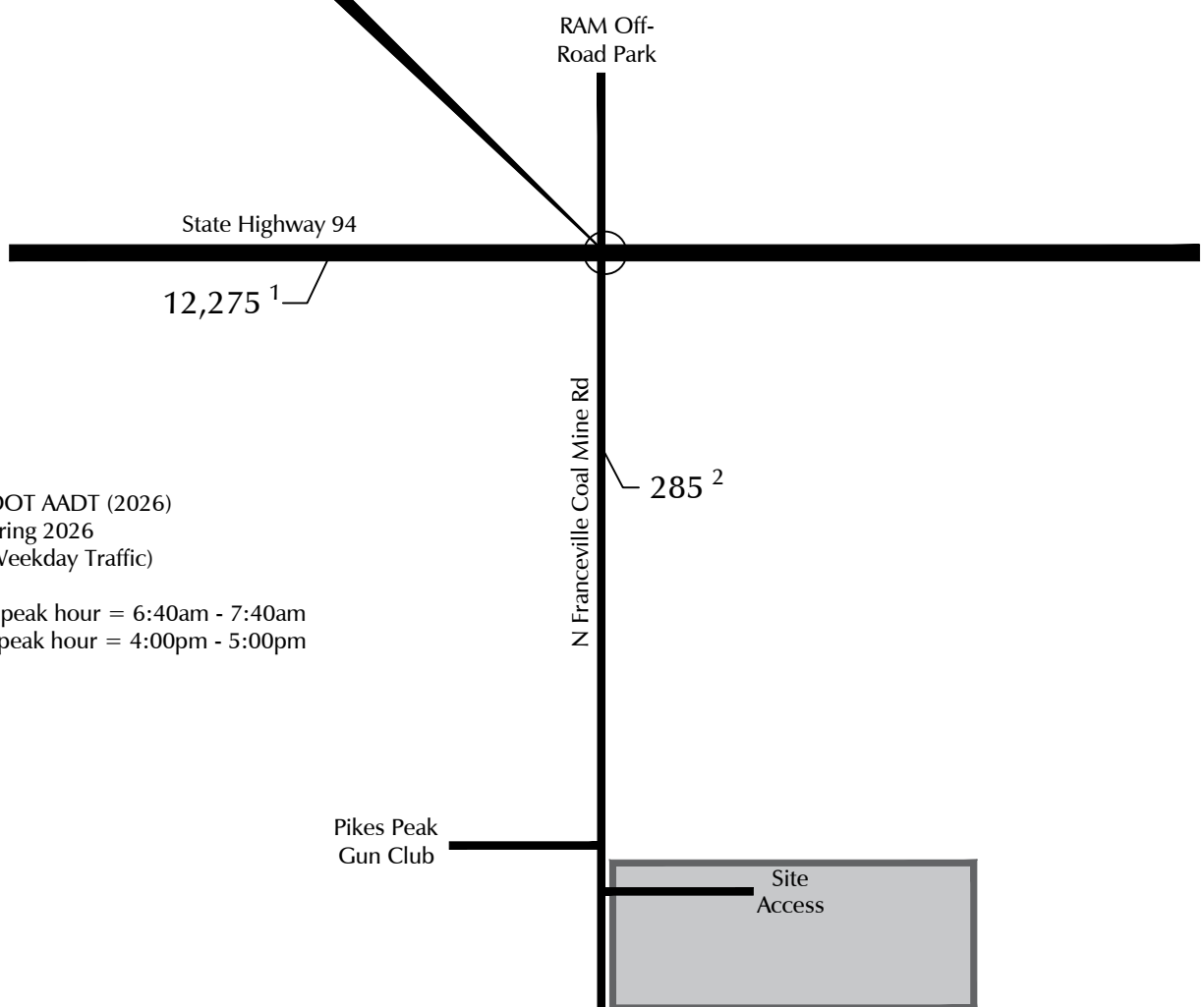
X,XXX = Weekday Traffic (Vehicles/Day)

Gateway Trucking (LSC #S214361)



Not to scale

*Please refer to report narrative



¹ CDOT AADT (2026)
² Spring 2026
 (Weekday Traffic)

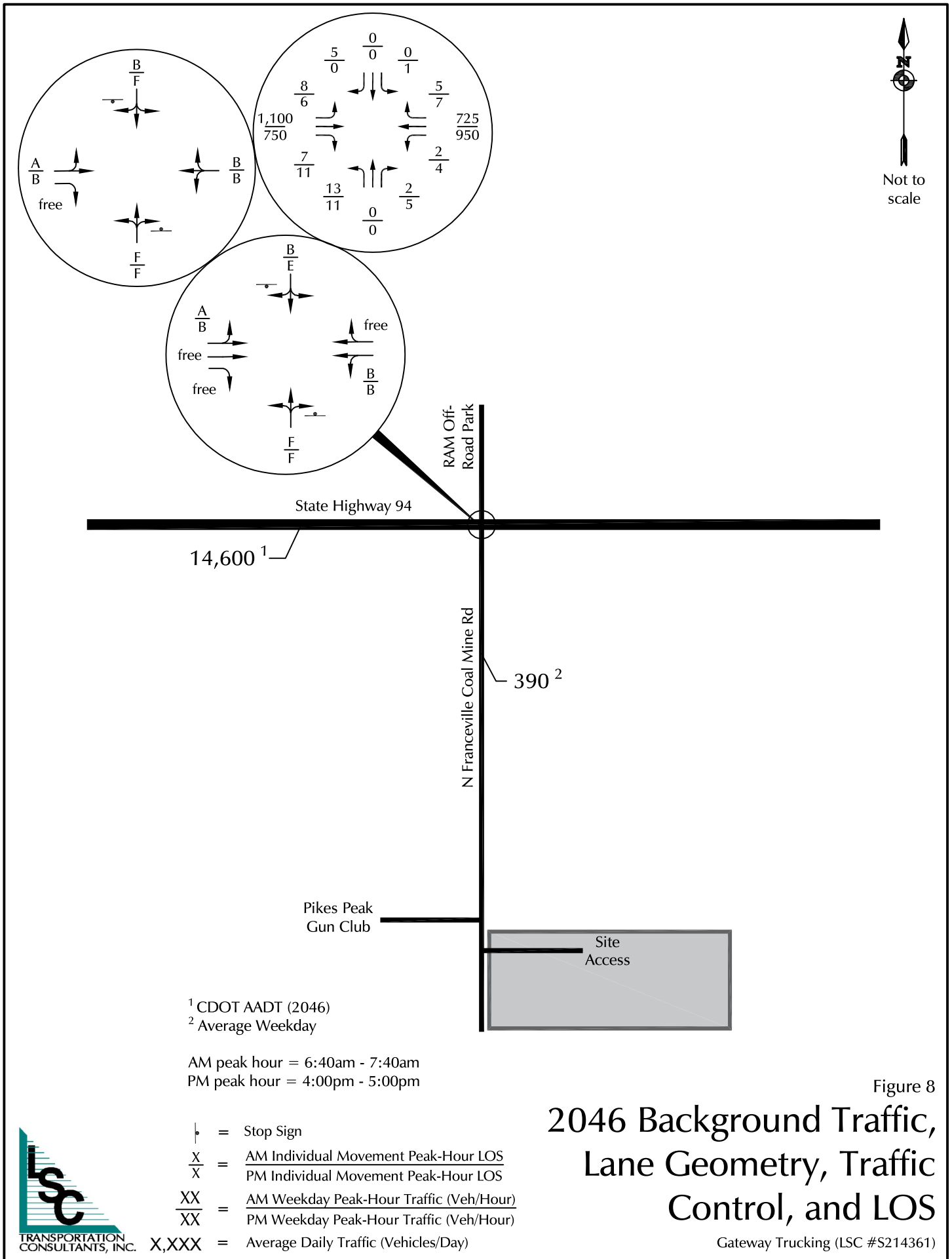
AM peak hour = 6:40am - 7:40am
 PM peak hour = 4:00pm - 5:00pm

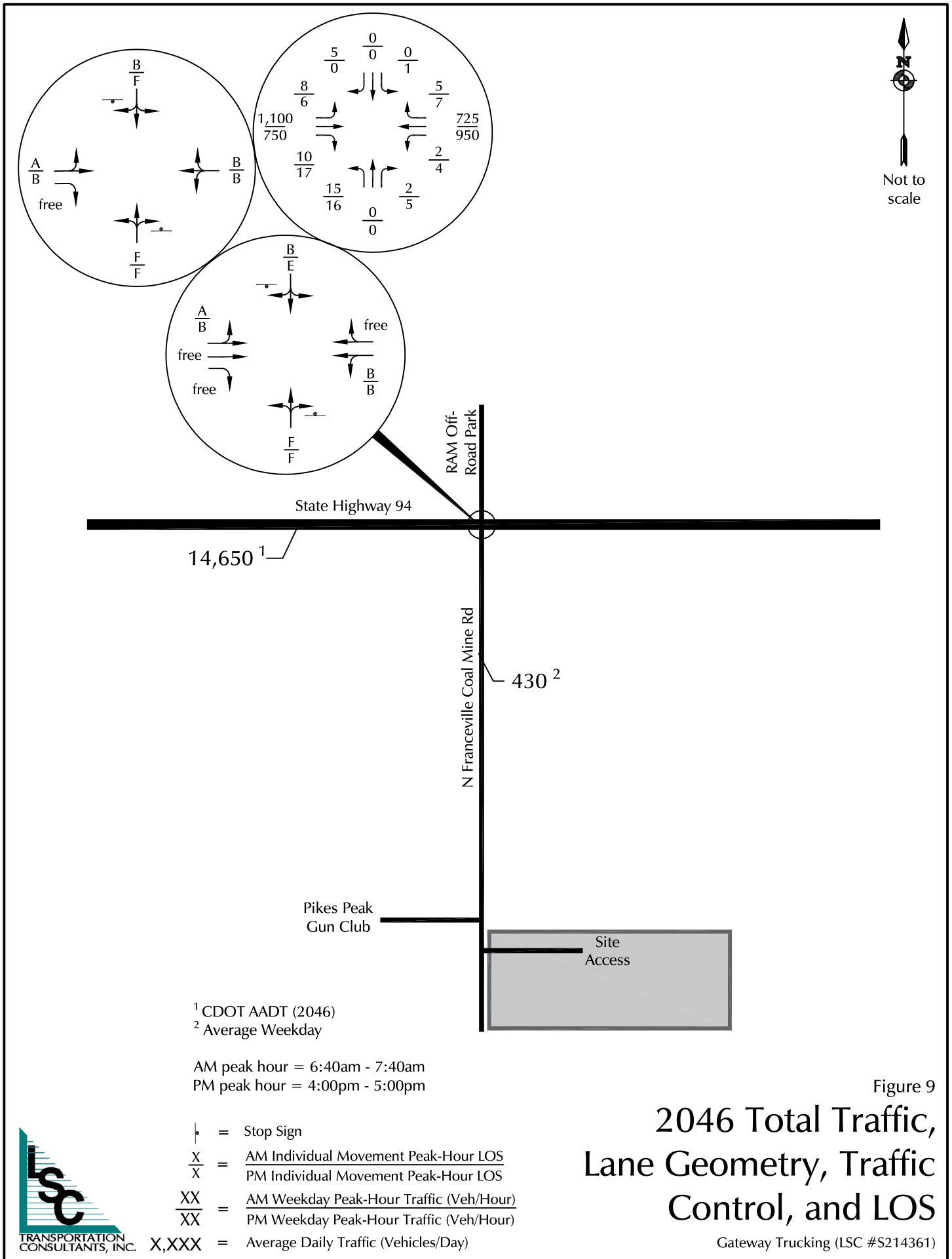
*Per line 8 of Table 5
 **Per line 7 of Table 5

Figure 7
 Existing Baseline* Plus Gateway
 "Maximum" Site Traffic**,
 Lane Geometry, Traffic
 Control, and LOS



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





Traffic Counts

LSC Transportation Consultants, Inc.

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

File Name : Franceville Coal Mine Rd - Hwy 94 AM 3-31-26

Site Code : S214361

Start Date : 3/31/2026

Page No : 1

Groups Printed- Unshifted

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Rd Northbound					Hwy 94 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
06:30	0	0	0	0	0	0	44	0	0	44	0	0	1	0	1	0	57	0	0	57	102
06:35	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	0	67	0	0	67	123
06:40	0	0	0	0	0	0	35	0	0	35	1	0	0	0	1	1	83	0	0	84	120
06:45	0	0	0	0	0	0	41	0	0	41	0	0	1	0	1	1	57	0	0	58	100
06:50	0	0	0	0	0	0	30	0	0	30	0	0	1	0	1	1	101	0	0	102	133
06:55	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	0	77	0	0	77	119
Total	0	0	0	0	0	0	248	0	0	248	1	0	3	0	4	3	442	0	0	445	697
07:00	0	0	0	0	0	0	32	1	0	33	0	0	0	0	0	2	80	0	0	82	115
07:05	0	0	0	0	0	0	49	0	0	49	0	0	2	0	2	1	66	0	0	67	118
07:10	0	0	0	0	0	0	38	0	0	38	0	0	1	0	1	0	92	0	0	92	131
07:15	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	0	79	0	0	79	141
07:20	0	0	0	0	0	0	56	0	0	56	0	0	1	0	1	0	94	0	0	94	151
07:25	0	0	0	0	0	0	49	0	0	49	0	1	0	0	1	1	76	0	0	77	127
07:30	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	0	81	0	0	81	121
07:35	0	0	0	0	0	0	47	1	0	48	0	0	0	0	0	0	85	0	0	85	133
07:40	0	0	0	0	0	0	42	0	0	42	0	0	1	0	1	0	65	0	0	65	108
07:45	0	0	0	0	0	0	49	0	0	49	0	0	0	0	0	0	47	0	0	47	96
07:50	0	0	0	0	0	0	31	0	0	31	0	0	1	0	1	0	69	0	0	69	101
07:55	0	0	0	0	0	0	45	0	0	45	1	0	0	0	1	0	66	0	0	66	112
Total	0	0	0	0	0	0	540	2	0	542	1	1	6	0	8	4	900	0	0	904	1454
08:00	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	0	55	0	0	55	93
08:05	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	64	0	0	64	97
08:10	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	0	36	0	0	36	62
08:15	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	1	71	0	0	72	115
08:20	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	46	0	0	46	78
08:25	0	0	0	0	0	0	36	0	0	36	0	0	1	0	1	0	33	0	0	33	70
Grand Total	0	0	0	0	0	0	996	2	0	998	2	1	10	0	13	8	1647	0	0	1655	2666
Apprch %	0	0	0	0	0	0	99.8	0.2	0		15.4	7.7	76.9	0		0.5	99.5	0	0		
Total %	0	0	0	0	0	0	37.4	0.1	0	37.4	0.1	0	0.4	0	0.5	0.3	61.8	0	0	62.1	

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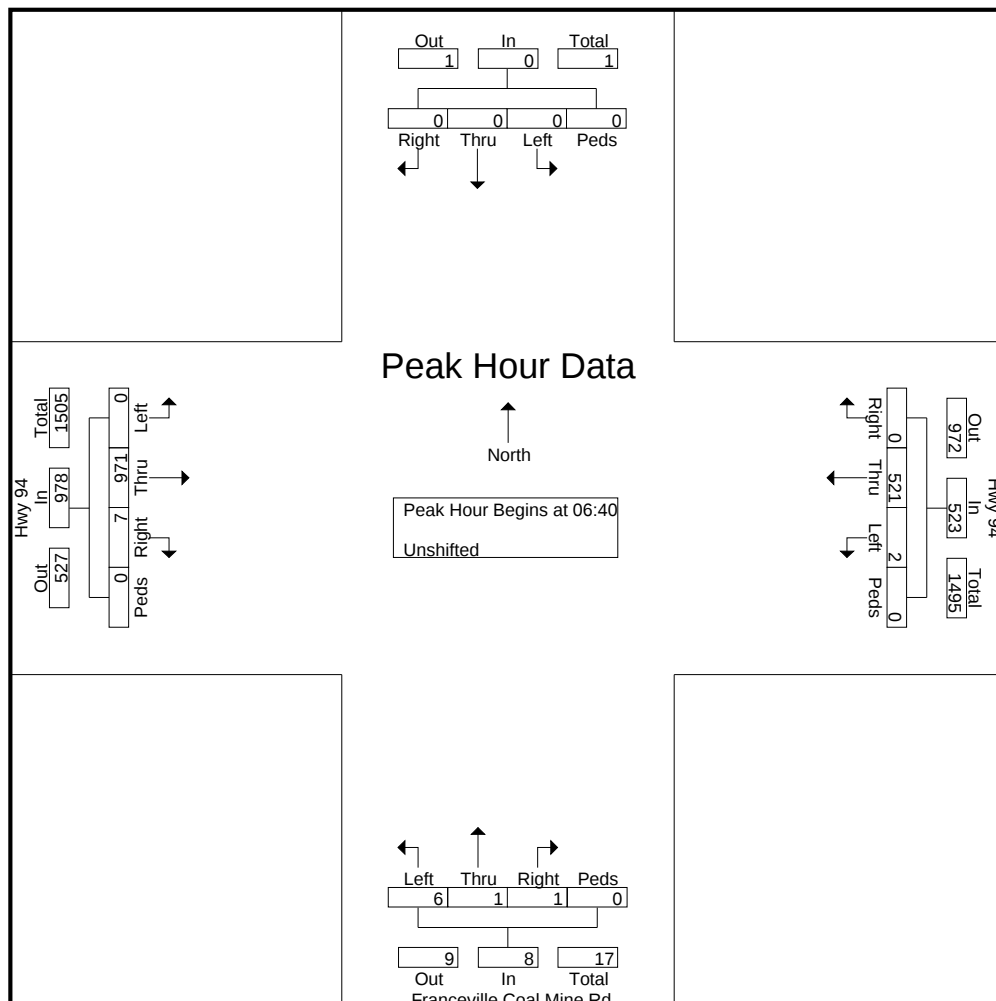
File Name : Franceville Coal Mine Rd - Hwy 94 AM 3-31-26

Site Code : S214361

Start Date : 3/31/2026

Page No : 2

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Rd Northbound					Hwy 94 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 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:40																					
06:40	0	0	0	0	0	0	35	0	0	35	1	0	0	0	1	1	83	0	0	84	120
06:45	0	0	0	0	0	0	41	0	0	41	0	0	1	0	1	1	57	0	0	58	100
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07:00	0	0	0	0	0	0	32	1	0	33	0	0	0	0	0	2	80	0	0	82	115
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07:10	0	0	0	0	0	0	38	0	0	38	0	0	1	0	1	0	92	0	0	92	131
07:15	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	0	79	0	0	79	141
07:20	0	0	0	0	0	0	56	0	0	56	0	0	1	0	1	0	94	0	0	94	151
07:25	0	0	0	0	0	0	49	0	0	49	0	1	0	0	1	1	76	0	0	77	127
07:30	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	0	81	0	0	81	121
07:35	0	0	0	0	0	0	47	1	0	48	0	0	0	0	0	0	85	0	0	85	133
Total Volume	0	0	0	0	0	0	521	2	0	523	1	1	6	0	8	7	971	0	0	978	1509
% App. Total	0	0	0	0	0	0	99.6	0.4	0		12.5	12.5	75	0		0.7	99.3	0	0		
PHF	.000	.000	.000	.000	.000	.000	.700	.167	.000	.703	.083	.083	.250	.000	.333	.292	.801	.000	.000	.799	.833



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File Name : Franceville Coal Mine Rd - Hwy 94 AM 3-31-26

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Start Date : 3/31/2026

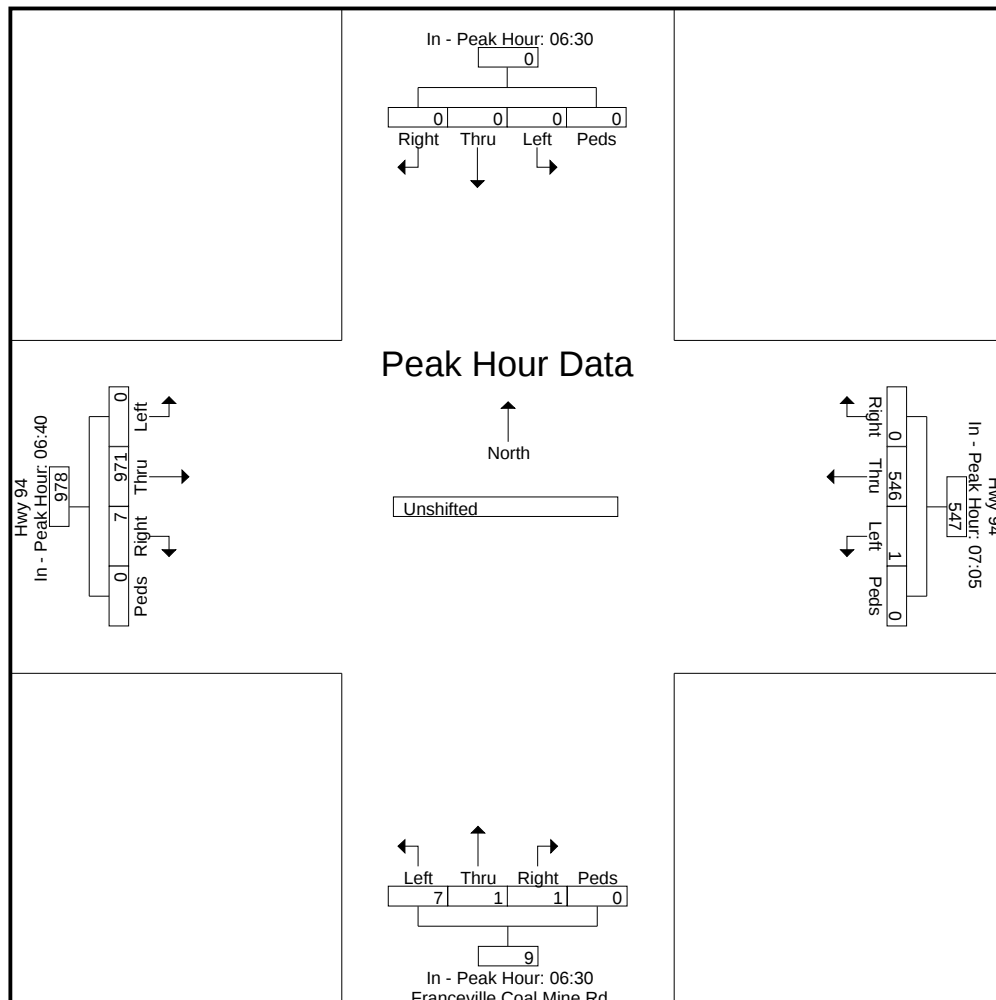
Page No : 3

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Rd Northbound					Hwy 94 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 06:30 to 08:25 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:30					07:05					06:30					06:40					
+0 mins.	0	0	0	0	0	0	49	0	0	49	0	0	1	0	1	1	83	0	0	84	
+5 mins.	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	1	57	0	0	58	
+10 mins.	0	0	0	0	0	0	62	0	0	62	1	0	0	0	1	0	101	0	0	102	
+15 mins.	0	0	0	0	0	0	56	0	0	56	0	0	1	0	1	0	77	0	0	77	
+20 mins.	0	0	0	0	0	0	49	0	0	49	0	0	1	0	1	2	80	0	0	82	
+25 mins.	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	1	66	0	0	67	
+30 mins.	0	0	0	0	0	0	47	1	0	48	0	0	0	0	0	0	92	0	0	92	
+35 mins.	0	0	0	0	0	0	42	0	0	42	0	0	2	0	2	0	79	0	0	79	
+40 mins.	0	0	0	0	0	0	49	0	0	49	0	0	1	0	1	0	94	0	0	94	
+45 mins.	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	1	76	0	0	77	
+50 mins.	0	0	0	0	0	0	45	0	0	45	0	0	1	0	1	0	81	0	0	81	
+55 mins.	0	0	0	0	0	0	38	0	0	38	0	1	0	0	1	0	85	0	0	85	
Total Volume	0	0	0	0	0	0	546	1	0	547	1	1	7	0	9	7	971	0	0	978	
% App. Total	0	0	0	0	0	0	99.8	0.2	0		11.1	11.1	77.8	0		0.7	99.3	0	0		
PHF	.000	.000	.000	.000	.000	.000	.734	.083	.000	.735	.083	.083	.292	.000	.375	.292	.801	.000	.000	.799	



LSC Transportation Consultants, Inc.

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File Name : Franceville Coal Mine Rd - Hwy 94 PM 3-31-26

Site Code : S214361

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Page No : 1

Groups Printed- Unshifted

Start Time	Southbound					Hwy 94 Westbound					Franceville Coal Mine Rd Northbound					Hwy 94 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
16:00	0	0	0	0	0	0	68	0	0	68	0	0	1	0	1	0	29	0	0	29	98
16:05	0	0	0	0	0	0	60	0	0	60	0	0	0	0	0	0	35	0	0	35	95
16:10	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	1	35	0	0	36	97
16:15	0	0	0	0	0	0	74	0	0	74	0	0	1	0	1	1	48	0	0	49	124
16:20	0	0	0	0	0	0	91	0	0	91	0	0	0	0	0	1	24	0	0	25	116
16:25	0	0	0	0	0	0	101	1	0	102	0	1	0	0	1	0	47	1	0	48	151
16:30	1	0	0	0	1	0	57	0	0	57	1	0	0	0	1	0	36	0	0	36	95
16:35	0	0	0	0	0	0	69	1	0	70	0	0	2	0	2	0	30	0	0	30	102
16:40	0	0	0	0	0	0	63	0	0	63	0	0	1	0	1	1	47	0	0	48	112
16:45	0	0	0	0	0	0	56	2	0	58	1	0	0	0	1	0	36	0	0	36	95
16:50	0	0	0	0	0	0	58	0	0	58	0	0	1	0	1	1	24	0	0	25	84
16:55	0	0	0	0	0	0	59	0	0	59	0	0	1	0	1	0	42	0	0	42	102
Total	1	0	0	0	1	0	817	4	0	821	2	1	7	0	10	5	433	1	0	439	1271
17:00	0	0	0	0	0	0	37	0	0	37	0	0	2	0	2	0	33	0	0	33	72
17:05	0	0	0	0	0	0	37	0	0	37	1	0	0	0	1	0	37	0	0	37	75
17:10	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	1	29	0	0	30	68
17:15	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	0	35	0	0	35	91
17:20	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	2	40	0	0	42	99
17:25	0	0	0	0	0	0	58	0	0	58	0	0	0	0	0	0	34	0	0	34	92
17:30	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	33	0	0	33	80
17:35	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	1	42	0	0	43	84
17:40	0	0	0	0	0	0	21	0	0	21	1	0	1	0	2	1	27	0	0	28	51
17:45	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	3	45	0	0	48	65
17:50	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	30	0	0	30	53
17:55	0	0	0	0	0	0	24	0	0	24	0	0	3	0	3	0	25	0	0	25	52
Total	0	0	0	0	0	0	456	0	0	456	2	0	6	0	8	8	410	0	0	418	882
Grand Total	1	0	0	0	1	0	1273	4	0	1277	4	1	13	0	18	13	843	1	0	857	2153
Apprch %	100	0	0	0		0	99.7	0.3	0		22.2	5.6	72.2	0		1.5	98.4	0.1	0		
Total %	0	0	0	0	0	0	59.1	0.2	0	59.3	0.2	0	0.6	0	0.8	0.6	39.2	0	0	39.8	

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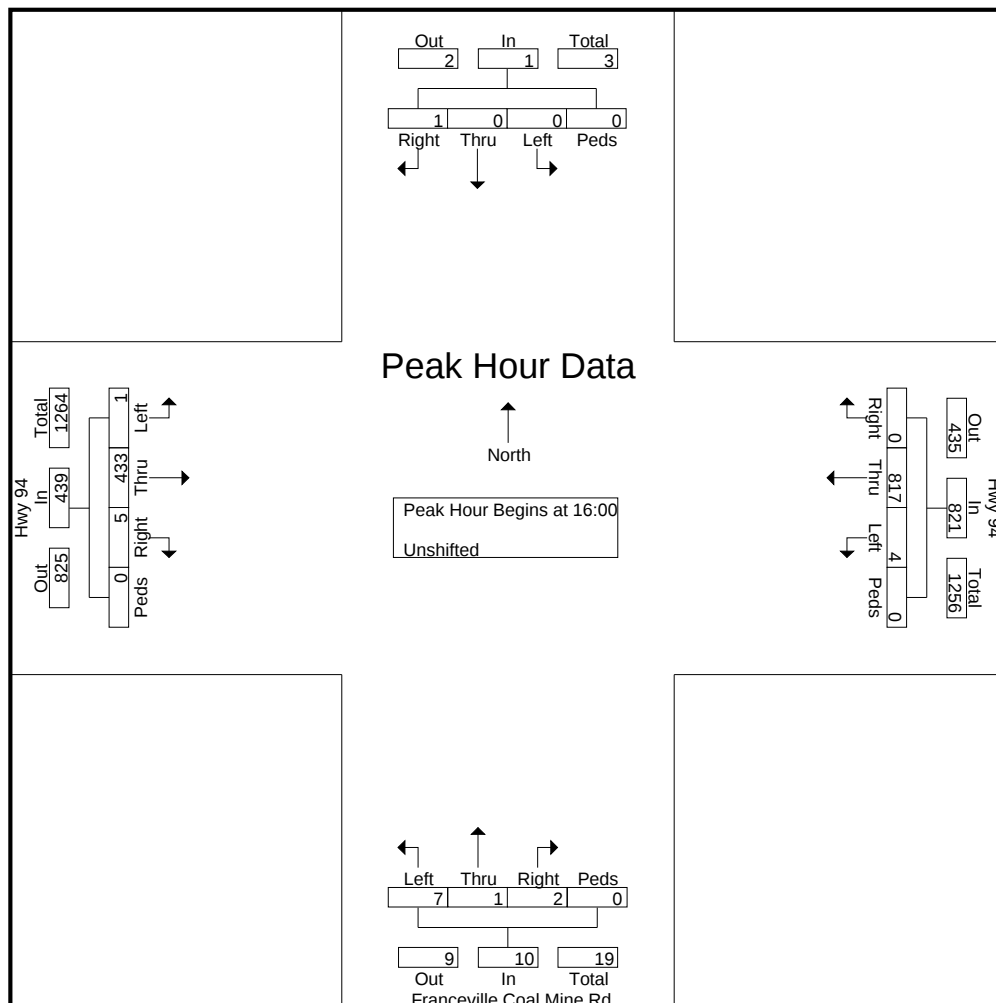
File Name : Franceville Coal Mine Rd - Hwy 94 PM 3-31-26

Site Code : S214361

Start Date : 3/31/2026

Page No : 2

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Rd Northbound					Hwy 94 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 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	68	0	0	68	0	0	1	0	1	0	29	0	0	29	98
16:05	0	0	0	0	0	0	60	0	0	60	0	0	0	0	0	0	35	0	0	35	95
16:10	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	1	35	0	0	36	97
16:15	0	0	0	0	0	0	74	0	0	74	0	0	1	0	1	1	48	0	0	49	124
16:20	0	0	0	0	0	0	91	0	0	91	0	0	0	0	0	1	24	0	0	25	116
16:25	0	0	0	0	0	0	101	1	0	102	0	1	0	0	1	0	47	1	0	48	151
16:30	1	0	0	0	1	0	57	0	0	57	1	0	0	0	1	0	36	0	0	36	95
16:35	0	0	0	0	0	0	69	1	0	70	0	0	2	0	2	0	30	0	0	30	102
16:40	0	0	0	0	0	0	63	0	0	63	0	0	1	0	1	1	47	0	0	48	112
16:45	0	0	0	0	0	0	56	2	0	58	1	0	0	0	1	0	36	0	0	36	95
16:50	0	0	0	0	0	0	58	0	0	58	0	0	1	0	1	1	24	0	0	25	84
16:55	0	0	0	0	0	0	59	0	0	59	0	0	1	0	1	0	42	0	0	42	102
Total Volume	1	0	0	0	1	0	817	4	0	821	2	1	7	0	10	5	433	1	0	439	1271
% App. Total	100	0	0	0		0	99.5	0.5	0		20	10	70	0		1.1	98.6	0.2	0		
PHF	.083	.000	.000	.000	.083	.000	.674	.167	.000	.671	.167	.083	.292	.000	.417	.417	.752	.083	.000	.747	.701



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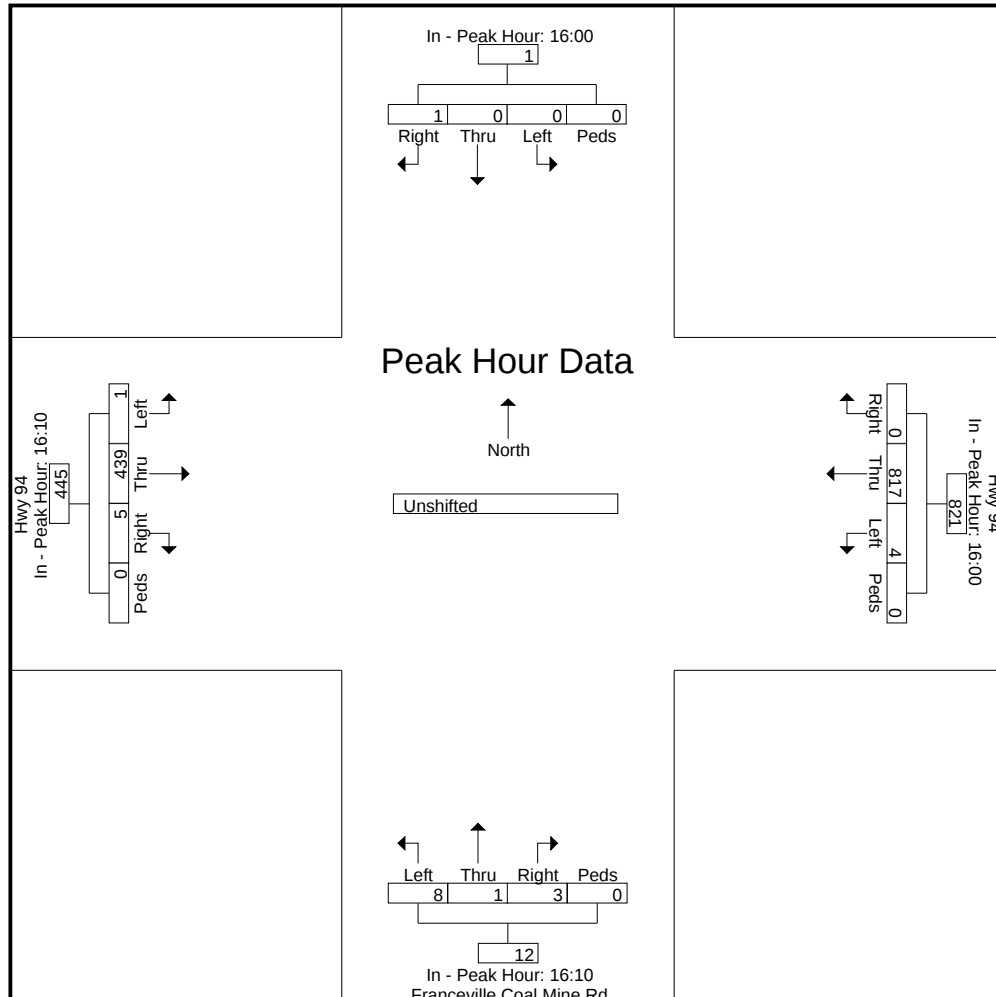
File Name : Franceville Coal Mine Rd - Hwy 94 PM 3-31-26

Site Code : S214361

Start Date : 3/31/2026

Page No : 3

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Rd Northbound					Hwy 94 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 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:00					16:00					16:10					16:10					
+0 mins.	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	1	35	0	0	36	
+5 mins.	0	0	0	0	0	0	60	0	0	60	0	0	1	0	1	1	48	0	0	49	
+10 mins.	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	1	24	0	0	25	
+15 mins.	0	0	0	0	0	0	74	0	0	74	0	1	0	0	1	0	47	1	0	48	
+20 mins.	0	0	0	0	0	0	91	0	0	91	1	0	0	0	1	0	36	0	0	36	
+25 mins.	0	0	0	0	0	0	101	1	0	102	0	0	2	0	2	0	30	0	0	30	
+30 mins.	1	0	0	0	1	0	57	0	0	57	0	0	1	0	1	1	47	0	0	48	
+35 mins.	0	0	0	0	0	0	69	1	0	70	1	0	0	0	1	0	36	0	0	36	
+40 mins.	0	0	0	0	0	0	63	0	0	63	0	0	1	0	1	1	24	0	0	25	
+45 mins.	0	0	0	0	0	0	56	2	0	58	0	0	1	0	1	0	42	0	0	42	
+50 mins.	0	0	0	0	0	0	58	0	0	58	0	0	2	0	2	0	33	0	0	33	
+55 mins.	0	0	0	0	0	0	59	0	0	59	1	0	0	0	1	0	37	0	0	37	
Total Volume	1	0	0	0	1	0	817	4	0	821	3	1	8	0	12	5	439	1	0	445	
% App. Total	100	0	0	0		0	99.5	0.5	0		25	8.3	66.7	0		1.1	98.7	0.2	0		
PHF	.083	.000	.000	.000	.083	.000	.674	.167	.000	.671	.250	.083	.333	.000	.500	.417	.762	.083	.000	.757	



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File Name : Franceville Coal Mine Rd - Hwy 94 AM 4-1-26

Site Code : S214361

Start Date : 4/1/2026

Page No : 1

Groups Printed- Unshifted

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Rd Northbound					Hwy 94 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
06:30	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	0	60	0	0	60	112
06:35	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	2	80	0	0	82	119
06:40	0	0	0	0	0	0	37	0	0	37	1	0	0	0	1	0	79	0	0	79	117
06:45	0	0	0	0	0	0	52	1	0	53	0	0	1	0	1	0	71	0	0	71	125
06:50	0	0	0	0	0	0	29	1	0	30	0	0	1	0	1	0	101	0	0	101	132
06:55	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	1	73	0	0	74	110
Total	0	0	0	0	0	0	243	2	0	245	1	0	2	0	3	3	464	0	0	467	715
07:00	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0	0	85	0	0	85	131
07:05	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	0	89	0	0	89	139
07:10	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	1	72	0	0	73	112
07:15	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	0	69	0	0	69	138
07:20	0	0	0	0	0	0	28	0	0	28	0	0	3	0	3	0	104	0	0	104	135
07:25	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	0	60	0	0	60	112
07:30	0	0	0	0	0	0	39	0	0	39	0	0	3	0	3	0	80	0	0	80	122
07:35	0	0	0	0	0	0	52	0	0	52	0	0	1	0	1	0	60	0	0	60	113
07:40	0	0	0	0	0	0	54	0	0	54	0	0	0	0	0	0	61	0	0	61	115
07:45	0	0	0	0	0	0	60	0	0	60	0	0	0	0	0	0	69	0	0	69	129
07:50	0	0	0	0	0	1	32	0	0	33	0	0	0	0	0	0	55	0	0	55	88
07:55	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	66	0	0	66	105
Total	0	0	0	0	0	1	560	0	0	561	0	0	7	0	7	1	870	0	0	871	1439
08:00	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	61	0	0	61	91
08:05	0	0	0	0	0	0	44	0	0	44	0	0	0	0	0	0	36	0	0	36	80
08:10	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	2	53	0	0	55	74
08:15	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	1	43	0	0	44	80
08:20	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	46	0	0	46	70
08:25	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	2	60	0	0	62	93
Grand Total	0	0	0	0	0	1	987	2	0	990	1	0	9	0	10	9	1633	0	0	1642	2642
Apprch %	0	0	0	0		0.1	99.7	0.2	0		10	0	90	0		0.5	99.5	0	0		
Total %	0	0	0	0	0	0	37.4	0.1	0	37.5	0	0	0.3	0	0.4	0.3	61.8	0	0	62.1	

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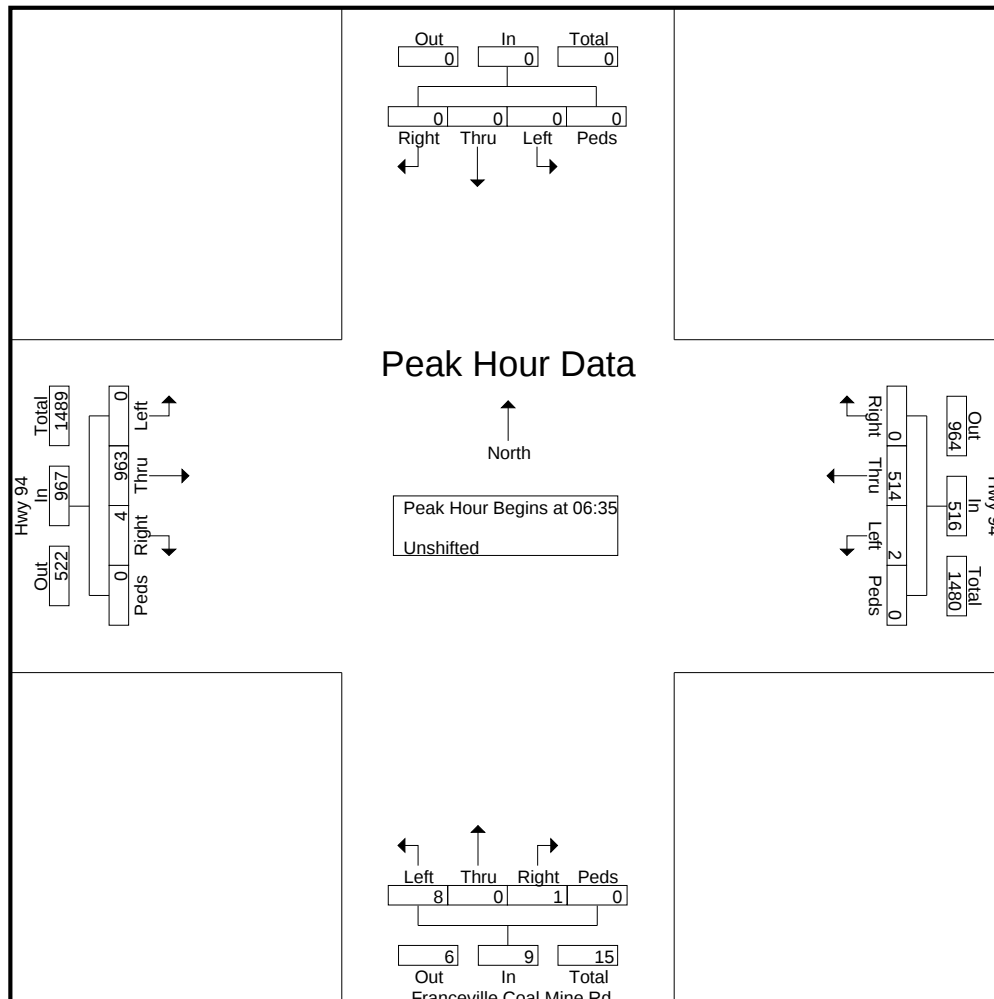
File Name : Franceville Coal Mine Rd - Hwy 94 AM 4-1-26

Site Code : S214361

Start Date : 4/1/2026

Page No : 2

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Rd Northbound					Hwy 94 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 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:35																					
06:35	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	2	80	0	0	82	119
06:40	0	0	0	0	0	0	37	0	0	37	1	0	0	0	1	0	79	0	0	79	117
06:45	0	0	0	0	0	0	52	1	0	53	0	0	1	0	1	0	71	0	0	71	125
06:50	0	0	0	0	0	0	29	1	0	30	0	0	1	0	1	0	101	0	0	101	132
06:55	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	1	73	0	0	74	110
07:00	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0	0	85	0	0	85	131
07:05	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	0	89	0	0	89	139
07:10	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	1	72	0	0	73	112
07:15	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	0	69	0	0	69	138
07:20	0	0	0	0	0	0	28	0	0	28	0	0	3	0	3	0	104	0	0	104	135
07:25	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	0	60	0	0	60	112
07:30	0	0	0	0	0	0	39	0	0	39	0	0	3	0	3	0	80	0	0	80	122
Total Volume	0	0	0	0	0	0	514	2	0	516	1	0	8	0	9	4	963	0	0	967	1492
% App. Total	0	0	0	0	0	0	99.6	0.4	0		11.1	0	88.9	0		0.4	99.6	0	0		
PHF	.000	.000	.000	.000	.000	.000	.621	.167	.000	.623	.083	.000	.222	.000	.250	.167	.772	.000	.000	.775	.894



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File Name : Franceville Coal Mine Rd - Hwy 94 AM 4-1-26

Site Code : S214361

Start Date : 4/1/2026

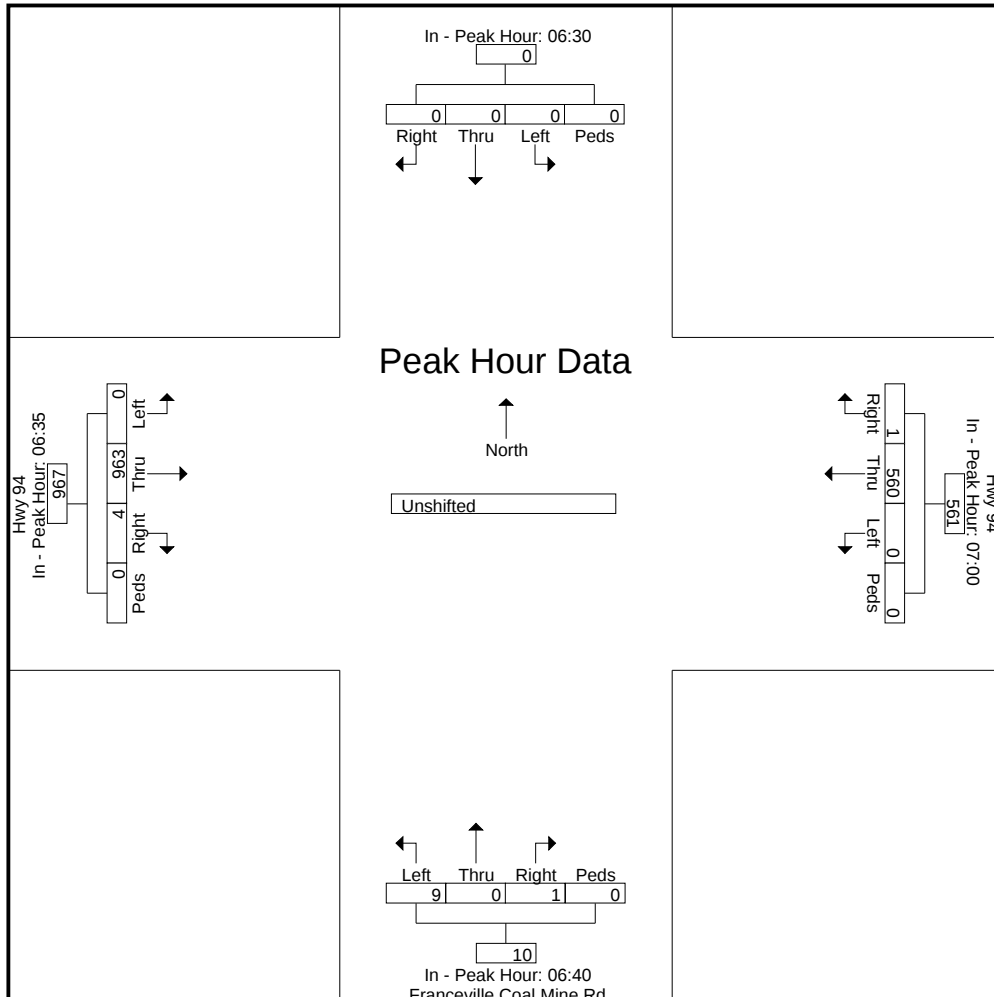
Page No : 3

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Rd Northbound					Hwy 94 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 06:30 to 08:25 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:30					07:00					06:40					06:35					
+0 mins.	0	0	0	0	0	0	46	0	0	46	1	0	0	0	1	2	80	0	0	82	
+5 mins.	0	0	0	0	0	0	50	0	0	50	0	0	1	0	1	0	79	0	0	79	
+10 mins.	0	0	0	0	0	0	39	0	0	39	0	0	1	0	1	0	71	0	0	71	
+15 mins.	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	0	101	0	0	101	
+20 mins.	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	1	73	0	0	74	
+25 mins.	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	0	85	0	0	85	
+30 mins.	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	89	0	0	89	
+35 mins.	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	1	72	0	0	73	
+40 mins.	0	0	0	0	0	0	54	0	0	54	0	0	3	0	3	0	69	0	0	69	
+45 mins.	0	0	0	0	0	0	60	0	0	60	0	0	0	0	0	0	104	0	0	104	
+50 mins.	0	0	0	0	0	1	32	0	0	33	0	0	3	0	3	0	60	0	0	60	
+55 mins.	0	0	0	0	0	0	39	0	0	39	0	0	1	0	1	0	80	0	0	80	
Total Volume	0	0	0	0	0	1	560	0	0	561	1	0	9	0	10	4	963	0	0	967	
% App. Total	0	0	0	0	0	0.2	99.8	0	0		10	0	90	0		0.4	99.6	0	0		
PHF	.000	.000	.000	.000	.000	.083	.676	.000	.000	.678	.083	.000	.250	.000	.278	.167	.772	.000	.000	.775	



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File Name : Franceville Coal Mine Rd - Hwy 94 PM 4-1-26

Site Code : S214361

Start Date : 4/1/2026

Page No : 1

Groups Printed- Unshifted

Start Time	Southbound					Hwy 94 Westbound					Franceville Coal Mine Northbound					Hwy 94 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
16:00	0	0	0	0	0	0	59	0	0	59	0	0	0	0	0	1	32	0	0	33	92
16:05	0	0	1	0	1	0	68	0	0	68	1	0	2	0	3	0	41	0	0	41	113
16:10	0	0	0	0	0	0	58	0	0	58	0	0	2	0	2	2	37	0	0	39	99
16:15	0	0	0	0	0	0	83	0	0	83	0	0	2	0	2	1	26	0	0	27	112
16:20	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	0	33	0	0	33	101
16:25	0	0	0	0	0	0	86	0	0	86	0	0	1	0	1	1	33	0	0	34	121
16:30	0	0	0	0	0	0	54	0	0	54	1	0	1	0	2	1	29	0	0	30	86
16:35	0	0	0	0	0	0	70	0	0	70	1	0	0	0	1	0	38	0	0	38	109
16:40	0	0	0	0	0	1	50	0	0	51	1	0	0	0	1	1	40	0	0	41	93
16:45	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	0	29	0	0	29	79
16:50	0	0	0	0	0	0	54	1	0	55	0	0	0	0	0	0	41	0	0	41	96
16:55	0	0	0	0	0	0	49	0	0	49	0	0	1	0	1	1	32	0	0	33	83
Total	0	0	1	0	1	1	749	1	0	751	4	0	9	0	13	8	411	0	0	419	1184
17:00	0	0	0	0	0	0	49	1	0	50	1	0	0	0	1	0	42	0	0	42	93
17:05	0	0	0	0	0	0	36	0	0	36	0	0	1	0	1	1	26	0	0	27	64
17:10	0	0	0	0	0	0	39	0	0	39	0	0	1	0	1	0	55	0	0	55	95
17:15	1	0	0	0	1	0	31	0	0	31	0	0	0	0	0	0	40	0	0	40	72
17:20	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	1	47	0	0	48	90
17:25	0	0	0	0	0	0	39	1	0	40	0	0	2	0	2	0	35	0	0	35	77
17:30	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	0	30	0	0	30	71
17:35	0	0	0	0	0	0	30	0	0	30	0	0	1	0	1	0	33	0	0	33	64
17:40	0	0	0	0	0	0	21	0	0	21	0	0	1	0	1	0	39	0	0	39	61
17:45	0	0	0	0	0	0	36	0	0	36	0	0	1	0	1	0	33	0	0	33	70
17:50	0	0	0	0	0	0	22	0	0	22	0	0	4	0	4	2	41	0	0	43	69
*** BREAK ***																					
Total	1	0	0	0	1	0	386	2	0	388	1	0	11	0	12	4	421	0	0	425	826
Grand Total	1	0	1	0	2	1	1135	3	0	1139	5	0	20	0	25	12	832	0	0	844	2010
Apprch %	50	0	50	0		0.1	99.6	0.3	0		20	0	80	0		1.4	98.6	0	0		
Total %	0	0	0	0	0.1	0	56.5	0.1	0	56.7	0.2	0	1	0	1.2	0.6	41.4	0	0	42	

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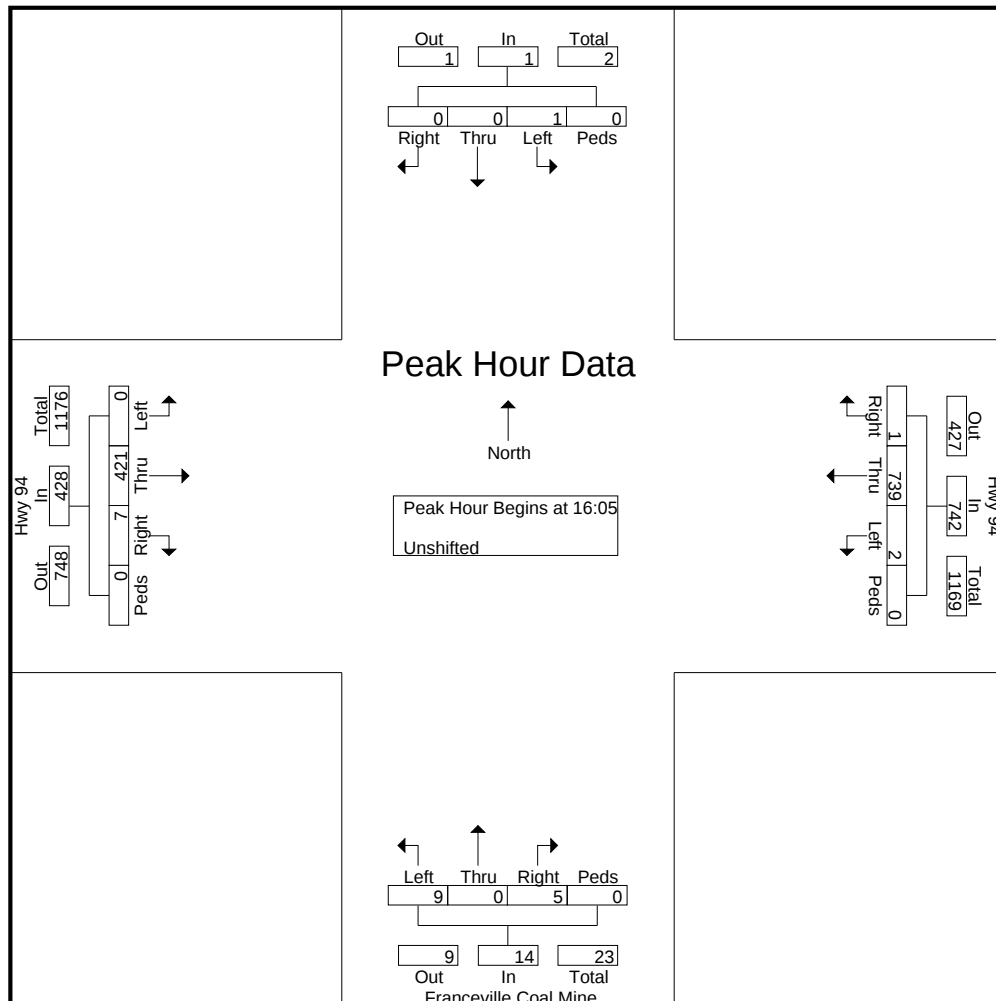
File Name : Franceville Coal Mine Rd - Hwy 94 PM 4-1-26

Site Code : S214361

Start Date : 4/1/2026

Page No : 2

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Northbound					Hwy 94 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 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:05																					
16:05	0	0	1	0	1	0	68	0	0	68	1	0	2	0	3	0	41	0	0	41	113
16:10	0	0	0	0	0	0	58	0	0	58	0	0	2	0	2	2	37	0	0	39	99
16:15	0	0	0	0	0	0	83	0	0	83	0	0	2	0	2	1	26	0	0	27	112
16:20	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	0	33	0	0	33	101
16:25	0	0	0	0	0	0	86	0	0	86	0	0	1	0	1	1	33	0	0	34	121
16:30	0	0	0	0	0	0	54	0	0	54	1	0	1	0	2	1	29	0	0	30	86
16:35	0	0	0	0	0	0	70	0	0	70	1	0	0	0	1	0	38	0	0	38	109
16:40	0	0	0	0	0	1	50	0	0	51	1	0	0	0	1	1	40	0	0	41	93
16:45	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	0	29	0	0	29	79
16:50	0	0	0	0	0	0	54	1	0	55	0	0	0	0	0	0	41	0	0	41	96
16:55	0	0	0	0	0	0	49	0	0	49	0	0	1	0	1	1	32	0	0	33	83
17:00	0	0	0	0	0	0	49	1	0	50	1	0	0	0	1	0	42	0	0	42	93
Total Volume	0	0	1	0	1	1	739	2	0	742	5	0	9	0	14	7	421	0	0	428	1185
% App. Total	0	0	100	0		0.1	99.6	0.3	0		35.7	0	64.3	0		1.6	98.4	0	0		
PHF	.000	.000	.083	.000	.083	.083	.716	.167	.000	.719	.417	.000	.375	.000	.389	.292	.835	.000	.000	.849	.816



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

File Name : Franceville Coal Mine Rd - Hwy 94 PM 4-1-26

Site Code : S214361

Start Date : 4/1/2026

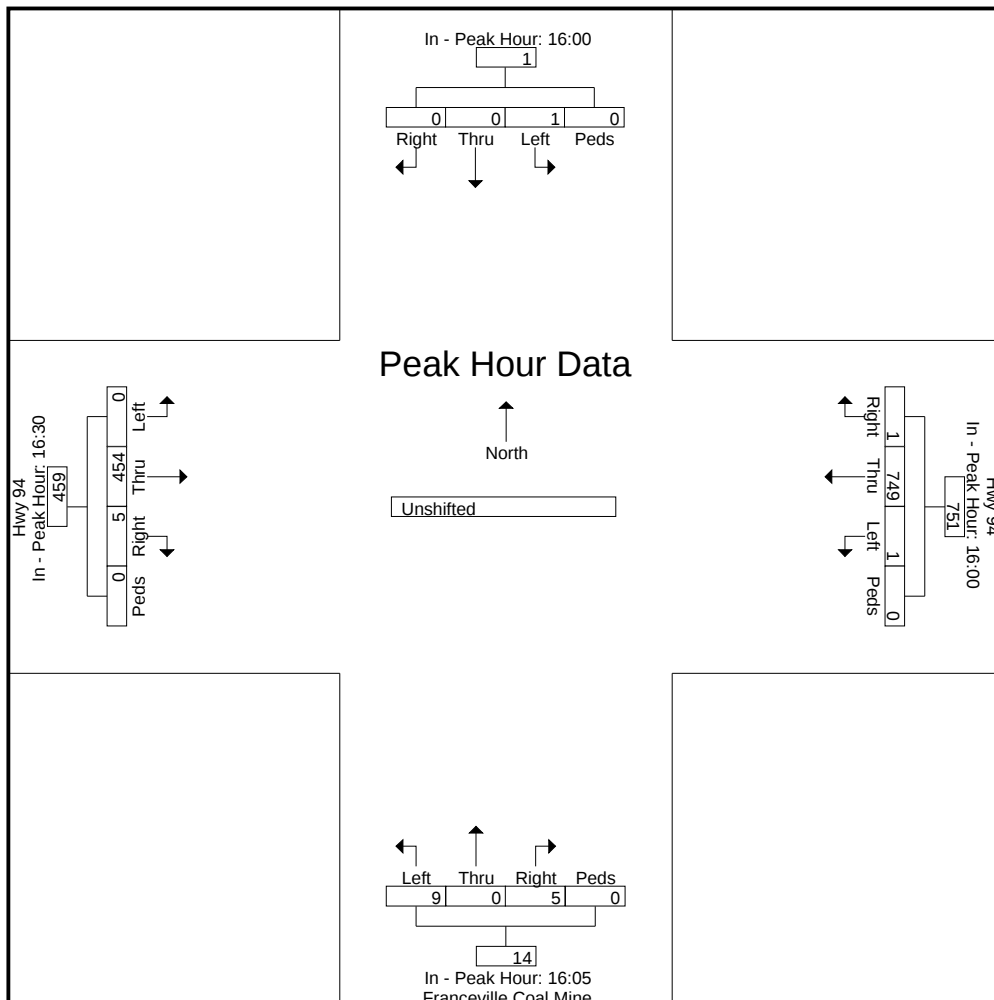
Page No : 3

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Northbound					Hwy 94 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 16:00 to 17:55 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00					16:00					16:05					16:30					
+0 mins.	0	0	0	0	0	0	59	0	0	59	1	0	2	0	3	1	29	0	0	30	
+5 mins.	0	0	1	0	1	0	68	0	0	68	0	0	2	0	2	0	38	0	0	38	
+10 mins.	0	0	0	0	0	0	58	0	0	58	0	0	2	0	2	1	40	0	0	41	
+15 mins.	0	0	0	0	0	0	83	0	0	83	0	0	0	0	0	0	29	0	0	29	
+20 mins.	0	0	0	0	0	0	68	0	0	68	0	0	1	0	1	0	41	0	0	41	
+25 mins.	0	0	0	0	0	0	86	0	0	86	1	0	1	0	2	1	32	0	0	33	
+30 mins.	0	0	0	0	0	0	54	0	0	54	1	0	0	0	1	0	42	0	0	42	
+35 mins.	0	0	0	0	0	0	70	0	0	70	1	0	0	0	1	1	26	0	0	27	
+40 mins.	0	0	0	0	0	1	50	0	0	51	0	0	0	0	0	0	55	0	0	55	
+45 mins.	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	0	40	0	0	40	
+50 mins.	0	0	0	0	0	0	54	1	0	55	0	0	1	0	1	1	47	0	0	48	
+55 mins.	0	0	0	0	0	0	49	0	0	49	1	0	0	0	1	0	35	0	0	35	
Total Volume	0	0	1	0	1	1	749	1	0	751	5	0	9	0	14	5	454	0	0	459	
% App. Total	0	0	100	0		0.1	99.7	0.1	0		35.7	0	64.3	0		1.1	98.9	0	0		
PHF	.000	.000	.083	.000	.083	.083	.726	.083	.000	.728	.417	.000	.375	.000	.389	.417	.688	.000	.000	.695	



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File Name : Franceville Coal Mine Rd - Hwy 94 PM 3-31-26

Site Code : S214361

Start Date : 3/31/2026

Page No : 1

Truck Turns Only

Groups Printed- Bank 1

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Rd Northbound					Hwy 94 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
*** BREAK ***																					
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	

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2504 E. Pikes Peak Ave, Suite 304
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719-633-2868

File Name : Franceville Coal Mine Rd - Hwy 94 PM 3-31-26

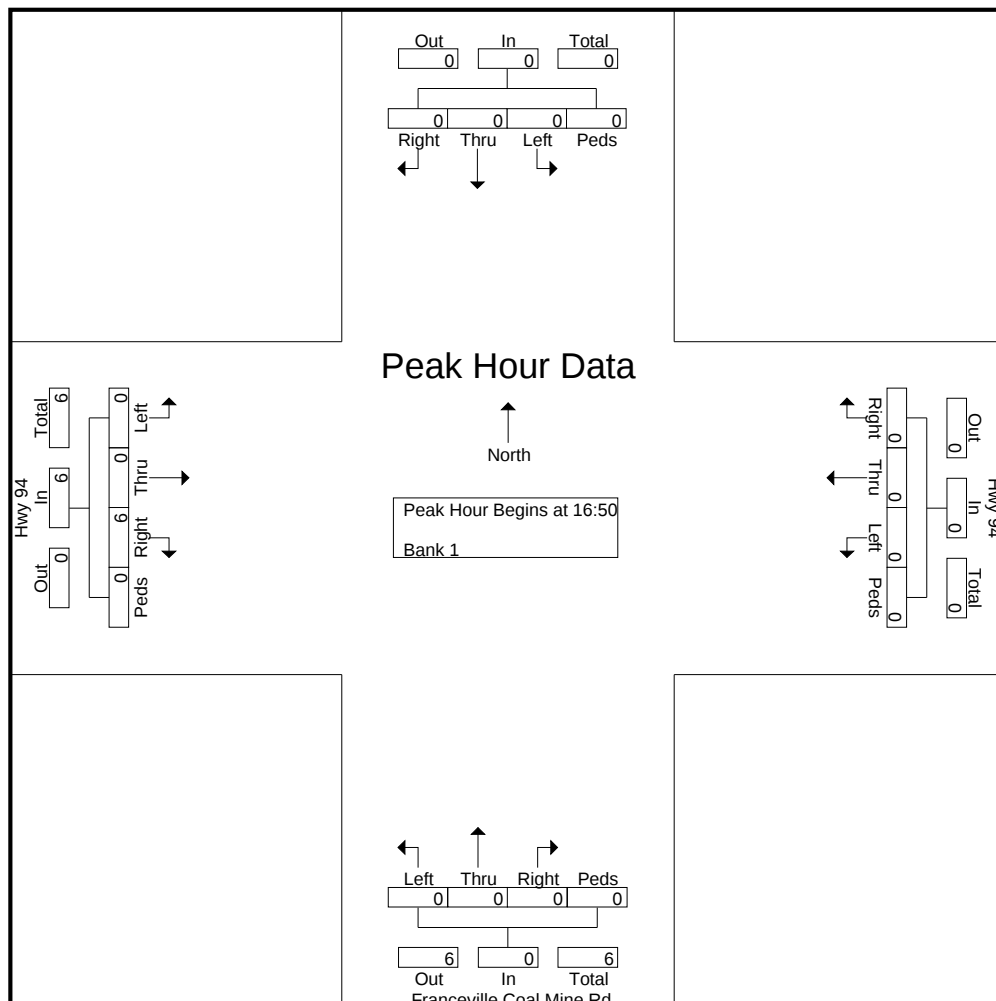
Site Code : S214361

Start Date : 3/31/2026

Page No : 2

Truck Turns Only

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Rd Northbound					Hwy 94 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 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:50																					
16:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.250



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File Name : Franceville Coal Mine Rd - Hwy 94 PM 3-31-26

Site Code : S214361

Start Date : 3/31/2026

Page No : 3

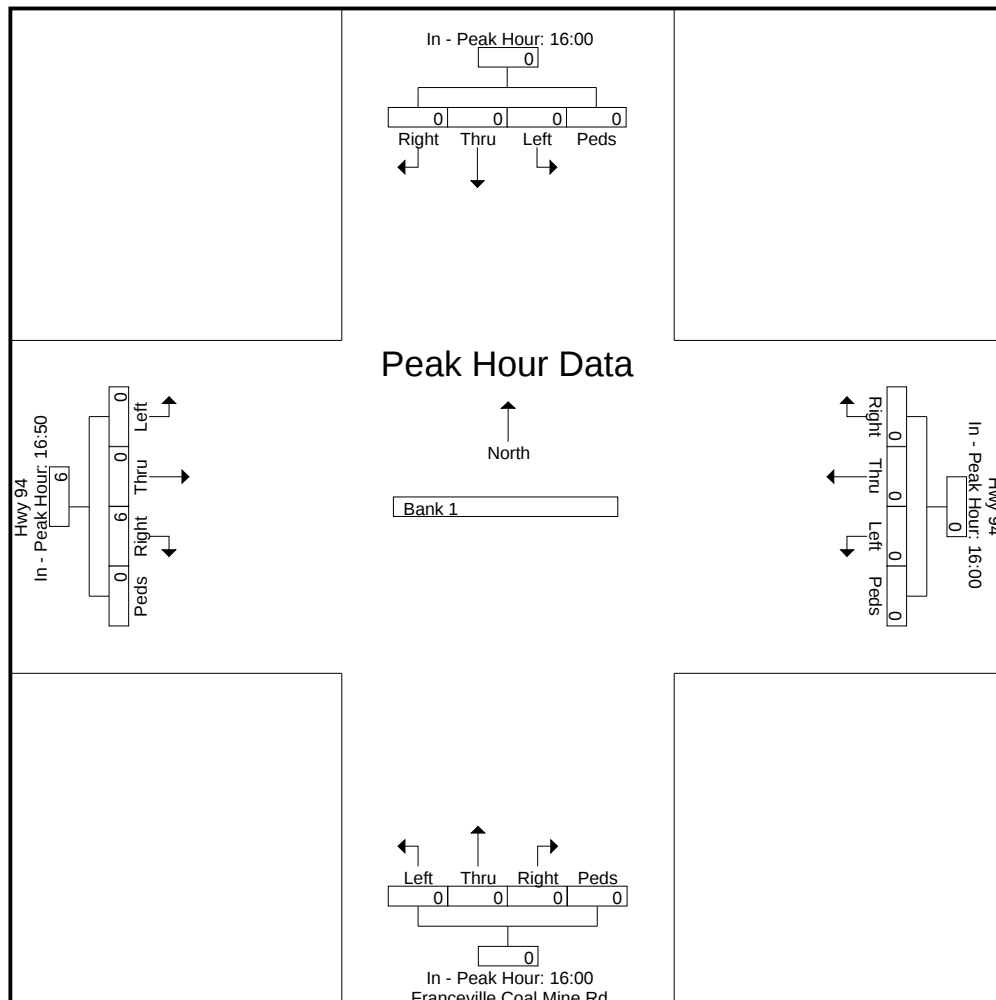
Truck Turns Only

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Rd Northbound					Hwy 94 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 16:00 to 17:55 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00					16:00					16:00					16:50					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+5 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+10 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+20 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
+25 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
+35 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+40 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
+50 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
+55 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	



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File Name : Franceville Coal Mine Rd - Hwy 94 **AM** 4-1-26

Site Code : S214361

Start Date : 4/1/2026

Page No : 1

AM Peak TRUCK TURNS*

NO TRUCKS ON 4/1

Groups Printed- Bank 1

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Northbound					Hwy 94 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

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

File Name : Franceville Coal Mine Rd - Hwy 94 PM 4-1-26

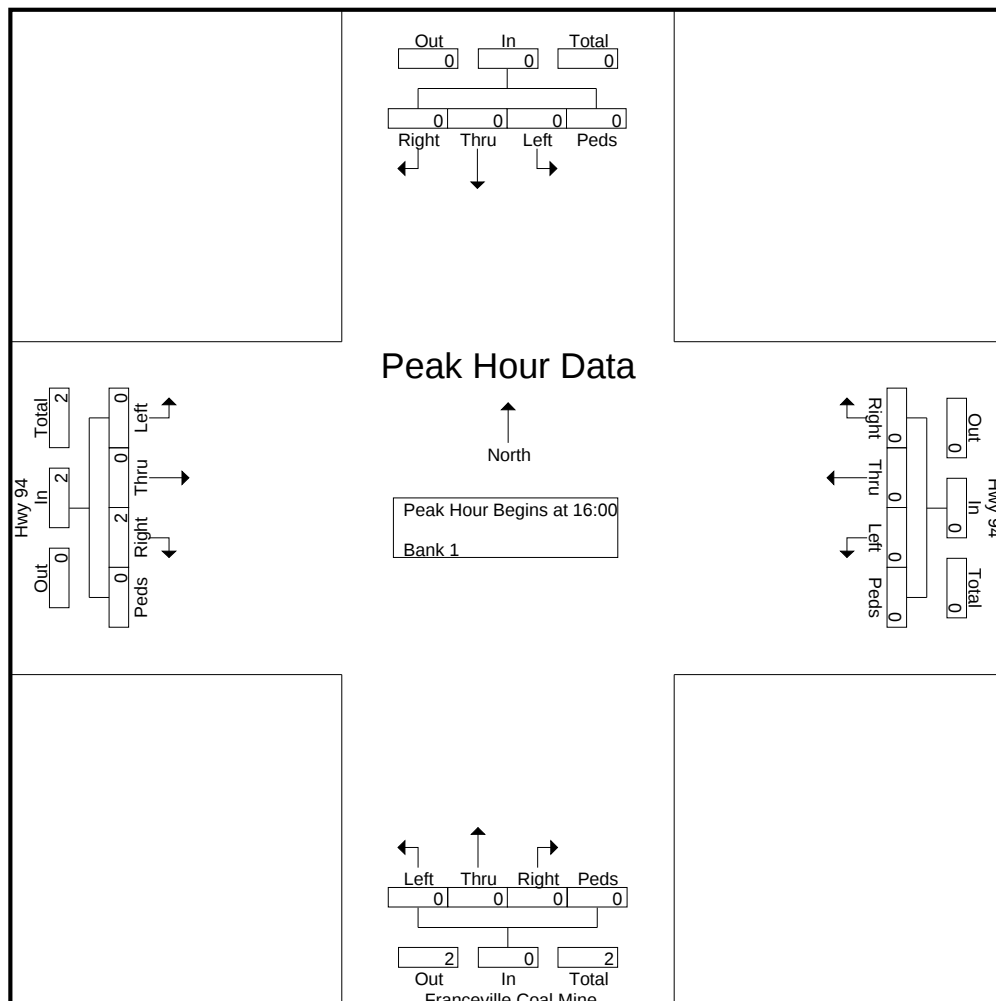
Site Code : S214361

Start Date : 4/1/2026

Page No : 2

Truck Turns Only

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Northbound					Hwy 94 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 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
16:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.167	.000	.000	.000	.167	.167



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2504 E. Pikes Peak Ave, Suite 304
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719-633-2868

File Name : Franceville Coal Mine Rd - Hwy 94 PM 4-1-26

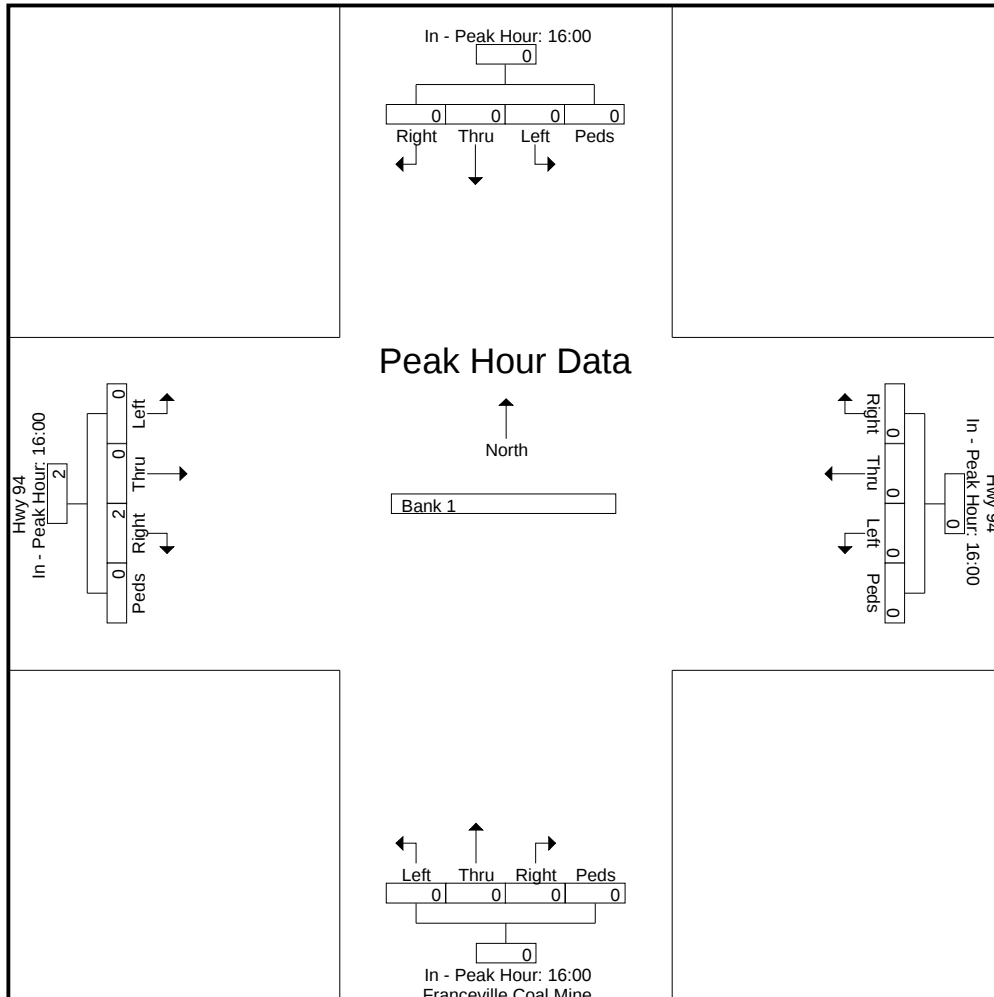
Site Code : S214361

Start Date : 4/1/2026

Page No : 3

Truck Turns Only

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Northbound					Hwy 94 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 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:00					16:00					16:00					16:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+5 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+10 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+20 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+25 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
+35 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+40 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+50 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+55 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.167	.000	.000	.000	.167	



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719-633-2868

File Name : Franceville Coal Mine Rd - Hwy 94 PM 4-1-26

Site Code : S214361

Start Date : 4/1/2026

Page No : 1

Truck Turns Only

Groups Printed- Bank 1

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Northbound					Hwy 94 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
*** BREAK ***																					
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	

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2504 E. Pikes Peak Ave, Suite 304
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719-633-2868

File Name : Franceville Coal Mine Rd - Hwy 94 PM 4-1-26

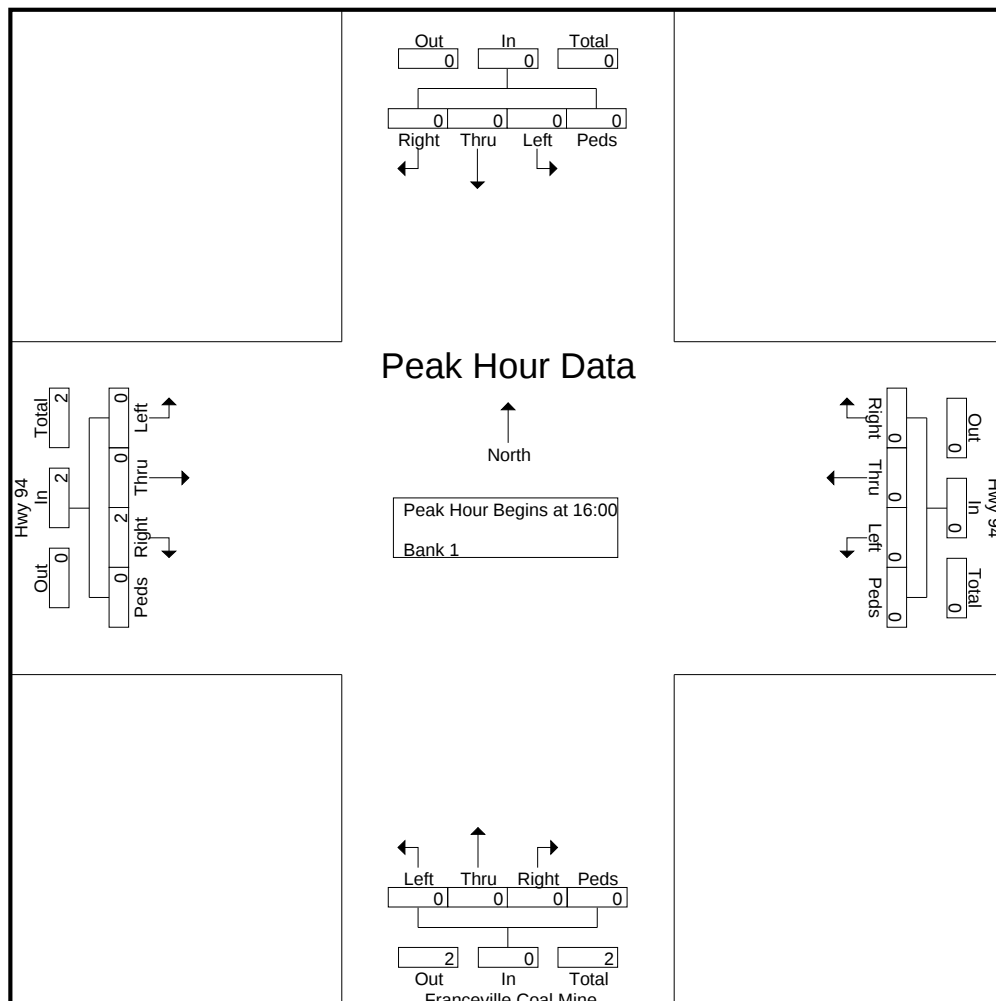
Site Code : S214361

Start Date : 4/1/2026

Page No : 2

Truck Turns Only

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Northbound					Hwy 94 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 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
16:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.167	.000	.000	.000	.167	.167



LSC Transportation Consultants, Inc.

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

File Name : Franceville Coal Mine Rd - Hwy 94 PM 4-1-26

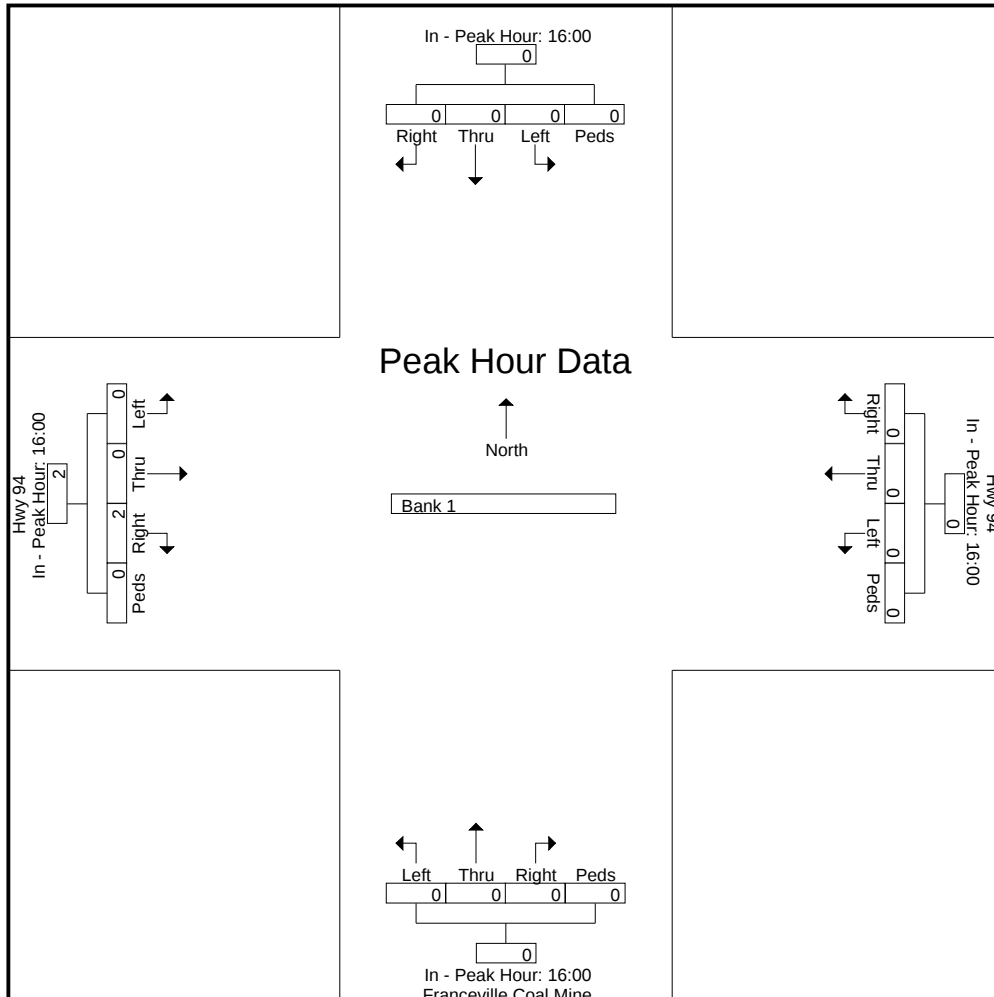
Site Code : S214361

Start Date : 4/1/2026

Page No : 3

Truck Turns Only

	Southbound					Hwy 94 Westbound					Franceville Coal Mine Northbound					Hwy 94 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 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:00					16:00					16:00					16:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+5 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+10 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+20 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+25 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
+35 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+40 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+50 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+55 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.167	.000	.000	.000	.167	



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
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719-633-2868

File Name : Franceville Coal Mine Rd - Truiking Co Access AM

Site Code : 214361

Start Date : 3/31/2026

Page No : 1

Groups Printed- Class 1

	Franceville Coal Mine Rd Southbound					Trucking Co. Westbound					Franceville Coal Mine Rd Northbound					Gun Club 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
06:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:45	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
07:00	2	0	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
07:15	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
07:30	1	0	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
07:45	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	3	0	3	0	6	3	0	0	0	3	0	5	0	0	5	0	0	0	0	0	14
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	5	0	3	0	8	3	0	0	0	3	0	9	0	0	9	0	0	0	0	0	20
Apprch %	62.5	0	37.5	0		100	0	0	0		0	100	0	0		0	0	0	0		
Total %	25	0	15	0	40	15	0	0	0	15	0	45	0	0	45	0	0	0	0	0	

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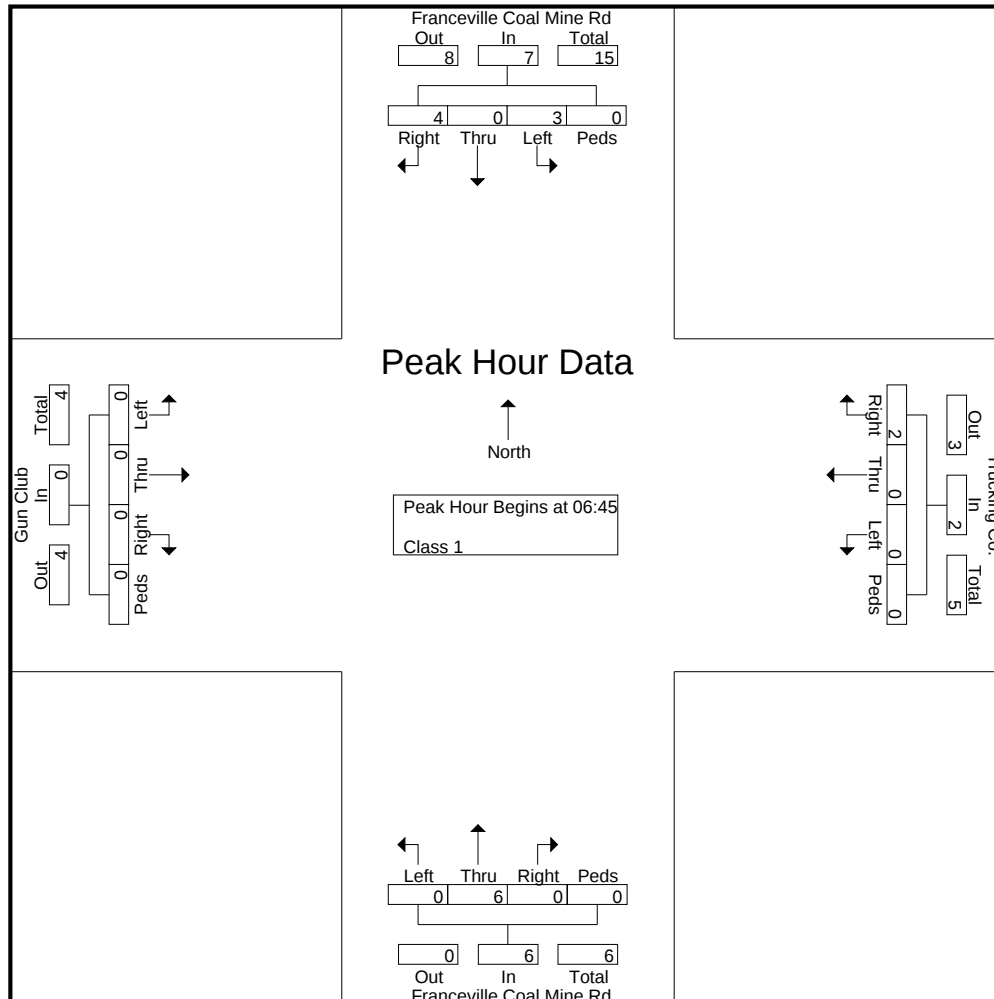
File Name : Franceville Coal Mine Rd - Truiking Co Access AM

Site Code : 214361

Start Date : 3/31/2026

Page No : 2

	Franceville Coal Mine Rd Southbound					Trucking Co. Westbound					Franceville Coal Mine Rd Northbound					Gun Club 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 06:30 to 08:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45																					
06:45	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
07:00	2	0	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
07:15	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
07:30	1	0	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Total Volume	4	0	3	0	7	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	15
% App. Total	57.1	0	42.9	0		100	0	0	0		0	100	0	0		0	0	0	0		
PHF	.500	.000	.750	.000	.583	.500	.000	.000	.000	.500	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.750



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2504 E. Pikes Peak Ave, Suite 304
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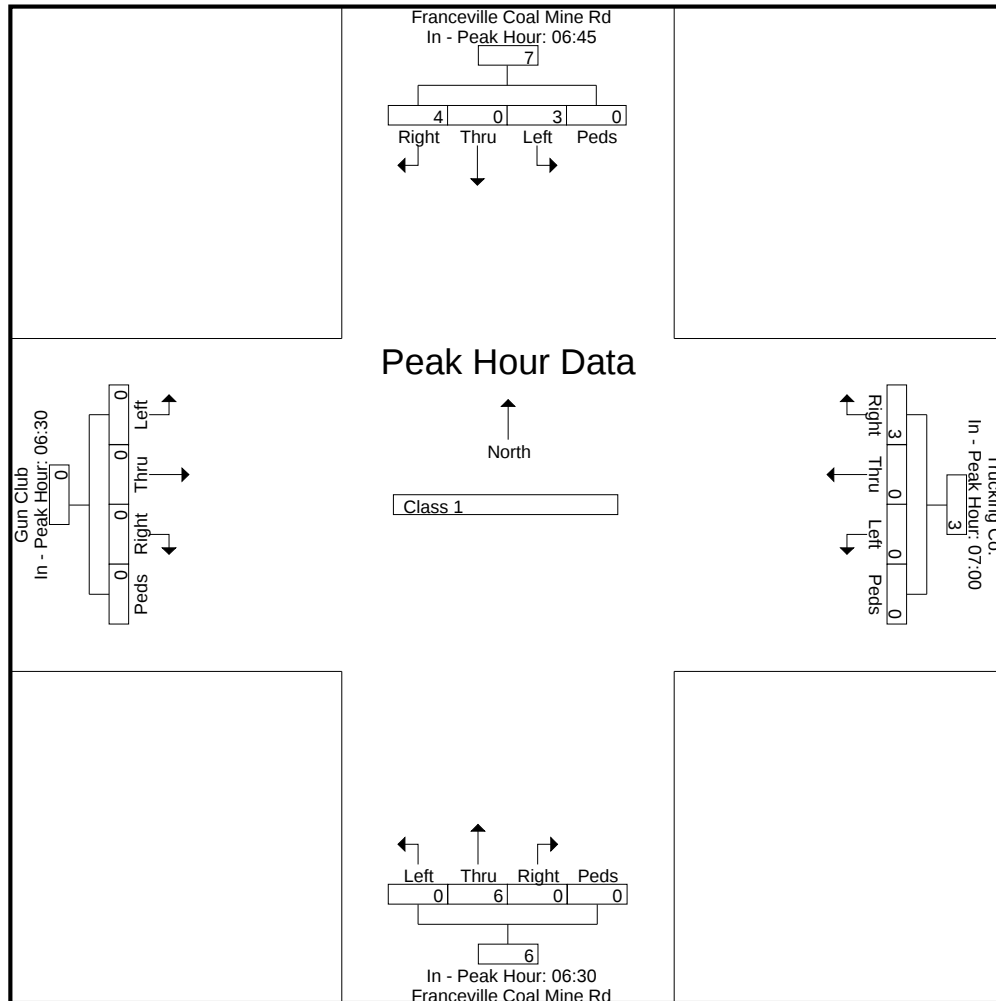
File Name : Franceville Coal Mine Rd - Truiking Co Access AM

Site Code : 214361

Start Date : 3/31/2026

Page No : 3

	Franceville Coal Mine Rd Southbound					Trucking Co. Westbound					Franceville Coal Mine Rd Northbound					Gun Club 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 06:30 to 08:15 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	06:45					07:00					06:30					06:30					
+0 mins.	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
+15 mins.	2	0	1	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	
+30 mins.	0	0	1	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	
+45 mins.	1	0	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	
Total Volume	4	0	3	0	7	3	0	0	0	3	0	6	0	0	6	0	0	0	0	0	
% App. Total	57.1	0	42.9	0		100	0	0	0		0	100	0	0		0	0	0	0		
PHF	.500	.000	.750	.000	.583	.750	.000	.000	.000	.750	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	



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2504 E. Pikes Peak Ave, Suite 304
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719-633-2868

File Name : Franceville Coal Mine Rd - Truking Co Access PM 3-31-26

Site Code : 214361

Start Date : 3/31/2026

Page No : 1

Groups Printed- Class 1

	Franceville Coal Mine Rd Southbound					Trucking Co Access Westbound					Franceville Coal Mine Rd Northbound					Gun Club 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
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
16:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
16:45	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
17:15	0	3	2	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
17:30	0	3	1	0	4	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	7
17:45	3	4	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	9
Total	3	10	3	0	16	2	0	0	0	2	0	3	0	0	3	0	0	2	0	2	23
Grand Total	3	14	3	0	20	2	0	0	0	2	0	6	0	0	6	0	0	2	0	2	30
Apprch %	15	70	15	0		100	0	0	0		0	100	0	0		0	0	100	0		
Total %	10	46.7	10	0	66.7	6.7	0	0	0	6.7	0	20	0	0	20	0	0	6.7	0	6.7	

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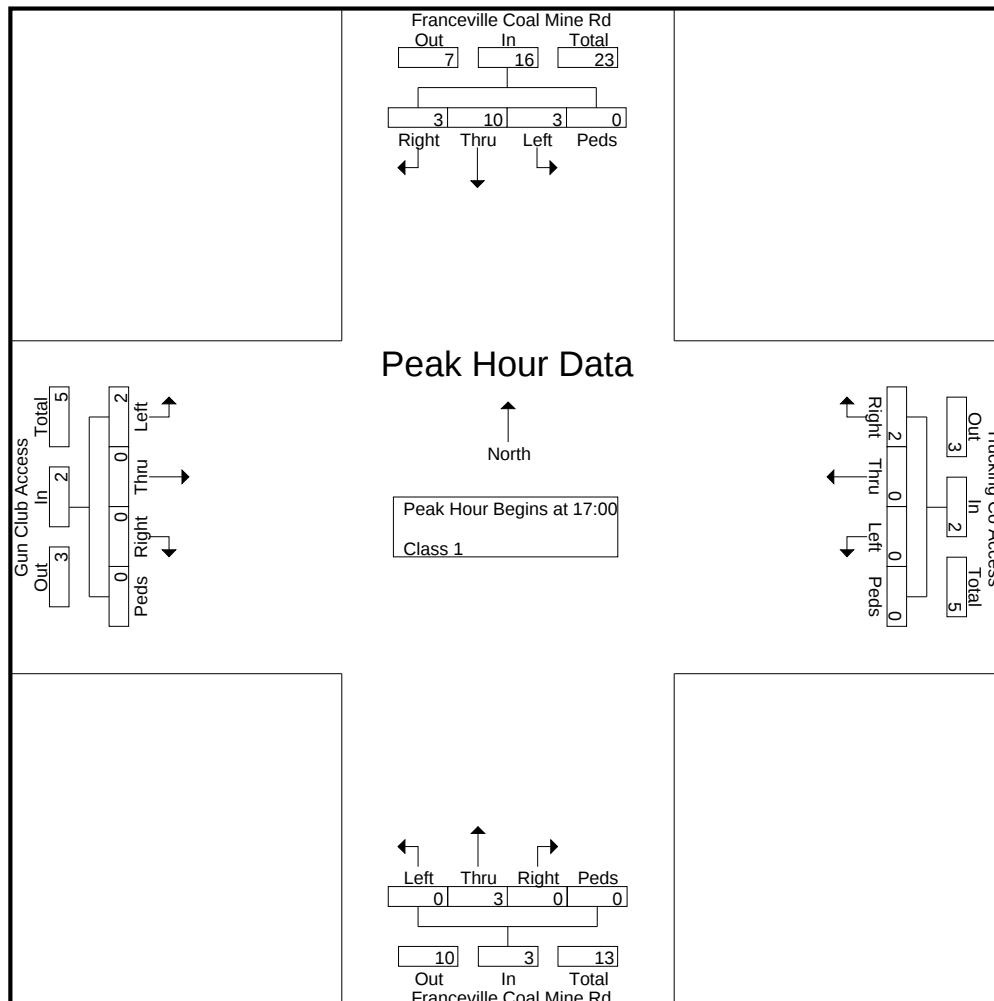
File Name : Franceville Coal Mine Rd - Truiking Co Access PM 3-31-26

Site Code : 214361

Start Date : 3/31/2026

Page No : 2

	Franceville Coal Mine Rd Southbound					Trucking Co Access Westbound					Franceville Coal Mine Rd Northbound					Gun Club 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 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
17:15	0	3	2	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
17:30	0	3	1	0	4	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	7
17:45	3	4	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	9
Total Volume	3	10	3	0	16	2	0	0	0	2	0	3	0	0	3	0	0	2	0	2	23
% App. Total	18.8	62.5	18.8	0		100	0	0	0		0	100	0	0		0	0	100	0		
PHF	.250	.625	.375	.000	.571	.500	.000	.000	.000	.500	.000	.750	.000	.000	.750	.000	.000	.500	.000	.500	.639



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2504 E. Pikes Peak Ave, Suite 304
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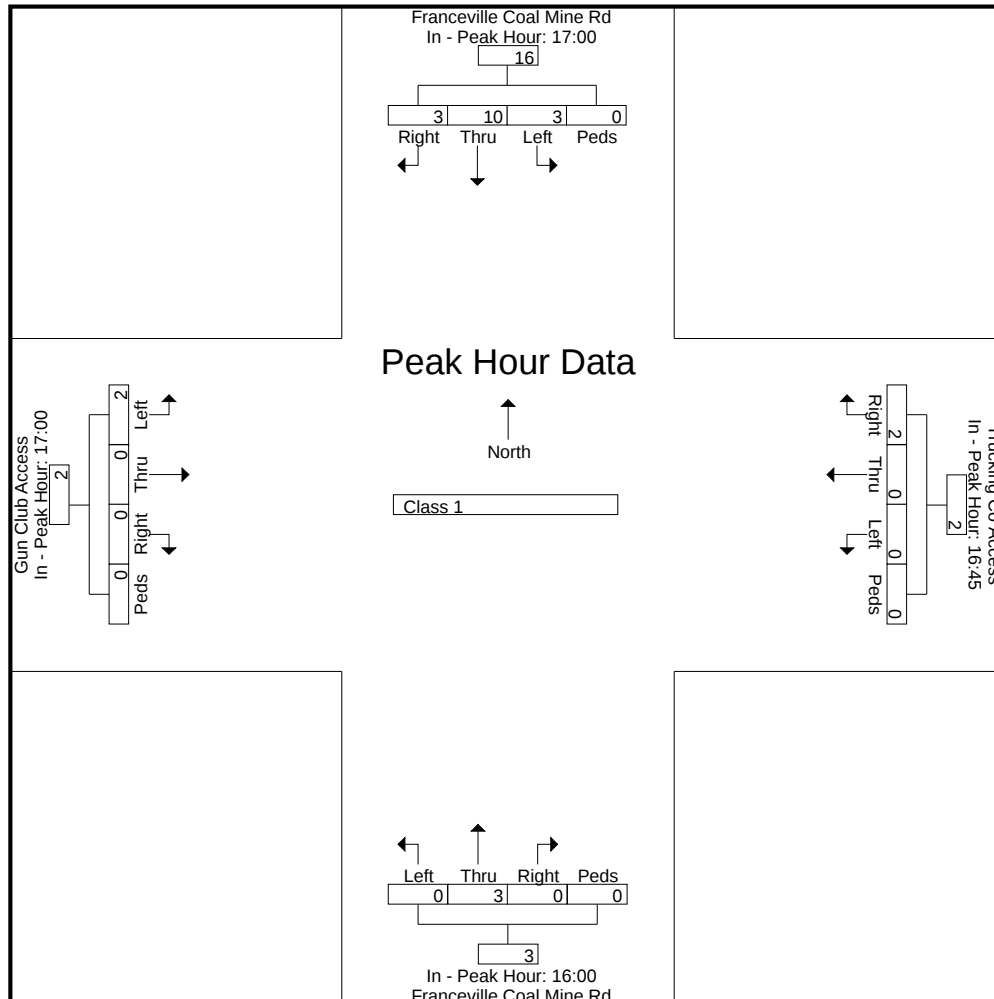
File Name : Franceville Coal Mine Rd - Truking Co Access PM 3-31-26

Site Code : 214361

Start Date : 3/31/2026

Page No : 3

	Franceville Coal Mine Rd Southbound					Trucking Co Access Westbound					Franceville Coal Mine Rd Northbound					Gun Club 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 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	17:00					16:45					16:00					17:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
+15 mins.	0	3	2	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
+30 mins.	0	3	1	0	4	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	1
+45 mins.	3	4	0	0	7	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1
Total Volume	3	10	3	0	16	2	0	0	0	2	0	3	0	0	3	0	0	2	0	2	2
% App. Total	18.8	62.5	18.8	0		100	0	0	0		0	100	0	0		0	0	100	0		
PHF	.250	.625	.375	.000	.571	.500	.000	.000	.000	.500	.000	.750	.000	.000	.750	.000	.000	.500	.000	.500	



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
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719-633-2868

File Name : Franceville Coal Mine Rd - Truiking Co Access AM 4-1-26

Site Code : 214361

Start Date : 4/1/2026

Page No : 1

Groups Printed- Class 1

	Franceville Coal Mine Rd Southbound					Trucking Co. Access Westbound					Francville Coal Mine Rd Northbound					Gun Club 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
06:30	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:45	0	0	1	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
Total	0	0	2	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	6
07:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
*** BREAK ***																					
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
08:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	3	1	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total	3	4	3	0	10	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	18
Apprch %	30	40	30	0		100	0	0	0		0	100	0	0		0	0	0	0		
Total %	16.7	22.2	16.7	0	55.6	5.6	0	0	0	5.6	0	38.9	0	0	38.9	0	0	0	0	0	

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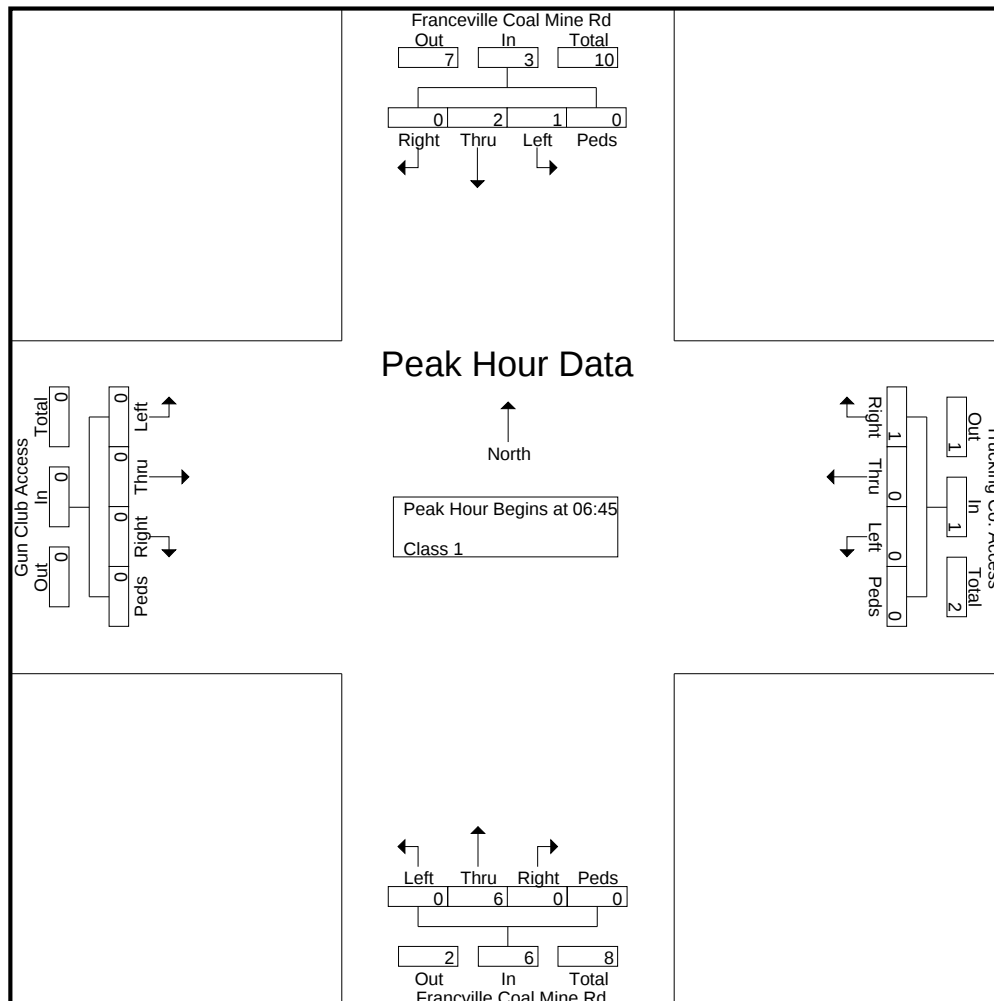
File Name : Franceville Coal Mine Rd - Truiking Co Access AM 4-1-26

Site Code : 214361

Start Date : 4/1/2026

Page No : 2

	Franceville Coal Mine Rd Southbound					Trucking Co. Access Westbound					Francville Coal Mine Rd Northbound					Gun Club 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 06:30 to 08:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45																					
06:45	0	0	1	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
07:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total Volume	0	2	1	0	3	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	10
% App. Total	0	66.7	33.3	0		100	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.500	.250	.000	.750	.250	.000	.000	.000	.250	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.625



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2504 E. Pikes Peak Ave, Suite 304
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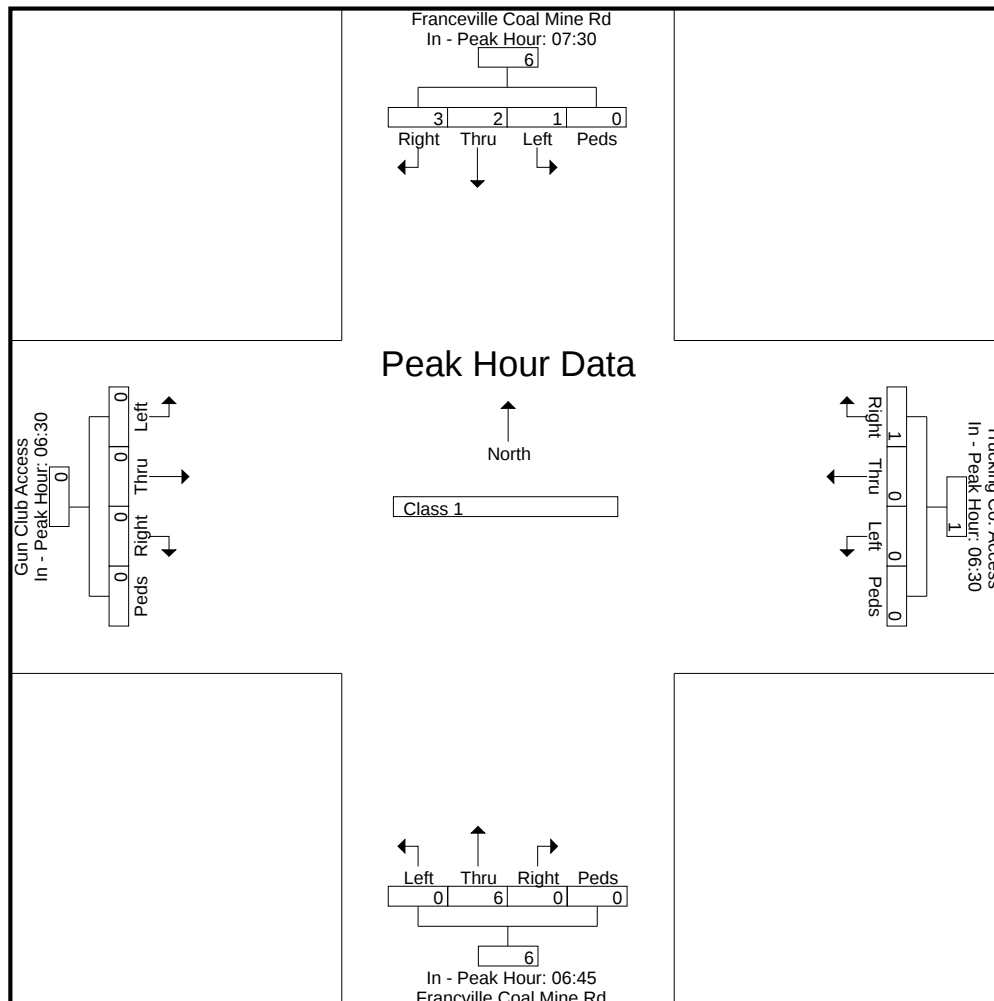
File Name : Franceville Coal Mine Rd - Truiking Co Access AM 4-1-26

Site Code : 214361

Start Date : 4/1/2026

Page No : 3

	Franceville Coal Mine Rd Southbound					Trucking Co. Access Westbound					Franceville Coal Mine Rd Northbound					Gun Club 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 06:30 to 08:15 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30					06:30					06:45					06:30					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
+45 mins.	3	1	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
Total Volume	3	2	1	0	6	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0
% App. Total	50	33.3	16.7	0		100	0	0	0		0	100	0	0		0	0	0	0		
PHF	.250	.500	.250	.000	.300	.250	.000	.000	.000	.250	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000



Franceville/Site Access/Gun Club 3/31/2026 AM 6:30 -8:30 TRUCKS



Franceville/Site Access/Gun Club 4/1/2026 AM 6:30 -8:30

NO TRUCKS

Default Report Title
Use Preferences to Define Titles

Site Code: 00234070

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

SB

NB

Comment 1:

Comment 2:

Comment 3:

Comment 4:

Latitude: 0.000000

Longitude: 0.000000

3/31/2026	Unknown, 1	Unknown, 2	Total
Time			
12:00 AM	0	0	0
1:00	0	0	0
2:00	0	0	0
3:00	1	0	1
4:00	4	4	8
5:00	3	9	12
6:00	2	8	10
7:00	6	13	19
8:00	5	5	10
9:00	3	12	15
10:00	5	4	9
11:00	5	7	12
12:00 PM	4	10	14
1:00	5	8	13
2:00	3	2	5
3:00	7	2	9
4:00	10	16	26
5:00	10	11	21
6:00	7	14	21
7:00	3	0	3
8:00	0	1	1
9:00	3	1	4
10:00	1	0	1
11:00	0	0	0
Total	87	127	214
Percent	40.7%	59.3%	
AM Peak	7:00	7:00	7:00
Volume	6	13	19
PM Peak	4:00	4:00	4:00
Volume	10	16	26

Default Report Title
Use Preferences to Define Titles

Site Code: 00234070

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

SB

NB

Comment 1:

Comment 2:

Comment 3:

Comment 4:

Latitude: 0.000000

Longitude: 0.000000

4/1/2026	Unknown, 1	Unknown, 2	Total
Time			
12:00 AM	2	0	2
1:00	0	0	0
2:00	0	0	0
3:00	0	0	0
4:00	1	0	1
5:00	2	3	5
6:00	4	8	12
7:00	1	6	7
8:00	20	2	22
9:00	15	16	31
10:00	10	26	36
11:00	8	3	11
12:00 PM	4	18	22
1:00	8	11	19
2:00	13	11	24
3:00	20	12	32
4:00	10	21	31
5:00	9	34	43
6:00	6	17	23
7:00	1	1	2
8:00	2	0	2
9:00	1	1	2
10:00	1	0	1
11:00	1	0	1
Total	139	190	329
Percent	42.2%	57.8%	
AM Peak	8:00	10:00	10:00
Volume	20	26	36
PM Peak	3:00	5:00	5:00
Volume	20	34	43

Default Report Title
Use Preferences to Define Titles

Site Code: 00234070

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

SB

NB

Comment 1:

Comment 2:

Comment 3:

Comment 4:

Latitude: 0.000000

Longitude: 0.000000

4/2/2026	Unknown, 1	Unknown, 2	Total
Time			
12:00 AM	0	0	0
1:00	0	0	0
2:00	0	0	0
3:00	0	0	0
4:00	4	0	4
5:00	2	9	11
6:00	1	5	6
7:00	5	4	9
8:00	3	9	12
9:00	13	9	22
10:00	9	14	23
11:00	5	9	14
12:00 PM	6	9	15
1:00	5	5	10
2:00	6	12	18
3:00	5	12	17
4:00	24	11	35
5:00	9	10	19
6:00	5	6	11
7:00	1	1	2
8:00	2	5	7
9:00	0	0	0
10:00	2	0	2
11:00	0	0	0
Total	107	130	237
Percent	45.1%	54.9%	
AM Peak	9:00	10:00	10:00
Volume	13	14	23
PM Peak	4:00	2:00	4:00
Volume	24	12	35

Default Report Title
Use Preferences to Define Titles

Site Code: 00234070

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

SB

NB

Comment 1:

Comment 2:

Comment 3:

Comment 4:

Latitude: 0.000000

Longitude: 0.000000

4/3/2026	Unknown, 1	Unknown, 2	Total
Time			
12:00 AM	0	0	0
1:00	0	0	0
2:00	1	1	2
3:00	0	0	0
4:00	0	0	0
5:00	0	0	0
6:00	6	3	9
7:00	7	18	25
8:00	12	11	23
9:00	17	4	21
10:00	15	28	43
11:00	8	24	32
12:00 PM	7	12	19
1:00	7	9	16
2:00	10	12	22
3:00	7	8	15
4:00	12	16	28
5:00	2	8	10
6:00	6	8	14
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	*	*	0
11:00	*	*	0
Total	117	162	279
Percent	41.9%	58.1%	
AM Peak	9:00	10:00	10:00
Volume	17	28	43
PM Peak	4:00	4:00	4:00
Volume	12	16	28
Grand Total	450	609	1059
Percent	42.5%	57.5%	
ADT		ADT: 267	AADT: 267

Default Report Title
Use Preferences to Define Titles

Site Code: 00234070

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Direction: Unknown, 1

Comment 1:

Comment 2:

Comment 3:

Comment 4:

Latitude: 0.000000

Longitude: 0.000000

3/31/2026 Time	0 to 8' 0 - 95.9 in.	>8 to 20' > 95.9 - 239.9 in.	>20 to 40' > 239.9 - 479.9 in.	>40 to 70' > 479.9 - 839.9 in.	>70' > 839.9 in.	Total
12:00 AM	0	0	0	0	0	0
1:00	0	0	0	0	0	0
2:00	0	0	0	0	0	0
3:00	0	1	0	0	0	1
4:00	1	2	1	0	0	4
5:00	1	1	1	0	0	3
6:00	0	1	1	0	0	2
7:00	1	4	0	1	0	6
8:00	2	3	0	0	0	5
9:00	2	1	0	0	0	3
10:00	1	1	3	0	0	5
11:00	0	3	1	1	0	5
12:00 PM	1	2	1	0	0	4
1:00	2	0	1	2	0	5
2:00	0	3	0	0	0	3
3:00	1	2	3	1	0	7
4:00	2	6	1	0	1	10
5:00	0	4	2	4	0	10
6:00	1	4	2	0	0	7
7:00	1	2	0	0	0	3
8:00	0	0	0	0	0	0
9:00	2	1	0	0	0	3
10:00	0	1	0	0	0	1
11:00	0	0	0	0	0	0
Total	18	42	17	9	1	87
Percent	20.7%	48.3%	19.5%	10.3%	1.1%	
AM Peak	8:00	7:00	10:00	7:00		7:00
	2	4	3	1	*	6
PM Peak	1:00	4:00	3:00	5:00	4:00	4:00
	2	6	3	4	1	10

Default Report Title
Use Preferences to Define Titles

Site Code: 00234070

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Direction: Unknown, 1

Comment 1:

Comment 2:

Comment 3:

Comment 4:

Latitude: 0.000000

Longitude: 0.000000

4/1/2026 Time	0 to 8' 0 - 95.9 in.	>8 to 20' > 95.9 - 239.9 in.	>20 to 40' > 239.9 - 479.9 in.	>40 to 70' > 479.9 - 839.9 in.	>70' > 839.9 in.	Total
12:00 AM	0	2	0	0	0	2
1:00	0	0	0	0	0	0
2:00	0	0	0	0	0	0
3:00	0	0	0	0	0	0
4:00	0	0	1	0	0	1
5:00	1	1	0	0	0	2
6:00	0	2	2	0	0	4
7:00	1	0	0	0	0	1
8:00	1	16	3	0	0	20
9:00	1	13	1	0	0	15
10:00	1	6	2	1	0	10
11:00	4	2	0	2	0	8
12:00 PM	2	2	0	0	0	4
1:00	1	6	1	0	0	8
2:00	5	5	1	2	0	13
3:00	1	12	5	1	1	20
4:00	2	6	2	0	0	10
5:00	1	6	2	0	0	9
6:00	3	2	1	0	0	6
7:00	0	1	0	0	0	1
8:00	0	0	0	1	1	2
9:00	0	1	0	0	0	1
10:00	0	1	0	0	0	1
11:00	0	0	0	1	0	1
Total	24	84	21	8	2	139
Percent	17.3%	60.4%	15.1%	5.8%	1.4%	
AM Peak	11:00	8:00	8:00	11:00		8:00
	4	16	3	2	*	20
PM Peak	2:00	3:00	3:00	2:00	3:00	3:00
	5	12	5	2	1	20

Default Report Title
Use Preferences to Define Titles

Site Code: 00234070

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Direction: Unknown, 1

Comment 1:

Comment 2:

Comment 3:

Comment 4:

Latitude: 0.000000

Longitude: 0.000000

4/2/2026 Time	0 to 8' 0 - 95.9 in.	>8 to 20' > 95.9 - 239.9 in.	>20 to 40' > 239.9 - 479.9 in.	>40 to 70' > 479.9 - 839.9 in.	>70' > 839.9 in.	Total
12:00 AM	0	0	0	0	0	0
1:00	0	0	0	0	0	0
2:00	0	0	0	0	0	0
3:00	0	0	0	0	0	0
4:00	0	4	0	0	0	4
5:00	0	2	0	0	0	2
6:00	0	1	0	0	0	1
7:00	0	5	0	0	0	5
8:00	1	0	1	1	0	3
9:00	4	5	4	0	0	13
10:00	2	3	3	1	0	9
11:00	5	0	0	0	0	5
12:00 PM	1	1	2	0	2	6
1:00	1	3	1	0	0	5
2:00	0	5	1	0	0	6
3:00	0	4	1	0	0	5
4:00	4	16	4	0	0	24
5:00	1	5	0	3	0	9
6:00	1	4	0	0	0	5
7:00	1	0	0	0	0	1
8:00	0	1	0	0	1	2
9:00	0	0	0	0	0	0
10:00	0	2	0	0	0	2
11:00	0	0	0	0	0	0
Total	21	61	17	5	3	107
Percent	19.6%	57.0%	15.9%	4.7%	2.8%	
AM Peak	11:00	7:00	9:00	8:00		9:00
	5	5	4	1	*	13
PM Peak	4:00	4:00	4:00	5:00	12:00 PM	4:00
	4	16	4	3	2	24

Default Report Title
Use Preferences to Define Titles

Site Code: 00234070

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Direction: Unknown, 1

Comment 1:

Comment 2:

Comment 3:

Comment 4:

Latitude: 0.000000

Longitude: 0.000000

4/3/2026 Time	0 to 8' 0 - 95.9 in.	>8 to 20' > 95.9 - 239.9 in.	>20 to 40' > 239.9 - 479.9 in.	>40 to 70' > 479.9 - 839.9 in.	>70' > 839.9 in.	Total
12:00 AM	0	0	0	0	0	0
1:00	0	0	0	0	0	0
2:00	0	0	0	0	1	1
3:00	0	0	0	0	0	0
4:00	0	0	0	0	0	0
5:00	0	0	0	0	0	0
6:00	1	5	0	0	0	6
7:00	2	3	2	0	0	7
8:00	1	8	2	1	0	12
9:00	1	11	5	0	0	17
10:00	1	11	2	1	0	15
11:00	1	5	2	0	0	8
12:00 PM	2	4	0	1	0	7
1:00	0	5	2	0	0	7
2:00	3	6	1	0	0	10
3:00	1	5	0	1	0	7
4:00	1	7	3	1	0	12
5:00	0	1	1	0	0	2
6:00	0	5	0	1	0	6
7:00	*	*	*	*	*	0
8:00	*	*	*	*	*	0
9:00	*	*	*	*	*	0
10:00	*	*	*	*	*	0
11:00	*	*	*	*	*	0
Total	14	76	20	6	1	117
Percent	12.0%	65.0%	17.1%	5.1%	0.9%	
AM Peak	7:00	9:00	9:00	8:00	2:00	9:00
	2	11	5	1	1	17
PM Peak	2:00	4:00	4:00	12:00 PM		4:00
	3	7	3	1	*	12
Grand Total	77	263	75	28	7	450
Percent	17.1%	58.4%	16.7%	6.2%	1.6%	

Default Report Title
Use Preferences to Define Titles

Site Code: 00234070

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Direction: Unknown, 2

Comment 1:

Comment 2:

Comment 3:

Comment 4:

Latitude: 0.000000

Longitude: 0.000000

3/31/2026 Time	0 to 8' 0 - 95.9 in.	>8 to 20' > 95.9 - 239.9 in.	>20 to 40' > 239.9 - 479.9 in.	>40 to 70' > 479.9 - 839.9 in.	>70' > 839.9 in.	Total
12:00 AM	0	0	0	0	0	0
1:00	0	0	0	0	0	0
2:00	0	0	0	0	0	0
3:00	0	0	0	0	0	0
4:00	0	4	0	0	0	4
5:00	4	5	0	0	0	9
6:00	0	7	1	0	0	8
7:00	3	10	0	0	0	13
8:00	1	3	1	0	0	5
9:00	3	9	0	0	0	12
10:00	0	3	1	0	0	4
11:00	0	5	2	0	0	7
12:00 PM	2	8	0	0	0	10
1:00	0	8	0	0	0	8
2:00	0	2	0	0	0	2
3:00	0	2	0	0	0	2
4:00	2	12	2	0	0	16
5:00	1	8	2	0	0	11
6:00	4	10	0	0	0	14
7:00	0	0	0	0	0	0
8:00	0	1	0	0	0	1
9:00	0	1	0	0	0	1
10:00	0	0	0	0	0	0
11:00	0	0	0	0	0	0
Total	20	98	9	0	0	127
Percent	15.7%	77.2%	7.1%	0.0%	0.0%	
AM Peak	5:00	7:00	11:00			7:00
	4	10	2	*	*	13
PM Peak	6:00	4:00	4:00			4:00
	4	12	2	*	*	16

Default Report Title
Use Preferences to Define Titles

Site Code: 00234070

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Direction: Unknown, 2

Comment 1:

Comment 2:

Comment 3:

Comment 4:

Latitude: 0.000000

Longitude: 0.000000

4/1/2026 Time	0 to 8' 0 - 95.9 in.	>8 to 20' > 95.9 - 239.9 in.	>20 to 40' > 239.9 - 479.9 in.	>40 to 70' > 479.9 - 839.9 in.	>70' > 839.9 in.	Total
12:00 AM	0	0	0	0	0	0
1:00	0	0	0	0	0	0
2:00	0	0	0	0	0	0
3:00	0	0	0	0	0	0
4:00	0	0	0	0	0	0
5:00	1	1	1	0	0	3
6:00	0	7	1	0	0	8
7:00	0	4	2	0	0	6
8:00	1	1	0	0	0	2
9:00	2	12	2	0	0	16
10:00	5	18	3	0	0	26
11:00	2	1	0	0	0	3
12:00 PM	4	12	1	0	1	18
1:00	3	8	0	0	0	11
2:00	3	7	1	0	0	11
3:00	2	9	1	0	0	12
4:00	4	17	0	0	0	21
5:00	3	15	7	3	6	34
6:00	7	10	0	0	0	17
7:00	0	1	0	0	0	1
8:00	0	0	0	0	0	0
9:00	0	1	0	0	0	1
10:00	0	0	0	0	0	0
11:00	0	0	0	0	0	0
Total	37	124	19	3	7	190
Percent	19.5%	65.3%	10.0%	1.6%	3.7%	
AM Peak	10:00	10:00	10:00			10:00
	5	18	3	*	*	26
PM Peak	6:00	4:00	5:00	5:00	5:00	5:00
	7	17	7	3	6	34

Default Report Title
Use Preferences to Define Titles

Site Code: 00234070

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Direction: Unknown, 2

Comment 1:

Comment 2:

Comment 3:

Comment 4:

Latitude: 0.000000

Longitude: 0.000000

4/2/2026 Time	0 to 8' 0 - 95.9 in.	>8 to 20' > 95.9 - 239.9 in.	>20 to 40' > 239.9 - 479.9 in.	>40 to 70' > 479.9 - 839.9 in.	>70' > 839.9 in.	Total
12:00 AM	0	0	0	0	0	0
1:00	0	0	0	0	0	0
2:00	0	0	0	0	0	0
3:00	0	0	0	0	0	0
4:00	0	0	0	0	0	0
5:00	1	8	0	0	0	9
6:00	1	3	1	0	0	5
7:00	0	3	1	0	0	4
8:00	2	7	0	0	0	9
9:00	0	9	0	0	0	9
10:00	3	8	3	0	0	14
11:00	2	6	1	0	0	9
12:00 PM	2	6	1	0	0	9
1:00	2	3	0	0	0	5
2:00	1	10	1	0	0	12
3:00	1	9	2	0	0	12
4:00	3	8	0	0	0	11
5:00	1	8	0	1	0	10
6:00	0	4	2	0	0	6
7:00	0	1	0	0	0	1
8:00	1	4	0	0	0	5
9:00	0	0	0	0	0	0
10:00	0	0	0	0	0	0
11:00	0	0	0	0	0	0
Total	20	97	12	1	0	130
Percent	15.4%	74.6%	9.2%	0.8%	0.0%	
AM Peak	10:00	9:00	10:00			10:00
	3	9	3	*	*	14
PM Peak	4:00	2:00	3:00	5:00		2:00
	3	10	2	1	*	12

Default Report Title
Use Preferences to Define Titles

Site Code: 00234070

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Direction: Unknown, 2

Comment 1:

Comment 2:

Comment 3:

Comment 4:

Latitude: 0.000000

Longitude: 0.000000

4/3/2026 Time	0 to 8' 0 - 95.9 in.	>8 to 20' > 95.9 - 239.9 in.	>20 to 40' > 239.9 - 479.9 in.	>40 to 70' > 479.9 - 839.9 in.	>70' > 839.9 in.	Total
12:00 AM	0	0	0	0	0	0
1:00	0	0	0	0	0	0
2:00	0	0	1	0	0	1
3:00	0	0	0	0	0	0
4:00	0	0	0	0	0	0
5:00	0	0	0	0	0	0
6:00	0	3	0	0	0	3
7:00	5	12	1	0	0	18
8:00	3	8	0	0	0	11
9:00	0	3	1	0	0	4
10:00	4	23	1	0	0	28
11:00	1	20	3	0	0	24
12:00 PM	2	8	2	0	0	12
1:00	3	6	0	0	0	9
2:00	2	9	1	0	0	12
3:00	2	5	1	0	0	8
4:00	4	12	0	0	0	16
5:00	1	6	1	0	0	8
6:00	1	6	1	0	0	8
7:00	*	*	*	*	*	0
8:00	*	*	*	*	*	0
9:00	*	*	*	*	*	0
10:00	*	*	*	*	*	0
11:00	*	*	*	*	*	0
Total	28	121	13	0	0	162
Percent	17.3%	74.7%	8.0%	0.0%	0.0%	
AM Peak	7:00	10:00	11:00			10:00
	5	23	3	*	*	28
PM Peak	4:00	4:00	12:00 PM			4:00
	4	12	2	*	*	16
Grand Total	105	440	53	4	7	609
Percent	17.2%	72.2%	8.7%	0.7%	1.1%	

Level of Service Reports



HCM 6th TWSC
1: Franceville Coal Mine Rd & SH 94

2026 Existing
AM (March 31)

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	971	7	2	521	0	6	1	2	0	0	0
Future Vol, veh/h	0	971	7	2	521	0	6	1	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	78	78	78	78	78	78
Heavy Vehicles, %	2	4	31	31	4	2	9	2	9	2	2	2
Mvmt Flow	0	1044	8	2	566	0	8	1	3	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	566	0	0	1052	0	0	1618	1618	1048	1620	1622	566
Stage 1	-	-	-	-	-	-	1048	1048	-	570	570	-
Stage 2	-	-	-	-	-	-	570	570	-	1050	1052	-
Critical Hdwy	4.12	-	-	4.41	-	-	8.19	7.52	6.79	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.479	-	-	3.581	4.018	3.381	3.518	4.018	3.318
Pot Cap-1 Maneuver	1006	-	-	563	-	-	51	66	232	83	103	524
Stage 1	-	-	-	-	-	-	200	228	-	506	505	-
Stage 2	-	-	-	-	-	-	422	431	-	275	303	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1006	-	-	563	-	-	51	66	232	81	102	524
Mov Cap-2 Maneuver	-	-	-	-	-	-	51	66	-	81	102	-
Stage 1	-	-	-	-	-	-	200	228	-	506	502	-
Stage 2	-	-	-	-	-	-	420	429	-	270	303	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			73.2			0		
HCM LOS							F			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	64	1006	-	-	563	-	-	-				
HCM Lane V/C Ratio	0.18	-	-	-	0.004	-	-	-				
HCM Control Delay (s)	73.2	0	-	-	11.4	0	-	0				
HCM Lane LOS	F	A	-	-	B	A	-	A				
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	-				

HCM 6th TWSC
1: Franceville Coal Mine Rd & SH 94

2026 Existing
AM (March 31)

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	433	5	4	817	0	7	1	2	0	0	1
Future Vol, veh/h	1	433	5	4	817	0	7	1	2	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	92	92	92	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	4	31	31	4	2	9	2	9	2	2	2
Mvmt Flow	1	471	5	4	878	0	9	1	3	0	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	878	0	0	476	0	0	1363	1362	474	1364	1364	878
Stage 1	-	-	-	-	-	-	476	476	-	886	886	-
Stage 2	-	-	-	-	-	-	887	886	-	478	478	-
Critical Hdwy	4.12	-	-	4.41	-	-	8.19	7.52	6.79	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.479	-	-	3.581	4.018	3.381	3.518	4.018	3.318
Pot Cap-1 Maneuver	769	-	-	951	-	-	83	101	540	125	148	347
Stage 1	-	-	-	-	-	-	488	488	-	339	363	-
Stage 2	-	-	-	-	-	-	257	284	-	568	556	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	769	-	-	951	-	-	82	100	540	122	147	347
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	100	-	122	147	-
Stage 1	-	-	-	-	-	-	487	487	-	338	360	-
Stage 2	-	-	-	-	-	-	254	282	-	563	555	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			45.8			15.4		
HCM LOS							E			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	101	769	-	-	951	-	-	347				
HCM Lane V/C Ratio	0.127	0.001	-	-	0.005	-	-	0.004				
HCM Control Delay (s)	45.8	9.7	0	-	8.8	0	-	15.4				
HCM Lane LOS	E	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0				

HCM 6th TWSC
1: Franceville Coal Mine Rd & SH 94

2026 Existing
AM (April 1)

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	963	4	2	514	1	8	0	1	0	0	0
Future Vol, veh/h	0	963	4	2	514	1	8	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	78	78	78	78	78	78
Heavy Vehicles, %	2	4	31	31	4	2	9	9	2	2	2	2
Mvmt Flow	0	1035	4	2	559	1	10	0	1	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	560	0	0	1039	0	0	1601	1601	1037	1602	1603	560
Stage 1	-	-	-	-	-	-	1037	1037	-	564	564	-
Stage 2	-	-	-	-	-	-	564	564	-	1038	1039	-
Critical Hdwy	4.12	-	-	4.41	-	-	8.19	7.59	6.72	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	7.19	6.59	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.19	6.59	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.479	-	-	3.581	4.081	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1011	-	-	569	-	-	53	65	243	85	106	528
Stage 1	-	-	-	-	-	-	203	225	-	510	508	-
Stage 2	-	-	-	-	-	-	426	425	-	279	308	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1011	-	-	569	-	-	53	65	243	84	105	528
Mov Cap-2 Maneuver	-	-	-	-	-	-	53	65	-	84	105	-
Stage 1	-	-	-	-	-	-	203	225	-	510	505	-
Stage 2	-	-	-	-	-	-	424	423	-	278	308	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	81.9	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	58	1011	-	-	569	-	-	-
HCM Lane V/C Ratio	0.199	-	-	-	0.004	-	-	-
HCM Control Delay (s)	81.9	0	-	-	11.4	0	-	0
HCM Lane LOS	F	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	-

HCM 6th TWSC
1: Franceville Coal Mine Rd & SH 94

2026 Existing
PM (April 1)

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	421	7	2	739	1	9	0	5	1	0	0
Future Vol, veh/h	0	421	7	2	739	1	9	0	5	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	92	92	92	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	4	31	31	4	2	9	2	9	2	2	2
Mvmt Flow	0	458	8	2	795	1	12	0	6	1	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	796	0	0	466	0	0	1262	1262	462	1265	1266	796
Stage 1	-	-	-	-	-	-	462	462	-	800	800	-
Stage 2	-	-	-	-	-	-	800	800	-	465	466	-
Critical Hdwy	4.12	-	-	4.41	-	-	8.19	7.52	6.79	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.479	-	-	3.581	4.018	3.381	3.518	4.018	3.318
Pot Cap-1 Maneuver	826	-	-	959	-	-	100	120	549	146	169	387
Stage 1	-	-	-	-	-	-	498	497	-	379	397	-
Stage 2	-	-	-	-	-	-	295	318	-	578	562	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	826	-	-	959	-	-	100	120	549	144	168	387
Mov Cap-2 Maneuver	-	-	-	-	-	-	100	120	-	144	168	-
Stage 1	-	-	-	-	-	-	498	497	-	379	395	-
Stage 2	-	-	-	-	-	-	294	317	-	571	562	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			34.2			30.2		
HCM LOS							D			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	141	826	-	-	959	-	-	144				
HCM Lane V/C Ratio	0.127	-	-	-	0.002	-	-	0.009				
HCM Control Delay (s)	34.2	0	-	-	8.8	0	-	30.2				
HCM Lane LOS	D	A	-	-	A	A	-	D				
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0				

HCM 6th TWSC
1: Franceville Coal Mine Rd & SH 94

Existing Baseline + Max Site
AM (No EBR)

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	965	9	2	550	1	8	1	1	0	0	0
Future Vol, veh/h	0	965	9	2	550	1	8	1	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	4	31	31	4	2	9	2	9	2	2	2
Mvmt Flow	0	1038	10	2	591	1	10	1	1	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	592	0	0	1048	0	0	1639	1639	1043	1640	1644	592
Stage 1	-	-	-	-	-	-	1043	1043	-	596	596	-
Stage 2	-	-	-	-	-	-	596	596	-	1044	1048	-
Critical Hdwy	4.12	-	-	4.41	-	-	8.19	7.52	6.79	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.479	-	-	3.581	4.018	3.381	3.518	4.018	3.318
Pot Cap-1 Maneuver	984	-	-	565	-	-	49	64	234	80	100	506
Stage 1	-	-	-	-	-	-	201	229	-	490	492	-
Stage 2	-	-	-	-	-	-	405	417	-	277	305	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	984	-	-	565	-	-	49	64	234	78	100	506
Mov Cap-2 Maneuver	-	-	-	-	-	-	49	64	-	78	100	-
Stage 1	-	-	-	-	-	-	201	229	-	490	490	-
Stage 2	-	-	-	-	-	-	403	415	-	274	305	-
Approach	EB		WB				NB			SB		
HCM Control Delay, s	0		0				89.3			0		
HCM LOS							F			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	55	984	-	-	565	-	-	-				
HCM Lane V/C Ratio	0.233	-	-	-	0.004	-	-	-				
HCM Control Delay (s)	89.3	0	-	-	11.4	0	-	0				
HCM Lane LOS	F	A	-	-	B	A	-	A				
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	-				

HCM 6th TWSC
1: Franceville Coal Mine Rd & SH 94

Existing Baseline + Max Site
PM (No EBR)

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	450	9	3	783	1	11	1	4	1	0	1
Future Vol, veh/h	1	450	9	3	783	1	11	1	4	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	92	92	92	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	4	31	31	4	2	9	2	9	2	2	2
Mvmt Flow	1	489	10	3	842	1	14	1	5	1	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	843	0	0	499	0	0	1345	1345	494	1348	1350	843
Stage 1	-	-	-	-	-	-	496	496	-	849	849	-
Stage 2	-	-	-	-	-	-	849	849	-	499	501	-
Critical Hdwy	4.12	-	-	4.41	-	-	8.19	7.52	6.79	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.479	-	-	3.581	4.018	3.381	3.518	4.018	3.318
Pot Cap-1 Maneuver	793	-	-	931	-	-	86	104	524	128	150	364
Stage 1	-	-	-	-	-	-	473	475	-	356	377	-
Stage 2	-	-	-	-	-	-	273	298	-	554	543	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	793	-	-	931	-	-	85	103	524	125	149	364
Mov Cap-2 Maneuver	-	-	-	-	-	-	85	103	-	125	149	-
Stage 1	-	-	-	-	-	-	472	474	-	355	375	-
Stage 2	-	-	-	-	-	-	270	296	-	546	542	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			45.5			24.6		
HCM LOS							E			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	109	793	-	-	931	-	-	186				
HCM Lane V/C Ratio	0.188	0.001	-	-	0.003	-	-	0.014				
HCM Control Delay (s)	45.5	9.5	0	-	8.9	0	-	24.6				
HCM Lane LOS	E	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0				

HCM 6th TWSC
1: Franceville Coal Mine Rd & SH 94

Existing Baseline + Max Site
AM (with EBR)

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	0	965	7	2	550	1	8	1	1	0	0	0
Future Vol, veh/h	0	965	7	2	550	1	8	1	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	800	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	4	31	31	4	2	9	2	9	2	2	2
Mvmt Flow	0	1038	8	2	591	1	10	1	1	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	592	0	0	1046	0	0	1634	1634	1038	1639	1642	592
Stage 1	-	-	-	-	-	-	1038	1038	-	596	596	-
Stage 2	-	-	-	-	-	-	596	596	-	1043	1046	-
Critical Hdwy	4.12	-	-	4.41	-	-	8.19	7.52	6.79	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.479	-	-	3.581	4.018	3.381	3.518	4.018	3.318
Pot Cap-1 Maneuver	984	-	-	566	-	-	49	64	235	80	100	506
Stage 1	-	-	-	-	-	-	203	231	-	490	492	-
Stage 2	-	-	-	-	-	-	405	417	-	277	305	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	984	-	-	566	-	-	49	64	235	78	100	506
Mov Cap-2 Maneuver	-	-	-	-	-	-	49	64	-	78	100	-
Stage 1	-	-	-	-	-	-	203	231	-	490	490	-
Stage 2	-	-	-	-	-	-	403	415	-	274	305	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			89.3			0		
HCM LOS							F			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	55	984	-	-	566	-	-	-				
HCM Lane V/C Ratio	0.233	-	-	-	0.004	-	-	-				
HCM Control Delay (s)	89.3	0	-	-	11.4	0	-	0				
HCM Lane LOS	F	A	-	-	B	A	-	A				
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	-				

HCM 6th TWSC
1: Franceville Coal Mine Rd & SH 94

Existing Baseline + Max Site
PM (with EBR)

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	450	9	3	783	1	11	1	4	1	0	1
Future Vol, veh/h	1	450	9	3	783	1	11	1	4	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	800	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	92	92	92	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	4	31	31	4	2	9	2	9	2	2	2
Mvmt Flow	1	489	10	3	842	1	14	1	5	1	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	843	0	0	499	0	0	1340	1340	489	1348	1350	843
Stage 1	-	-	-	-	-	-	491	491	-	849	849	-
Stage 2	-	-	-	-	-	-	849	849	-	499	501	-
Critical Hdwy	4.12	-	-	4.41	-	-	8.19	7.52	6.79	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.479	-	-	3.581	4.018	3.381	3.518	4.018	3.318
Pot Cap-1 Maneuver	793	-	-	931	-	-	86	105	528	128	150	364
Stage 1	-	-	-	-	-	-	477	478	-	356	377	-
Stage 2	-	-	-	-	-	-	273	298	-	554	543	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	793	-	-	931	-	-	85	104	528	125	149	364
Mov Cap-2 Maneuver	-	-	-	-	-	-	85	104	-	125	149	-
Stage 1	-	-	-	-	-	-	476	477	-	355	375	-
Stage 2	-	-	-	-	-	-	270	296	-	546	542	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			45.5			24.6		
HCM LOS							E			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	109	793	-	-	931	-	-	186				
HCM Lane V/C Ratio	0.188	0.001	-	-	0.003	-	-	0.014				
HCM Control Delay (s)	45.5	9.5	0	-	8.9	0	-	24.6				
HCM Lane LOS	E	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	1100	7	2	725	5	13	0	2	0	0	5
Future Vol, veh/h	8	1100	7	2	725	5	13	0	2	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	95	95	95	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	4	31	31	4	2	9	2	9	2	2	2
Mvmt Flow	8	1158	7	2	780	5	17	0	3	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	785	0	0	1165	0	0	1964	1963	1158	1966	1968	783
Stage 1	-	-	-	-	-	-	1174	1174	-	787	787	-
Stage 2	-	-	-	-	-	-	790	789	-	1179	1181	-
Critical Hdwy	4.12	-	-	4.41	-	-	8.19	7.52	6.79	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.479	-	-	3.581	4.018	3.381	3.518	4.018	3.318
Pot Cap-1 Maneuver	834	-	-	507	-	-	26	37	197	47	63	394
Stage 1	-	-	-	-	-	-	163	192	-	385	403	-
Stage 2	-	-	-	-	-	-	300	323	-	232	264	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	834	-	-	507	-	-	25	36	197	45	61	394
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	36	-	45	61	-
Stage 1	-	-	-	-	-	-	159	187	-	375	400	-
Stage 2	-	-	-	-	-	-	293	321	-	223	257	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			274.5			14.3		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	28	834	-	-	507	-	-	394
HCM Lane V/C Ratio	0.687	0.01	-	-	0.004	-	-	0.016
HCM Control Delay (s)	274.5	9.4	0	-	12.1	0	-	14.3
HCM Lane LOS	F	A	A	-	B	A	-	B
HCM 95th %tile Q(veh)	2.2	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	6	750	11	4	950	7	11	0	5	1	0	0
Future Vol, veh/h	6	750	11	4	950	7	11	0	5	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	95	95	95	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	4	31	31	4	2	9	2	9	2	2	2
Mvmt Flow	6	789	12	4	1022	8	14	0	6	1	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1030	0	0	801	0	0	1835	1839	789	1844	1847	1026
Stage 1	-	-	-	-	-	-	801	801	-	1034	1034	-
Stage 2	-	-	-	-	-	-	1034	1038	-	810	813	-
Critical Hdwy	4.12	-	-	4.41	-	-	8.19	7.52	6.79	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.479	-	-	3.581	4.018	3.381	3.518	4.018	3.318
Pot Cap-1 Maneuver	674	-	-	708	-	-	34	45	340	58	75	285
Stage 1	-	-	-	-	-	-	295	318	-	280	309	-
Stage 2	-	-	-	-	-	-	204	231	-	374	392	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	674	-	-	708	-	-	33	44	340	56	73	285
Mov Cap-2 Maneuver	-	-	-	-	-	-	33	44	-	56	73	-
Stage 1	-	-	-	-	-	-	290	313	-	276	305	-
Stage 2	-	-	-	-	-	-	201	228	-	361	386	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			135.4			70.8		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	46	674	-	-	708	-	-	56				
HCM Lane V/C Ratio	0.446	0.009	-	-	0.006	-	-	0.023				
HCM Control Delay (s)	135.4	10.4	0	-	10.1	0	-	70.8				
HCM Lane LOS	F	B	A	-	B	A	-	F				
HCM 95th %tile Q(veh)	1.6	0	-	-	0	-	-	0.1				

HCM 6th TWSC
1: Franceville Coal Mine Rd & SH 94

2046 Background
AM (4 Lanes)

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕↕			↕↕	
Traffic Vol, veh/h	8	1100	7	2	725	5	13	0	2	0	0	5
Future Vol, veh/h	8	1100	7	2	725	5	13	0	2	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	95	95	95	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	4	31	31	4	2	9	2	9	2	2	2
Mvmt Flow	8	1158	7	2	780	5	17	0	3	0	0	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	785	0	0	1165	0	0	1568	1963	579	1382	1968	393
Stage 1	-	-	-	-	-	-	1174	1174	-	787	787	-
Stage 2	-	-	-	-	-	-	394	789	-	595	1181	-
Critical Hdwy	4.14	-	-	4.72	-	-	8.68	7.54	7.58	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	7.68	6.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.68	6.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.51	-	-	3.59	4.02	3.39	3.52	4.02	3.32
Pot Cap-1 Maneuver	829	-	-	455	-	-	45	36	407	103	62	606
Stage 1	-	-	-	-	-	-	139	190	-	351	401	-
Stage 2	-	-	-	-	-	-	523	321	-	458	262	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	829	-	-	455	-	-	43	35	407	100	60	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	43	35	-	100	60	-
Stage 1	-	-	-	-	-	-	135	185	-	342	398	-
Stage 2	-	-	-	-	-	-	513	318	-	443	255	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			119.7			11		
HCM LOS							F			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	49	829	-	-	455	-	-	606				
HCM Lane V/C Ratio	0.392	0.01	-	-	0.005	-	-	0.011				
HCM Control Delay (s)	119.7	9.4	0.1	-	12.9	0.1	-	11				
HCM Lane LOS	F	A	A	-	B	A	-	B				
HCM 95th %tile Q(veh)	1.4	0	-	-	0	-	-	0				

HCM 6th TWSC
1: Franceville Coal Mine Rd & SH 94

2046 Background
PM (4 Lanes)

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕			↕	
Traffic Vol, veh/h	6	750	11	4	950	7	11	0	5	1	0	0
Future Vol, veh/h	6	750	11	4	950	7	11	0	5	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	95	95	95	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	4	31	31	4	2	9	2	9	2	2	2
Mvmt Flow	6	789	12	4	1022	8	14	0	6	1	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1030	0	0	801	0	0	1320	1839	395	1441	1847	515
Stage 1	-	-	-	-	-	-	801	801	-	1034	1034	-
Stage 2	-	-	-	-	-	-	519	1038	-	407	813	-
Critical Hdwy	4.14	-	-	4.72	-	-	8.68	7.54	7.58	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	7.68	6.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.68	6.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.51	-	-	3.59	4.02	3.39	3.52	4.02	3.32
Pot Cap-1 Maneuver	670	-	-	655	-	-	75	45	554	93	74	505
Stage 1	-	-	-	-	-	-	264	316	-	248	308	-
Stage 2	-	-	-	-	-	-	425	229	-	592	390	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	670	-	-	655	-	-	73	44	554	90	72	505
Mov Cap-2 Maneuver	-	-	-	-	-	-	73	44	-	90	72	-
Stage 1	-	-	-	-	-	-	260	311	-	244	304	-
Stage 2	-	-	-	-	-	-	419	226	-	576	384	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			50.1			45.6		
HCM LOS							F			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	100	670	-	-	655	-	-	90				
HCM Lane V/C Ratio	0.205	0.009	-	-	0.007	-	-	0.014				
HCM Control Delay (s)	50.1	10.4	0.1	-	10.5	0.1	-	45.6				
HCM Lane LOS	F	B	A	-	B	A	-	E				
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	8	1100	10	2	725	5	15	0	2	0	0	5
Future Vol, veh/h	8	1100	10	2	725	5	15	0	2	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	95	95	95	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	4	31	31	4	2	9	2	9	2	2	2
Mvmt Flow	8	1158	11	2	780	5	19	0	3	0	0	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	785	0	0	1169	0	0	1964	1963	1158	1968	1972	783
Stage 1	-	-	-	-	-	-	1174	1174	-	787	787	-
Stage 2	-	-	-	-	-	-	790	789	-	1181	1185	-
Critical Hdwy	4.12	-	-	4.41	-	-	8.19	7.52	6.79	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.479	-	-	3.581	4.018	3.381	3.518	4.018	3.318
Pot Cap-1 Maneuver	834	-	-	505	-	-	26	37	197	47	62	394
Stage 1	-	-	-	-	-	-	163	192	-	385	403	-
Stage 2	-	-	-	-	-	-	300	323	-	232	263	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	834	-	-	505	-	-	25	36	197	45	60	394
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	36	-	45	60	-
Stage 1	-	-	-	-	-	-	159	187	-	375	400	-
Stage 2	-	-	-	-	-	-	293	321	-	223	256	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			\$ 301.7			14.3		
HCM LOS							F			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	28	834	-	-	505	-	-	394				
HCM Lane V/C Ratio	0.778	0.01	-	-	0.004	-	-	0.016				
HCM Control Delay (s)	\$ 301.7	9.4	0	-	12.2	0	-	14.3				
HCM Lane LOS	F	A	A	-	B	A	-	B				
HCM 95th %tile Q(veh)	2.5	0	-	-	0	-	-	0.1				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	6	750	17	4	950	7	16	0	5	1	0	0
Future Vol, veh/h	6	750	17	4	950	7	16	0	5	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	95	95	95	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	4	31	31	4	2	9	2	9	2	2	2
Mvmt Flow	6	789	18	4	1022	8	21	0	6	1	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1030	0	0	807	0	0	1835	1839	789	1847	1853	1026
Stage 1	-	-	-	-	-	-	801	801	-	1034	1034	-
Stage 2	-	-	-	-	-	-	1034	1038	-	813	819	-
Critical Hdwy	4.12	-	-	4.41	-	-	8.19	7.52	6.79	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.19	6.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.479	-	-	3.581	4.018	3.381	3.518	4.018	3.318
Pot Cap-1 Maneuver	674	-	-	704	-	-	34	45	340	57	74	285
Stage 1	-	-	-	-	-	-	295	318	-	280	309	-
Stage 2	-	-	-	-	-	-	204	231	-	372	389	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	674	-	-	704	-	-	33	44	340	55	72	285
Mov Cap-2 Maneuver	-	-	-	-	-	-	33	44	-	55	72	-
Stage 1	-	-	-	-	-	-	290	313	-	276	305	-
Stage 2	-	-	-	-	-	-	201	228	-	359	383	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			186.7			72		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	42	674	-	-	704	-	-	55				
HCM Lane V/C Ratio	0.641	0.009	-	-	0.006	-	-	0.023				
HCM Control Delay (s)	186.7	10.4	0	-	10.1	0	-	72				
HCM Lane LOS	F	B	A	-	B	A	-	F				
HCM 95th %tile Q(veh)	2.4	0	-	-	0	-	-	0.1				

HCM 6th TWSC
1: Franceville Coal Mine Rd & SH 94

2046 Background + Site
AM (4 Lanes)

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕			↕	
Traffic Vol, veh/h	8	1100	10	2	725	5	15	0	2	0	0	5
Future Vol, veh/h	8	1100	10	2	725	5	15	0	2	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	95	95	95	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	4	31	31	4	2	9	2	9	2	2	2
Mvmt Flow	8	1158	11	2	780	5	19	0	3	0	0	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	785	0	0	1169	0	0	1568	1963	579	1382	1972	393
Stage 1	-	-	-	-	-	-	1174	1174	-	787	787	-
Stage 2	-	-	-	-	-	-	394	789	-	595	1185	-
Critical Hdwy	4.14	-	-	4.72	-	-	8.68	7.54	7.58	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	7.68	6.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.68	6.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.51	-	-	3.59	4.02	3.39	3.52	4.02	3.32
Pot Cap-1 Maneuver	829	-	-	453	-	-	45	36	407	103	62	606
Stage 1	-	-	-	-	-	-	139	190	-	351	401	-
Stage 2	-	-	-	-	-	-	523	321	-	458	261	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	829	-	-	453	-	-	43	35	407	100	60	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	43	35	-	100	60	-
Stage 1	-	-	-	-	-	-	135	185	-	341	398	-
Stage 2	-	-	-	-	-	-	513	318	-	442	254	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			131.6			11		
HCM LOS							F			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	48	829	-	-	453	-	-	606				
HCM Lane V/C Ratio	0.454	0.01	-	-	0.005	-	-	0.011				
HCM Control Delay (s)	131.6	9.4	0.1	-	13	0.1	-	11				
HCM Lane LOS	F	A	A	-	B	A	-	B				
HCM 95th %tile Q(veh)	1.7	0	-	-	0	-	-	0				

HCM 6th TWSC
1: Franceville Coal Mine Rd & SH 94

2046 Background + Site
PM (4 Lanes)

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕			↕	
Traffic Vol, veh/h	6	750	17	4	950	7	16	0	5	1	0	0
Future Vol, veh/h	6	750	17	4	950	7	16	0	5	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	5	-	-	0	-
Peak Hour Factor	95	95	95	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	4	31	31	4	2	9	2	9	2	2	2
Mvmt Flow	6	789	18	4	1022	8	21	0	6	1	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1030	0	0	807	0	0	1320	1839	395	1441	1853	515
Stage 1	-	-	-	-	-	-	801	801	-	1034	1034	-
Stage 2	-	-	-	-	-	-	519	1038	-	407	819	-
Critical Hdwy	4.14	-	-	4.72	-	-	8.68	7.54	7.58	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	7.68	6.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.68	6.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.51	-	-	3.59	4.02	3.39	3.52	4.02	3.32
Pot Cap-1 Maneuver	670	-	-	651	-	-	75	45	554	93	73	505
Stage 1	-	-	-	-	-	-	264	316	-	248	308	-
Stage 2	-	-	-	-	-	-	425	229	-	592	388	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	670	-	-	651	-	-	73	44	554	90	71	505
Mov Cap-2 Maneuver	-	-	-	-	-	-	73	44	-	90	71	-
Stage 1	-	-	-	-	-	-	260	311	-	244	304	-
Stage 2	-	-	-	-	-	-	419	226	-	576	382	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			59.6			45.6		
HCM LOS							F			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	92	670	-	-	651	-	-	90				
HCM Lane V/C Ratio	0.293	0.009	-	-	0.007	-	-	0.014				
HCM Control Delay (s)	59.6	10.4	0.1	-	10.6	0.1	-	45.6				
HCM Lane LOS	F	B	A	-	B	A	-	E				
HCM 95th %tile Q(veh)	1.1	0	-	-	0	-	-	0				

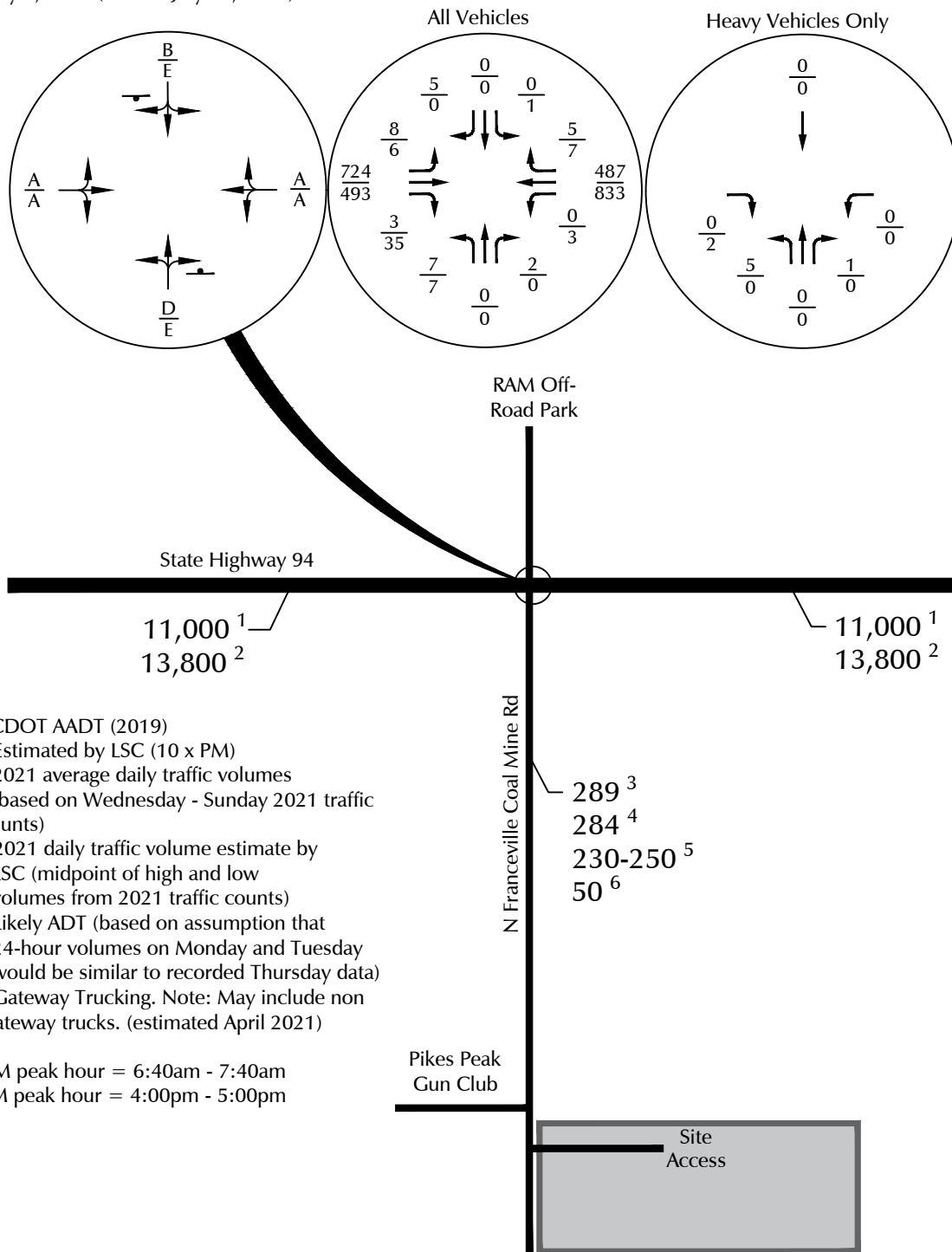
Appendix Figures



Note: This is a copy of Figure 3a from "Gateway Trucking Transportation Memorandum and Road Conditions Report"

PCD File No. PPR-21-033 (LSC #S214360)

February 2, 2022 (revised July 12, 2023)



¹ CDOT AADT (2019)

² Estimated by LSC (10 x PM)

³ 2021 average daily traffic volumes (based on Wednesday - Sunday 2021 traffic counts)

⁴ 2021 daily traffic volume estimate by LSC (midpoint of high and low volumes from 2021 traffic counts)

⁵ Likely ADT (based on assumption that 24-hour volumes on Monday and Tuesday would be similar to recorded Thursday data)

⁶ Gateway Trucking. Note: May include non Gateway trucks. (estimated April 2021)

AM peak hour = 6:40am - 7:40am

PM peak hour = 4:00pm - 5:00pm

Counts by LSC (April 2021)

⊥ = 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/Hour)
PM Weekday Peak-Hour Traffic (Veh/Hour)

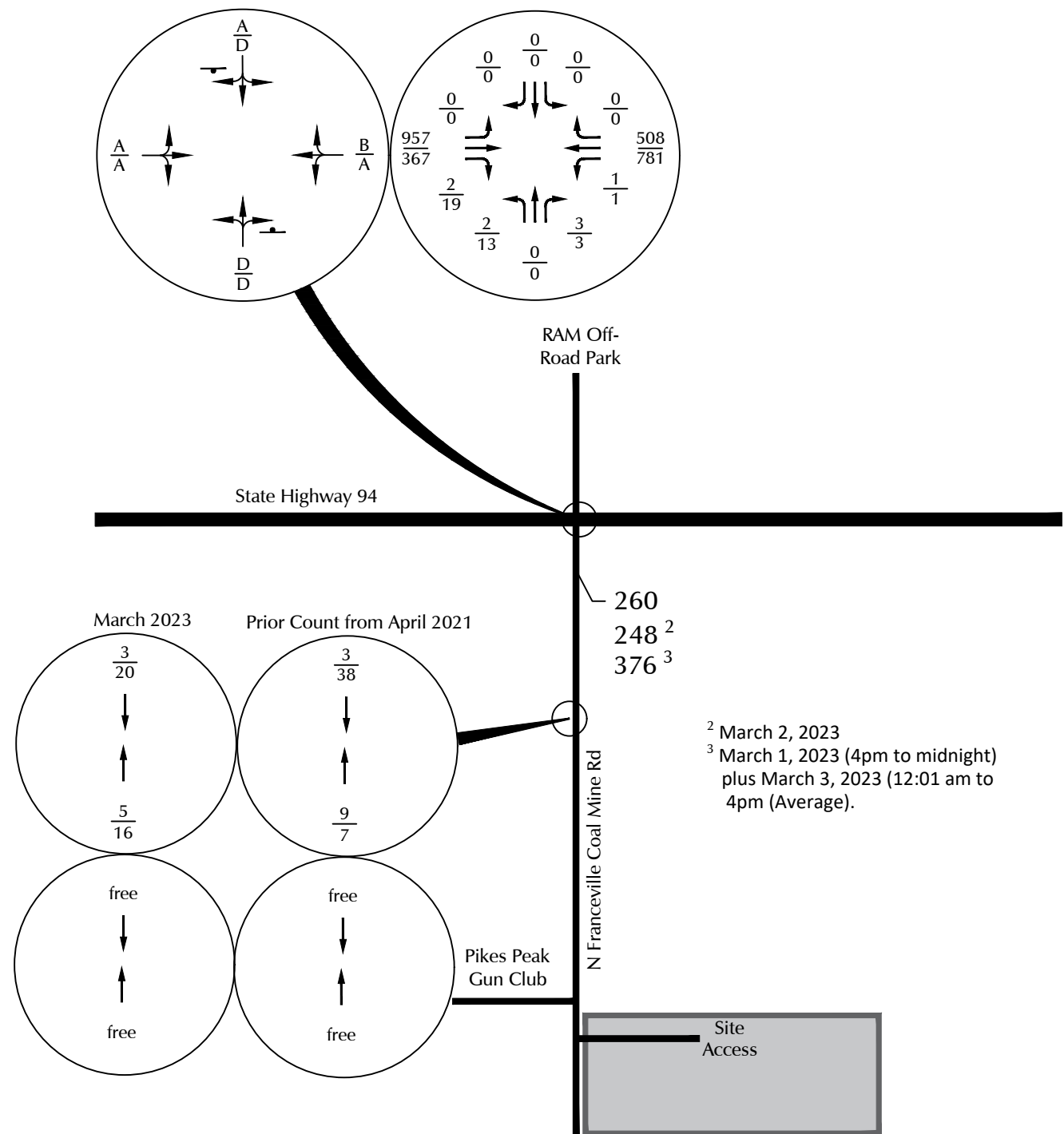
X,XXX = Average Daily Traffic (Vehicles/Day)

Appendix Figure 1 2021 Traffic, Lane Geometry, Traffic Control, and LOS

Gateway Trucking (LSC # S214361)



Note: This is a copy of Figure 3a from "Gateway Trucking Transportation Memorandum and Road Conditions Report"
 PCD File No. PPR-21-033 (LSC #S214360)
 February 2, 2022 (revised July 12, 2023)



² March 2, 2023
³ March 1, 2023 (4pm to midnight) plus March 3, 2023 (12:01 am to 4pm (Average)).

*Counts by LSC (March 2023)



- = 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/Hour)
PM Weekday Peak-Hour Traffic (Veh/Hour)
- X,XXX = Average Daily Traffic (Vehicles/Day)

Appendix Figure 2
2023* Traffic, Lane Geometry, Traffic Control, and LOS
 Gateway Trucking (LSC # S214361)

Appendix C - Roadway Cost Estimate Table 2026

										Annual Percent		
Standard Rural Major Collector					Calculation for Franceville Coal Mine Road (Based On Rural Local)					2026		
Component	Unit	Quantity	Unit Cost	2024 Cost	Quantity	Adjustment to Rural Local	Factor	2024 Costs	Increase	Years	Unit Costs	
Asphalt	ft.	32	\$ 3.21	\$102.69	28	5" vs 6" depth	0.83	\$85.57	6.77%	2	\$97.55	
Shoulder	ea	2	\$ 14.44	\$28.88	2	2' each side eq. instead of 6'	0.33	\$9.63	6.77%	2	\$10.97	
Earthwork	cy	1.204	\$ 2.41	\$2.90	1.204	0.75	0.75	\$2.18	6.77%	2	\$2.48	
Subtotal				\$134.47		Subtotal		\$97.38			\$111.01	
Constr. Mgmt			6%	\$8.07		same percentage		\$5.84	6.77%	2	\$6.66	
ROW	ft.	90	\$ 0.60	\$54.15		Not Included		\$0.00			\$0.00	
				\$196.69					\$103.22			
Franceville Coal Mine Road - Linear Feet										5190		
Estimated 2026 Cost										\$610,695		
Based on Table 22 of the 2024 Fee Study												

2521500 Road Impact Fee Acknowledgement Form



Road Impact Fee Acknowledgement Form

Property in the unincorporated area of the El Paso County that receives Land Use Approval either in a public hearing or administratively, is subject to the payment of Road Impact Fees. After December 31, 2024, the fee is paid for new residential and non-residential uses and structures and expansions of non-residential uses and structures. For detailed information on the program see the El Paso County Road Impact Fee webpage at publicworks.elpasoco.com/road-impact-fees/.

Land Use Approval is defined as an approval or permit issued for a new use, new structure, or expansion of an existing use or structure (not to include expansion of single-family detached homes) on a parcel of property in unincorporated El Paso County that generates new trips for such parcel. Examples include, but are not limited to building permits, access permits, driveway permits, site plans, site development plans, special use approvals, and variance of use approvals.

Owner Authorization:

I hereby agree to abide by the rules and regulations of the Road Impact Fee program as adopted by the Board of County Commissioners. I acknowledge that it is my responsibility as the owner/developer to pay Road Impact Fees at the last Land Use Approval.

Parking and Storage Area = 106,231 SF
Fee = \$447 per 1,000 SF for Outdoor Storage
Fee = \$47,486

Road Impact Fee*: \$ _____

Payment Due At: ☐ **At Building Permit** (Fees finalized at building permit application)

☒ **Approval of Current Application**

(*) Road Impact Fee is subject to change based on the current Road Impact Fee Schedule at the time of last land use approval

Owner/Developer(s) Name: _____

Owner/Developer(s) Signature: _____ Date: _____