

Gateway Trucking Transportation Memorandum and Road Conditions Report

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

MAY 15, 2026

LSC Transportation Consultants
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PCD File Nos. PPR-21-033; VA-256

LSC #S214361



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May 15, 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 EXISTING CONDITIONS & 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.
- 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 4 – GATEWAY TRUCKING TRIP GENERATION & TRIP DISTRIBUTION

SECTION 5 – STUDY AREA INTERSECTION AND ROADWAY SEGMENT ANALYSIS

SECTION 7 – FUTURE CONDITIONS & 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.*

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 **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.

Vehicular turning-movement counts were conducted at the following intersection and dates:

- State Highway 94/Franceville Coal Mine Road
 - Tuesday, March 31, 2026 from 6:30 – 8:30 a.m.
 - Wednesday, April 1, 2026 from 3:30 – 5:30 p.m.

Figure 3 shows these turning-movement volumes, as well as the average weekday traffic volumes. This figure also shows the results of 2026 daily machine counts conducted on Franceville Coal Mine Road south of SH 94. Raw count data is attached.

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

Data collected March 31st through April 2nd

Figure 3a shows data collected ___ report, 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: Observations and 2026 count data indicate that other trucks, in addition to Gateway Trucking, have been using 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.

3.3 - 2026 TRAFFIC DATA & ANALYSIS

Prior reports contain previous counts on Franceville Coal Mine Road for reference and comparison. 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. The count data sheets are attached. Note: the gun club is only open certain weekdays (Wednesday and Friday) and, as such, volumes vary.

Table 1: Three and-one-half-Hour Afternoon Traffic Counts (2026)

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						

Table 2: Three-and-one-half-Afternoon Traffic Counts w/Percentages (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 would operate at LOS D or better during the short-term morning peak hour, with or without the addition of additional site-generated traffic. During the short-term afternoon peak hour, the northbound and southbound approaches would operate at LOS E, with or without the addition of additional site-generated traffic.

Note: Figure 3a shows calculated level of service based on data collected in March 2023.

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.

Table 4: Trip Generation Estimate for Gateway Trucking

ITE Code	Description	Value	Units	Trip Generation Rates ¹				External Trips Generated					
				Average Weekday	A.M.		P.M.		Average Weekday	A.M.		P.M.	
					Peak Hour ³ In	Peak Hour ³ Out	Peak Hour ³ In	Peak Hour ³ Out		Peak Hour ³ In	Peak Hour ³ Out	Peak Hour ³ In	Peak Hour ³ Out
"Maximum" Trips Generated²													
-	Gateway Trucking	10	Trucks	4.00	0.00	0.15	0.75	0.65	40	0	2	8	7
"Average" Trips Generated Based on ITE Trip Generation Rates⁵													
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 - 85% of trucks leave prior to AM peak hour - 25% of trucks enter before or after the PM peak hour - 35% of employees leave before or after the PM peak hour 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)													
May 14, 2026													

"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. 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.

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. 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.

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 40 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 no vehicles currently enter the site and three vehicles currently exit the site. During the afternoon peak hour of traffic, it is estimated that 8 vehicles enter and 13 vehicles exit the site.

[note from July 2023] The use of 20 trucks (previously) was confirmed by a dispatch record provided by the applicant. A similar confirmation for ten trucks would likely be available,

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. The first row 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: the site's location with respect to the nearby residential, employment, commercial, and activity centers 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.

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

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 Estimates									
Directional Distribution of Site-Generated Traffic	%	95%	5%	95%	5%	95%	5%	95%	5%
Total "Maximum" Site-Generated Trips	vph	< 1	< 1	2	< 1	8	< 1	7	< 1
Existing Count Data									
Existing Turning Movements ¹	vph	7	2	6	1	5	4	7	2
Estimated Existing Site-Generated Total Trips ²	vph	2	0	1	0	3	0	2	0
Future Estimates									
Estimated "Maximum" Existing Trips ³	vph	7	2	7	1	10	4	12	2
Area Future Additional Background Trips	vph	3	0	7	1	8	1	5	1
Area Future Total Trips ⁴	vph	8	2	14	2	18	5	17	3
Wednesday, April 1, 2026									
Existing Estimates									
Directional Distribution of Site-Generated Traffic	%	95%	5%	95%	5%	95%	5%	95%	5%
Total "Maximum" Site-Generated Trips	vph	< 1	< 1	2	< 1	8	< 1	7	< 1
Existing Count Data									
Existing Turning Movements ¹	vph	4	2	8	1	7	2	9	5
Estimated Existing Site-Generated Total Trips ²	vph	1	0	1	0	3	0	3	0
Future Estimates									
Estimated "Maximum" Existing Trips ³	vph	4	2	9	1	12	2	13	5
Area Future Additional Background Trips	vph	3	0	7	1	8	1	5	1
Area Future Total Trips ⁴	vph	6	2	16	2	20	3	18	6
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									

The second row 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 the first row 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.

The third row 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 also shown in Figure 5.

The fourth row of Table 5 is an estimate of the turning movements attributable to the trucking business on the day when the intersection was counted. Note: 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.

Row 5 of Table 5 shows the Existing 2026 “background”/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 2026 volumes from row 3 plus the “maximum” site-generated volumes from row 2 minus the existing site-generated turning movements from row 4. These are also shown in Figure 7.

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 addition of additional 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 addition of additional 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 addition of additional 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 addition of additional 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 April 2021 showed a weekday average of 289 vehicles per day. This operation with 20 trucks in service on local jobs is used to represent 80 vehicles per day (on maximum trip-generation days) on this roadway. With future development and other growth, these volumes would increase as estimated in Table 5.

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

Scenario	Value ⁵	Units
Total "Maximum" Site-Generated Vehicle-Trips	40	Vehicles/Day
Existing ADT ¹	270	Vehicles/Day
Estimated Existing (Mar./Apr. 2026) Site-Generated Vehicle-Trips ²	25	Vehicles/Day
Total with Estimated "Maximum" Vehicle-Trips ³	285	Vehicles/Day
Area Additional Background Vehicle-Trips	145	Vehicles/Day
Area Total Vehicle-Trips ⁴	430	Vehicles/Day
¹ Based on tube counts by LSC (March 31, 2026 and April 1, 2026)		
² These estimates of existing daily site-generated trips on the roadway at the time the machine counts were conducted have been based on 2 separate machine counts that involve the use of pneumatic tubes placed in a relatively loose roadway surface south of the Gun Club access. There is the possibility of some recording error associated with these counts and the actual trip generation of the Gateway Trucking on these days may have been higher than reflected in these estimates.		
³ Estimated "maximum" vehicle-trips = existing turns + "maximum" site trips - estimated existing site trips		
⁴ Area total = existing turns + "max" site trips - existing site trips + other background trips		
⁵ On Franceville Coal Mine Road, south of SH 94		
May 14, 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 linear 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.

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 **\$790,000** based on the Countywide fee program unit cost calculation for a Rural Minor 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.

[7/12/2023 Update: The cost has been updated to \$886,441. 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

Estimate of future road segment use and traffic patterns was 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.

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

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 - EXISTING DEFICIENCIES

- An access permit application is attached to this report and will be submitted to CDOT. The County Engineer signature is needed on the application form.
- An eastbound right-turn deceleration lane is currently warranted on SH 94. This lane should be 500 feet long plus a 300-foot transition taper. A four-foot paved shoulder will be required adjacent to this turn lane. This turn lane will extend back across an existing access on the south side of SH 94 as the access is located about 400 feet west of the west edge of Franceville Coal Mine Road.
- According to criteria in the *State Highway Access Code*, exclusive left-turn auxiliary 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.
- The code indicates the "access width" (the width of Franceville Coal Mine) at SH 94 should be 25 to 40 feet (also, the code recommends a width no less than 36 feet exclusive of radii). The current width is about 26 to 27 feet.
- Radii should accommodate a multi-unit truck. The following applies:
 - 4.6.3 *For any access where multi-unit vehicles, or single unit vehicles exceeding 30 feet in length, are intended to use the access on a daily basis, the radii of the access should be determined using the minimum turning path for the larger vehicle. It is desirable to use equivalent three-centered compound curves or spiral curves rather than simple radii when designing for larger vehicles. The curves used should ensure safe turning movements without encroachment onto other highway travel lanes.*
 - 4.6.4 *If the frequency of multi-unit vehicles or single unit vehicles over 30 feet in length is such that two such vehicles may be reasonably anticipated to use*

the access at the same time, one entering and one exiting, radii should be adequate to accommodate both vehicles with no turning conflicts and without undue slowing.

- The Access Code indicates a maximum access approach grade of eight percent as per the following:

*4.9.3 Within the right-of-way, maximum grades shall be limited to ten percent for low volume field and residential access. **All other accesses shall be limited to a maximum of eight percent grade.** Lesser grades may be required for drainage control purposes. Use of the right-of-way for access purposes should not preclude future roadway use of the public rights-of-way. The length of the access within the right-of-way should be minimized. Any access horizontal or vertical curve should be minimized within the right-of-way.*

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.

- NOTE: Regarding CDOT comment number 4 in the May 13, 2015 comment letter from CDOT. This comment calls out the need for right- and left-turn deceleration lanes on SH 94. This memo recommends construction of the eastbound right-turn deceleration lane. Regarding the left-turn lane requirement in the CDOT comment, it is our understanding that nearly all the truck trips are oriented to/from the west. The site-generated trip estimate, in the April 10, 2015 (and February 8, 2016) LSC memorandum, of one vehicle-per-hour was intended to represent the potential for a **passenger vehicle** traveling to Gateway from the east. Based on this and the latest traffic count data, the threshold for a westbound left-turn lane is not currently met.

8.3 - SH 94/FRANCEVILLE COAL MINE ROAD INTERSECTION – CDOT - IMPROVEMENTS

- An eastbound right-turn deceleration lane should be constructed on SH 94. This lane should be 500 feet long plus a 300-foot transition taper. The CSHAC prescribes a four-foot paved shoulder adjacent to this turn lane. CDOT will also require appropriate signage and striping.
- This turn lane will extend back across an existing access on the south side of SH 94, as the access is located about 400 feet west of the west edge of Franceville Coal Mine Road. A design waiver (potentially for a slightly narrower lane and/or minimal outside shoulder) may be needed as there is limited available ROW and slopes along the south side of SH 94 just west of Franceville Coal Mine Road. Most of the available ROW is on the north side of the existing roadway.
- Southeast and southwest corner radius improvements will need to be designed to accommodate regular use by multi-unit trucks. Use of three-centered compound curves

or spiral curves rather than simple radius will likely provide the best and least costly design – especially given the existing topography/slopes on the southwest corner of the intersection. The design should allow trucks to turn from the new eastbound right-turn lane into the southbound through lane of Franceville Coal Mine Road without encroachment into the other highway travel lanes or the northbound lane of Franceville Coal Mine Road.

- 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.
- CDOT has 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*. Viable alternatives include 1) applicant limiting truck exiting times to outside of peak volume periods on Highway 2) restricting truck turning movements to right turns

only during the peak volume periods on Highway; 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 800-1000 ft) 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 indirect northbound-to-westbound left turns instead a direct 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.

8.4 - 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
 - Trigger: Once LOS drops below D and/or when a signal warrant is met.
[7/12/2023 NOTE: 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] 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 NB approach widening sufficient to create a two-lane approach – if helps operations, avoids the need for a signal, improves deficient LOS.
- Accomplishing the above while considering and 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.

Given the difficult combination of the following, 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.

- Existing land uses in the area are already generating intersection/access turning traffic at and near the Highway 94/Franceville Coal Mine Road intersection.
- The relatively low thresholds/triggers in the criteria for the above potential improvements.
- The likely high cost of the improvements listed above given the length of Franceville Coal Mine
- Road, 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.

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

- 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. 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).
- 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 **\$790,000 [prior report value]**. Please refer to the report section for details.
- The cost of the guard rail, if required/included, will need to be based on a preliminary design.

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 in 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

- Although the CSHAC right turn lane threshold is not exceeded based on recent spring 2026 intersection count data collected, historically (based on prior counts of all traffic using the intersection), combined with projected maximum site-generated trips, an eastbound right-turn deceleration lane is warranted on SH 94.. Please refer to section 8.3 above for additional details.
- An access permit application will be submitted to CDOT via their new online application system. We anticipate that El Paso County will be the “Permittee” on the application/permit. This may trigger additional application to CDOT Access for the impacts to the access of 12655 SH 94.
- Other “access” geometric improvements at the intersection proper are listed below per the December 29, 2025 CDOT comment letter. These are also outlined in Section 8.2. Please refer to this section for additional details.
 - *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%.*

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).

* * * * *

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



Not to scale

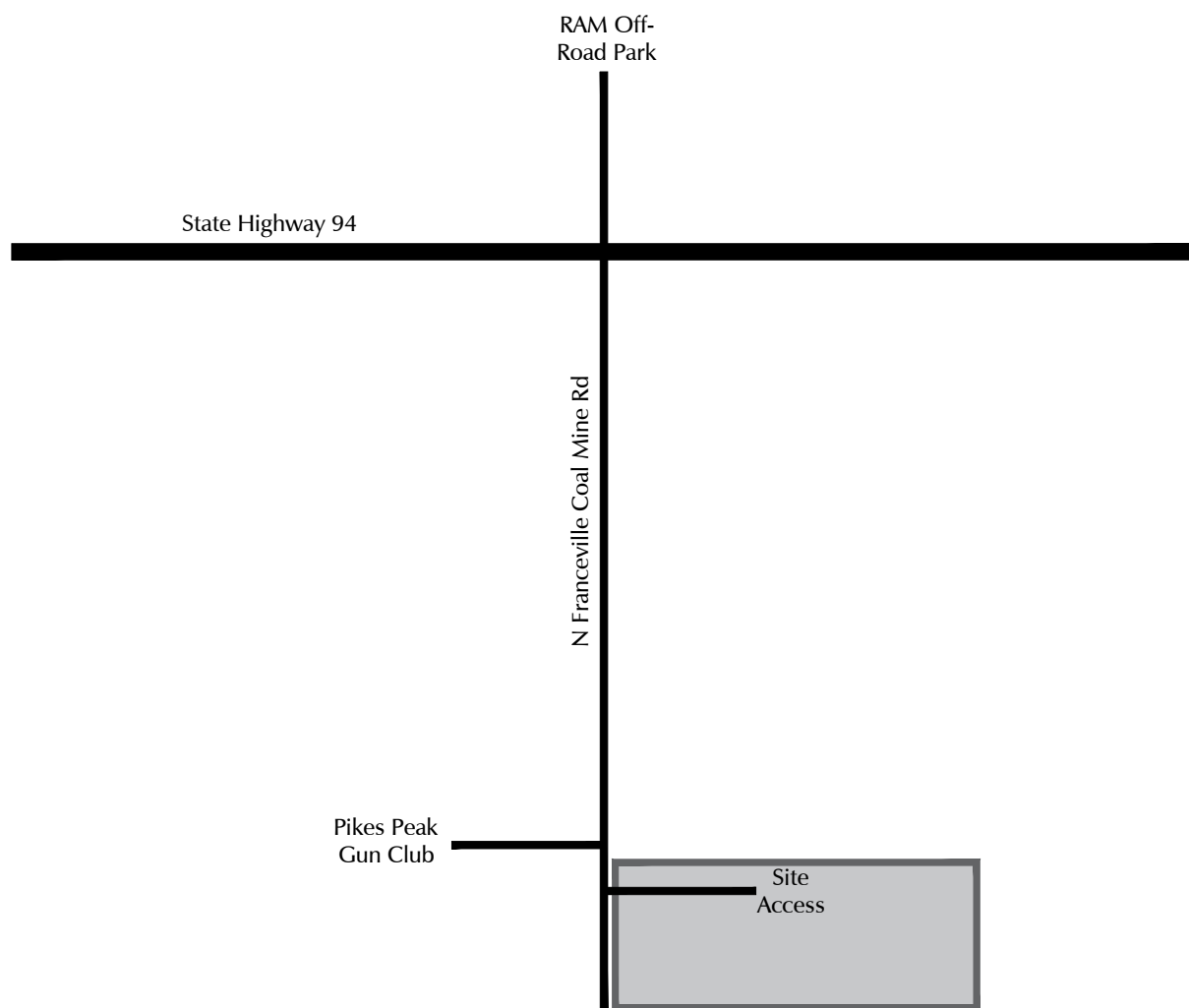
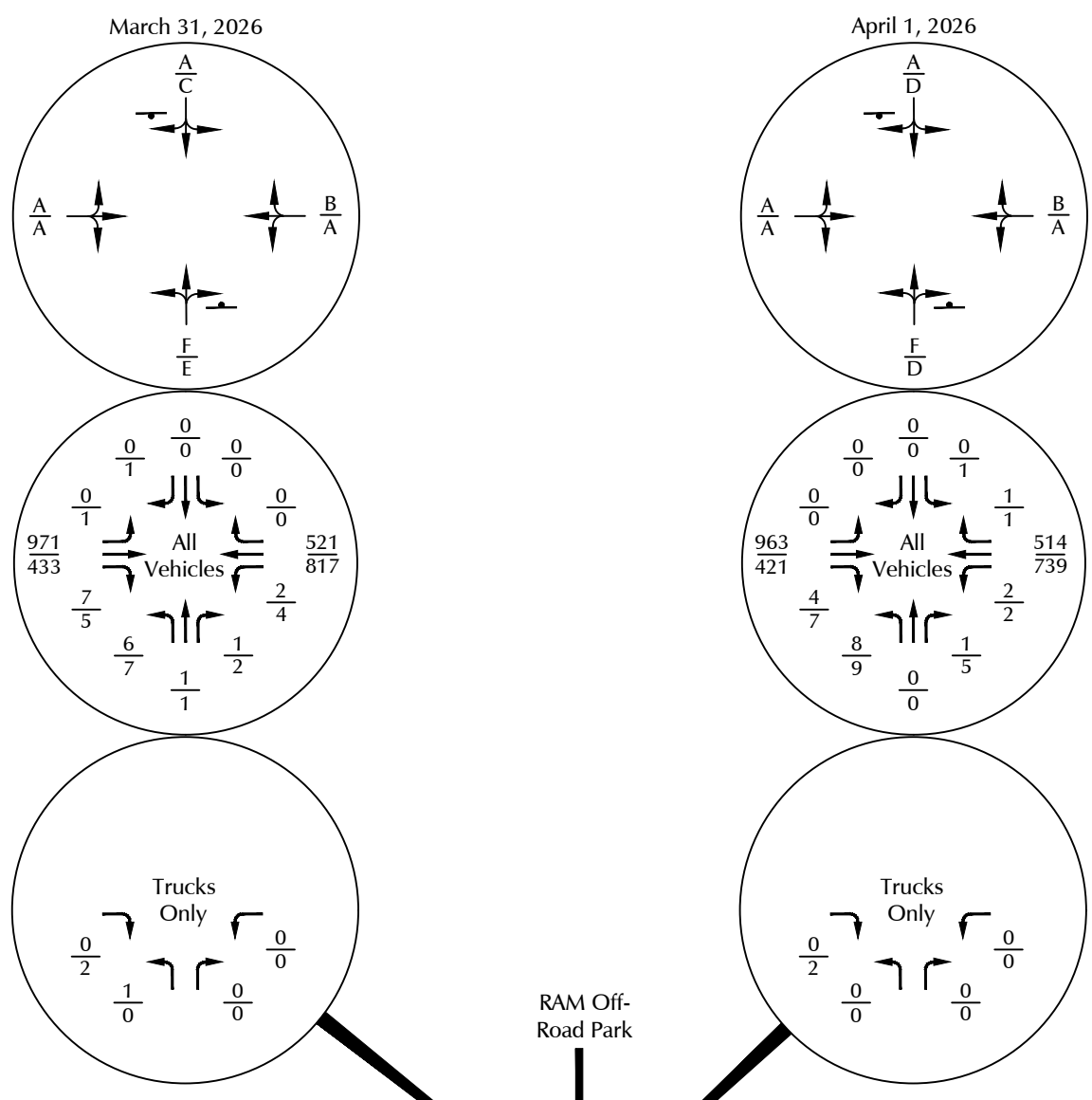
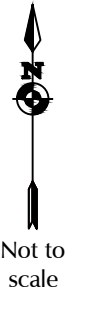
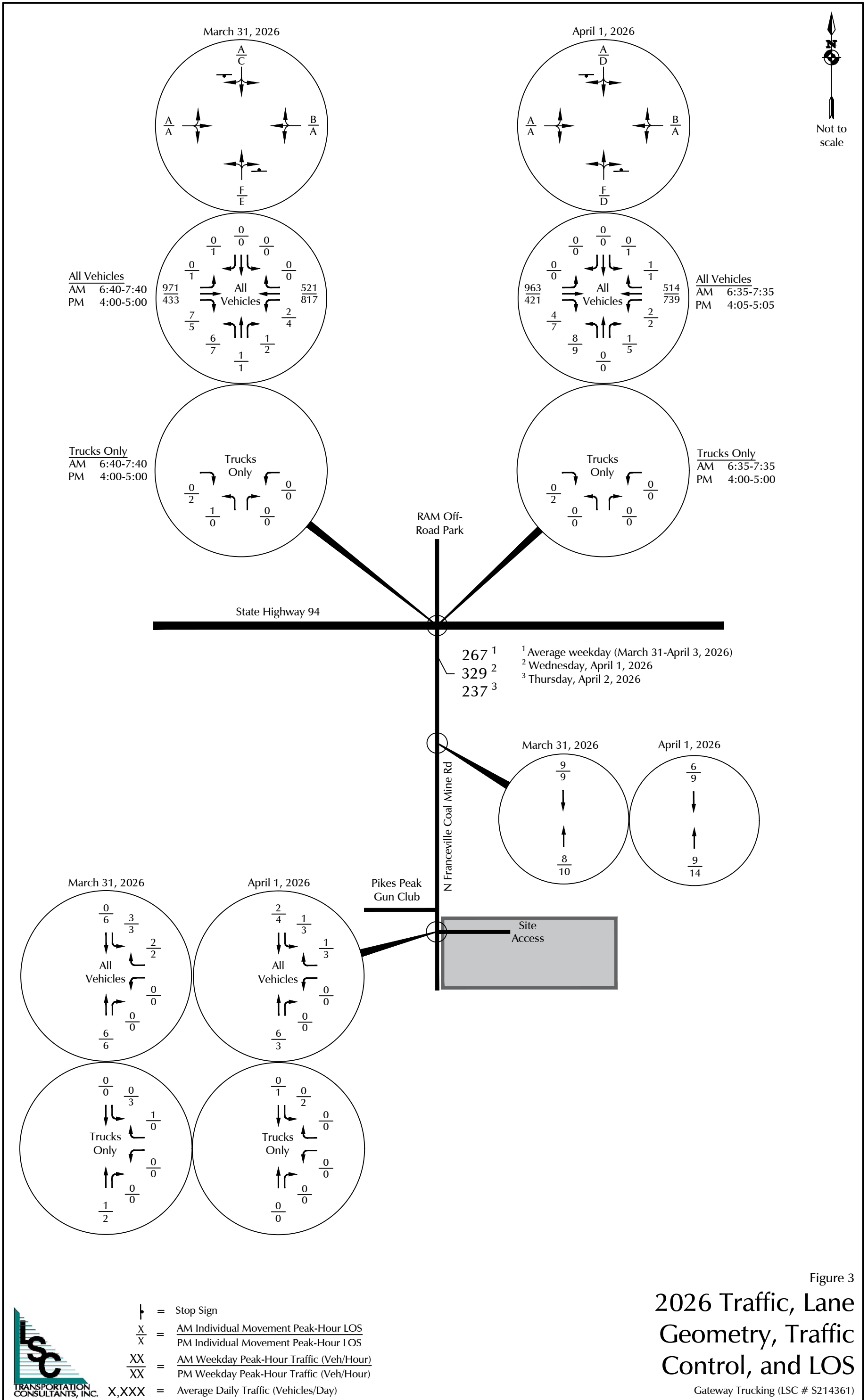


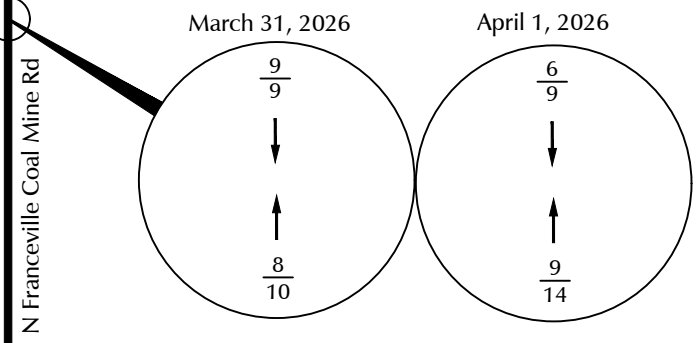
Figure 1
Vicinity Map
Gateway Trucking (LSC # S214361)



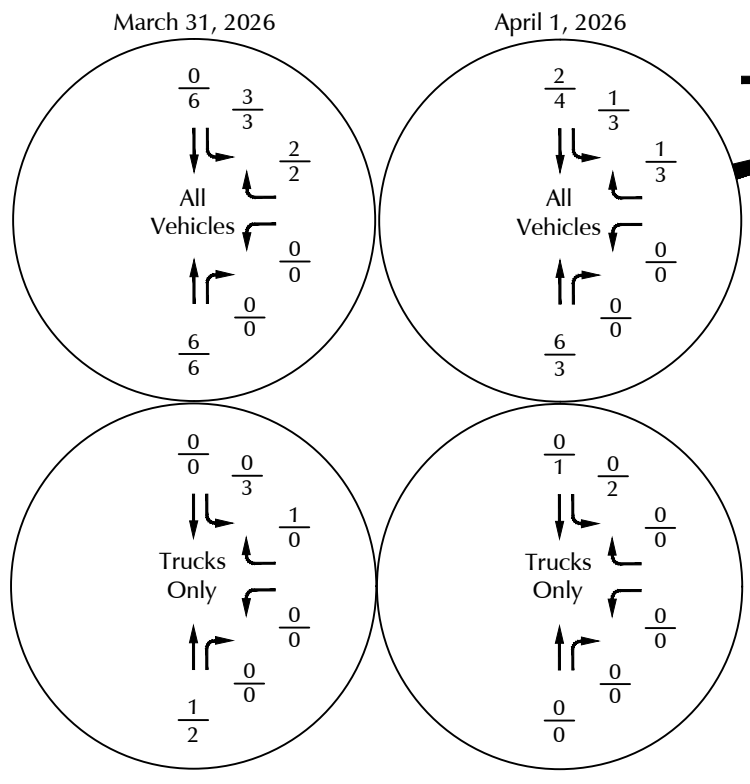
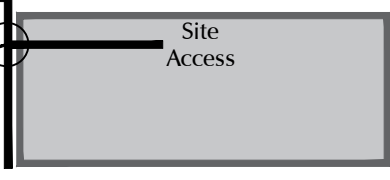
State Highway 94

RAM Off-Road Park

267¹ ¹ Average weekday (March 31-April 3, 2026)
329² ² Wednesday, April 1, 2026
237³ ³ Thursday, April 2, 2026

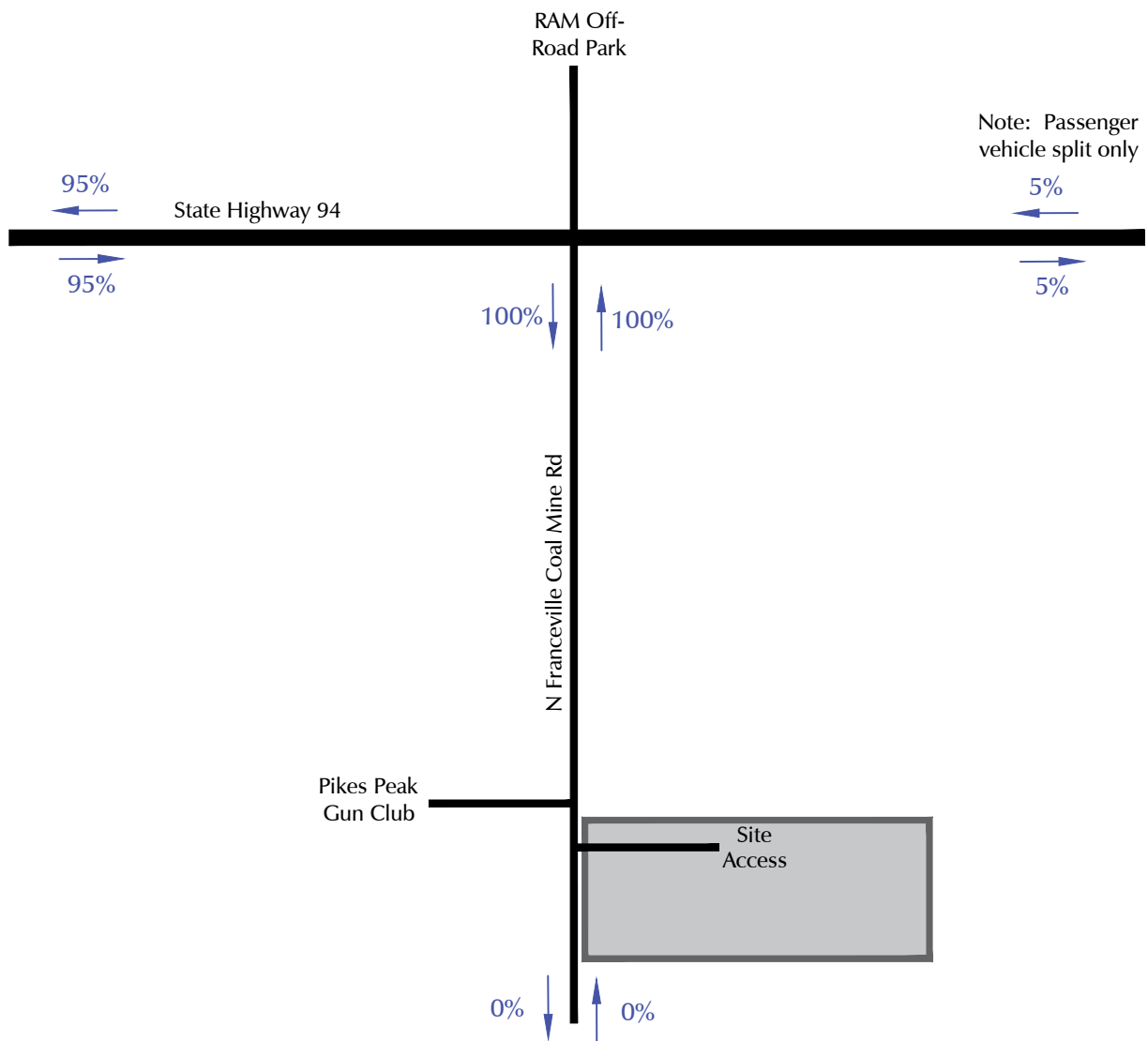


Pikes Peak Gun Club





Not to scale



$$\frac{XX\%}{XX\%} = \frac{\text{A.M. Peak Hour \% Distribution}}{\text{P.M. Peak Hour \% Distribution}}$$

Figure 4
Directional Distribution

Gateway Trucking (LSC # S214361)

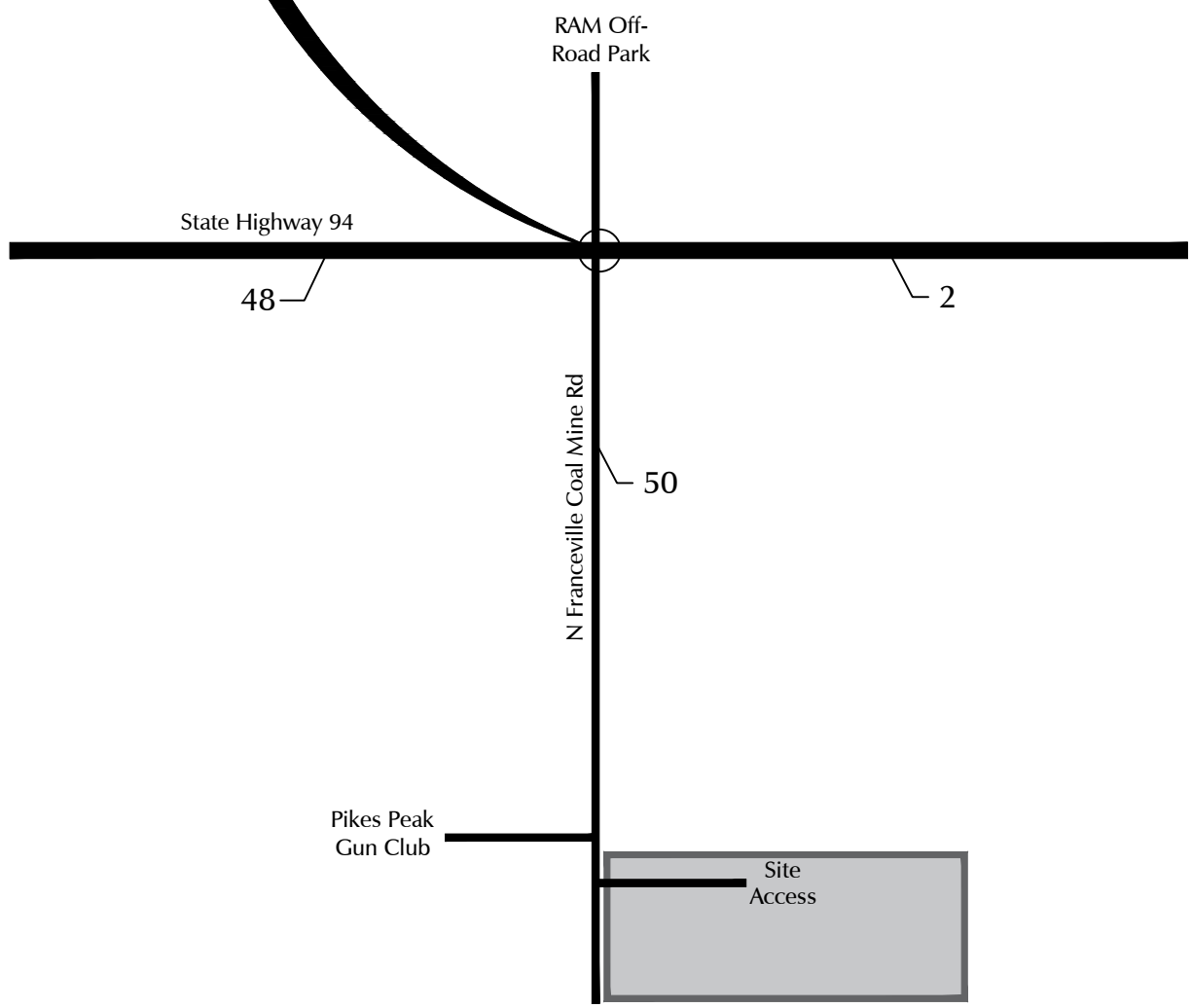
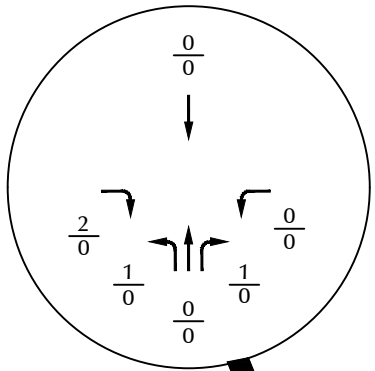


Figure 5

Existing Site-Generated Traffic Based on Count Data (March 31-April 1, 2026)

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 = Average Daily Traffic (Vehicles/Day)

Gateway Trucking (LSC # S214361)



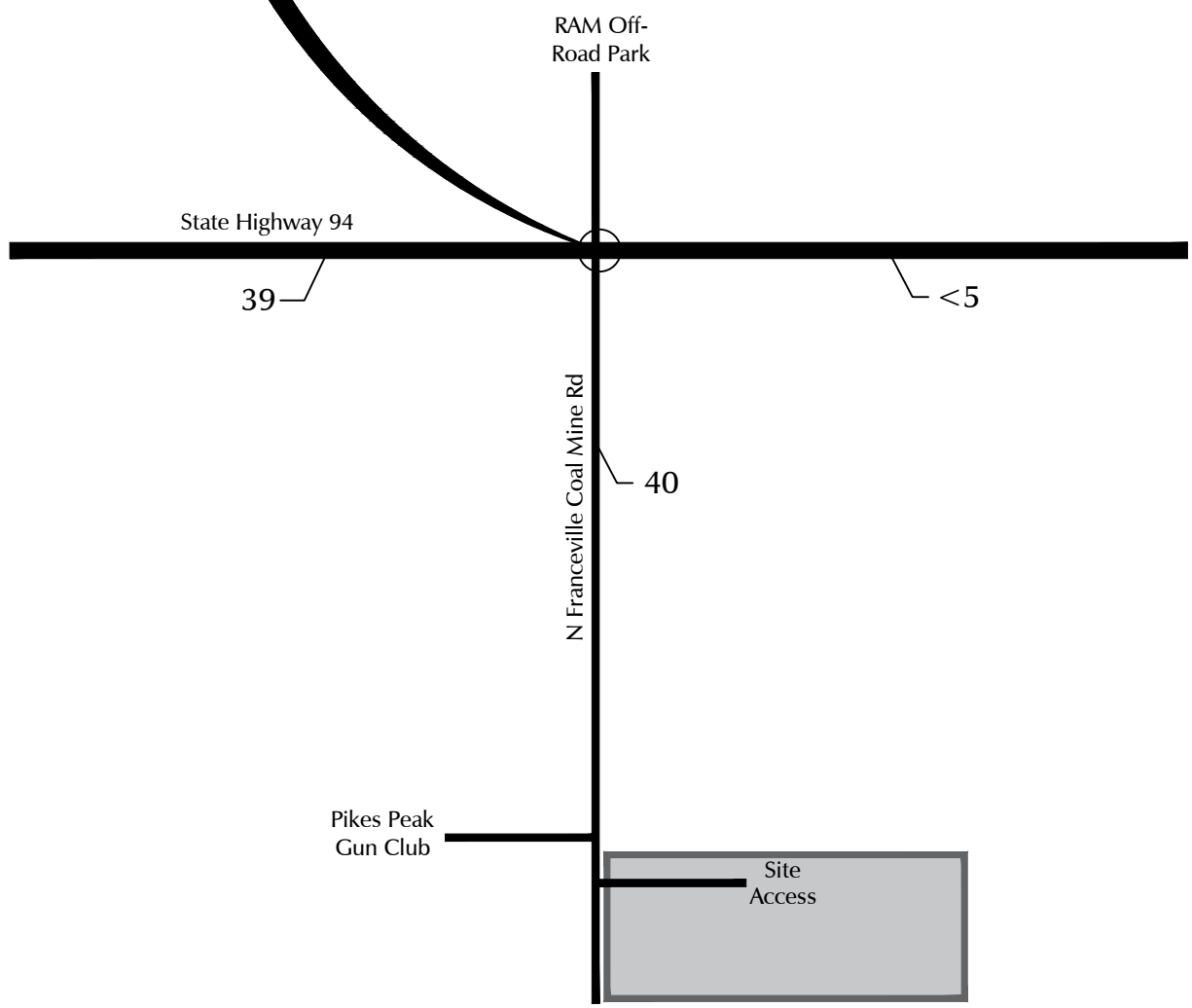
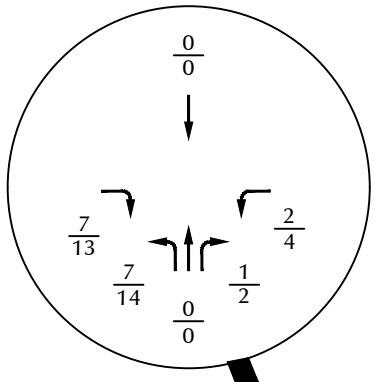
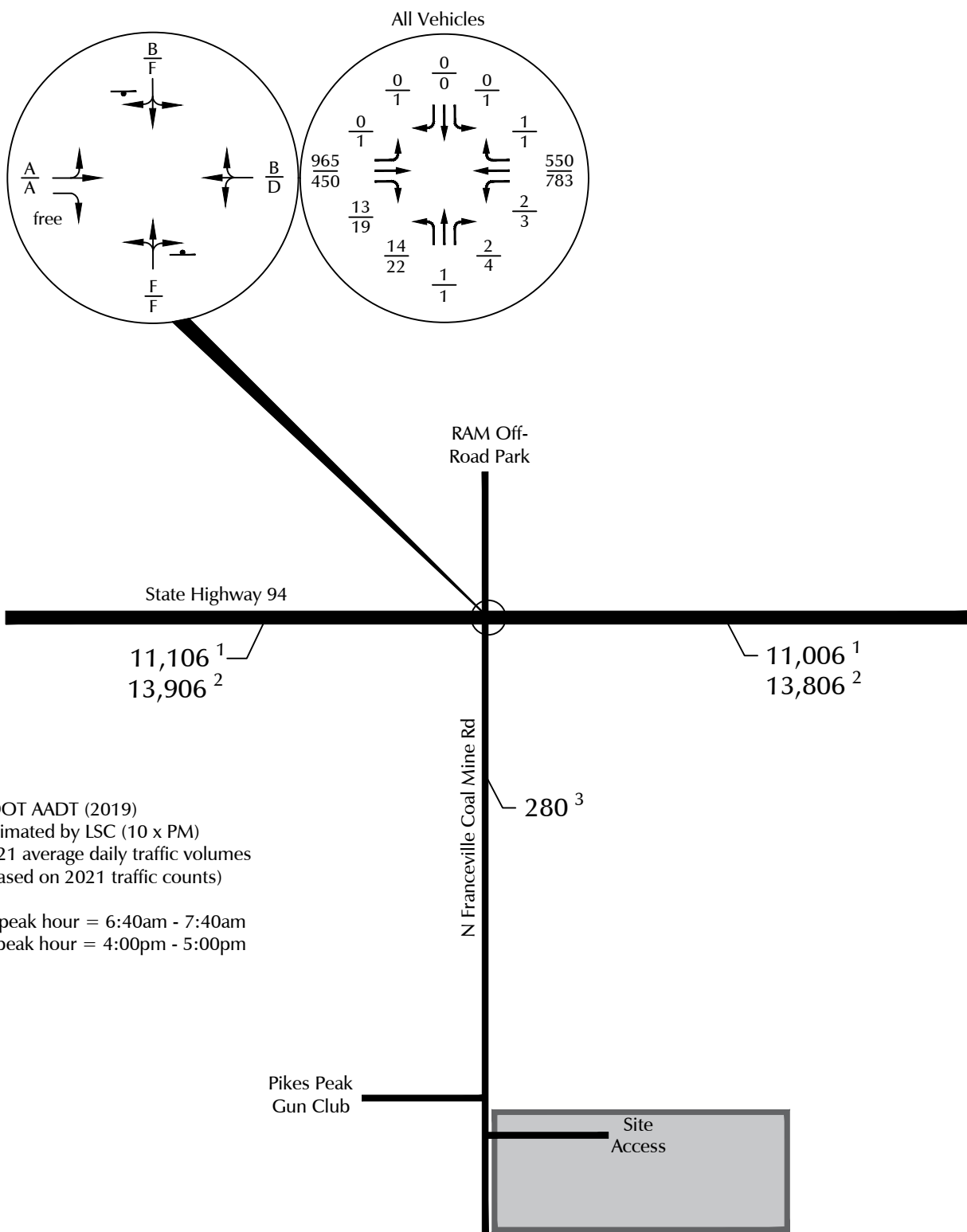


Figure 6
 Site-Generated Traffic
 Based on Current 2026
 Site Trip Generation
 Estimate Count Data

Gateway Trucking (LSC # S214361)



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 = Average Daily Traffic (Vehicles/Day)



¹ CDOT AADT (2019)
² Estimated by LSC (10 x PM)
³ 2021 average daily traffic volumes
 (based on 2021 traffic counts)

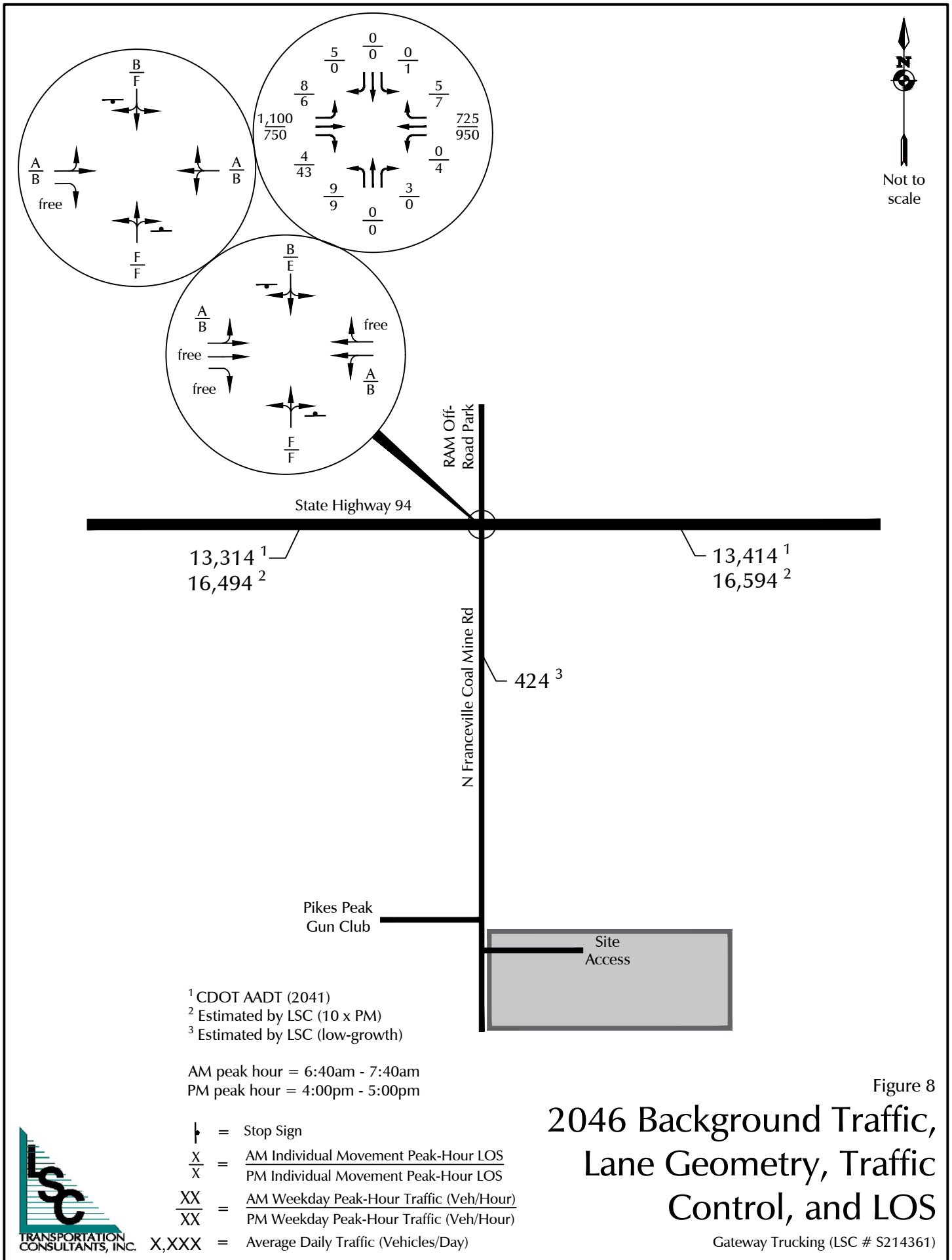
AM peak hour = 6:40am - 7:40am
 PM peak hour = 4:00pm - 5:00pm

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

Gateway Trucking (LSC # S214361)



- ⊥ = 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)



¹ CDOT AADT (2041)
² Estimated by LSC (10 x PM)
³ Estimated by LSC (low-growth)

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

- ⊥ = 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)

Figure 8
 2046 Background Traffic,
 Lane Geometry, Traffic
 Control, and LOS

Gateway Trucking (LSC # S214361)



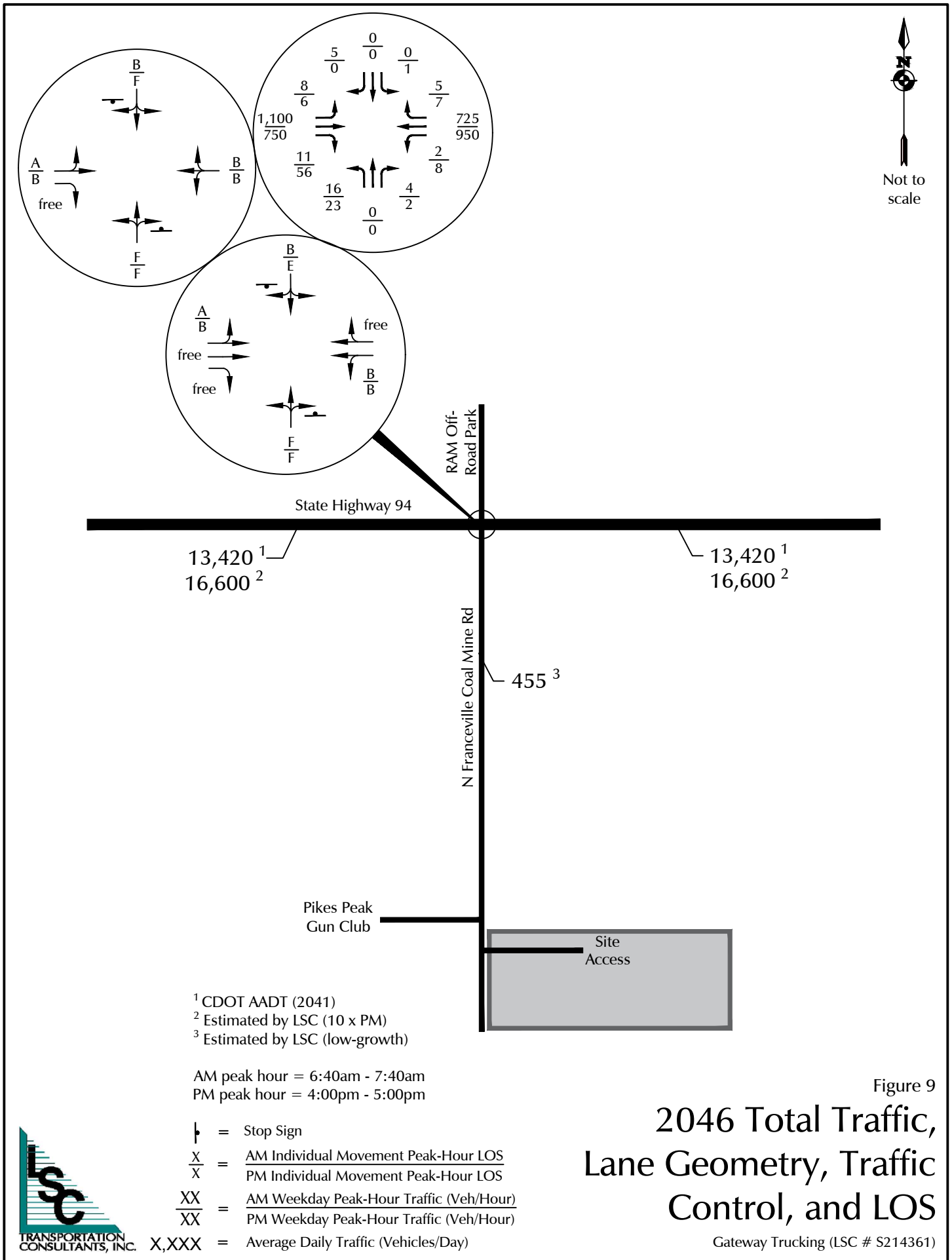


Figure 9

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

Gateway Trucking (LSC # S214361)



LSC Transportation Consultants, Inc.

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 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

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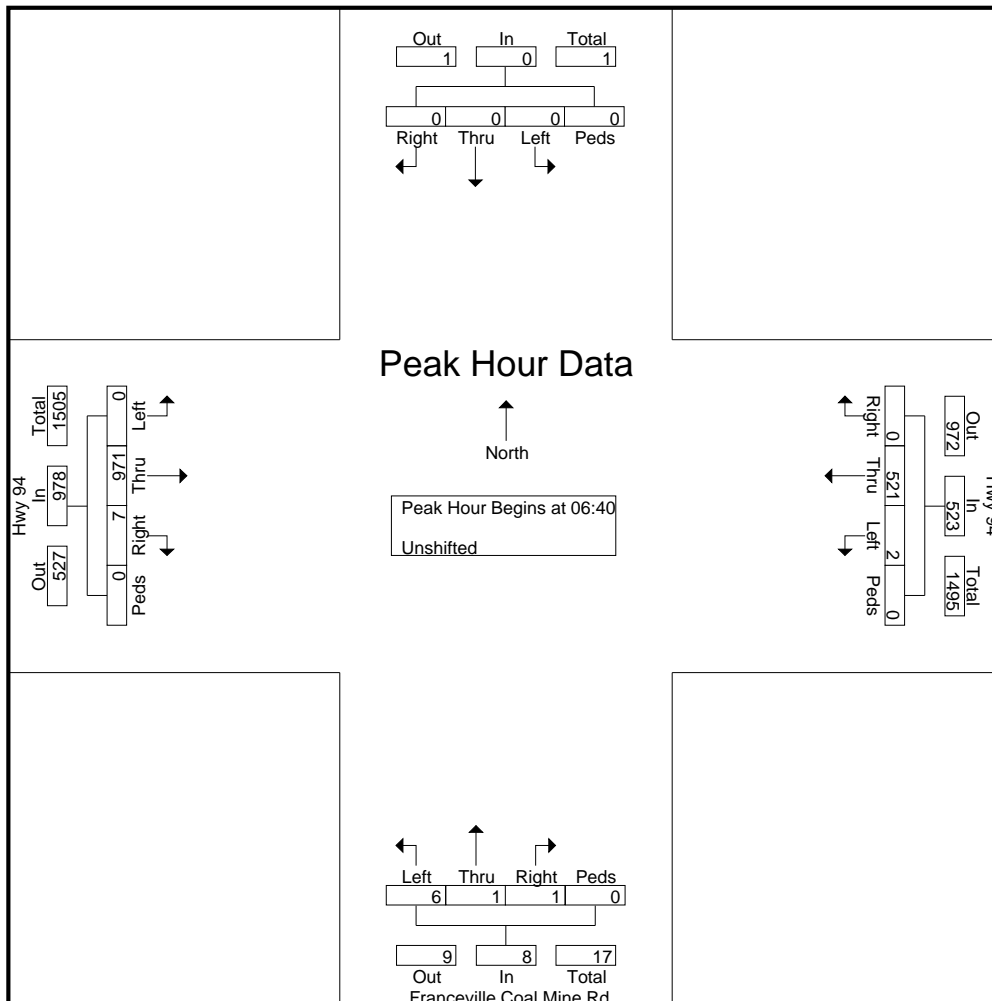
File Name : Franceville Coal Mine Rd - Hwy 94 AM 3-31-26

Site Code : S214361

Start Date : 3/31/2026

Page No : 2

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	
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
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
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
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

Site Code : S214361

Start Date : 3/31/2026

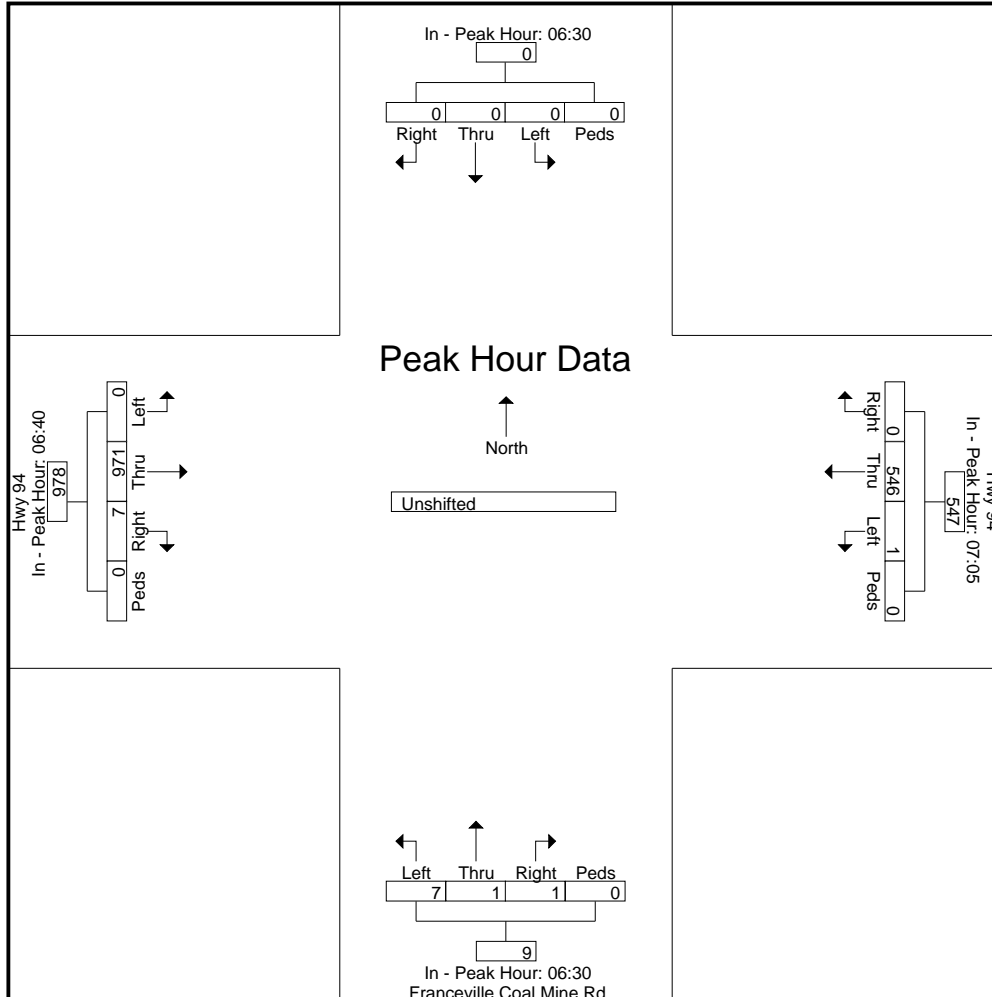
Page No : 3

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	

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	1	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	547	11.1	11.1	77.8	0	9	0.7	99.3	0	0	978
PHF	.000	.000	.000	.000	.000	.000	.734	.083	.000	.735	.083	.083	.292	.000	.375	.292	.801	.000	.000	.799



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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

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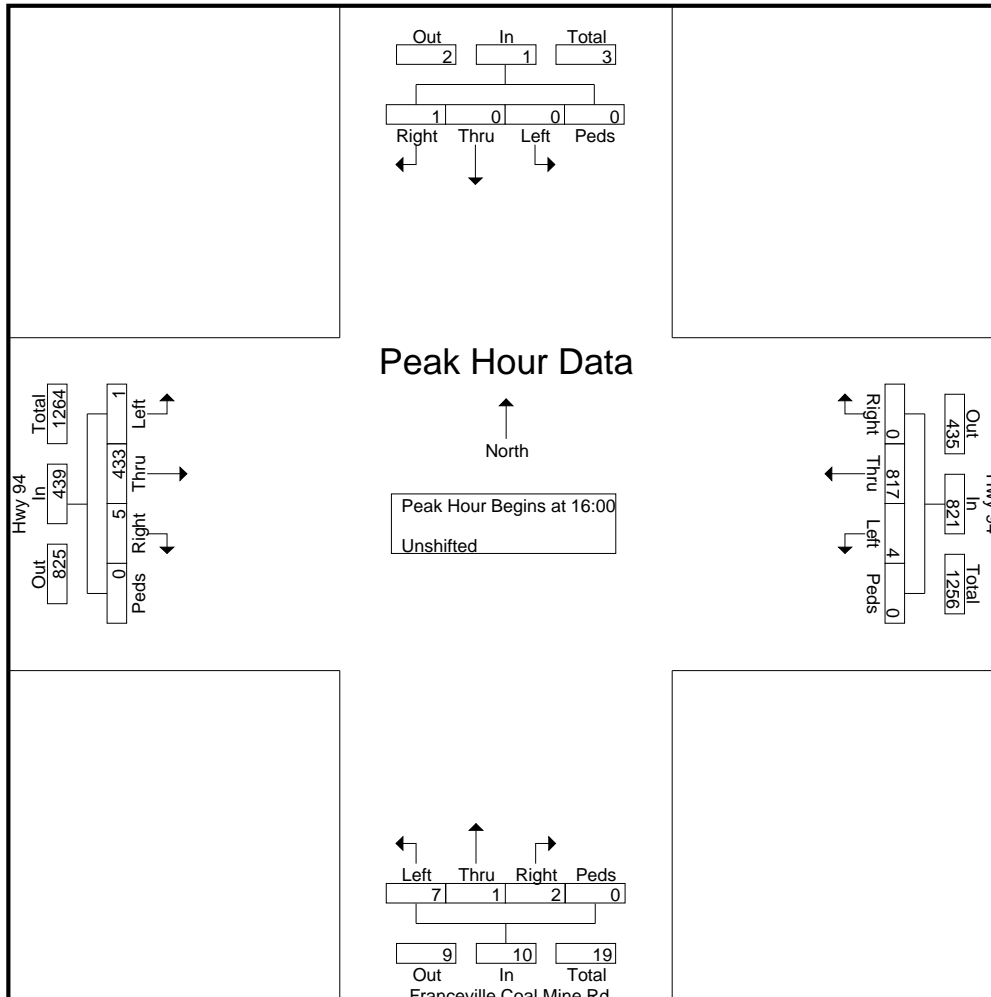
File Name : Franceville Coal Mine Rd - Hwy 94 PM 3-31-26

Site Code : S214361

Start Date : 3/31/2026

Page No : 2

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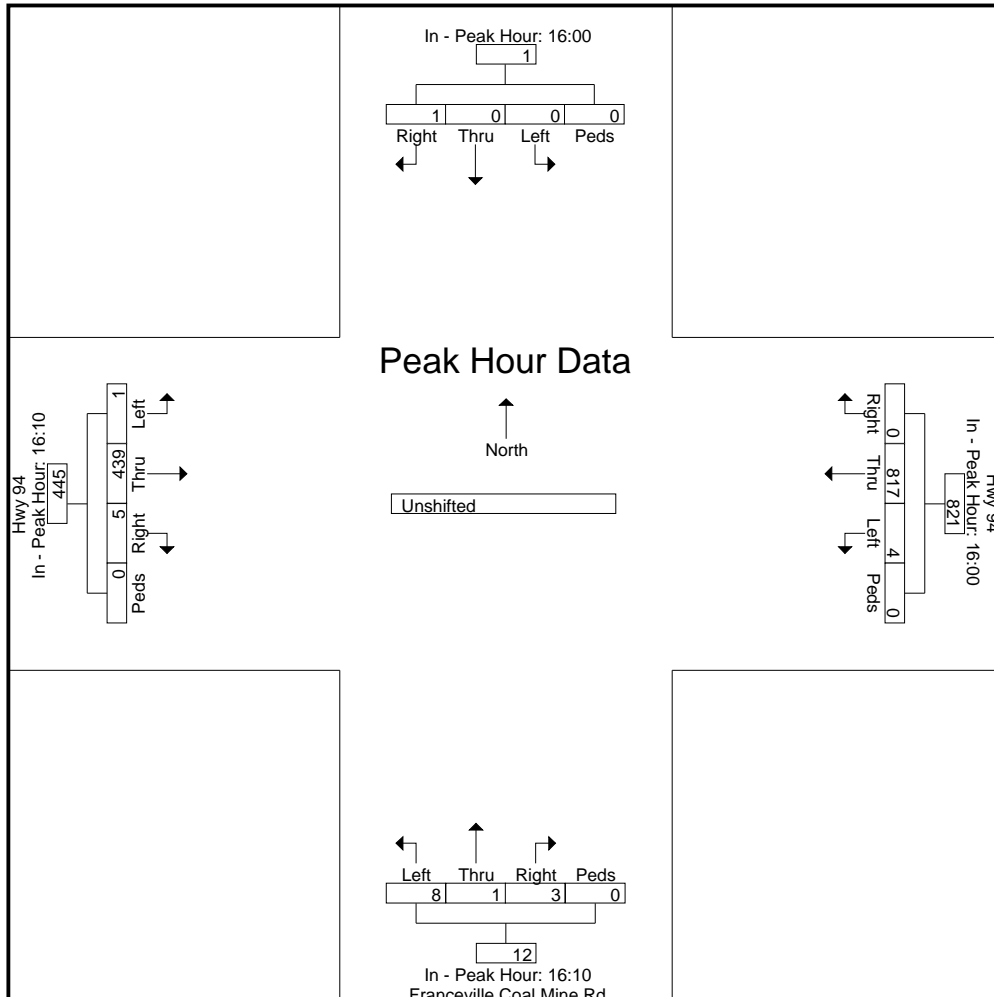
File Name : Franceville Coal Mine Rd - Hwy 94 PM 3-31-26

Site Code : S214361

Start Date : 3/31/2026

Page No : 3

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	
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

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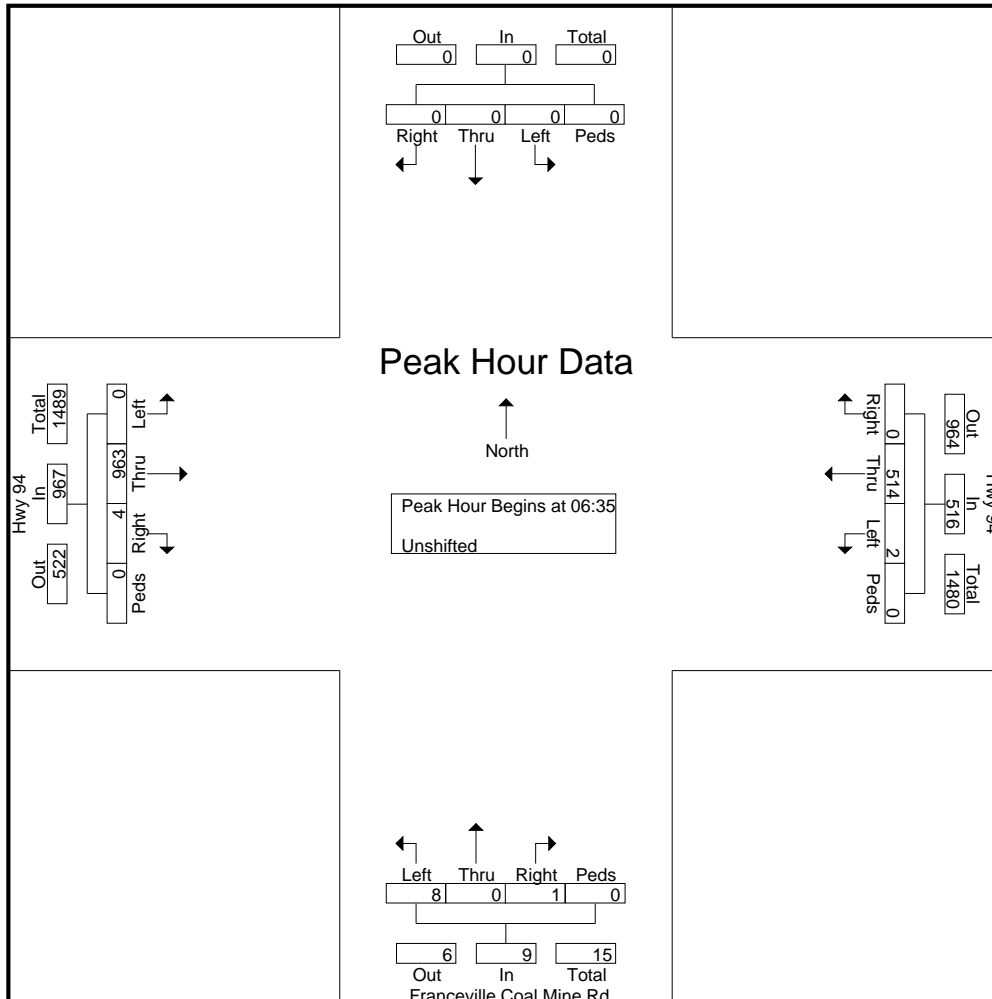
File Name : Franceville Coal Mine Rd - Hwy 94 AM 4-1-26

Site Code : S214361

Start Date : 4/1/2026

Page No : 2

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	
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	516	11.1	0	88.9	0	9	0.4	99.6	0	0	967	1492
PHF	.000	.000	.000	.000	.000	.000	.621	.167	.000	.623	.083	.000	.222	.000	.250	.167	.772	.000	.000	.775	.894

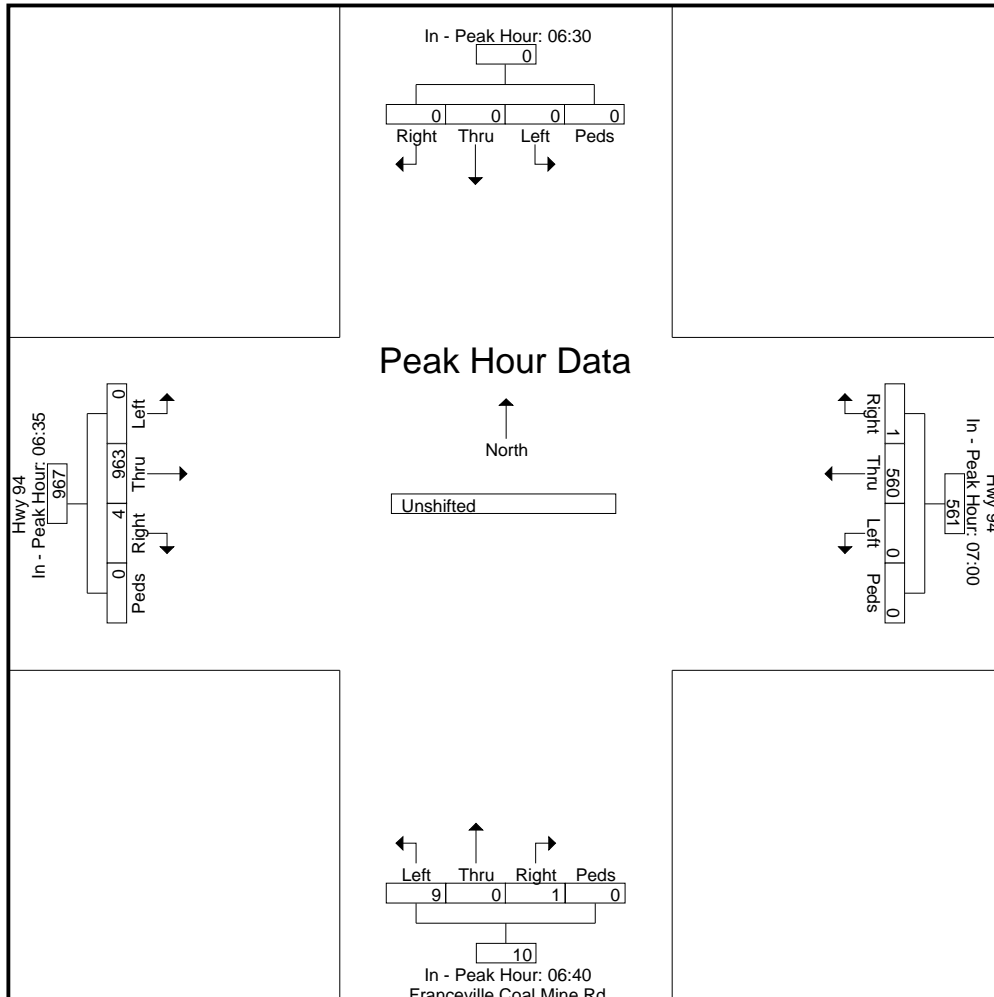


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File Name : Franceville Coal Mine Rd - Hwy 94 AM 4-1-26
 Site Code : S214361
 Start Date : 4/1/2026
 Page No : 3

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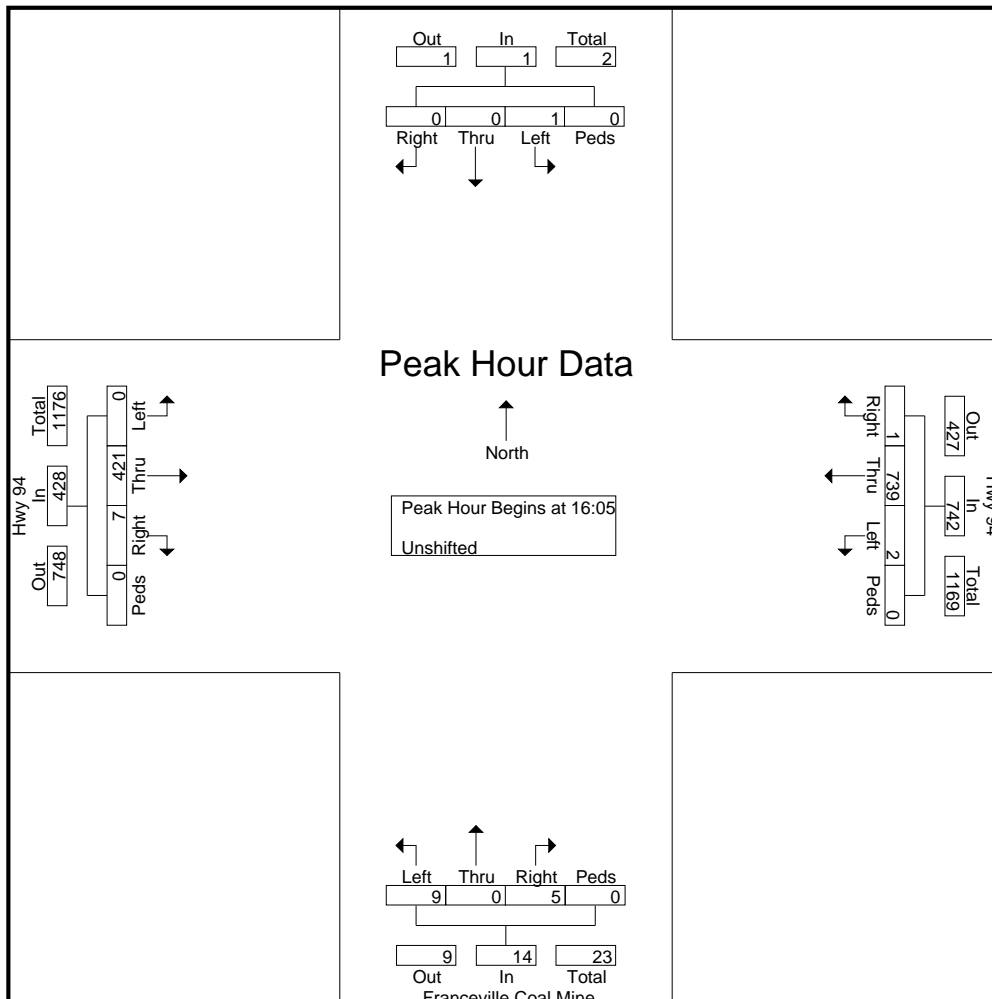
File Name : Franceville Coal Mine Rd - Hwy 94 PM 4-1-26

Site Code : S214361

Start Date : 4/1/2026

Page No : 2

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

Site Code : S214361

Start Date : 4/1/2026

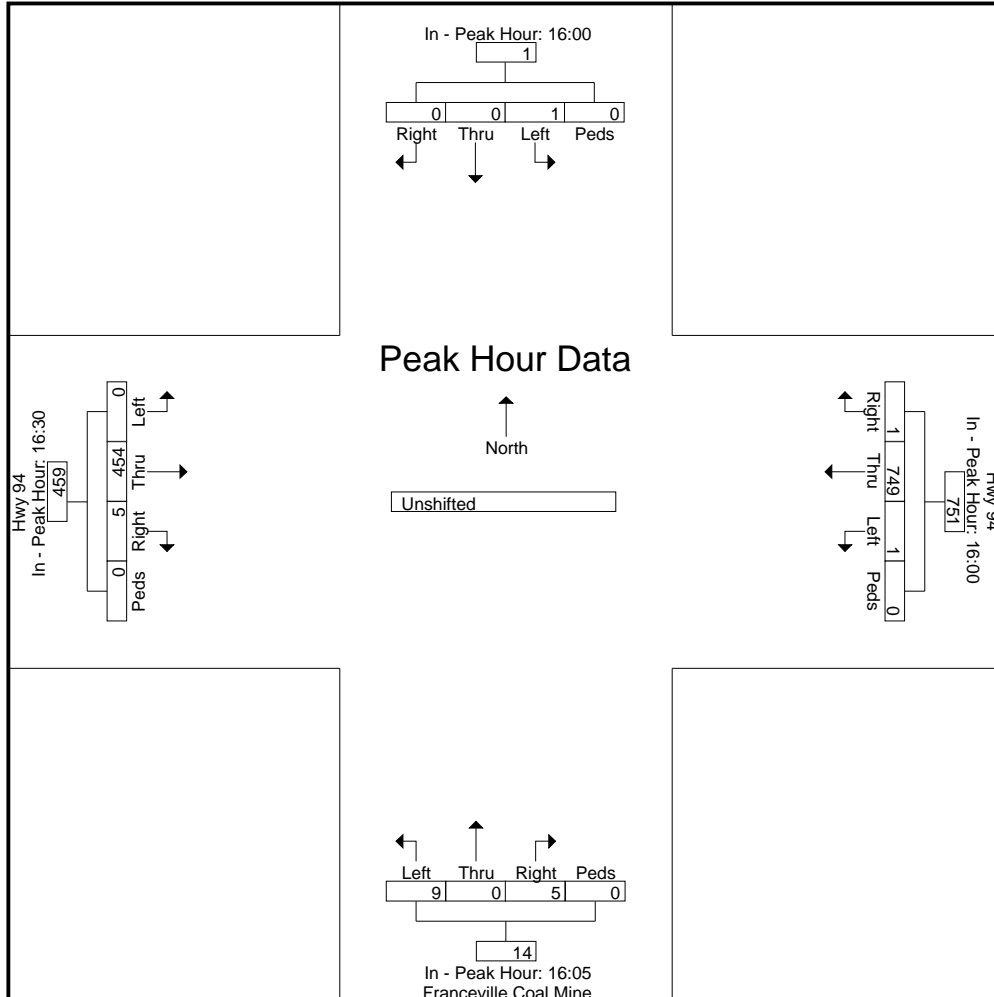
Page No : 3

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	

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 AM 3-31-26

Site Code : S214361

Start Date : 3/31/2026

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	
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 PM 3-31-26

Site Code : S214361

Start Date : 3/31/2026

Page No : 1

Groups Printed- Bank 1

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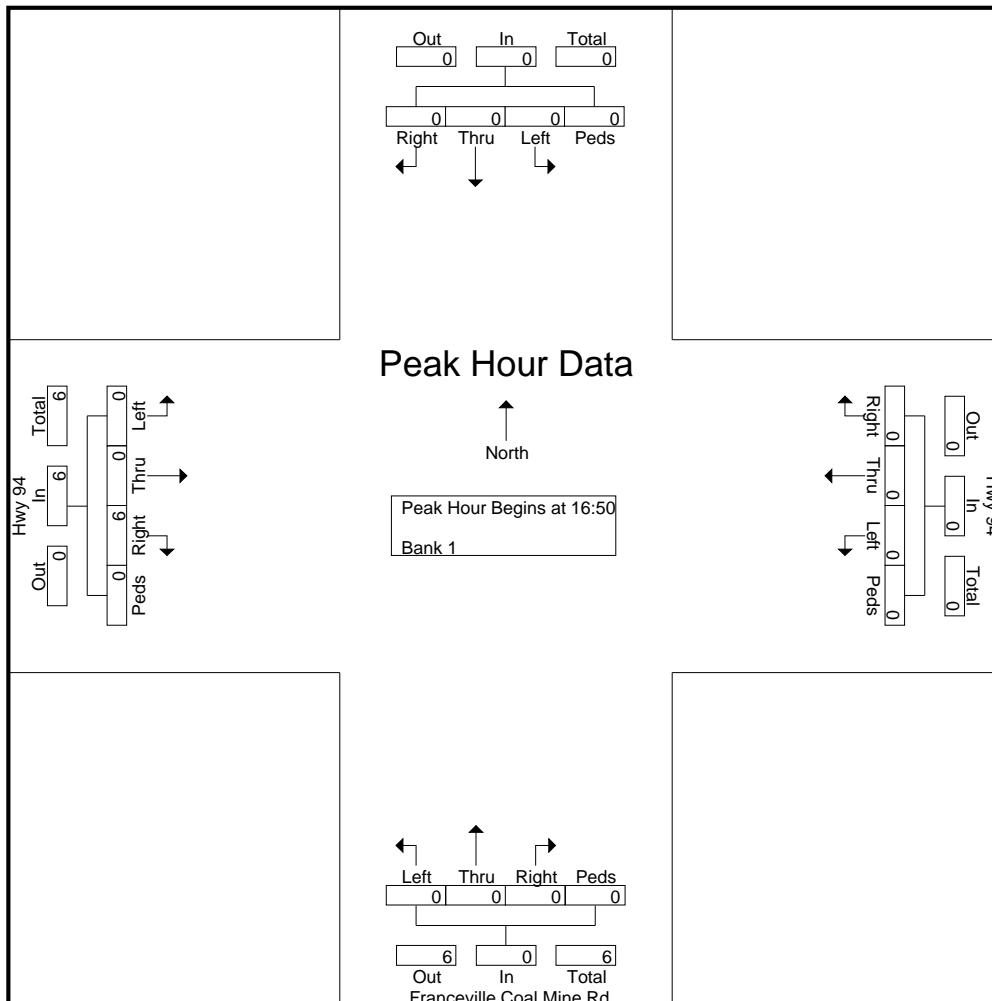
File Name : Franceville Coal Mine Rd - Hwy 94 PM 3-31-26

Site Code : S214361

Start Date : 3/31/2026

Page No : 2

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	
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	100	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.250

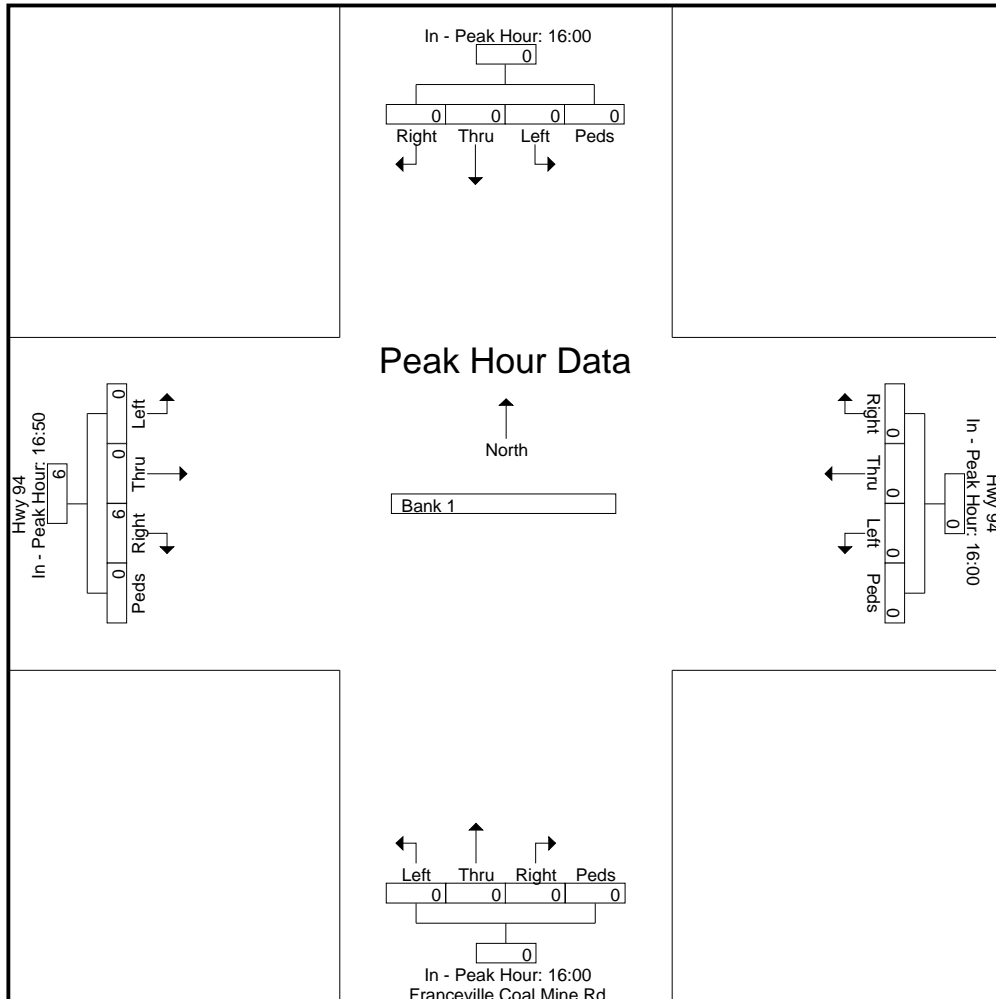


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File Name : Franceville Coal Mine Rd - Hwy 94 PM 3-31-26
 Site Code : S214361
 Start Date : 3/31/2026
 Page No : 3

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		
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	0
+5 mins.	0	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	0
+15 mins.	0	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	0	0	0	0	0	1	0
+25 mins.	0	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	0	0	0	0	0	1	0
+35 mins.	0	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	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
+50 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
+55 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	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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AM TRUCKS
 NOTES*

NO TRUCKS
 ON 4/1

AM

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- Bank 1

Start Time	Hwy 94 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	
*** 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	0	0	0	100	0	0	0	100	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	

*Matched up from access
 video - same time period

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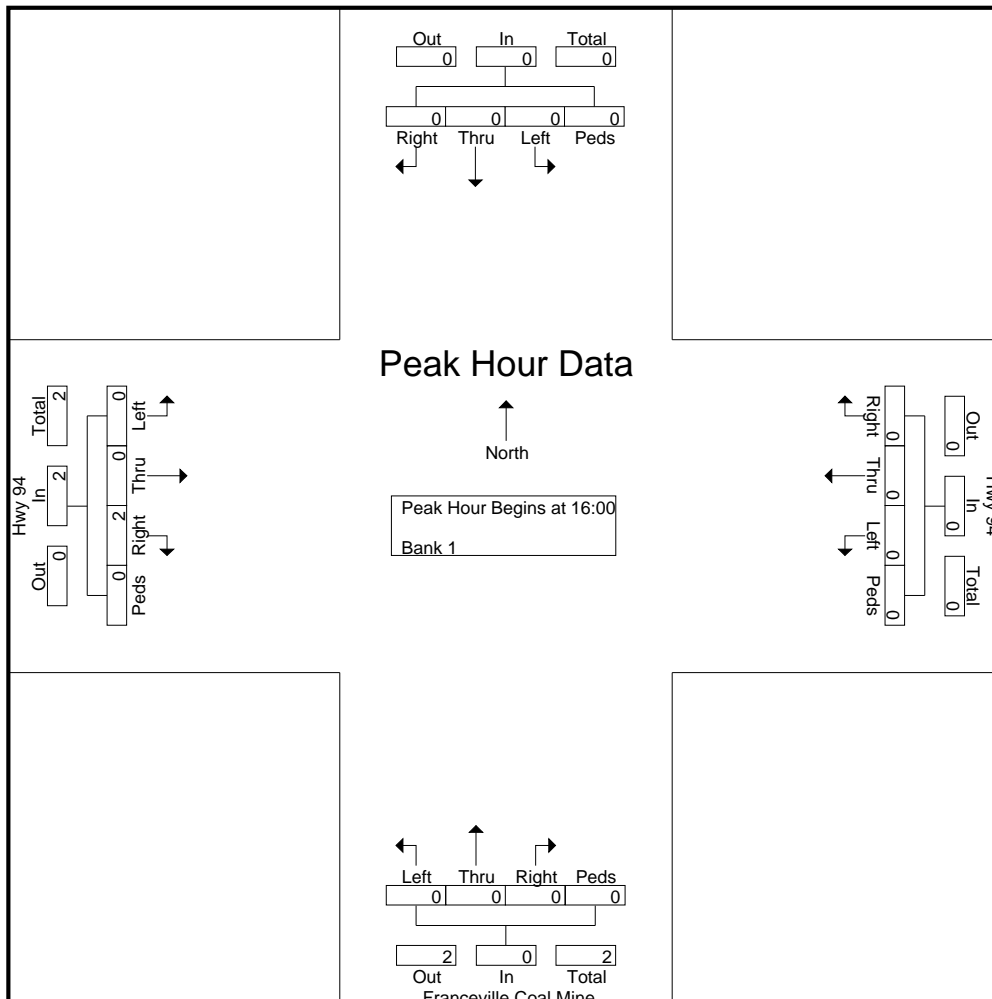
File Name : Franceville Coal Mine Rd - Hwy 94 PM 4-1-26

Site Code : S214361

Start Date : 4/1/2026

Page No : 2

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	
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	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	.167	.000	.000	.000	.167	.167

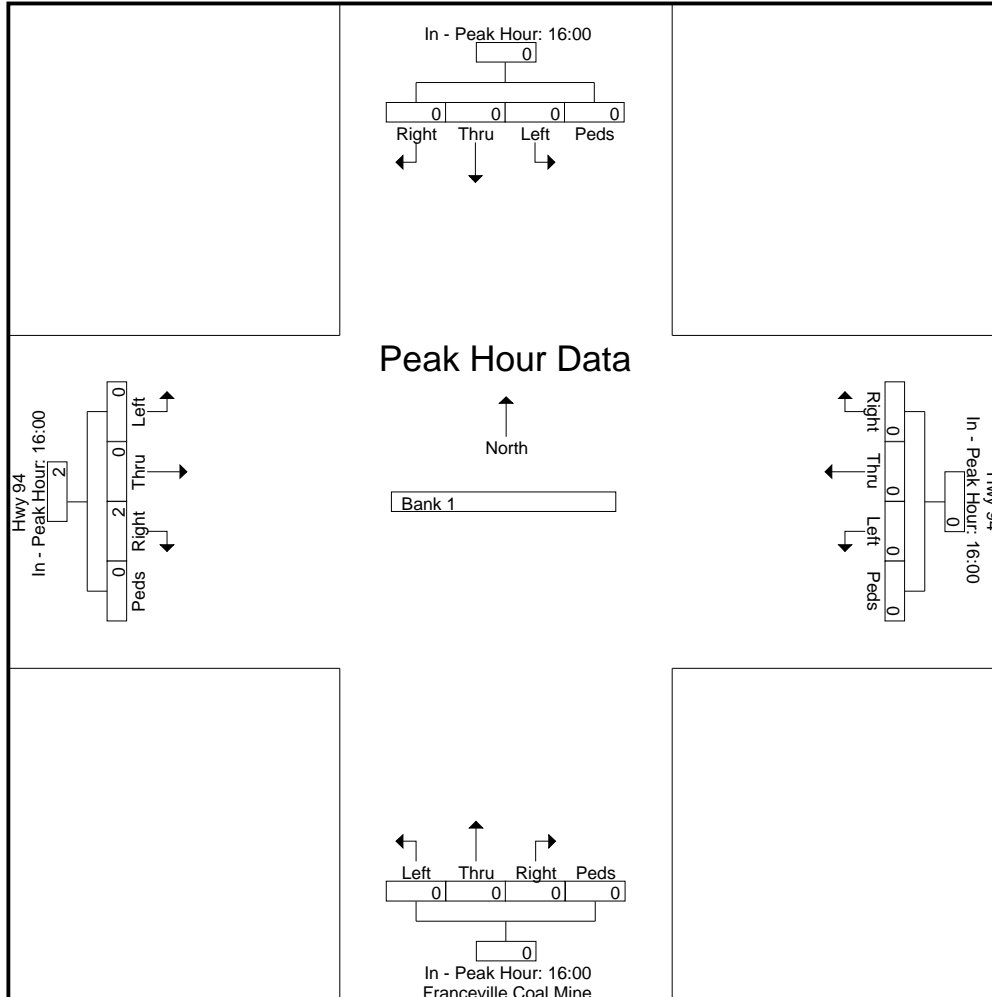


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 Colorado Springs, CO 80909
 719-633-2868

File Name : Franceville Coal Mine Rd - Hwy 94 PM 4-1-26
 Site Code : S214361
 Start Date : 4/1/2026
 Page No : 3

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		
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	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	0
+10 mins.	0	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	0
+20 mins.	0	0	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	0	0	0	0	0	1	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	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	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	0
+45 mins.	0	0	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	0	0
+55 mins.	0	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	0	2	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	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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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- Bank 1

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	
*** 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	0	0	0	100	0	0	0	100	
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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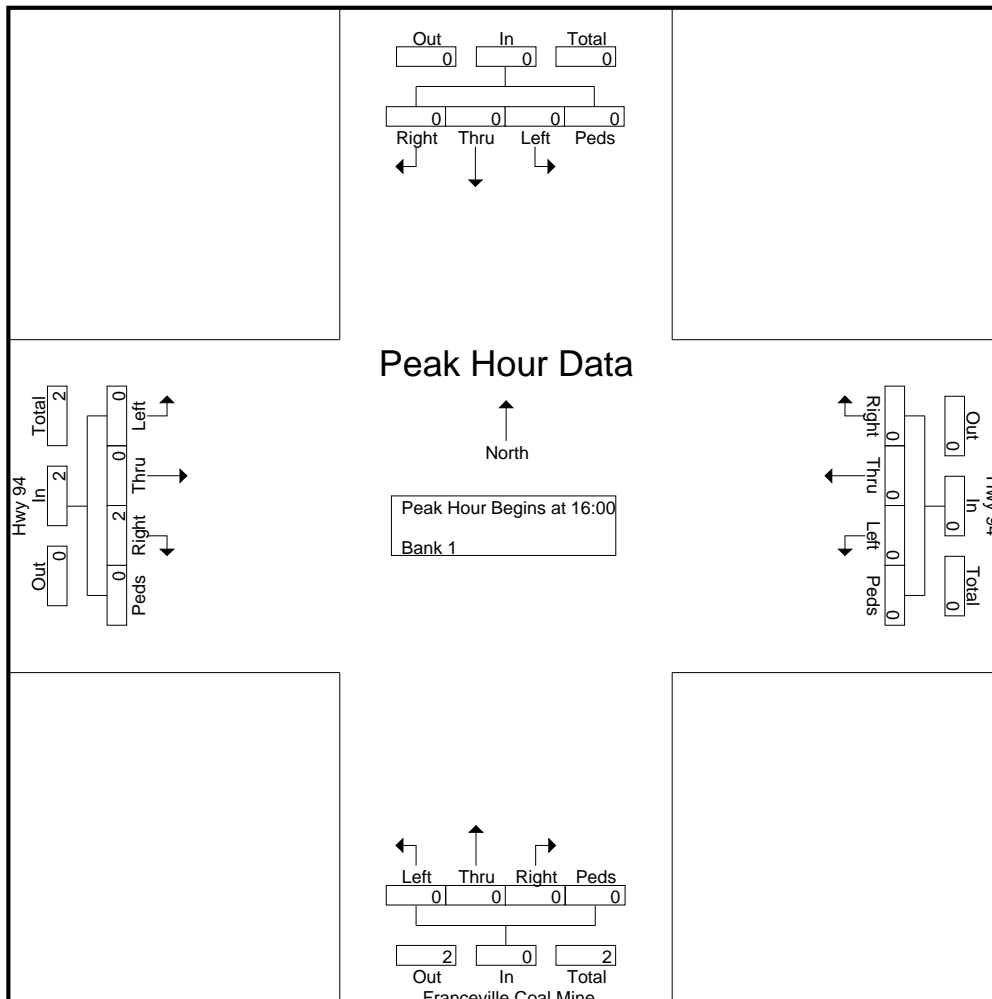
File Name : Franceville Coal Mine Rd - Hwy 94 PM 4-1-26

Site Code : S214361

Start Date : 4/1/2026

Page No : 2

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	
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	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	.167	.000	.000	.000	.167	.167

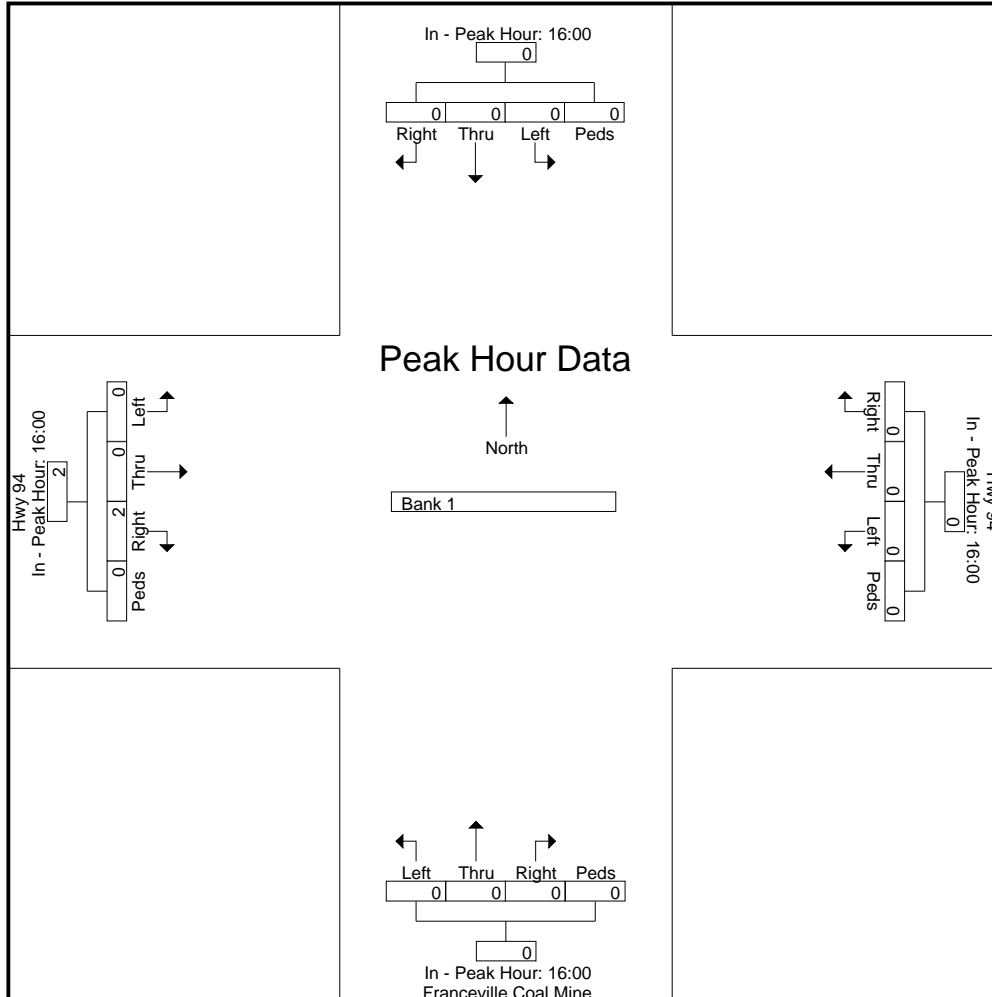


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2504 E. Pikes Peak Ave, Suite 304
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 719-633-2868

File Name : Franceville Coal Mine Rd - Hwy 94 PM 4-1-26
 Site Code : S214361
 Start Date : 4/1/2026
 Page No : 3

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		
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	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	0
+10 mins.	0	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	0
+20 mins.	0	0	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	0	0	0	0	0	1	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	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	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	0
+45 mins.	0	0	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	0	0
+55 mins.	0	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	0	2	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	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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2504 E. Pikes Peak Ave, Suite 304

Colorado Springs, CO 80909

719-633-2868

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2504 E. Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 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

Start Time	Franceville Coal Mine Rd Southbound					Trucking Co. Westbound					Franceville Coal Mine Rd Northbound					Gun Club 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	
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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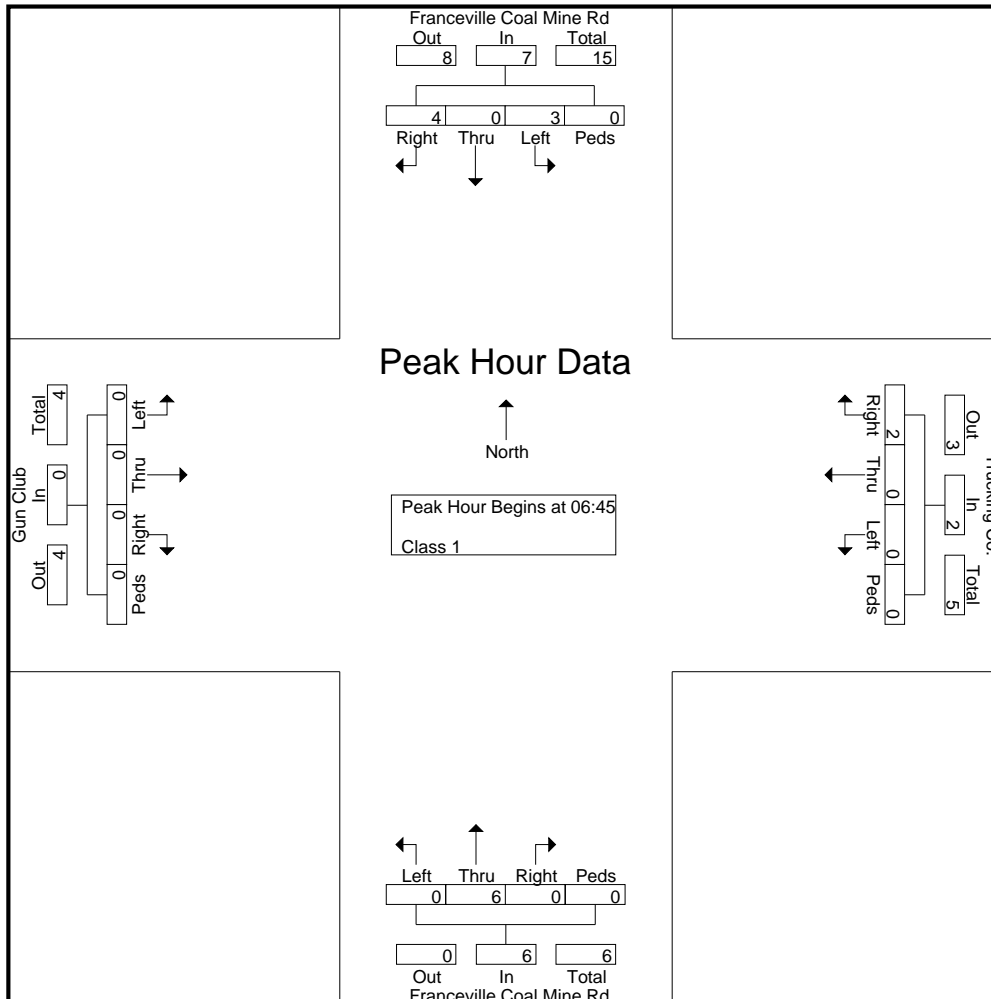
File Name : Franceville Coal Mine Rd - Truiking Co Access AM

Site Code : 214361__

Start Date : 3/31/2026

Page No : 2

Start Time	Franceville Coal Mine Rd Southbound					Trucking Co. Westbound					Franceville Coal Mine Rd Northbound					Gun Club 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	
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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 719-633-2868

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

Site Code : 214361__

Start Date : 3/31/2026

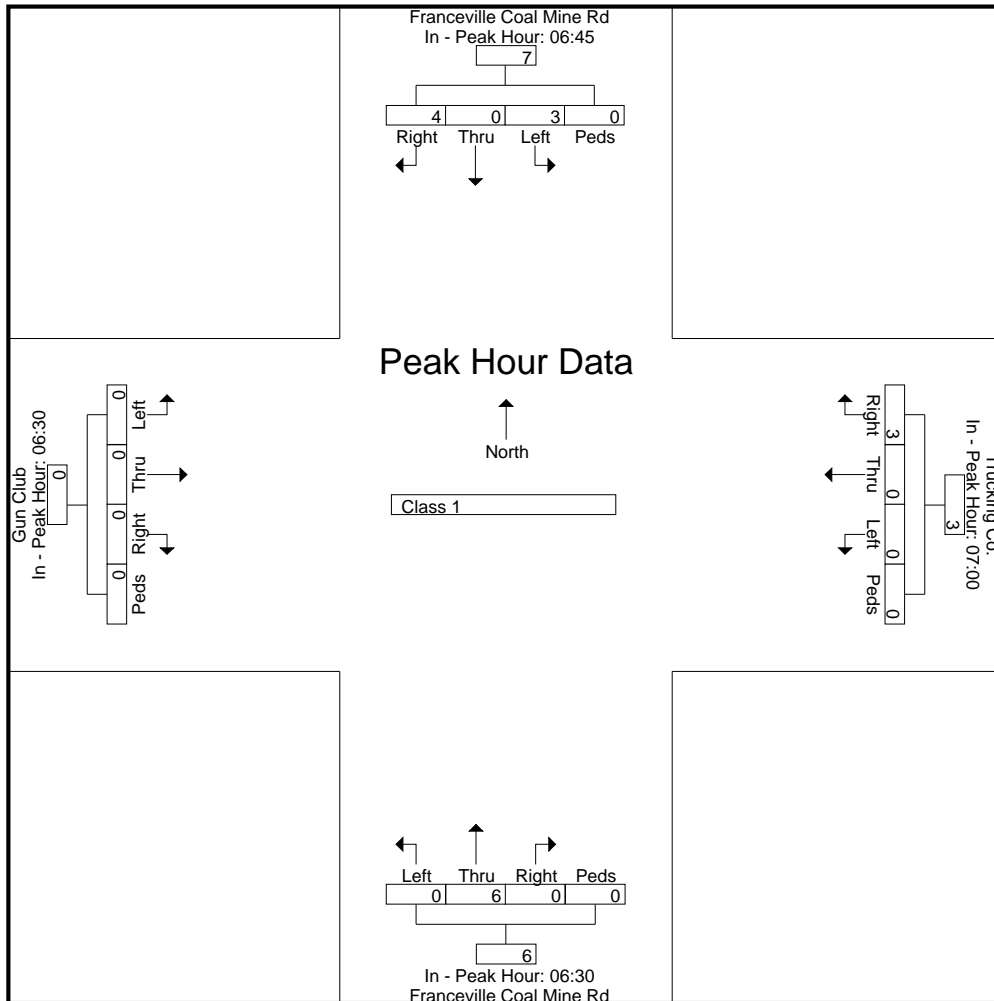
Page No : 3

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

Site Code : 214361__

Start Date : 3/31/2026

Page No : 1

Groups Printed- Class 1

Start Time	Franceville Coal Mine Rd Southbound					Trucking Co Access Westbound					Franceville Coal Mine Rd Northbound					Gun Club Access 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	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
16:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
16:45	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
17:15	0	3	2	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
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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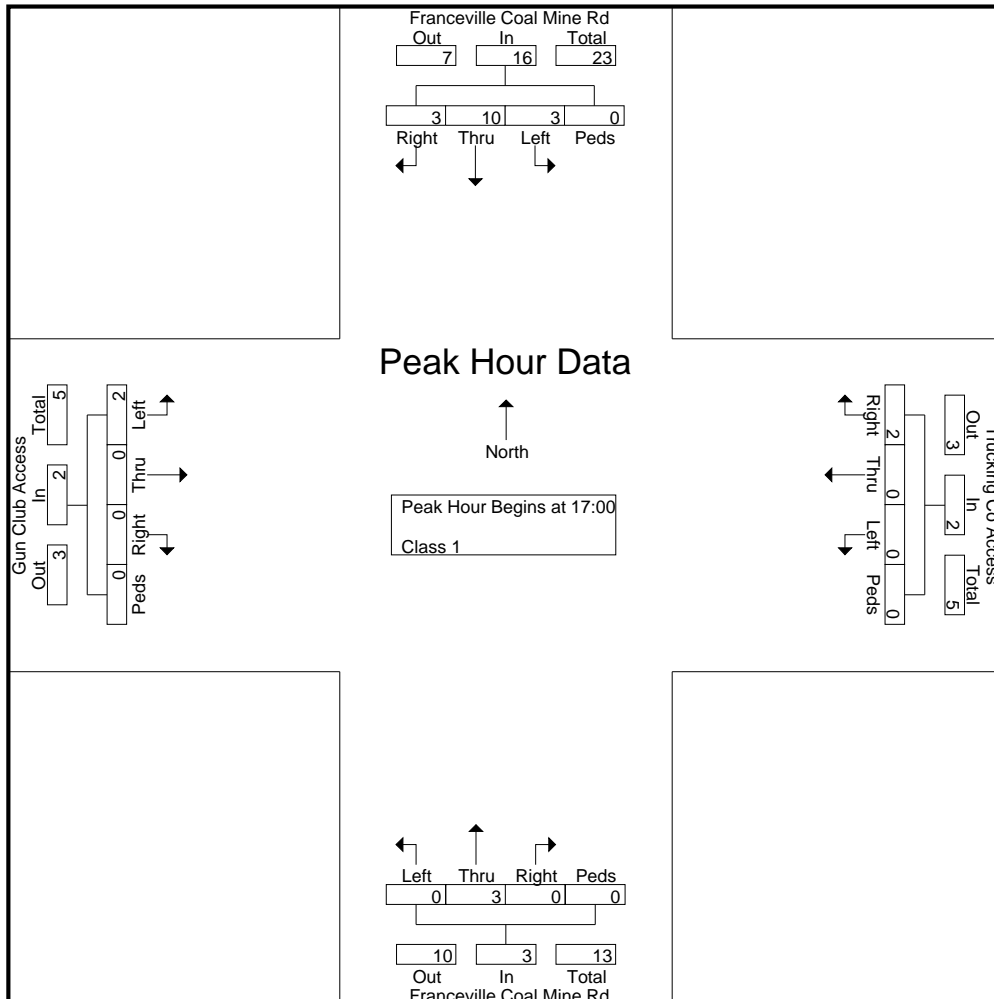
File Name : Franceville Coal Mine Rd - Truiking Co Access PM 3-31-26

Site Code : 214361__

Start Date : 3/31/2026

Page No : 2

Start Time	Franceville Coal Mine Rd Southbound					Trucking Co Access Westbound					Franceville Coal Mine Rd Northbound					Gun Club Access 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	
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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File Name : Franceville Coal Mine Rd - Truking Co Access PM 3-31-26

Site Code : 214361__

Start Date : 3/31/2026

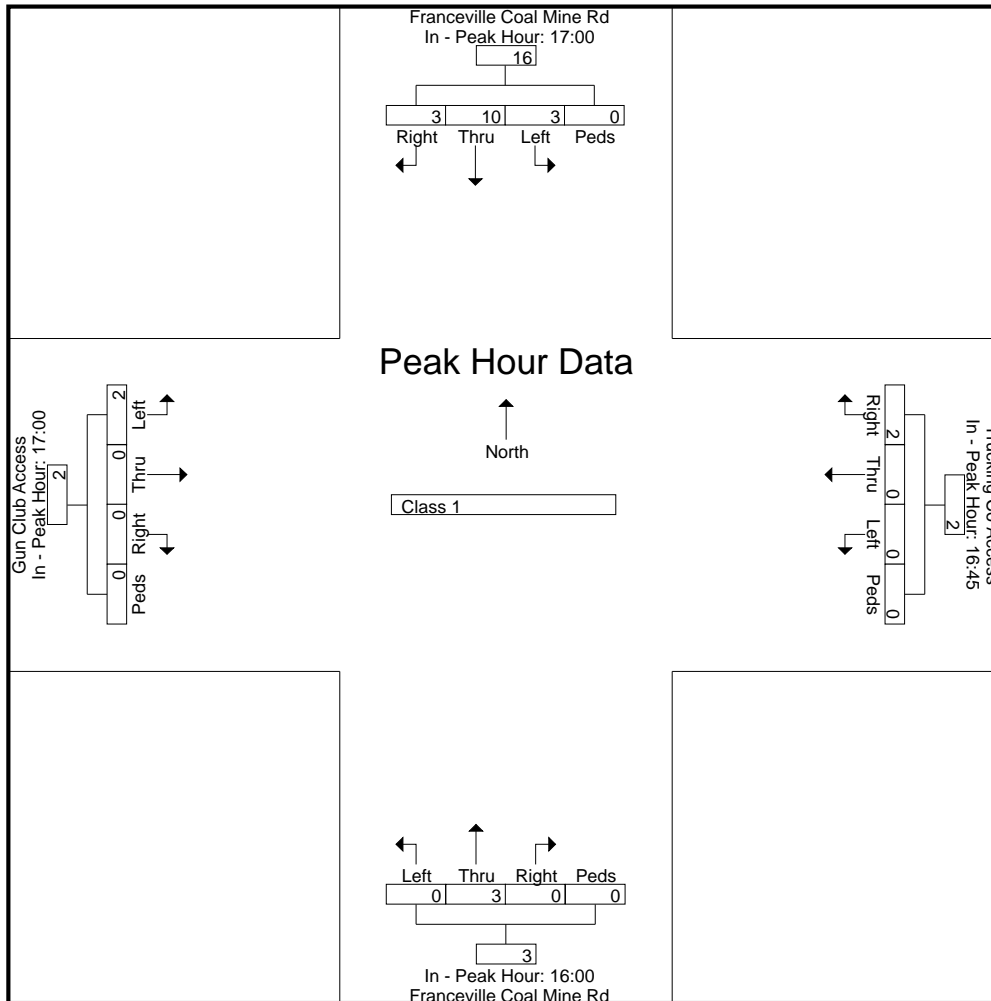
Page No : 3

	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
+15 mins.	0	3	2	0	5	0	0	0	0	0	0	1	0	0	1	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
+45 mins.	3	4	0	0	7	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
Total Volume	3	10	3	0	16	2	0	0	0	2	0	3	0	0	3	0	0	2	0	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



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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 : 1

Groups Printed- Class 1

Start Time	Franceville Coal Mine Rd Southbound					Trucking Co. Access Westbound					Franceville Coal Mine Rd Northbound					Gun Club Access 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	
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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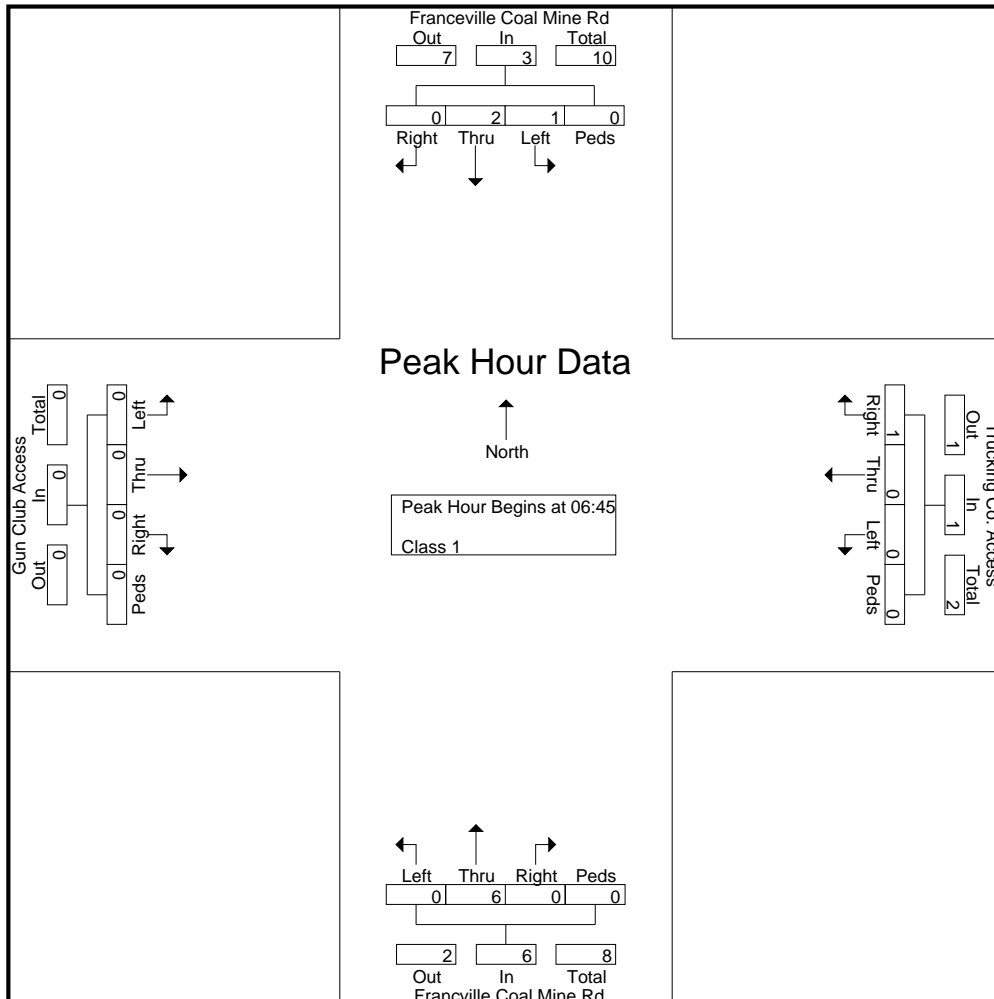
File Name : Franceville Coal Mine Rd - Truiking Co Access AM 4-1-26

Site Code : 214361__

Start Date : 4/1/2026

Page No : 2

Start Time	Franceville Coal Mine Rd Southbound					Trucking Co. Access Westbound					Franceville Coal Mine Rd Northbound					Gun Club Access 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	
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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 719-633-2868

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

Site Code : 214361__

Start Date : 4/1/2026

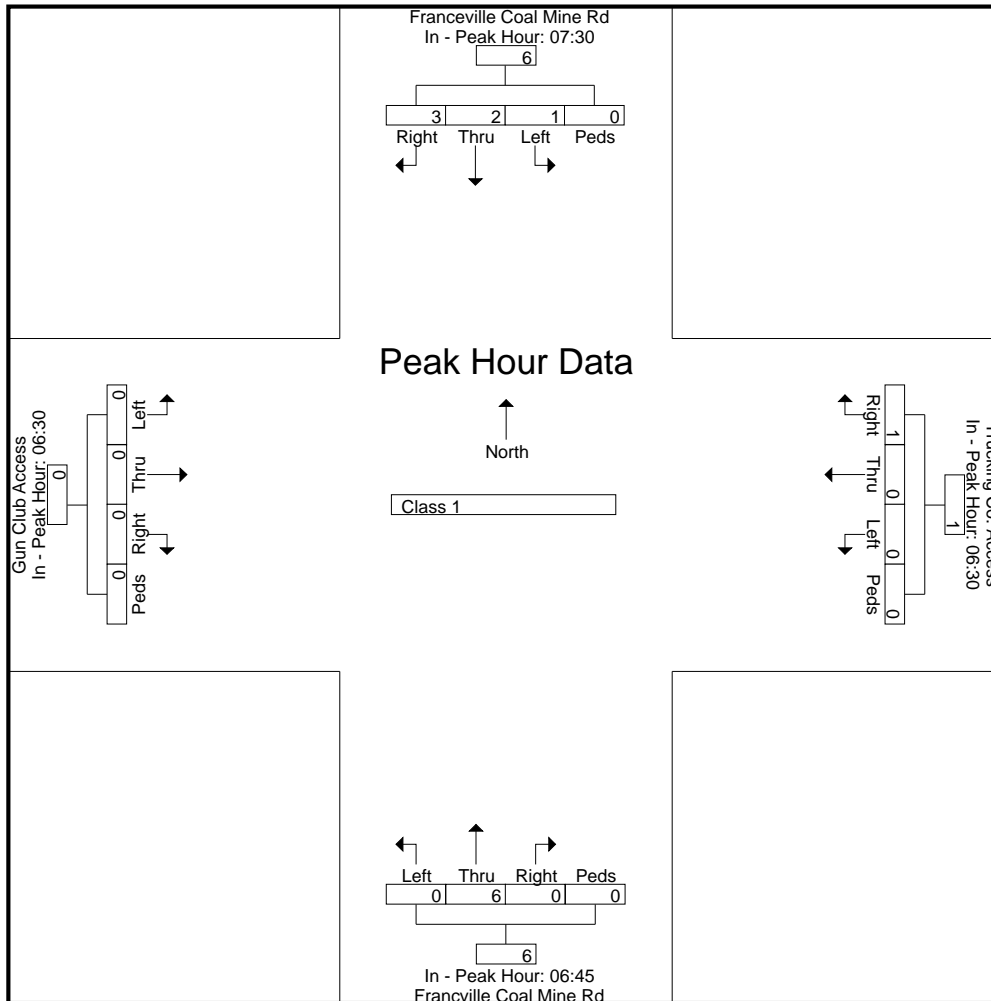
Page No : 3

Start Time	Franceville Coal Mine Rd Southbound					Trucking Co. Access Westbound					Franceville Coal Mine Rd Northbound					Gun Club Access 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	

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
+15 mins.	0	0	0	0	0	1	0	0	0	1	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
+45 mins.	3	1	1	0	5	0	0	0	0	0	0	3	0	0	3	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
% 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



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

3/31/2026 Unknown, 1 Unknown, 2

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	Unknown, 1	Unknown, 2	Total
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%	

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	-	-	-

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	1	433	5	4	817	0	7	1	3	0	0	1
Future Vol, veh/h	1	433	5	4	817	0	7	1	3	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	4	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	-	561	555	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			42.9			15.4		
HCM LOS							E			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	109	769	-	-	951	-	-	347
HCM Lane V/C Ratio	0.129	0.001	-	-	0.005	-	-	0.004
HCM Control Delay (s)	42.9	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

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	-	-	-

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

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	0	965	13	2	550	1	14	1	2	0	0	0
Future Vol, veh/h	0	965	13	2	550	1	14	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	-	-	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	0	1016	14	2	591	1	18	1	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	592	0	0	1030	0	0	1612	1612	1016	1621	1626	592
Stage 1	-	-	-	-	-	-	1016	1016	-	596	596	-
Stage 2	-	-	-	-	-	-	596	596	-	1025	1030	-
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	-	-	574	-	-	52	67	243	83	102	506
Stage 1	-	-	-	-	-	-	210	238	-	490	492	-
Stage 2	-	-	-	-	-	-	405	417	-	284	311	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	984	-	-	574	-	-	52	67	243	81	101	506
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	67	-	81	101	-
Stage 1	-	-	-	-	-	-	210	238	-	490	490	-
Stage 2	-	-	-	-	-	-	403	415	-	279	311	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			100.5			0		
HCM LOS							F			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	58	984	-	-	574	-	-	-
HCM Lane V/C Ratio	0.376	-	-	-	0.004	-	-	-
HCM Control Delay (s)	100.5	0	-	-	11.3	0	-	0
HCM Lane LOS	F	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	1.4	0	-	-	0	-	-	-

Intersection												
Int Delay, s/veh	44.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	1	450	19	783	1	22	1	4	1	0	1	0
Future Vol, veh/h	1	450	19	783	1	22	1	4	1	0	1	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	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	21	842	1	24	1	5	1	0	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	510	0	0	2189	2200	489	2202	2209	13
Stage 1	-	-	-	-	-	-	491	491	-	1697	1697	-
Stage 2	-	-	-	-	-	-	1698	1709	-	505	512	-
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	1589	-	-	922	-	-	17	24	528	32	44	1067
Stage 1	-	-	-	-	-	-	477	478	-	117	148	-
Stage 2	-	-	-	-	-	-	70	91	-	549	536	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1589	-	-	922	-	-	2	~2	528	-	3	1067
Mov Cap-2 Maneuver	-	-	-	-	-	-	2	~2	-	-	3	-
Stage 1	-	-	-	-	-	-	477	478	-	117	11	-
Stage 2	-	-	-	-	-	-	4	7	-	541	535	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			33			\$ 4323					
HCM LOS							F			-		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	2	1589	-	-	922	-	-	-
HCM Lane V/C Ratio	3.846	0.001	-	-	0.913	-	-	-
HCM Control Delay (s)	\$ 4323	7.3	0	-	33.9	0	-	-
HCM Lane LOS	F	A	A	-	D	A	-	-
HCM 95th %tile Q(veh)	2.1	0	-	-	13.5	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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	4	0	725	5	9	0	3	0	0	5
Future Vol, veh/h	8	1100	4	0	725	5	9	0	3	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	4	0	780	5	12	0	4	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	785	0	0	1162	0	0	1960	1959	1158	1961	1961	783
Stage 1	-	-	-	-	-	-	1174	1174	-	783	783	-
Stage 2	-	-	-	-	-	-	786	785	-	1178	1178	-
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	-	-	508	-	-	26	37	197	48	63	394
Stage 1	-	-	-	-	-	-	163	192	-	387	404	-
Stage 2	-	-	-	-	-	-	302	325	-	233	265	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	834	-	-	508	-	-	25	36	197	46	61	394
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	36	-	46	61	-
Stage 1	-	-	-	-	-	-	159	187	-	377	404	-
Stage 2	-	-	-	-	-	-	297	325	-	222	258	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			195.6			14.3		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	32	834	-	-	508	-	-	394
HCM Lane V/C Ratio	0.481	0.01	-	-	-	-	-	0.016
HCM Control Delay (s)	195.6	9.4	0	-	0	-	-	14.3
HCM Lane LOS	F	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	1.6	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	6	750	43	4	950	7	9	0	0	1	0	0
Future Vol, veh/h	6	750	43	4	950	7	9	0	0	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	45	4	1022	8	12	0	0	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1030	0	0	834	0	0	1835	1839	789	1858	1880	1026
Stage 1	-	-	-	-	-	-	801	801	-	1034	1034	-
Stage 2	-	-	-	-	-	-	1034	1038	-	824	846	-
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	-	-	687	-	-	34	45	340	56	71	285
Stage 1	-	-	-	-	-	-	295	318	-	280	309	-
Stage 2	-	-	-	-	-	-	204	231	-	367	378	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	674	-	-	687	-	-	33	44	340	55	69	285
Mov Cap-2 Maneuver	-	-	-	-	-	-	33	44	-	55	69	-
Stage 1	-	-	-	-	-	-	290	313	-	275	305	-
Stage 2	-	-	-	-	-	-	201	228	-	361	372	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			164.2			72		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	33	674	-	-	687	-	-	55
HCM Lane V/C Ratio	0.35	0.009	-	-	0.006	-	-	0.023
HCM Control Delay (s)	164.2	10.4	0	-	10.3	0	-	72
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	1.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	8	1100	11	2	725	5	16	0	4	0	0	5
Future Vol, veh/h	8	1100	11	2	725	5	16	0	4	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	12	2	780	5	21	0	5	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	785	0	0	1170	0	0	1964	1963	1158	1970	1973	783
Stage 1	-	-	-	-	-	-	1174	1174	-	787	787	-
Stage 2	-	-	-	-	-	-	790	789	-	1183	1186	-
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	-	-	504	-	-	26	37	197	47	62	394
Stage 1	-	-	-	-	-	-	163	192	-	385	403	-
Stage 2	-	-	-	-	-	-	300	323	-	231	262	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	834	-	-	504	-	-	25	36	197	45	60	394
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	36	-	45	60	-
Stage 1	-	-	-	-	-	-	159	187	-	375	400	-
Stage 2	-	-	-	-	-	-	293	321	-	219	255	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	\$ 309.6	14.3
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	30	834	-	-	504	-	-	394
HCM Lane V/C Ratio	0.855	0.01	-	-	0.004	-	-	0.016
HCM Control Delay (s)	\$ 309.6	9.4	0	-	12.2	0	-	14.3
HCM Lane LOS	F	A	A	-	B	A	-	B
HCM 95th %tile Q(veh)	2.8	0	-	-	0	-	-	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	6	750	56	8	950	7	23	0	2	1	0	0
Future Vol, veh/h	6	750	56	8	950	7	23	0	2	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	59	9	1022	8	29	0	3	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1030	0	0	848	0	0	1845	1849	789	1876	1904	1026
Stage 1	-	-	-	-	-	-	801	801	-	1044	1044	-
Stage 2	-	-	-	-	-	-	1044	1048	-	832	860	-
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	-	-	678	-	-	33	45	340	55	69	285
Stage 1	-	-	-	-	-	-	295	318	-	277	306	-
Stage 2	-	-	-	-	-	-	201	228	-	363	373	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	674	-	-	678	-	-	32	43	340	53	66	285
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	43	-	53	66	-
Stage 1	-	-	-	-	-	-	290	313	-	272	297	-
Stage 2	-	-	-	-	-	-	195	221	-	354	367	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			295.7			74.6		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	35	674	-	-	678	-	-	53
HCM Lane V/C Ratio	0.916	0.009	-	-	0.013	-	-	0.024
HCM Control Delay (s)	295.7	10.4	0	-	10.4	0	-	74.6
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	3.3	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕↕			↕↕	
Traffic Vol, veh/h	8	1100	4	0	725	5	9	0	3	0	0	5
Future Vol, veh/h	8	1100	4	0	725	5	9	0	3	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	4	0	780	5	12	0	4	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	785	0	0	1162	0	0	1564	1959	579	1378	1961	393
Stage 1	-	-	-	-	-	-	1174	1174	-	783	783	-
Stage 2	-	-	-	-	-	-	390	785	-	595	1178	-
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	-	-	456	-	-	46	36	407	104	63	606
Stage 1	-	-	-	-	-	-	139	190	-	353	403	-
Stage 2	-	-	-	-	-	-	527	323	-	458	263	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	829	-	-	456	-	-	45	35	407	101	61	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	45	35	-	101	61	-
Stage 1	-	-	-	-	-	-	135	185	-	343	403	-
Stage 2	-	-	-	-	-	-	521	323	-	441	256	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			88.1			11		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	58	829	-	-	456	-	-	606
HCM Lane V/C Ratio	0.265	0.01	-	-	-	-	-	0.011
HCM Control Delay (s)	88.1	9.4	0.1	-	0	-	-	11
HCM Lane LOS	F	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	0

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	6	750	43	4	950	7	9	0	0	1	0	0
Future Vol, veh/h	6	750	43	4	950	7	9	0	0	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	45	4	1022	8	12	0	0	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1030	0	0	834	0	0	1320	1839	395	1441	1880	515
Stage 1	-	-	-	-	-	-	801	801	-	1034	1034	-
Stage 2	-	-	-	-	-	-	519	1038	-	407	846	-
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	-	-	634	-	-	75	45	554	93	70	505
Stage 1	-	-	-	-	-	-	264	316	-	248	308	-
Stage 2	-	-	-	-	-	-	425	229	-	592	377	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	670	-	-	634	-	-	73	44	554	91	68	505
Mov Cap-2 Maneuver	-	-	-	-	-	-	73	44	-	91	68	-
Stage 1	-	-	-	-	-	-	260	311	-	244	303	-
Stage 2	-	-	-	-	-	-	419	226	-	582	371	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			63.4			45.1		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	73	670	-	-	634	-	-	91
HCM Lane V/C Ratio	0.158	0.009	-	-	0.007	-	-	0.014
HCM Control Delay (s)	63.4	10.4	0.1	-	10.7	0.1	-	45.1
HCM Lane LOS	F	B	A	-	B	A	-	E
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕↕			↕↕	
Traffic Vol, veh/h	6	750	56	8	950	7	23	0	2	1	0	0
Future Vol, veh/h	6	750	56	8	950	7	23	0	2	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	59	9	1022	8	29	0	3	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1030	0	0	848	0	0	1330	1849	395	1451	1904	515
Stage 1	-	-	-	-	-	-	801	801	-	1044	1044	-
Stage 2	-	-	-	-	-	-	529	1048	-	407	860	-
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	-	-	625	-	-	73	44	554	92	68	505
Stage 1	-	-	-	-	-	-	264	316	-	245	304	-
Stage 2	-	-	-	-	-	-	417	226	-	592	371	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	670	-	-	625	-	-	70	42	554	88	65	505
Mov Cap-2 Maneuver	-	-	-	-	-	-	70	42	-	88	65	-
Stage 1	-	-	-	-	-	-	260	311	-	241	294	-
Stage 2	-	-	-	-	-	-	403	218	-	579	365	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			84.9			46.5		
HCM LOS	F			B			A			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	75	670	-	-	625	-	-	88
HCM Lane V/C Ratio	0.427	0.009	-	-	0.014	-	-	0.015
HCM Control Delay (s)	84.9	10.4	0.1	-	10.8	0.2	-	46.5
HCM Lane LOS	F	B	A	-	B	A	-	E
HCM 95th %tile Q(veh)	1.7	0	-	-	0	-	-	0

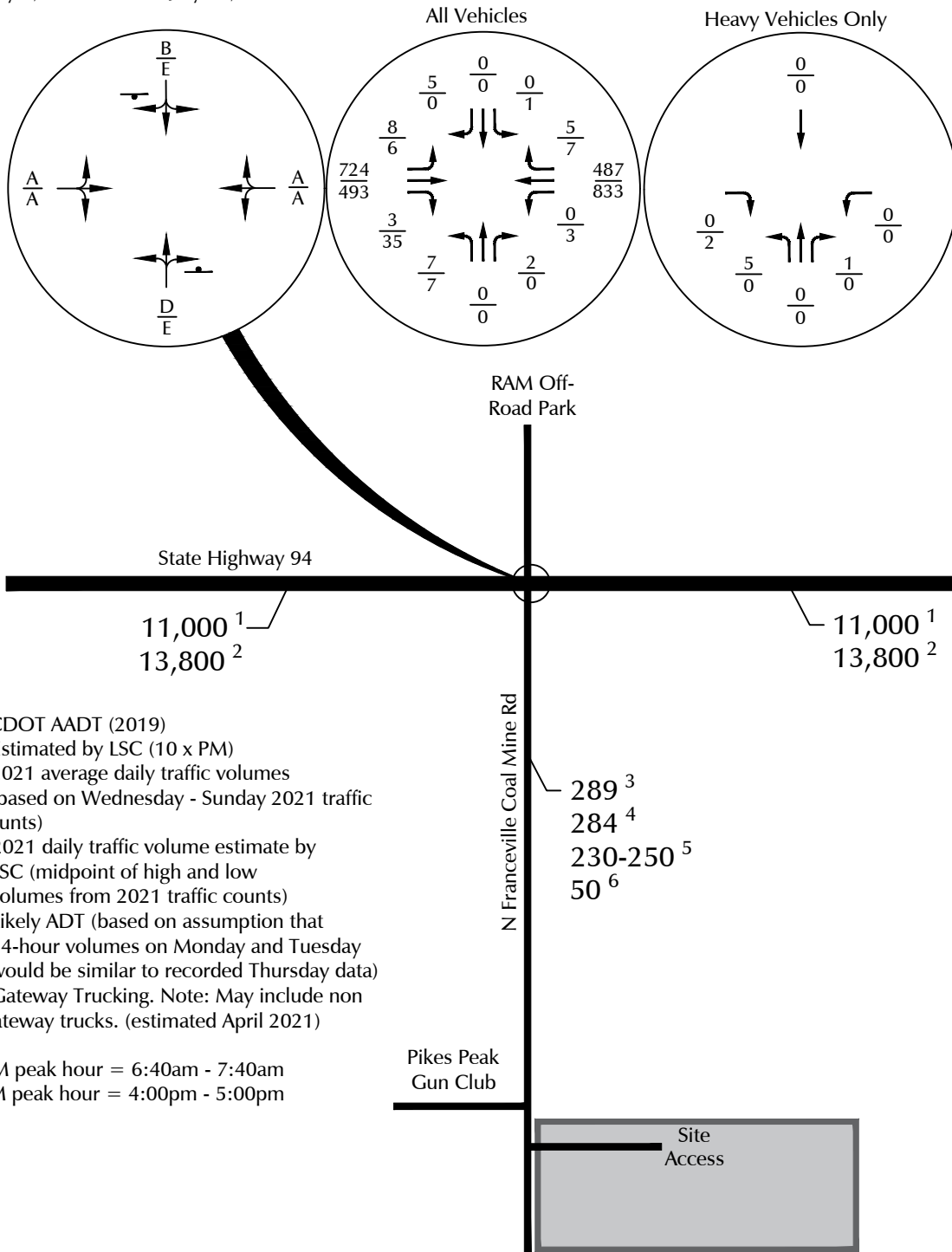
Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕↕			↕↕	
Traffic Vol, veh/h	8	1100	11	2	725	5	16	0	4	0	0	5
Future Vol, veh/h	8	1100	11	2	725	5	16	0	4	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	12	2	780	5	21	0	5	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	785	0	0	1170	0	0	1568	1963	579	1382	1973	393
Stage 1	-	-	-	-	-	-	1174	1174	-	787	787	-
Stage 2	-	-	-	-	-	-	394	789	-	595	1186	-
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	-	-	452	-	-	45	36	407	103	62	606
Stage 1	-	-	-	-	-	-	139	190	-	351	401	-
Stage 2	-	-	-	-	-	-	523	321	-	458	260	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	829	-	-	452	-	-	43	35	407	99	60	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	43	35	-	99	60	-
Stage 1	-	-	-	-	-	-	135	185	-	341	398	-
Stage 2	-	-	-	-	-	-	513	318	-	440	253	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			128.6			11		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	52	829	-	-	452	-	-	606
HCM Lane V/C Ratio	0.493	0.01	-	-	0.005	-	-	0.011
HCM Control Delay (s)	128.6	9.4	0.1	-	13	0.1	-	11
HCM Lane LOS	F	A	A	-	B	A	-	B
HCM 95th %tile Q(veh)	1.9	0	-	-	0	-	-	0

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)

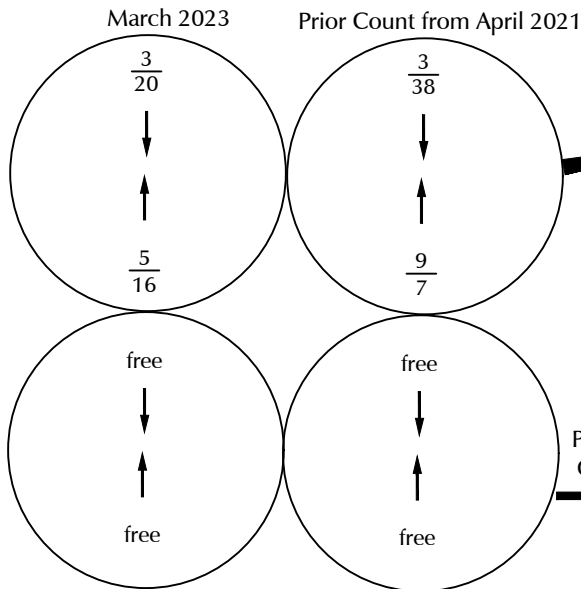
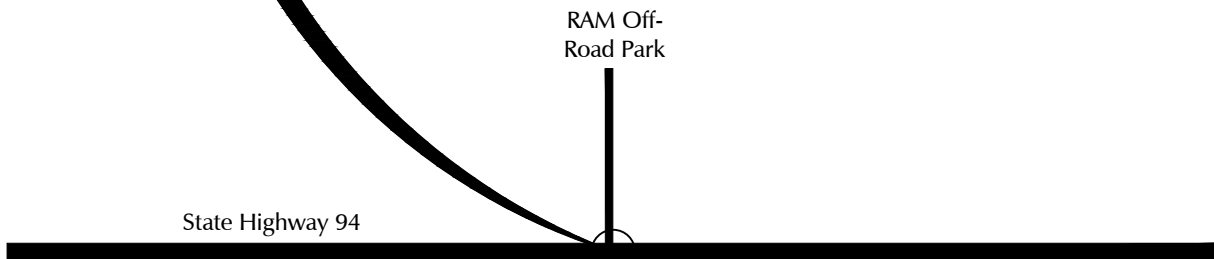
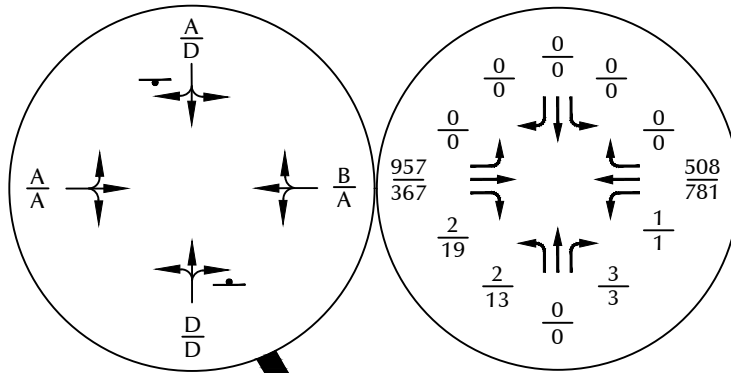
- ⊥ = Stop Sign
- $\frac{X}{X}$ = AM Individual Movement Peak-Hour LOS
PM Individual Movement Peak-Hour LOS
- $\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hour)
PM Weekday Peak-Hour Traffic (Veh/Hour)
- X,XXX = Average Daily Traffic (Vehicles/Day)

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)



260
 248²
 376³

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)