

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

LSC Responses to EPC TIS
Redline Comments.

Revision Note (August 2026): This report includes table and figure revisions, where noted, and associated updates/revisions to the May 15, 2026 report narrative.



Please include engineer
and owner certification
page.

LSC Responses to EPC TIS Redline Comments (The updated report is dated 8-11-2026)

Page: 5

 Number: 1 Author: Jeff Hodsdon Subject: Text Box Date: 8/11/2026 16:06:44

LSC Responses to EPC TIS Redline Comments.

Revision Note (August 2026): This report includes table and figure revisions, where noted, and associated updates/revisions to the May 15, 2026 report narrative.

 Number: 2 Author: eschoenheit Subject: Text Box Date: 6/1/2026 13:52:09

Please include engineer and owner certification page.

 Author: Jeff Hodsdon Subject: Sticky Note Date: 6/23/2026 16:04:27
LSC Response: Added as requested.

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Add section on EPC
Road Impact Fees

1



Number: 1 Author: eschoenheit Subject: Text Box Date: 6/1/2026 15:16:48

[Add section on EPC Road Impact Fees](#)



Author: Jeff Hodsdon Subject: Sticky Note Date: 6/23/2026 16:04:52

LSC Response: Added as requested..

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		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	Out	Peak Hour ³ In	Out		Peak Hour ³ In	Out	Peak Hour ³ In	Out
Code	Description												
"Maximum" Trips Generated ²													
-	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 Rates ⁵													
110	General Light Industrial	10	Employees	4.02	0.43	0.09	0.19	0.50	40	4	1	2	5
¹ Estimate by LSC, based on the following assumptions: - All employees enter prior to the AM peak hour - 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					Revision Note (August 2026): The updated version includes revisions to these previous assumptions. See next sheet for details.								
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.



Revision Note (August 2026): The updated version includes revisions to these previous assumptions. See next sheet for details.

Revision Note (August 2026): Table revisions

ITE		Value	Units	Trip-Generation Rates ¹				External Vehicle Trips Generated					
				A.M.		P.M.		A.M.		P.M.			
				Average Weekday	Peak Hour ³	Peak Hour ³	Average Weekday	Peak Hour ³	Peak Hour ³				
Code	Description			In	Out	In	Out	In	Out	In	Out		
"Maximum" Trips Generated²													
-	Gateway Trucking	10	Total Operating Trucks	4.50	0.33	0.15	0.60	0.50	45	3	2	6	5
Not Used - For Comparison Only:													
"Average" Trips Generated Based on ITE Trip Generation 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 **NOW** 33 percent enter during the am peak hour
- 85% of trucks leave prior to AM peak hour **NOW**: Keeping the same 85% (15% departing during the peak hour) but speedily departing "outside of" - (before/after) AM Peak Hour whereas before it was 8.5 percent leave prior to peak hour
- 25% of trucks enter before or after the PM peak hour **WAS** 75% TRUCKS ENTER DURING PM PEAK - ADJUSTED TO 50%
- 35% of employees leave before or after the PM peak hour **WAS** 65% OF employees DEPART during PM Pk - adjusted to 50%

² "Maximum" trip generation represents the highest trip generation for the site, with the following assumptions:

- Estimated to occur on days when all trucks are used for local jobs
- Trucks are often contracted for out-of-county or out-of-state jobs that take them off-site for days or weeks at a time
- During the winter months, trucks may remain parked on site for extended periods of time

³ AM peak hour occurs from 6:40 to 7:40 a.m.

⁴ PM peak hour occurs from 4:00 to 5:00 p.m.

⁵ Source: *Trip Generation, 12th Edition (2025)* by the Institute of Transportation Engineers (ITE)

June 25, 2025

June 25, 2025

	Number: 1	Author: Jeff Hodsdon	Subject: Text Box	Date: 8/11/2026 16:13:30
Revision Note (August 2026): Table revisions				

	Number: 2	Author: Jeff Hodsdon	Subject: Stamp	Date: 8/11/2026 16:11:49
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	Number: 3	Author: Jeff Hodsdon	Subject: Polygon	Date: 8/11/2026 16:13:44
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Table 5: Turning Movements at SH 94/Franceville Coal Mine Rd

Scenario		A.M. Peak Hour				P.M. Peak Hour			
		1							
		In		Out		In		Out	
		NBR	EBR	WBL	NBL	NBR	EBR	WBL	NBL
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.



Revision Note (August 2026): This table has been revised in the updated version.

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		



Revision Note (August 2026): This table has been revised in the updated version.

- 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.

update to 2026 value ²

State which version
/yr MTCP used and
update as needed to
2024 MTCP values ¹

DPW Akers Road Branch is
reviewing maintenance cost for
the Development Agreement
with comments pending. ³

Page: 27

 Number: 1 Author: eschoenheit Subject: Cloud+ Date: 6/1/2026 14:07:12

[State which version /yr MTCP used and update as needed to 2024 MTCP values](#)

 Author: Jeff Hodsdon Subject: Sticky Note Date: 6/23/2026 16:06:26

LSC Response: Revised/updated to provide the requested information.

 Number: 2 Author: Jeff Hodsdon Subject: Cloud+ Date: 6/23/2026 16:06:35

[update to 2026 value](#)

 Author: Jeff Hodsdon Subject: Sticky Note Date: 6/23/2026 16:06:49

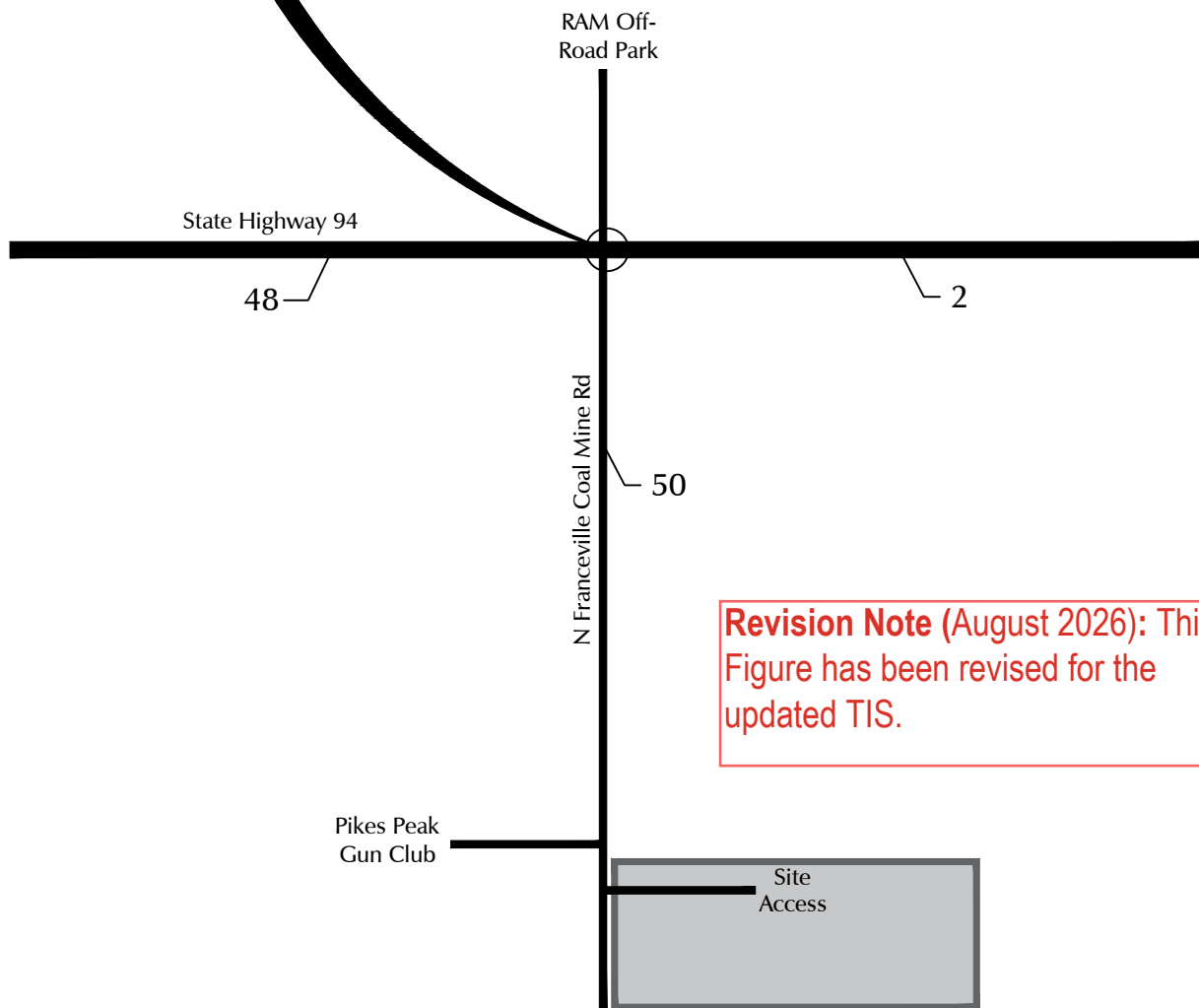
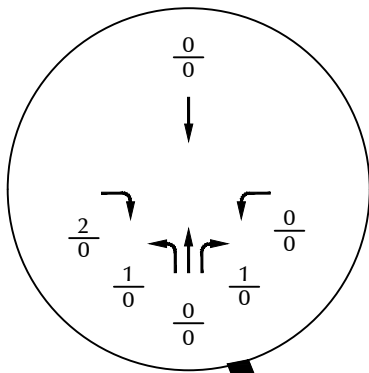
LSC Response: Updated as requested.

 Number: 3 Author: eschoenheit Subject: Text Box Date: 6/1/2026 15:12:11

[DPW Akers Road Branch is reviewing maintenance cost for the Development Agreement with comments pending.](#)

 Author: Jeff Hodsdon Subject: Sticky Note Date: 8/11/2026 15:58:15

LSC Response: We have received this and have added the cost information from EPC DPW into the TIS.



Revision Note (August 2026): This Figure has been revised for the updated TIS. 1

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

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

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

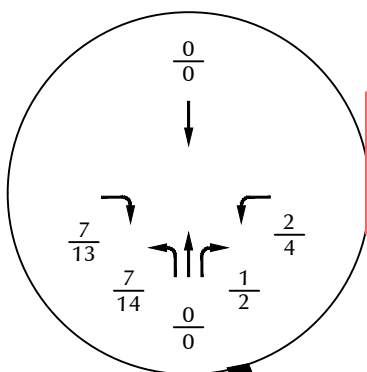
Gateway Trucking (LSC # S214361)



Revision Note (August 2026): This Figure has been revised for the updated TIS.

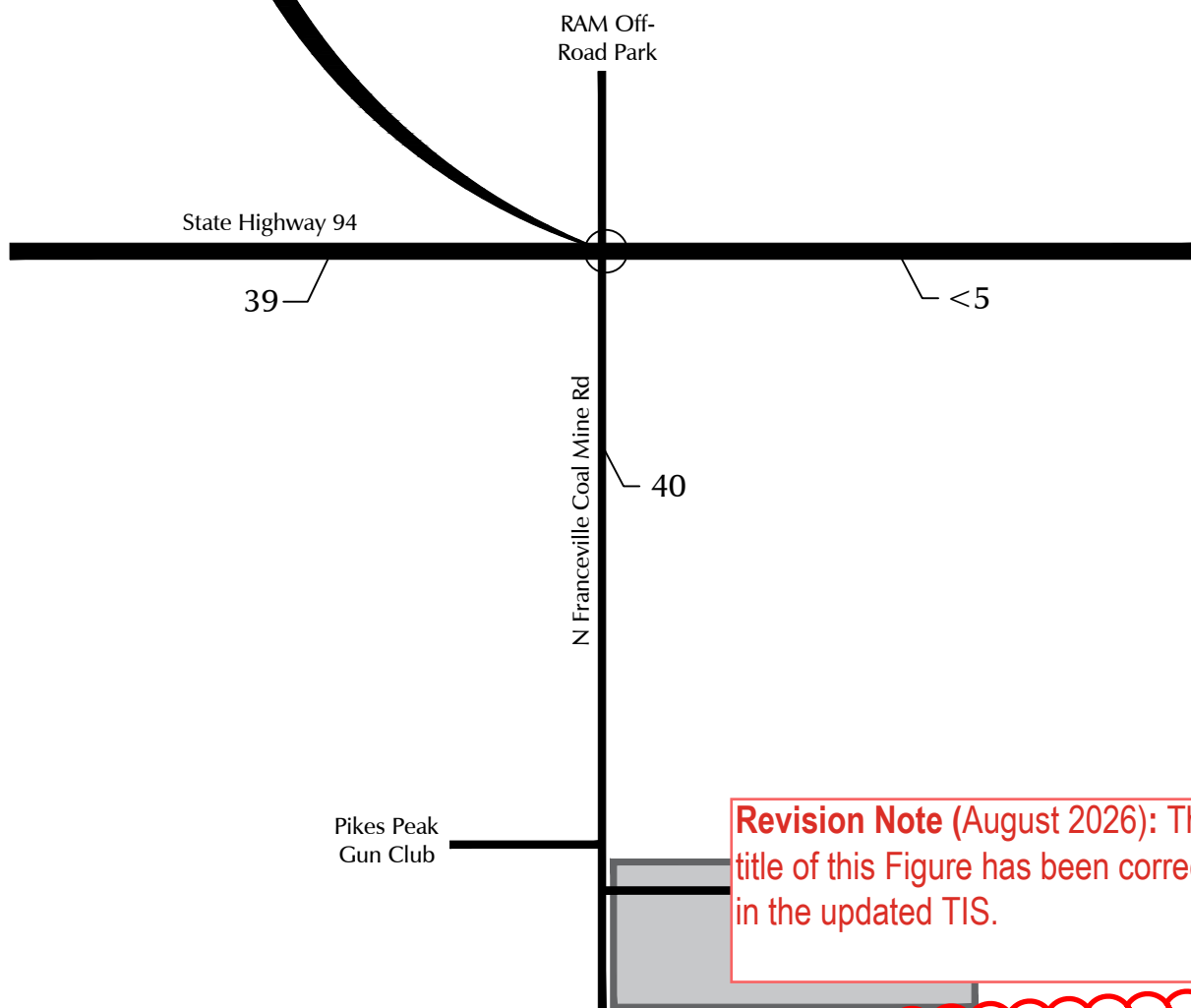


Not to
scale



Revision Note (August 2026): These peak hour volumes have been revised in the updated TIS.

1



Revision Note (August 2026): The title of this Figure has been corrected in the updated TIS.

2



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)

Figure 6

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

Gateway Trucking (LSC # S214361)

 Number: 1 Author: Jeff Hodsdon Subject: Text Box Date: 8/11/2026 16:24:24

Revision Note (August 2026): These peak hour volumes have been revised in the updated TIS.

 Number: 2 Author: Jeff Hodsdon Subject: Text Box Date: 8/11/2026 16:22:52

Revision Note (August 2026): The title of this Figure has been corrected in the updated TIS.

 Number: 3 Author: Jeff Hodsdon Subject: Polygon Date: 8/11/2026 16:23:12

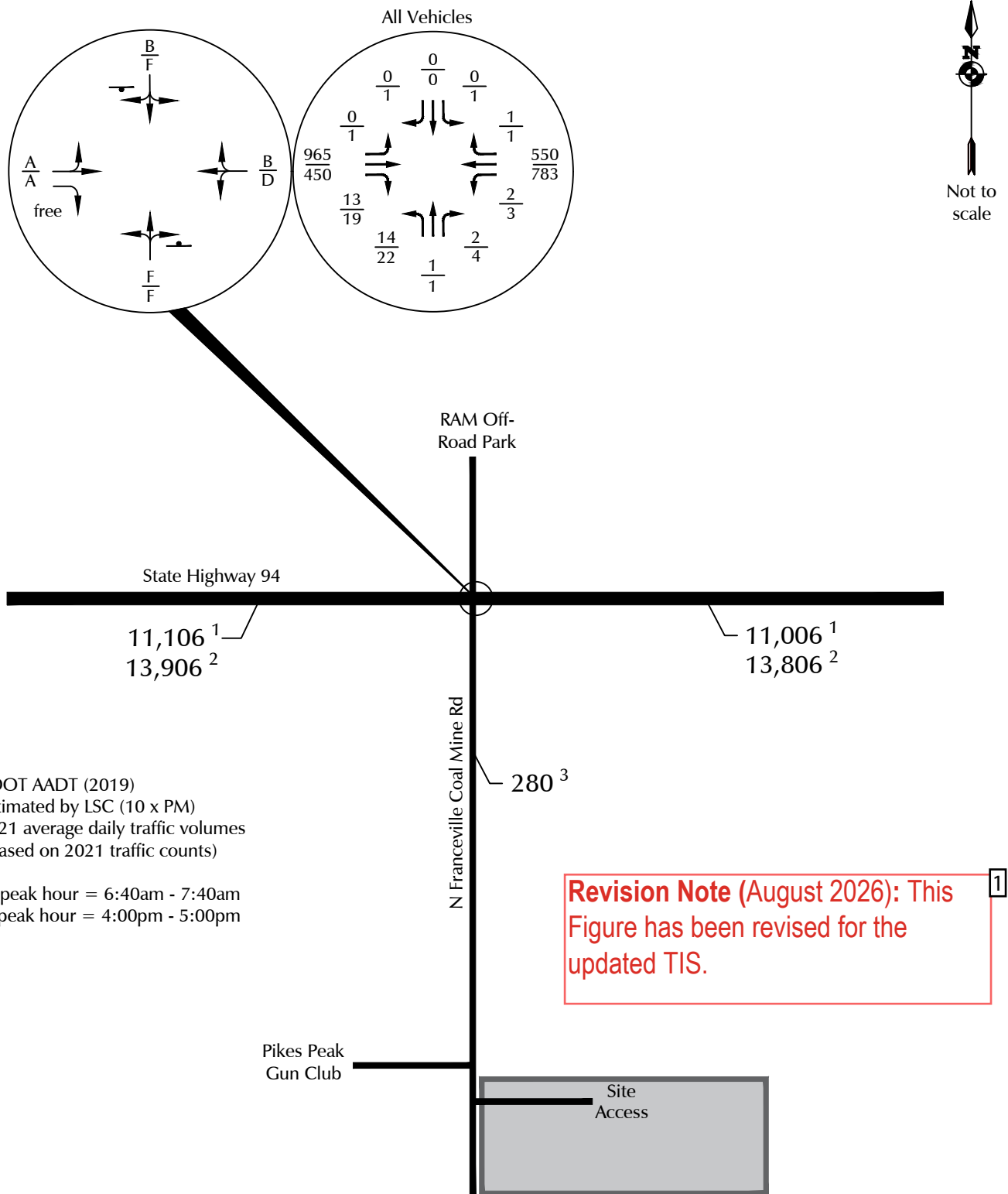


Figure 7
Existing Baseline Plus Gateway
"Maximum" + Site Traffic,
Lane Geometry, Traffic
Control, and LOS

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)



Revision Note (August 2026): This Figure has been revised for the updated TIS.

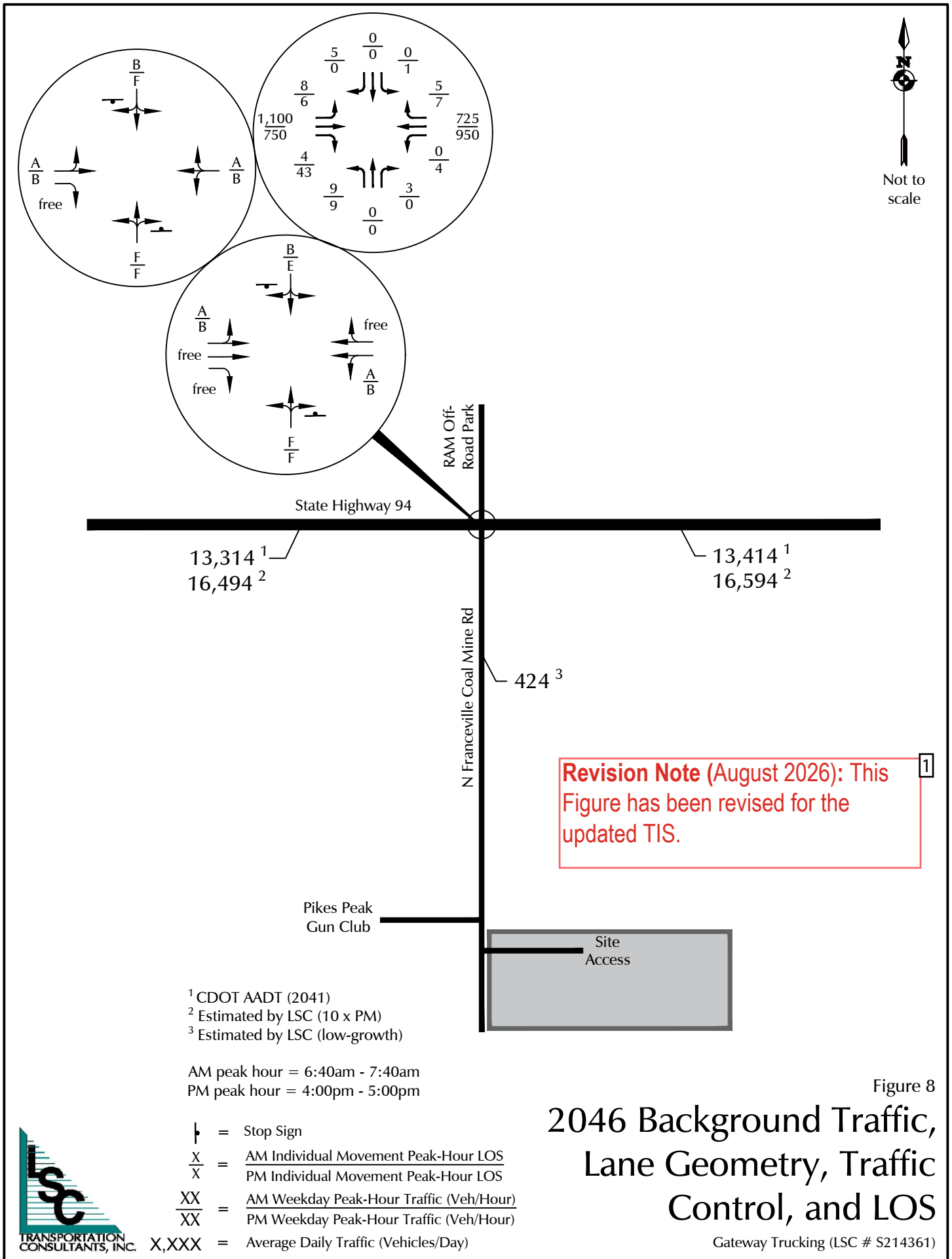
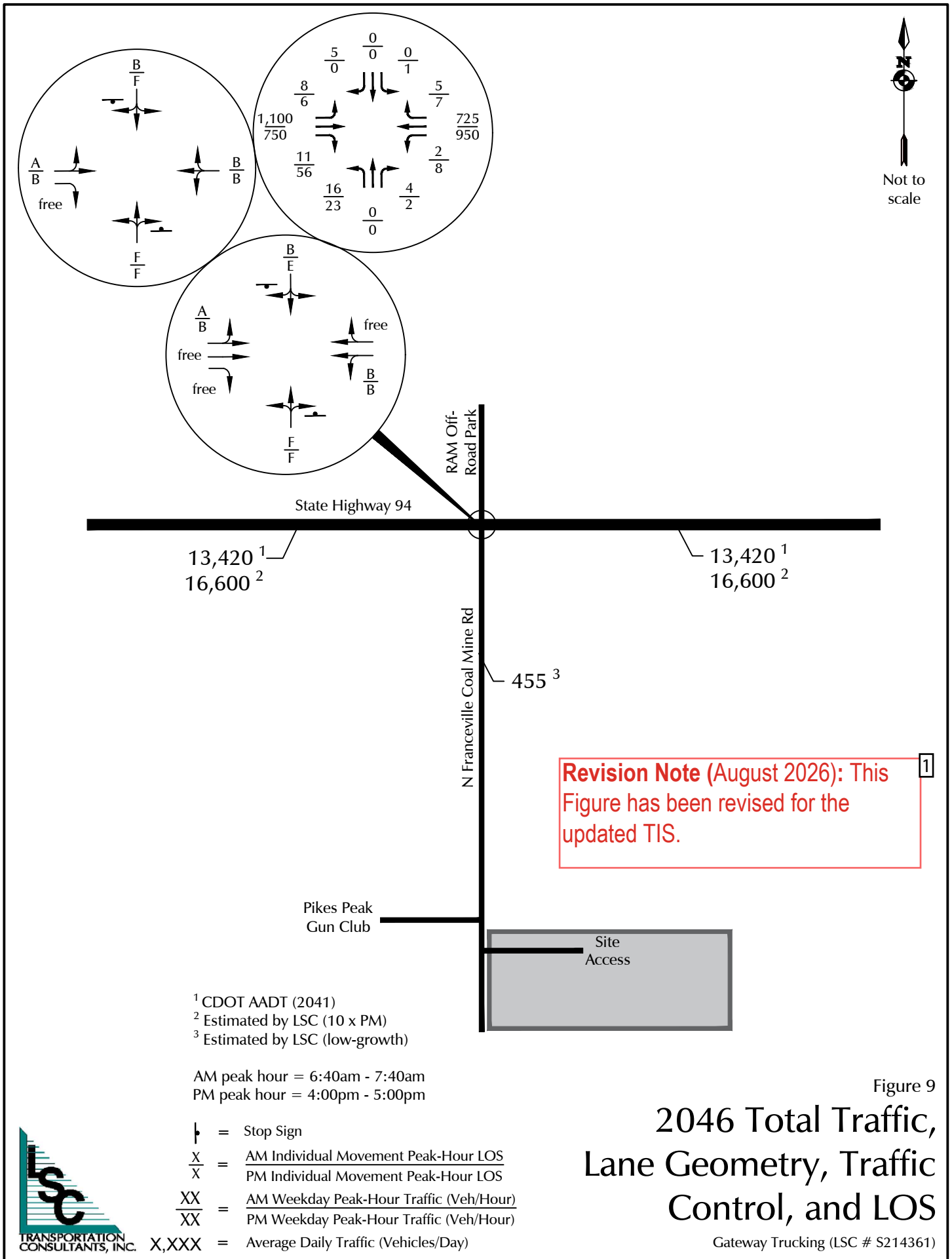


Figure 8
2046 Background Traffic,
Lane Geometry, Traffic
Control, and LOS

Gateway Trucking (LSC # S214361)



Revision Note (August 2026): This Figure has been revised for the updated TIS.





Revision Note (August 2026): This Figure has been revised for the updated TIS.