

JUDGE ORR PLANT

Traffic Impact Study PCD File No. VA-19-002

Prepared for: Concept West Architecture, Inc.


831 S Nevada Ave, Suite 100,
Colorado Springs, CO 80903

Prepared by: Fehr & Peers

518 17th Street, Suite 1100
Denver, CO 80202

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

Ann Bowers



P.E. # 31955

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



Danielle Wiebers, Owner
Pete Lien and Sons, Inc.
PO Box 440
Rapid City, SD 57702

7/31/19
Date

July 31, 2019

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OVERVIEW

This traffic impact study assesses the likely impacts of a proposed batch plant on the surrounding roadway network. The proposed batch plant is to be located East of US-24, on the Northeast Corner of Judge Orr Road and Stapleton Drive in El Paso County, Colorado and will be referred to throughout the report as the Judge Orr batch plant. **Figure 1** shows the general location of the project site along with the proposed access point and the study intersections analyzed in this report. The plant is proposed to be located on a 91.86 acre parcel and the developed area will be 22.6 acres.

This analysis is based on the full build-out of the proposed Judge Orr batch plant, which will occur in approximately ten years. When the proposed plant first opens it is scheduled to operate at a lower capacity than full build-out. However, this traffic impact study was conducted under the full build-out scenario in order to understand whether any mitigations will be needed to the roadway network once the proposed plant is operating under full capacity.

Per El Paso County's request, a site-specific trip generation rate was developed in order to understand the number of vehicle trips that will be added onto the local roadway network by the proposed project. To determine trip generation rates, vehicle trip counts were collected at an existing batch plant located on the Drennan Industrial Loop in Colorado Springs. The vehicle counts were broken down by passenger vehicles, cement trucks, and tractor trailer materials delivery trucks to understand the rate at which different vehicle types access a batch plant. In addition, counts were collected separately for the batch plant and for the plant facility itself in order to determine unique trip generation rates for both the batch plant and the employee shop. Trip counts are available in **Appendix A**. The Drennan plants operates at a similar capacity to expected production levels at the Judge Orr batch plant when full build out is achieved. Pete Lien and Sons provided data on batch plant operations to help inform the analysis. Summary information on batch plant operations can be found in **Appendix B**. Pete Lien and Sons is a company that provides construction materials, including cement, and has extensive experience operating batch plants.

This report documents findings of a traffic analysis performed for the proposed development and is organized into the following sections:

1. **Existing Conditions** – Describes the existing transportation system including the current performance of the surrounding roadway network and study intersections.
2. **Project Traffic** – Describes the number of trips the proposed land use is expected to generate and identifies the likely routes the project traffic will use to access the site.
3. **Existing plus Project Analysis** – Assesses the impacts of project trips on the local roadway network/study intersections and the need for auxiliary lanes to facilitate movement into and out of the proposed project site. This section includes an overview of scheduled roadway projects that may impact the project site as well as a review of multimodal connectivity near the project site and whether the proposed Judge Orr batch plant will impact bicycle or pedestrian travel.
4. **Conclusions** – Describes the conclusions of the analysis and provides recommendations.



FIGURE 1: PROPOSED PROJECT SITE

EXISTING CONDITIONS

ROADWAYS

Judge Orr Road provides direct access to the site and regional connectivity. The posted speed limit on Judge Orr Road is 45 miles per hour (mph) west of Stapleton Drive and 55 miles per hour (mph) east of Stapleton Drive in the vicinity of the site. Judge Orr Road has 12-foot-wide lanes with a 40-foot Right of Way (ROW) from shoulder to shoulder. According to the 2040 Major Transportation Corridor Plan of El Paso County, the functional classification for Judge Orr Road is Minor Arterial. The functional classification of Stapleton Drive is Principal Arterial and the warrant for any left turn lanes needed for the proposed access will be based on State Highway Access Code Designation R-A for rural highways. Stapleton Drive has a posted speed limit of 45 mph and has 12-foot-wide lanes with a 40-foot ROW from shoulder to shoulder. US-24 is a highway with a posted speed limit of 65 mph through the study area. US-24 has 12-foot-wide lanes with a 75-foot ROW from shoulder to shoulder.

INTERSECTIONS

Intersection Level of Service (LOS) analysis was performed at the two intersections directly serving the project site:

- US-24 and Stapleton Drive to the North (unsignalized with stop signs on Stapleton Drive approaches)
- Judge Orr Road and Curtis Road / Stapleton Drive to the South (unsignalized with stop signs on Curtis Road and Stapleton Drive approaches)

Using traffic counts collected on April 23, 2019, April 24, 2019, and May 2, 2019, the two intersections were analyzed using Synchro 9 software. Study intersection traffic counts are available in **Appendix A**. According to the 2010 Highway Capacity Manual Two-Way Stop Control analysis methodology, the two intersections experience minimal delay during the AM and PM peak hours overall (**Table 1**). However, the intersection of US-24 and Stapleton Drive experiences significant delays on the Stapleton Drive approaches due to heavy vehicle volumes and significant wait times for vehicle operators to either cross or turn onto US-24. Full Level of Service reports for the two study intersections can be found in **Appendix C**. The Level of Service reports include all existing peak hour volumes by approach for the study intersections.

TABLE 1: EXISTING INTERSECTION LEVEL OF SERVICE

Existing Study Intersections Level of Service Summary								
Intersection	Peak Hour	Overall Delay	Approach Delay			Approach Delay		
			Delay	Approach	Delay	LOS	Approach	Delay
US-24 and Stapleton Drive	AM	17.4	EB	53.3	F	WB	49.5	E
	PM	10.0	EB	27.9	D	WB	49.6	E
Judge Orr Road and Stapleton Drive/Curtis Road	AM	8.4	NB	12.9	B	SB	14.6	B
	PM	7.8	NB	13.1	B	SB	12.0	B

PEAK HOUR SIGNAL WARRANT ANALYSIS

Due to the heavy minor street approach delays on Stapleton Drive at US-24 during the AM and PM peak hours, an analysis was conducted to ascertain whether the minor-street traffic suffers undue delay that would warrant a traffic signal. In order to determine whether a traffic signal may be warranted at this location, the intersection was evaluated using the Manual on Uniform Traffic Control Devices (MUTCD) Peak Hour Warrant (Signal Warrant #3) for intersections with major roadways with speed limits above 40 mph (**Figure 2**). Based on the guidelines in the MUTCD, the following classifications were used in the signal warrant analysis for US-24 and Stapleton Drive:

- Major Street: US-24
 - Posted Speed: 65 mph
 - Two-lane approach
- Minor Street: Stapleton Drive
 - Posted speed limit: 45 mph
 - One-lane approach

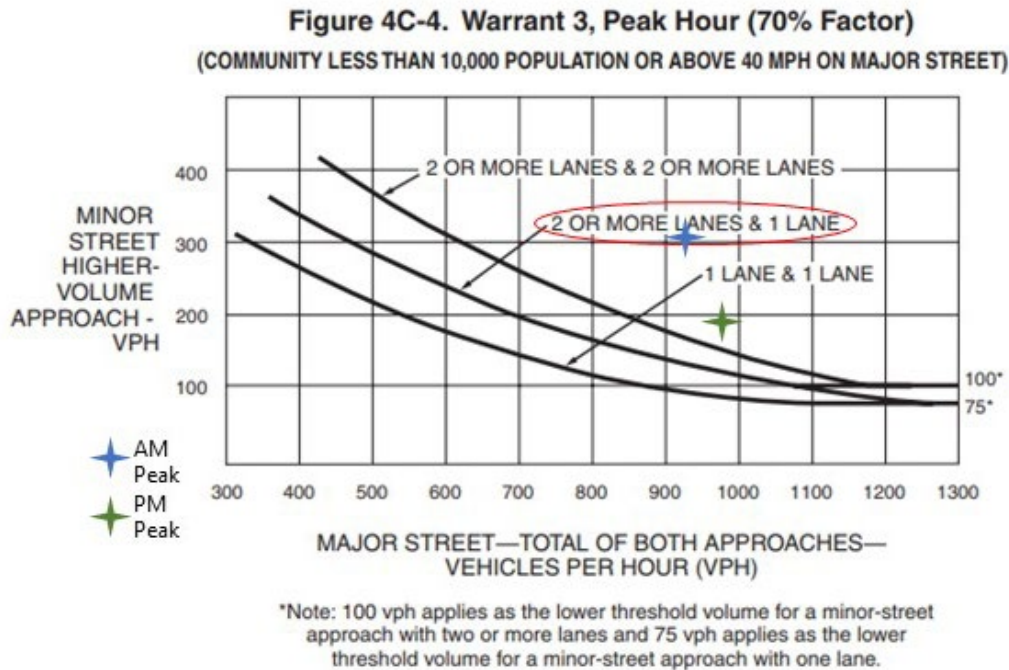


FIGURE 2: PEAK HOUR SIGNAL WARRANT

As shown in **Figure 2**, during the AM peak, the minor street carries 318 vehicles that seek to either turn left onto US-24 or cross US-24, while the major street carries 939 vehicles. During the PM peak hour, the minor street carries 192 vehicles and the major street carries 971 vehicles. If traffic volumes fall above the line indicated as the lower threshold for a two-lane major street and one lane minor street, then the intersection warrants a traffic signal during the peak hour. During both AM and PM peak hours, traffic volumes met Signal Warrant #3.

Since this study is focused on peak hour intersection performance, traffic volumes were only collected for the AM and PM peak hours. In order to fully assess the need for a signal at this intersection, traffic count data for the highest-volume eight hours of a day are required on both approaches to adequately be able to perform the eight-hour vehicular volume and four-hour vehicular volume traffic signal warrants. In order to conduct a full signal warrant analysis, additional traffic counts would need to be conducted at this intersection.

PROJECT TRAFFIC

TRIP GENERATION

Since the proposed development does not conform to any land uses published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, trip generation rates for both the batch plant and shop were devised using vehicle counts collected at the Drennan batch plant in Colorado Springs, CO. The Drennan plant has a similar capacity to the proposed Judge Orr batch plant.

In addition to the vehicle counts, Pete Lien and Sons provided information on batch plant operations for the Drennan plant. Data included number of employees, average production levels of cement, and average amount of cement that is transported off-site daily.

The proposed Judge Orr batch plant is projected to produce an average of 85 loads of cement per day and will have approximately 30 to 35 employees. Each load typically consists of 8.5 cubic yards. According to Pete Lien and Sons, the average daily volume of concrete transported out of a batch plant facility ranges from 60% to 80% of daily output. In order to estimate a conservative, worst case, peak trip generation scenario it was assumed that 90% of daily output, or 77 loads, would be transported off-site.

After evaluating the peak hour vehicle counts at the Drennan batch plant and factoring projected production levels for the proposed Judge Orr facility, it was determined that the proposed batch plant will generate 0.39 trips per truck load of cement during the AM peak hour and 0.47 trips during the PM peak hour (

Table 2). The shop will generate 0.87 trips per employee during the AM peak hour and 0.74 trips per employee during the PM peak hour.

TABLE 2: TRIP GENERATION RATE

Weekday							
Use	Daily	AM Peak Hour			PM Peak Hour		
	Rate	Rate	% In	% Out	Rate	% In	% Out
Batch Plant	0.52	0.39	42%	58%	0.47	50%	50%
Shop	7.43	0.87	66%	34%	0.74	15%	85%

Total peak hour trips were calculated using the trip generation rates derived for both the batch plant and employee shop. Based on the observed breakdown of vehicles entering and exiting the Drennan plant and shop, the projected trip volumes were then categorized into passenger vehicle, cement truck, and tractor trailer materials delivery truck trips. The resulting breakdown of trips is shown in **Table 3**.

TABLE 3: TOTAL PEAK HOUR TRIPS BY VEHICLE TYPE

Analysis Period	Passenger Cars		Cement Trucks		Materials Delivery Trucks	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
AM Peak	17	11	11	13	5	5
PM Peak	6	19	10	15	6	6

Table 4 summarizes the total number of vehicle trips that will be generated by each land use both on a daily basis and during the AM and PM peak hour travel periods.

TABLE 4: PROJECTED TRIP VOLUMES FOR PROPOSED BATCH PLANT

Judge Orr Batch Plant Trip Generation													
Land Use	Size	Units	Daily Trips	AM Peak Hour					PM Peak Hour				
				In		Out		Total Trips	In		Out		Total Trips
				%	Trips	%	Trips		%	Trips	%	Trips	
Batch Plant	77	Loads	40	42%	13	58%	18	31	50%	18	50%	18	36
Shop	35	Employees	260	66%	20	34%	11	31	15%	4	85%	22	26
			300		33		29	62		22		40	62

TRIP DISTRIBUTION

Pete Lien and Sons provided a breakdown of projected truck trips by haul route (**Appendix D**). The route list indicated the number of trucks that will either arrive to or leave the site traveling to/from the north or south. This haul route list helped inform the distribution of plant-based trips onto the local roadway network, as shown in **Figure 3** and **Figure 4**. In addition, a review of the site's geographical location in relation to its surrounding area indicates that a majority of the employee trips will originate from or be destined to the west. Based on this understanding, it is estimated that 60% of employee trips traveling to the project site will travel south on Stapleton Drive from US-24 (**Figure 3**). The other 40% of trips will come from the intersection of Judge Orr Road and Curtis Road. The distribution of employee trips at the two study intersections was based on the existing distribution of turning movements observed from the vehicle counts collected for this study.

Employees trips leaving the facility will follow a similar distribution to inbound trips (**Figure 4**).

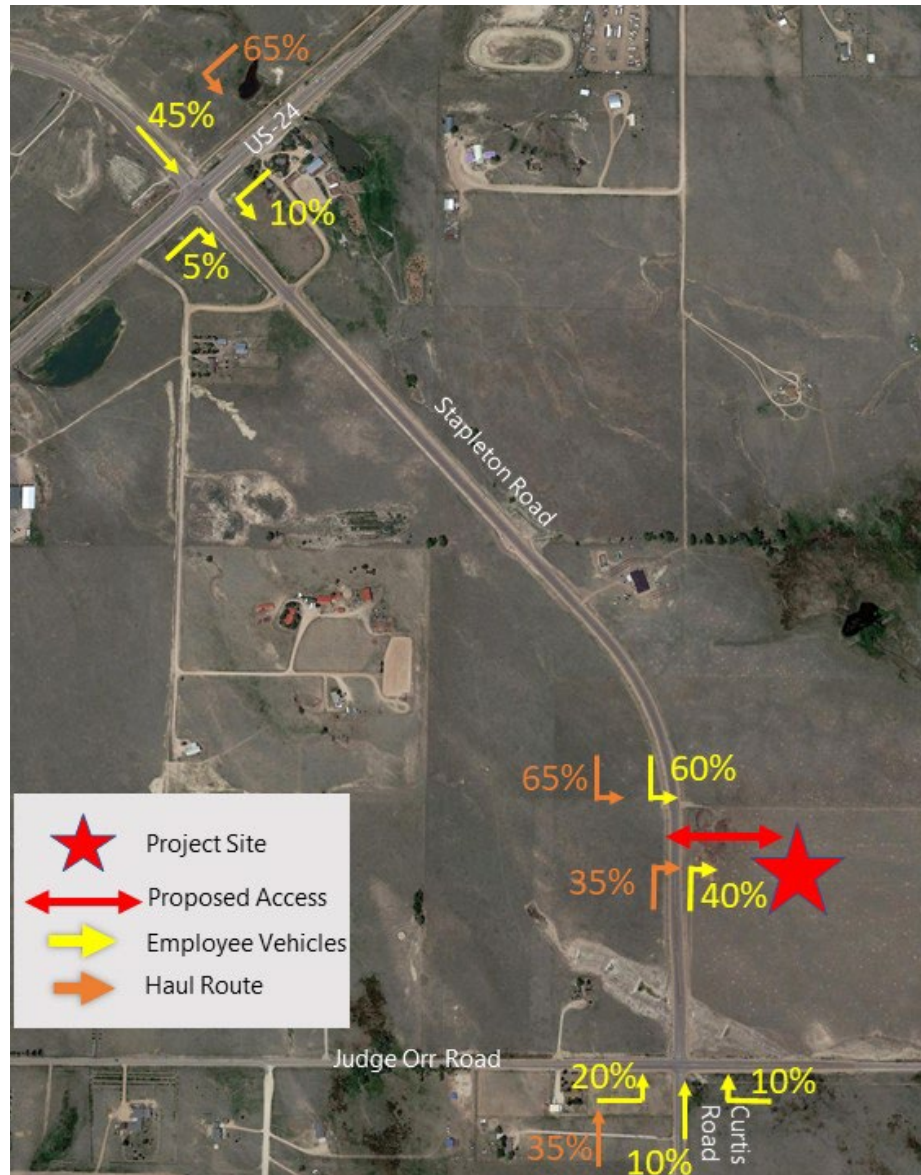


FIGURE 3: TRIP DISTRIBUTION – INBOUND TRIPS

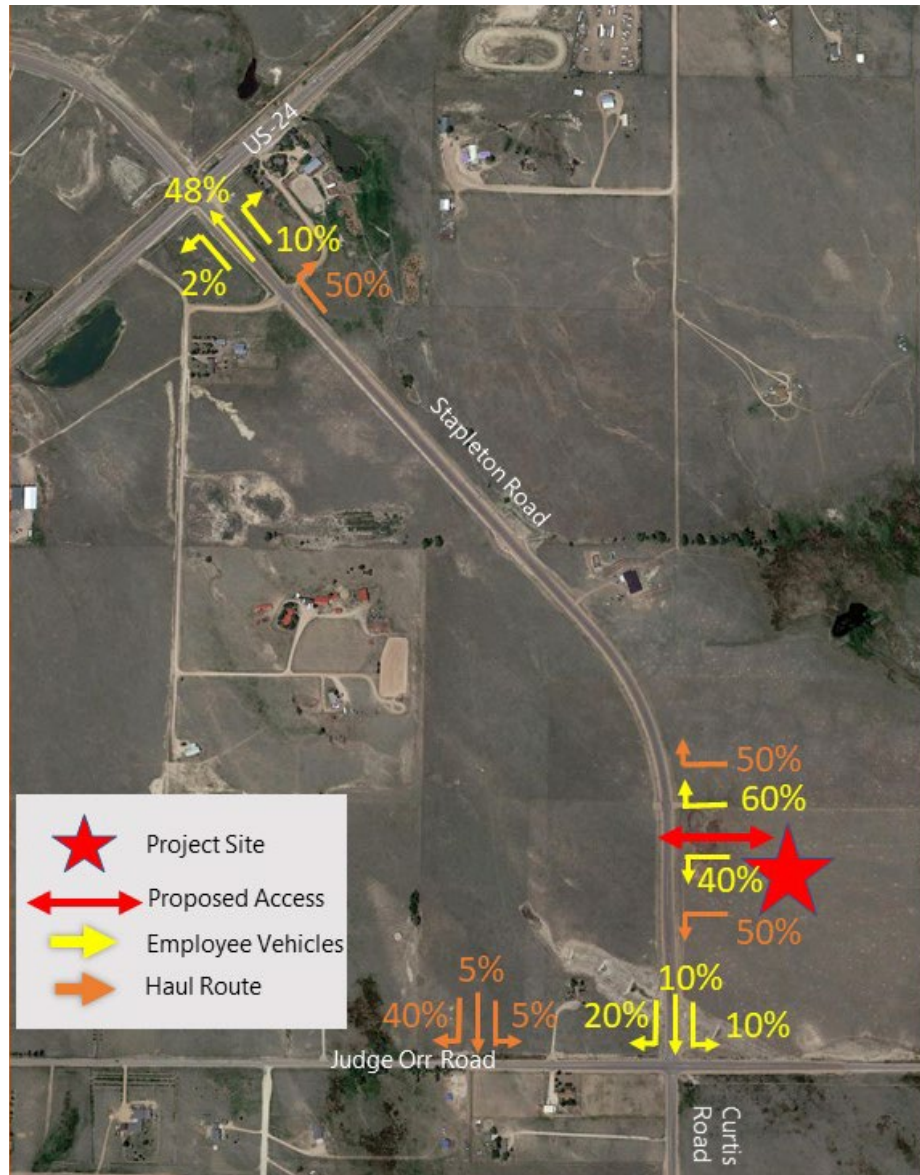


FIGURE 4: TRIP DISTRIBUTION – OUTBOUND TRIPS

Figure 5 shows the distribution of AM trips based on the trip generation and trip distribution assumptions and **Figure 6** shows PM trips.



FIGURE 5: JUDGE ORR BATCH PLANT TRIPS - AM

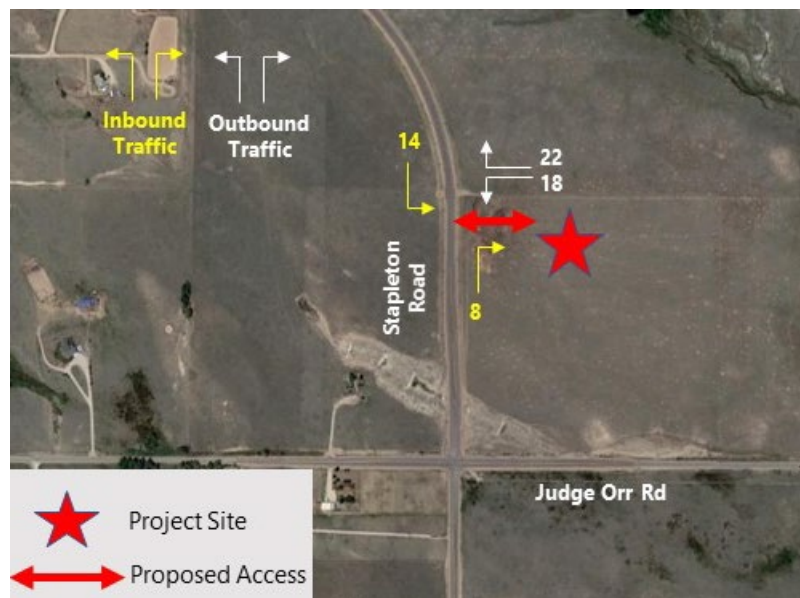


FIGURE 6: JUDGE ORR BATCH PLANT TRIPS - PM

EXISTING PLUS PROJECT ANALYSIS

After adding trips from the proposed batch plant into the Synchro network, it was found that overall approach delays at the two study intersections do not change substantially with the addition of plant trips (**Table 5**). However, the westbound approach to the stop sign on Stapleton Drive at the intersection of US-24 and Stapleton Drive will witness an increased delay, causing the approach to increase from LOS E to F.

Vehicles exiting the proposed Judge Orr batch plant site will not incur a lengthy delay for turning left or right onto Stapleton Drive. The proposed access driveway is projected to perform at LOS B in the AM and LOS A in the PM.

Appendix E contains full Level of Service reports for the study intersections after project trips have been added to the roadway network. The reports include existing plus project volumes per each intersection approach.

TABLE 5: EXISTING LEVEL OF SERVICE AND LEVEL OF SERVICE WITH TRIPS FROM PROPOSED PLANT

Existing Study Intersections Level of Service Summary								
Intersection	Peak Hour	Overall Delay	Approach Delay			Approach Delay		
			Delay	Approach	Delay	LOS	Approach	Delay
US-24 and Stapleton Drive	AM	17.4	EB	53.3	F	WB	49.5	E
	PM	10.0	EB	27.9	D	WB	49.6	E
Judge Orr Road and Stapleton Drive/Curtis Road	AM	8.4	NB	12.9	B	SB	14.6	B
	PM	7.8	NB	13.1	B	SB	12.0	B
Study Intersections Level of Service with New Plant Trips								
Intersection	Peak Hour	Overall Delay	Approach Delay			Approach Delay		
			Delay	Approach	Delay	LOS	Approach	Delay
US-24 and Stapleton Drive	AM	22	EB	65.9	F	WB	60.2	F
	PM	13.0	EB	36.1	E	WB	59.9	F
Proposed Access	AM	1.2	WB	10.1	B	N/A	N/A	N/A
	PM	1.7	WB	9.9	A	N/A	N/A	N/A
Judge Orr Road and Stapleton Drive/Curtis Road	AM	8.8	NB	13.3	B	SB	15.0	C
	PM	8.1	NB	13.4	B	SB	11.9	B

SIGHT DISTANCE EVALUATION

A field review sight distance evaluation was conducted for the proposed Plant access point on Stapleton Drive. The field review determined that the proposed access point has no sight distance issues for passenger vehicles, cement trucks, or tractor trailers accessing the site.

AUXILIARY LANE EVALUATION

The State of Colorado's State Highway Access Code, 2002 provides guidelines to evaluate the need for auxiliary lanes based on the access control classification for the roadway along which an access is being requested. According to the guidelines, the need for a turn lane must be evaluated based on the passenger car equivalent factor listed for each vehicle in Section 2.3 (4) (e) of the Colorado State Highway Access Code 2002.¹ **Table 6** shows the passenger vehicle equivalent peak hour volumes that will be generated by the Judge Orr batch plant.

TABLE 6: PASSENGER VEHICLE EQUIVALENT TRIP VOLUMES FOR PROPOSED PROJECT

Analysis Period	Passenger Car Equivalent Trips	
	Inbound	Outbound
AM Peak	54	52
PM Peak	44	67

The CDOT access control classification for Stapleton Drive is R-A (Regional Highway) in the vicinity of the site. According to descriptions and conditions provided in Section 3.8(5) of the Access Code:

- A left turn deceleration lane with taper and additional storage length is required for any access with a projected peak hour left ingress turning volume greater than 10 vph (vehicles per hour).
- A right turn deceleration lane with taper is required for any access with a projected peak hour right ingress turning volume greater than 25 vph.
- A right turn acceleration lane with taper is required for any access with a projected peak hour right turning volume greater than 50 vph when the posted speed on the highway is 40 mph or greater and the highway has only one lane for through traffic in the direction of the right turn.
- A left turn acceleration lane with taper may be required if it would be a benefit to the safety and operation of the roadway.

Table 7 shows the passenger vehicle equivalent turning volumes into and out of the proposed project site. The analysis shows that the proposed Judge Orr batch plant will generate volumes that warrant a left turn deceleration lane during both AM and PM peak hours with 33 and 28 vehicles projected to be making a left turn movement,

¹ Each cement truck is counted as two passenger vehicles and each tractor trailer is counted as three passenger vehicles.

respectively. The right-turn in movement volumes do not meet the threshold for a deceleration lane and the right-turn out volumes do not meet the threshold for an acceleration lane.

TABLE 7: PEAK HOUR TURN VOLUMES INTO AND OUT OF PROJECT SITE

Analysis Period	Passenger Car Equivalent Trips		
	Left-turn in	Right-turn in	Right-turn out
AM Peak	33	21	29
PM Peak	28	16	37

The posted speed limit on Stapleton Drive is 45 mph. According to the recommendations provided in Tables 4-6 and 4-8 of the Access Code, the left turn lane should provide a deceleration length of 435' (which would include a taper of 162' per the transition taper ratio required for a 45 mph roadway in the State Highway Access Code) plus a storage length of 40'. However, the proposed site will be served by trucks and hence the storage lane should be designed to accommodate a truck with a wheelbase of 65' as recommended in the American Association of State Highway and Transportation Officials' (AASHTO) "A Policy on Geometric Design of Highways and Streets." It is recommended that the deceleration lane be designed with a storage length of 75' to accommodate the trucks likely to access the site using this driveway. In addition, the lane should be 12 feet wide to match the current roadway configuration. **Figure 7** shows the recommended left turn lane and vehicle storage.

The addition of a left-turn lane may require added right of way on Stapleton Drive; additional study is needed to assess the need for and feasibility of roadway reconfiguration.



FIGURE 7: RECOMMENDED LEFT TURN LANE

DEVIATION REQUEST FOR PROPOSED ACCESS

Per Section 2.2.4.A.2 of the El Paso County Engineering Criteria Manual (ECM), direct access from a parcel to a Principal Arterial is not permissible. A deviation from this ECM standard is being sought because access to the parcel from Judge Orr Road would require constructing an access point through wetlands. In addition, further studies identified a burrowing owl habitat within the wetlands. In order to avoid disrupting this sensitive area that contains both wetlands and burrowing owls, access to the parcel is being sought from Stapleton Drive.

Additionally, the proposed access point is located in an established permanent access easement per El Paso County Board of County Commissioners Resolution no. 14-472. The easement permits access off of Stapleton Drive.

A completed deviation request form, exhibit showing the wetlands adjacent to Judge Orr Road and a copy of the permanent access easement can be found in **Appendix F**.

PLANS AND STUDIES WITHIN PROJECT VICINITY

STAPLETON CORRIDOR STUDY

The 2007 Stapleton Corridor Study features a Preferred Access Control Concept that does not include a preferred access point for the parcel where the proposed project is to be sited. The absence of a preferred access combined with the permanent access easement per Resolution no. 14-472 (referenced on the previous page) shows that access to the parcel from Stapleton Drive is not prohibited. The Deviation Request in **Appendix F** includes a copy of the Preferred Access Control Concept diagram.

EL PASO COUNTY 2016 MAJOR TRANSPORTATION CORRIDORS PLAN UPDATE

The El Paso County 2016 Major Transportation Corridors Plan Update includes future projects that may impact the project site.

Stapleton Drive

The segment of Stapleton Drive through the project site is scheduled to be converted into a four-lane roadway in the El Paso County 2040 Roadway Improvement Projects plan. If this conversion entails adding a median to Stapleton Drive then left turn access into the project site may be restricted.

Judge Orr Road

The segment of Judge Orr Road that runs between Eastonville Road and Peyton Highway is scheduled to be widened into a four-lane road. The intersection with Curtis Road / Stapleton Drive is included in this segment.

MULTIMODAL CONNECTIVITY

Due to the rural context of the proposed project site, no pedestrian activity and almost no bicycle activity was recorded at the study intersections during traffic observations. It is unlikely that employees of the proposed plant will access the site by foot or bicycle.

The El Paso County 2016 Major Transportation Corridors Plan Update slates the portions of Judge Orr Road, Curtis Road, and Stapleton Drive in the study area as proposed bicycle routes. The addition of bicycle facilities may induce more cyclists to ride through the study area.

CONCLUSIONS

After studying existing traffic volumes on the roadway network surrounding the proposed project site, determining the volume of new peak hour trips that will be generated by the proposed Judge Orr batch plant as well as the breakdown of vehicle types making those trips, assessing the impact to roadway operations as a result of the added trips, and assessing the need for auxiliary lanes into and out of the proposed project site, the traffic impact study found that:

- Existing peak hour traffic volumes cause delays on Stapleton Drive at the intersection of US-24.
- Vehicle delay at US-24 and Stapleton Drive will increase with the addition of trips from the proposed Judge Orr batch plant.
- The proposed access to the plant site will operate without significant delays.
- A field review for site distance was conducted for the proposed Plant access point on Stapleton Drive. The review determined that the proposed access point has no site distance issues for passenger vehicles, cement trucks, or tractor trailers accessing the site.
- Inbound trips into the proposed plant site during the AM peak hour will be sufficiently high to warrant an auxiliary left turn lane.

As a result of these findings, the following recommendations are being made:

1. **Conducting a full signal warrant analysis.** The intersection of US-24 and Stapleton Drive is operating with peak hour delays under existing traffic volumes. The stop signs on Stapleton Drive may need to be replaced with a traffic signal to improve intersection operations. In order to fully assess the need for a signal at this intersection, traffic count data for the highest-volume eight hours of a day are required on both approaches to adequately be able to perform the eight-hour vehicular volume and four-hour vehicular volume traffic signal warrant per the Manual on Uniform Traffic Devices. In order to conduct a full signal warrant analysis, additional traffic counts would need to be conducted at this intersection.
2. **Adding an auxiliary left-turn lane on Stapleton Drive at the proposed plant access point.** According to the State of Colorado's State Highway Access Code, a left turn deceleration lane with taper and additional storage length is required for any access with a projected peak hour left ingress turning volume greater than 10 vph. The proposed Judge Orr batch plant is projected to have 33 vehicles turning left into the project site during the AM peak hour and 28 vehicles making the left turn during the PM peak hour, thus warranting an auxiliary left-turn lane. It is recommended that the deceleration lane be 435 feet in length (including a 162 foot taper) and be designed with a storage length of 75' to accommodate the trucks likely to access the site using this driveway. Additional study is needed to assess the need for and feasibility of roadway configuration.

In addition, it is recommended that the roadway widening projects scheduled for Stapleton Drive and Judge Orr Road be evaluated once project plans are available to better understand potential impacts to plant access and roadway operations.

APPENDIX A: EXISTING TRAFFIC VOLUMES FOR DRENNAN BATCH PLANT AND TWO STUDY INTERSECTIONS

Pages 1-18 contain the peak hour turning movement counts for:

- Three access points into and out of the existing Drennan batch plant
- Plant Access 2 counts include turning movements into and out of the Drennan employee shop
- US-24 and Stapleton Drive (Location 4)
- May 2nd, 2019 counts collected for Stapleton Drive and Judge Orr Road

Page 19-58 contain 48 hour counts for vehicles entering and exiting the Drennan plant and employee shop. The counts are broken down by vehicle type and were used to analyze the rate at which different vehicle types access both a batch plant and the employee shop.

Vehicle type codebook:

- Lights = passenger vehicles
- Mediums = cement trucks
- Articulated trucks = tractor trailer materials delivery trucks



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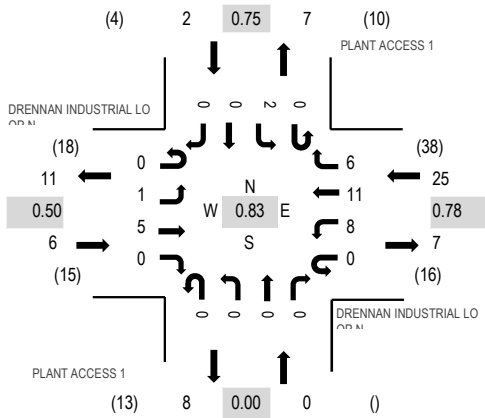
Location: 1 PLANT ACCESS 1 & DRENNAN INDUSTRIAL LOOP N AM

Date: Tuesday, April 23, 2019

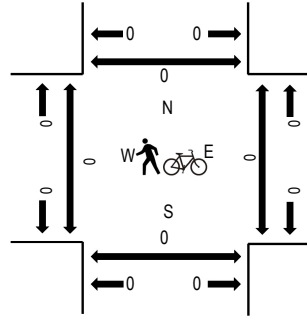
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DRENNAN INDUSTRIAL Eastbound				DRENNAN INDUSTRIAL Westbound				PLANT ACCESS 1 Northbound				PLANT ACCESS 1 Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	0	1	0	0	0	3	3	1	0	0	0	0	0	1	0	0	9	30	0	0	0	0
7:15 AM	0	0	3	1	0	1	1	1	1	0	0	0	0	0	0	0	0	7	30	0	0	0	0
7:30 AM	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	4	33	0	0	0	0
7:45 AM	0	0	2	0	0	1	3	3	0	0	0	0	0	1	0	0	10	33	0	0	0	0	
8:00 AM	0	1	0	0	0	3	3	2	0	0	0	0	0	0	0	0	9	27	0	0	0	0	
8:15 AM	0	0	2	0	0	2	4	1	0	0	0	0	0	1	0	0	10		0	0	0	0	
8:30 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	4		0	0	0	0	
8:45 AM	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	4		0	0	0	0	
Count Total	0	2	12	1	0	12	18	8	0	0	0	0	0	4	0	0	57		0	0	0	0	
Peak Hour	0	1	5	0	0	8	11	6	0	0	0	0	0	2	0	0	33		0	0	0	0	



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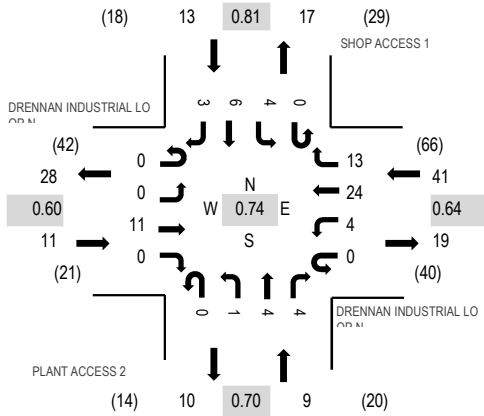
Location: 2 PLANT ACCESS 2 & DRENNAN INDUSTRIAL LOOP N AM

Date: Tuesday, April 23, 2019

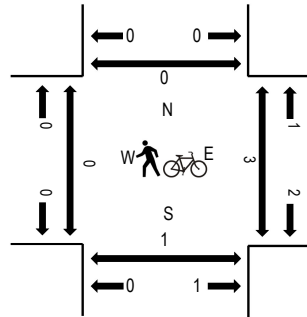
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DRENNAN INDUSTRIAL Eastbound				DRENNAN INDUSTRIAL Westbound				PLANT ACCESS 2 Northbound				SHOP ACCESS 1 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	2	0	0	0	8	3	0	0	1	0	0	0	1	0	15	70	0	0	0	0
7:15 AM	0	0	3	0	0	0	3	4	0	0	0	5	0	0	0	0	15	71	0	0	0	0
7:30 AM	0	0	1	0	0	0	3	3	0	0	2	2	0	2	2	0	15	74	0	0	0	0
7:45 AM	0	0	4	0	0	1	10	5	0	0	1	1	0	1	2	0	25	67	0	0	0	0
8:00 AM	0	0	1	0	0	1	6	3	0	1	1	1	0	1	0	1	16	55	0	3	1	0
8:15 AM	0	0	5	0	0	2	5	2	0	0	0	0	0	0	2	2	18		0	0	0	0
8:30 AM	0	0	2	0	0	0	2	1	0	0	1	1	0	0	1	0	8		0	0	0	0
8:45 AM	0	0	3	0	0	1	1	2	0	0	0	3	0	2	1	0	13		0	0	1	0
Count Total	0	0	21	0	0	5	38	23	0	1	6	13	0	6	9	3	125		0	3	2	0
Peak Hour	0	0	11	0	0	4	24	13	0	1	4	4	0	4	6	3	74		0	3	1	0



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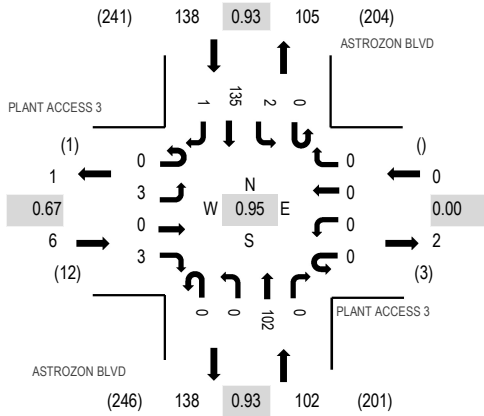
Location: 3 ASTROZON BLVD & PLANT ACCESS 3 AM

Date: Tuesday, April 23, 2019

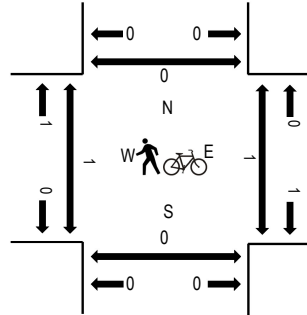
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

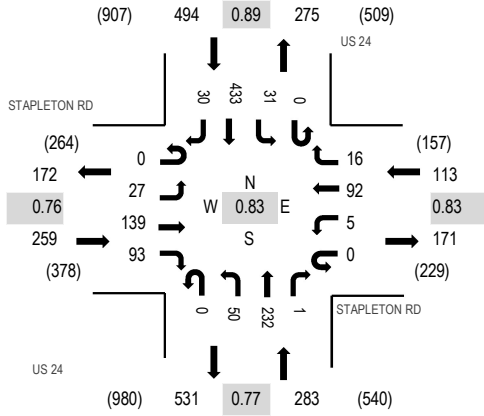
Interval Start Time	PLANT ACCESS 3 Eastbound				PLANT ACCESS 3 Westbound				ASTROZON BLVD Northbound				ASTROZON BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	0	0	3	0	0	0	0	0	0	29	0	0	0	0	24	0	56	219	1	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	21	0	45	222	1	1	0	0
7:30 AM	0	0	0	3	0	0	0	0	0	0	29	0	0	0	0	25	0	57	238	0	0	0	0
7:45 AM	0	0	0	2	0	0	0	0	0	0	30	0	0	0	0	29	0	61	246	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	33	1	59	235	1	0	0	0
8:15 AM	0	2	0	1	0	0	0	0	0	0	21	0	0	0	0	37	0	61		0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	26	0	0	2	36	0	0	65		0	1	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	17	0	0	1	32	0	0	50		0	0	0	0
Count Total	0	3	0	9	0	0	0	0	0	0	201	0	0	3	237	1	454		3	2	0	0	
Peak Hour	0	3	0	3	0	0	0	0	0	0	102	0	0	2	135	1	246		1	1	0	0	



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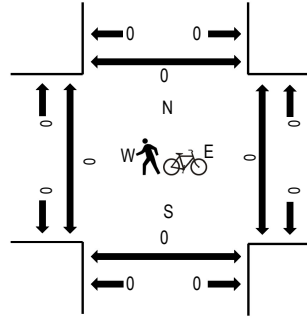
Location: 4 US 24 & STAPLETON RD AM
Date: Tuesday, April 23, 2019
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	STAPLETON RD Eastbound				STAPLETON RD Westbound				US 24 Northbound			US 24 Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	0	11	41	33	0	0	32	2	0	19	73	0	0	12	118	7	348	1,149	0	0	0	0
7:15 AM	0	8	34	26	0	1	21	7	0	14	52	0	0	12	110	9	294	1,011	0	0	0	0
7:30 AM	0	3	38	17	0	3	25	2	0	10	57	1	0	6	124	8	294	922	0	0	0	0
7:45 AM	0	5	26	17	0	1	14	5	0	7	50	0	0	1	81	6	213	859	0	0	0	0
8:00 AM	0	6	18	12	0	0	8	1	0	6	53	1	0	0	100	5	210	833	5	0	0	0
8:15 AM	0	1	11	19	0	2	6	4	0	8	44	0	0	1	101	8	205		0	0	0	0
8:30 AM	0	2	11	14	0	1	7	2	0	14	56	2	0	1	117	4	231		0	0	0	0
8:45 AM	0	5	8	12	0	1	10	2	0	12	58	3	0	2	70	4	187		0	0	0	0
Count Total	0	41	187	150	0	9	123	25	0	90	443	7	0	35	821	51	1,982		5	0	0	0
Peak Hour	0	27	139	93	0	5	92	16	0	50	232	1	0	31	433	30	1,149		0	0	0	0



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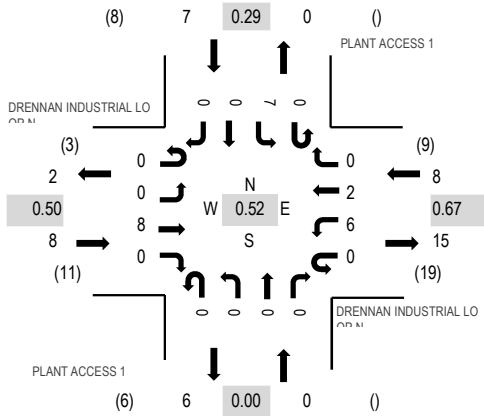
Location: 1 PLANT ACCESS 1 & DRENNAN INDUSTRIAL LOOP N PM

Date: Tuesday, April 23, 2019

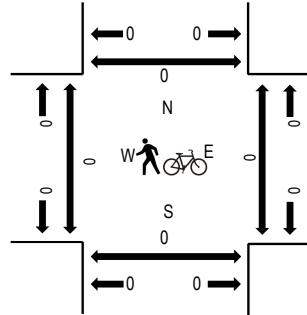
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DRENNAN INDUSTRIAL Eastbound				DRENNAN INDUSTRIAL Westbound				PLANT ACCESS 1 Northbound				PLANT ACCESS 1 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	23	0	0	0	0
4:15 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	1	0	0	6	20	0	0	0	0
4:30 PM	0	0	2	0	0	2	1	0	0	0	0	0	0	6	0	0	11	14	0	0	0	0
4:45 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
5:45 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	1	0	0	5		0	0	0	0
Count Total	0	0	11	0	0	6	3	0	0	0	0	0	0	8	0	0	28		0	0	0	0
Peak Hour	0	0	8	0	0	6	2	0	0	0	0	0	0	7	0	0	23		0	0	0	0



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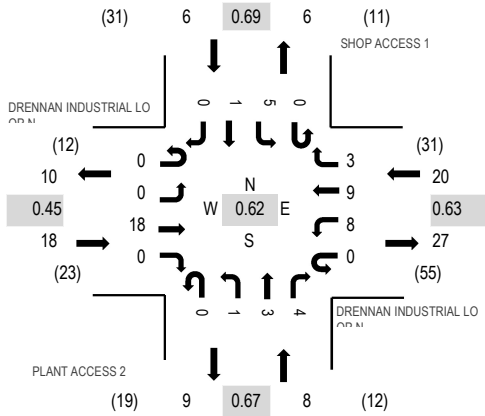
Location: 2 PLANT ACCESS 2 & DRENNAN INDUSTRIAL LOOP N PM

Date: Tuesday, April 23, 2019

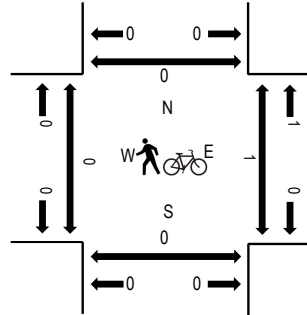
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DRENNAN INDUSTRIAL Eastbound				DRENNAN INDUSTRIAL Westbound				PLANT ACCESS 2 Northbound				SHOP ACCESS 1 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	2	0	0	3	2	1	0	0	3	0	0	4	0	0	15	52	0	0	0	0
4:15 PM	0	0	5	0	0	2	1	1	0	0	0	1	0	1	0	0	11	48	0	0	0	0
4:30 PM	0	0	10	0	0	2	5	1	0	0	0	2	0	0	1	0	21	50	0	0	0	0
4:45 PM	0	0	1	0	0	1	1	0	0	1	0	1	0	0	0	0	5	37	0	1	0	0
5:00 PM	0	0	0	0	0	2	0	0	0	0	1	1	0	6	1	0	11	45	0	3	0	0
5:15 PM	0	0	0	0	0	3	0	1	0	0	0	0	0	8	1	0	13		0	1	0	0
5:30 PM	0	0	0	0	0	2	0	0	0	0	2	0	0	4	0	0	8		0	3	0	0
5:45 PM	0	1	4	0	0	1	2	0	0	0	0	0	0	5	0	0	13		0	1	0	0
Count Total	0	1	22	0	0	16	11	4	0	1	6	5	0	28	3	0	97		0	9	0	0
Peak Hour	0	0	18	0	0	8	9	3	0	1	3	4	0	5	1	0	52		0	1	0	0



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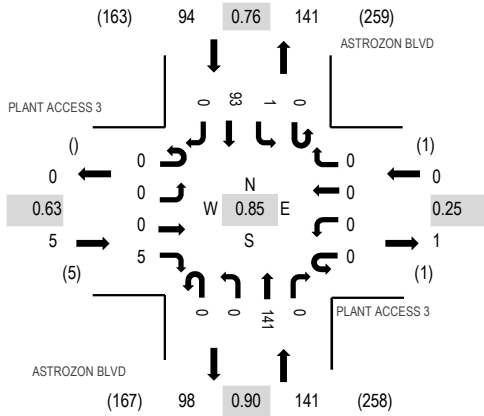
Location: 3 ASTROZON BLVD & PLANT ACCESS 3 PM

Date: Tuesday, April 23, 2019

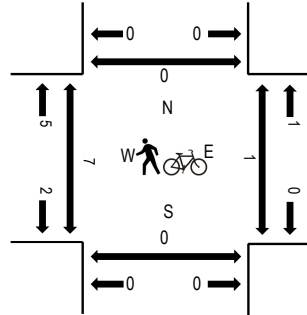
Peak Hour: 04:00 PM - 05:00 PM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PLANT ACCESS 3 Eastbound				PLANT ACCESS 3 Westbound				ASTROZON BLVD Northbound				ASTROZON BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	0	0	2	0	0	0	0	0	0	38	0	0	0	1	30	0	71	240	2	1	0	0
4:15 PM	0	0	0	2	0	0	0	0	0	0	32	0	0	0	0	19	0	53	225	1	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	39	0	0	0	0	27	0	67	222	2	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	17	0	49	201	2	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	34	0	0	0	0	21	0	56	187	1	1	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	33	0	0	0	0	17	0	50		1	1	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	17	0	46		0	3	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	14	0	35		1	0	0	0
Count Total	0	0	0	5	0	0	0	1	0	0	258	0	0	0	1	162	0	427		10	6	0	0
Peak Hour	0	0	0	5	0	0	0	0	0	0	141	0	0	0	1	93	0	240		7	1	0	0



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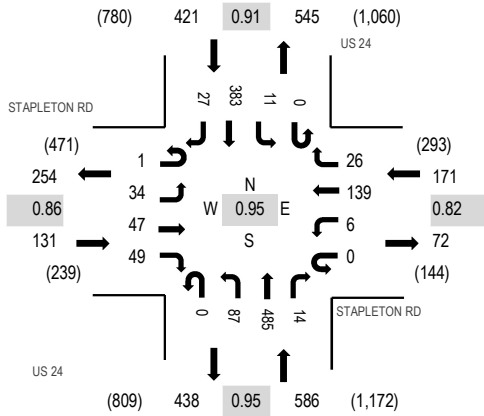
Location: 4 US 24 & STAPLETON RD PM

Date: Tuesday, April 23, 2019

Peak Hour: 04:15 PM - 05:15 PM

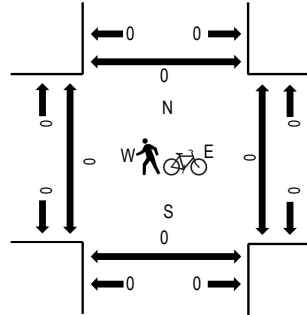
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	STAPLETON RD Eastbound				STAPLETON RD Westbound				US 24 Northbound			US 24 Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	0	6	15	5	0	3	16	8	0	22	115	1	0	2	77	6	276	1,263	0	0	0	0
4:15 PM	1	10	14	8	0	2	32	5	0	28	128	2	0	1	99	4	334	1,309	0	0	0	0
4:30 PM	0	6	12	9	0	0	46	6	0	17	128	1	0	6	104	9	344	1,281	0	0	0	0
4:45 PM	0	10	9	19	0	2	31	6	0	18	109	4	0	2	90	9	309	1,232	0	0	0	0
5:00 PM	0	8	12	13	0	2	30	9	0	24	120	7	0	2	90	5	322	1,221	0	0	0	0
5:15 PM	0	1	14	8	0	1	25	7	0	22	109	5	0	2	106	6	306		0	0	0	0
5:30 PM	0	10	6	9	0	3	26	10	0	24	125	9	0	4	60	9	295		0	0	0	0
5:45 PM	0	4	7	23	0	1	18	4	0	33	116	5	0	2	75	10	298		0	0	0	0
Count Total	1	55	89	94	0	14	224	55	0	188	950	34	0	21	701	58	2,484		0	0	0	0
Peak Hour	1	34	47	49	0	6	139	26	0	87	485	14	0	11	383	27	1,309		0	0	0	0



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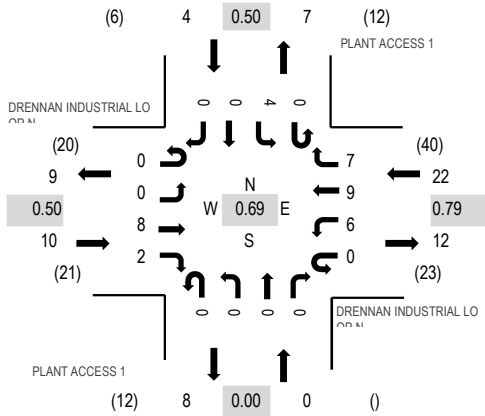
Location: 1 PLANT ACCESS 1 & DRENNAN INDUSTRIAL LOOP N AM

Date: Wednesday, April 24, 2019

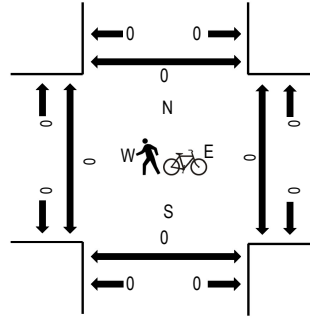
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DRENNAN INDUSTRIAL Eastbound				DRENNAN INDUSTRIAL Westbound				PLANT ACCESS 1 Northbound				PLANT ACCESS 1 Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	0	1	0	0	2	3	2	0	0	0	0	0	0	1	0	0	9	36	0	0	0	0
7:15 AM	0	0	1	1	0	2	1	2	0	0	0	0	0	0	0	0	0	7	33	0	0	0	0
7:30 AM	0	0	0	0	0	1	3	1	0	0	0	0	0	2	0	0	0	7	32	0	0	0	0
7:45 AM	0	0	6	1	0	1	2	2	0	0	0	0	0	1	0	0	13	32	0	0	0	0	
8:00 AM	0	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	6	31	0	0	0	0	
8:15 AM	0	1	0	0	0	2	3	0	0	0	0	0	0	0	0	0	6		0	0	0	0	
8:30 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7		0	0	0	0	
8:45 AM	0	1	3	0	0	1	2	3	0	0	0	0	0	2	0	0	12		0	0	0	0	
Count Total	0	2	17	2	0	10	20	10	0	0	0	0	0	6	0	0	67		0	0	0	0	
Peak Hour	0	0	8	2	0	6	9	7	0	0	0	0	0	4	0	0	36		0	0	0	0	



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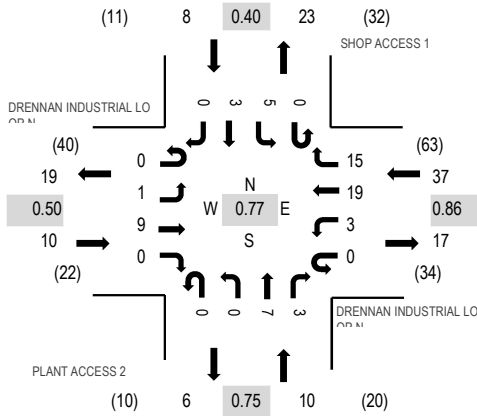
Location: 2 PLANT ACCESS 2 & DRENNAN INDUSTRIAL LOOP N AM

Date: Wednesday, April 24, 2019

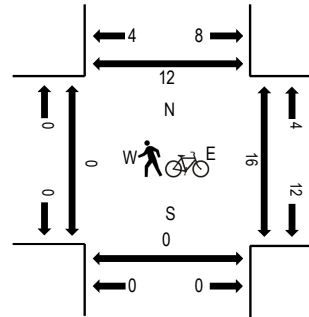
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DRENNAN INDUSTRIAL Eastbound				DRENNAN INDUSTRIAL Westbound				PLANT ACCESS 2 Northbound				SHOP ACCESS 1 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	2	0	0	0	7	3	0	0	1	1	0	0	1	0	15	63	0	4	0	4
7:15 AM	0	0	1	0	0	0	5	6	0	0	1	0	0	0	1	0	14	65	0	3	0	0
7:30 AM	0	0	2	0	0	0	5	2	0	0	2	2	0	0	0	0	13	59	0	6	0	5
7:45 AM	0	0	6	0	0	0	5	5	0	0	2	1	0	2	0	0	21	59	0	3	0	3
8:00 AM	0	1	0	0	0	3	4	2	0	0	2	0	0	3	2	0	17	53	0	4	0	4
8:15 AM	0	0	1	0	0	0	3	0	0	1	1	1	0	0	0	1	8		0	1	0	1
8:30 AM	0	0	4	0	0	1	3	2	0	0	1	2	0	0	0	0	13		0	0	0	0
8:45 AM	0	0	5	0	0	1	6	0	0	0	1	1	0	0	1	0	15		0	0	0	0
Count Total	0	1	21	0	0	5	38	20	0	1	11	8	0	5	5	1	116		0	21	0	17
Peak Hour	0	1	9	0	0	3	19	15	0	0	7	3	0	5	3	0	65		0	16	0	12



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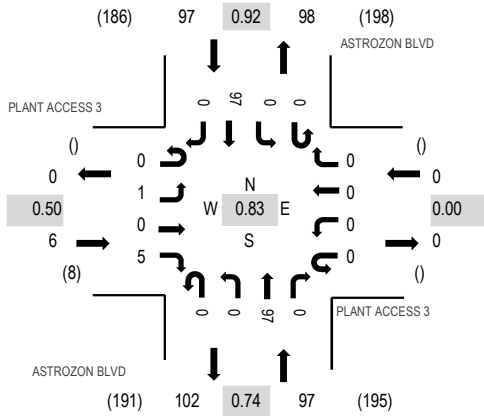
Location: 3 ASTROZON BLVD & PLANT ACCESS 3 AM

Date: Wednesday, April 24, 2019

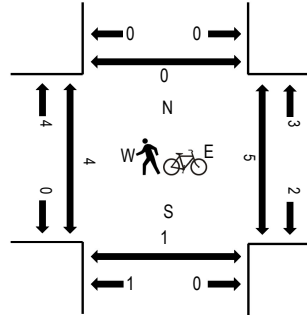
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

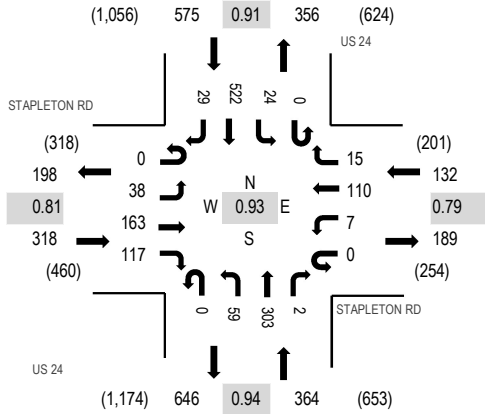
Interval Start Time	PLANT ACCESS 3 Eastbound				PLANT ACCESS 3 Westbound				ASTROZON BLVD Northbound				ASTROZON BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	0	0	0	0	0	0	0	0	27	0	0	0	0	17	45	200	2	1	0	0
7:15 AM	0	0	0	3	0	0	0	0	0	0	32	0	0	0	25	0	60	194	0	2	0	0
7:30 AM	0	0	0	2	0	0	0	0	0	0	23	0	0	0	27	0	52	193	1	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	28	0	43	182	1	1	1	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	16	0	0	0	22	0	39	189	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	33	0	0	0	26	0	59		0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	25	0	0	0	15	0	41		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	24	0	0	0	26	0	50		0	0	0	0
Count Total	0	3	0	5	0	0	0	0	0	0	195	0	0	0	186	0	389		4	4	1	0
Peak Hour	0	1	0	5	0	0	0	0	0	0	97	0	0	0	97	0	200		4	4	1	0



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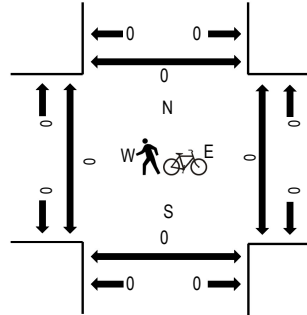
Location: 4 US 24 & STAPLETON RD AM
Date: Wednesday, April 24, 2019
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	STAPLETON RD Eastbound				STAPLETON RD Westbound				US 24 Northbound			US 24 Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	0	12	48	38	0	1	34	4	0	17	80	0	0	5	130	6	375	1,389	0	0	0	0
7:15 AM	0	7	43	37	0	1	39	2	0	22	74	1	0	8	130	11	375	1,281	0	0	0	0
7:30 AM	0	14	46	22	0	3	24	2	0	11	76	0	0	8	146	4	356	1,175	0	0	0	0
7:45 AM	0	5	26	20	0	2	13	7	0	9	73	1	0	3	116	8	283	1,079	0	0	0	0
8:00 AM	0	7	22	18	0	1	21	5	0	10	53	0	0	2	120	8	267	981	0	0	0	0
8:15 AM	0	5	15	17	0	3	12	4	0	9	71	2	0	0	125	6	269		0	0	0	0
8:30 AM	0	3	11	20	0	1	11	4	0	8	67	1	0	2	126	6	260		0	0	0	0
8:45 AM	0	3	7	14	0	0	7	0	0	20	46	2	0	1	83	2	185		0	0	0	0
Count Total	0	56	218	186	0	12	161	28	0	106	540	7	0	29	976	51	2,370		0	0	0	0
Peak Hour	0	38	163	117	0	7	110	15	0	59	303	2	0	24	522	29	1,389		0	0	0	0



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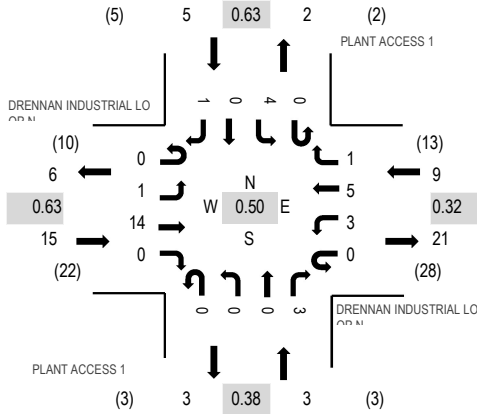
Location: 1 PLANT ACCESS 1 & DRENNAN INDUSTRIAL LOOP N PM

Date: Wednesday, April 24, 2019

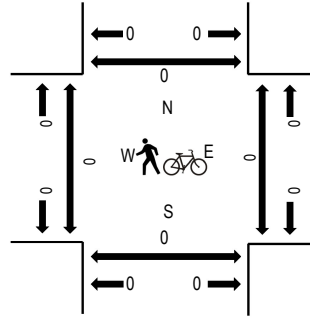
Peak Hour: 04:00 PM - 05:00 PM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DRENNAN INDUSTRIAL Eastbound				DRENNAN INDUSTRIAL Westbound				PLANT ACCESS 1 Northbound				PLANT ACCESS 1 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	4	0	0	3	3	1	0	0	0	2	0	1	0	1	16	32	0	0	0	0
4:15 PM	0	0	6	0	0	0	0	0	0	0	0	1	0	1	0	0	8	20	0	0	0	0
4:30 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	6	13	0	0	0	0
4:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11	0	0	0	0
5:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	11	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
5:30 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4		0	0	0	1
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2		0	0	0	0
Count Total	0	1	21	0	0	3	9	1	0	0	0	3	0	4	0	1	43		0	0	0	1
Peak Hour	0	1	14	0	0	3	5	1	0	0	0	3	0	4	0	1	32		0	0	0	0



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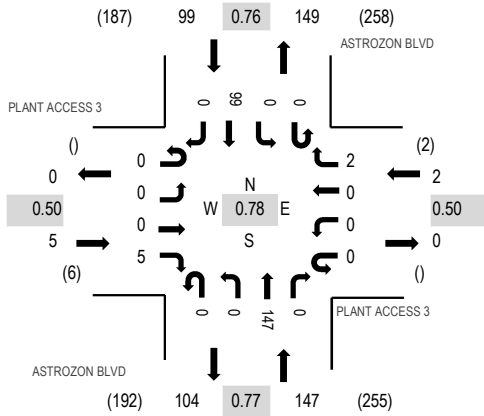
Location: 3 ASTROZON BLVD & PLANT ACCESS 3 PM

Date: Wednesday, April 24, 2019

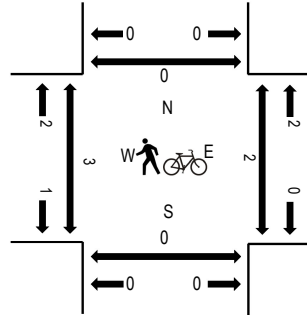
Peak Hour: 04:15 PM - 05:15 PM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

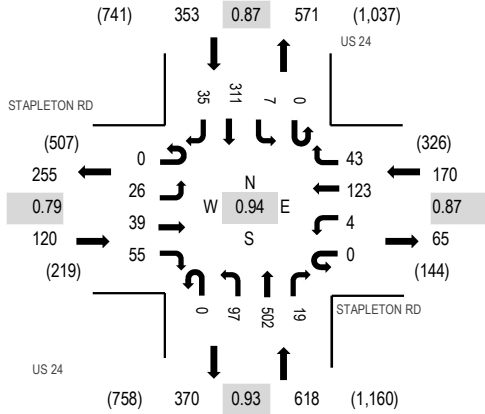
Interval Start Time	PLANT ACCESS 3 Eastbound				PLANT ACCESS 3 Westbound				ASTROZON BLVD Northbound				ASTROZON BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	1	0	0	0	0	0	0	38	0	1	0	32	0	72	244	0	0	0	0
4:15 PM	0	0	0	2	0	0	0	0	0	0	36	0	0	0	32	0	70	253	1	1	0	0
4:30 PM	0	0	0	3	0	0	0	1	0	0	31	0	0	0	17	0	52	237	0	1	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	32	0	0	0	18	0	50	224	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	48	0	0	0	32	0	81	206	2	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	34	0	0	0	20	0	54		0	1	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	21	0	0	0	18	0	39		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	17	0	32		0	0	0	0
Count Total	0	0	0	6	0	0	0	2	0	0	255	0	1	0	186	0	450		3	3	0	0
Peak Hour	0	0	0	5	0	0	0	2	0	0	147	0	0	0	99	0	253		3	2	0	0



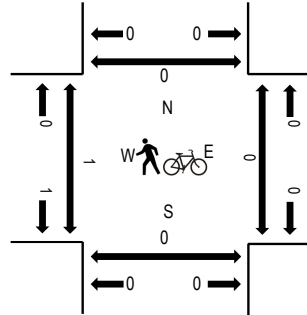
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Location: 4 US 24 & STAPLETON RD PM
Date: Wednesday, April 24, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STAPLETON RD Eastbound				STAPLETON RD Westbound				US 24 Northbound			US 24 Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	0	1	7	10	0	2	25	4	0	24	115	5	0	6	86	8	293	1,185	0	0	0	0
4:15 PM	0	3	11	11	0	2	35	11	0	24	103	5	0	4	81	3	293	1,229	0	0	0	0
4:30 PM	0	3	11	14	0	1	42	6	0	25	97	3	0	4	97	10	313	1,249	0	0	0	0
4:45 PM	0	4	15	9	0	1	23	4	0	23	115	3	0	5	74	10	286	1,250	0	0	0	0
5:00 PM	0	13	13	15	0	3	37	6	0	24	114	14	0	2	88	8	337	1,261	1	0	0	0
5:15 PM	0	4	11	18	0	0	29	12	0	23	129	1	0	4	71	11	313		0	0	0	0
5:30 PM	0	6	11	11	0	1	36	13	0	22	121	4	0	0	79	10	314		0	0	0	0
5:45 PM	0	3	4	11	0	0	21	12	0	28	138	0	0	1	73	6	297		0	0	0	0
Count Total	0	37	83	99	0	10	248	68	0	193	932	35	0	26	649	66	2,446		1	0	0	0
Peak Hour	0	26	39	55	0	4	123	43	0	97	502	19	0	7	311	35	1,261		1	0	0	0



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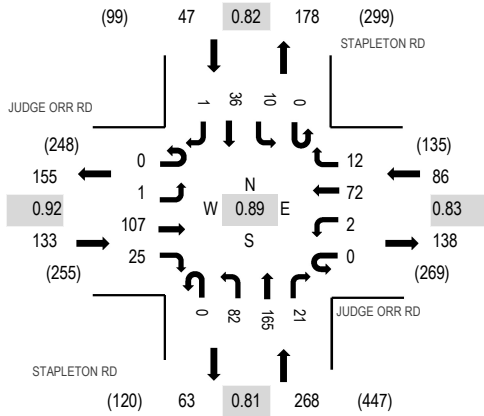
Location: 1 STAPLETON RD & JUDGE ORR RD PM

Date: Thursday, May 2, 2019

Peak Hour: 04:15 PM - 05:15 PM

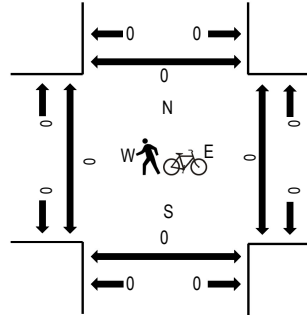
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	JUDGE ORR RD Eastbound				JUDGE ORR RD Westbound				STAPLETON RD Northbound			STAPLETON RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	0	1	18	4	0	0	8	0	0	14	27	3	0	4	12	0	91	502	0	0	0	0
4:15 PM	0	0	30	4	0	1	16	0	0	23	40	6	0	0	4	0	124	534	0	0	0	0
4:30 PM	0	0	26	4	0	0	16	8	0	28	48	7	0	6	7	0	150	523	0	0	0	0
4:45 PM	0	0	27	10	0	1	22	3	0	17	39	4	0	1	12	1	137	484	0	0	0	0
5:00 PM	0	1	24	7	0	0	18	1	0	14	38	4	0	3	13	0	123	434	0	0	0	0
5:15 PM	0	0	29	3	0	1	11	3	0	17	35	3	0	3	8	0	113		0	0	0	0
5:30 PM	0	0	30	5	0	1	10	1	0	12	31	3	0	2	16	0	111		0	0	0	0
5:45 PM	0	0	30	2	0	1	13	0	0	8	23	3	0	3	4	0	87		0	0	0	0
Count Total	0	2	214	39	0	5	114	16	0	133	281	33	0	22	76	1	936		0	0	0	0
Peak Hour	0	1	107	25	0	2	72	12	0	82	165	21	0	10	36	1	534		0	0	0	0

	A	B	C	D	E
1					
2	Start Date: 4/23/2019				
3	Start Time: 12:00:00 AM				
4	Site Code: 1				
5	Station ID: 1				
6	Location 1: PLANT ACCESS #1 S/O DRENNAN INDUSTRIAL				
7	Location 2:				
8					
9	Date	Time	LIGHTS	MEDIUMS	ARTICULATED TRUCKS
10	4/23/2019	12:00 AM	0	0	0
11	4/23/2019	12:15 AM	0	0	0
12	4/23/2019	12:30 AM	0	0	0
13	4/23/2019	12:45 AM	0	0	0
14	4/23/2019	01:00 AM	0	0	0
15	4/23/2019	01:15 AM	0	0	0
16	4/23/2019	01:30 AM	0	0	0
17	4/23/2019	01:45 AM	0	0	0
18	4/23/2019	02:00 AM	0	0	0
19	4/23/2019	02:15 AM	0	0	0
20	4/23/2019	02:30 AM	0	0	0
21	4/23/2019	02:45 AM	0	0	0
22	4/23/2019	03:00 AM	0	0	0
23	4/23/2019	03:15 AM	0	0	0
24	4/23/2019	03:30 AM	0	0	0
25	4/23/2019	03:45 AM	0	0	0
26	4/23/2019	04:00 AM	0	0	0
27	4/23/2019	04:15 AM	0	0	0
28	4/23/2019	04:30 AM	0	0	0
29	4/23/2019	04:45 AM	0	0	0
30	4/23/2019	05:00 AM	0	0	0
31	4/23/2019	05:15 AM	0	0	0
32	4/23/2019	05:30 AM	0	0	0
33	4/23/2019	05:45 AM	0	0	0
34	4/23/2019	06:00 AM	0	0	0
35	4/23/2019	06:15 AM	0	0	0
36	4/23/2019	06:30 AM	0	0	0
37	4/23/2019	06:45 AM	0	0	0
38	4/23/2019	07:00 AM	0	0	0
39	4/23/2019	07:15 AM	0	0	0
40	4/23/2019	07:30 AM	0	0	0
41	4/23/2019	07:45 AM	0	0	0
42	4/23/2019	08:00 AM	0	0	0
43	4/23/2019	08:15 AM	0	0	0
44	4/23/2019	08:30 AM	0	0	0
45	4/23/2019	08:45 AM	0	0	0
46	4/23/2019	09:00 AM	0	0	0
47	4/23/2019	09:15 AM	0	0	0
48	4/23/2019	09:30 AM	0	0	0
49	4/23/2019	09:45 AM	0	0	0

	A	B	C	D	E
50	4/23/2019	10:00 AM	0	0	0
51	4/23/2019	10:15 AM	0	0	0
52	4/23/2019	10:30 AM	0	0	0
53	4/23/2019	10:45 AM	0	0	0
54	4/23/2019	11:00 AM	0	0	0
55	4/23/2019	11:15 AM	0	0	0
56	4/23/2019	11:30 AM	0	0	0
57	4/23/2019	11:45 AM	0	0	0
58	4/23/2019	12:00 PM	0	0	0
59	4/23/2019	12:15 PM	0	0	0
60	4/23/2019	12:30 PM	0	0	0
61	4/23/2019	12:45 PM	0	0	0
62	4/23/2019	01:00 PM	0	0	0
63	4/23/2019	01:15 PM	0	0	0
64	4/23/2019	01:30 PM	0	0	0
65	4/23/2019	01:45 PM	0	0	0
66	4/23/2019	02:00 PM	0	0	0
67	4/23/2019	02:15 PM	0	0	0
68	4/23/2019	02:30 PM	0	0	0
69	4/23/2019	02:45 PM	0	0	0
70	4/23/2019	03:00 PM	0	0	0
71	4/23/2019	03:15 PM	0	0	0
72	4/23/2019	03:30 PM	0	0	0
73	4/23/2019	03:45 PM	0	0	0
74	4/23/2019	04:00 PM	0	0	0
75	4/23/2019	04:15 PM	0	0	0
76	4/23/2019	04:30 PM	0	0	0
77	4/23/2019	04:45 PM	0	0	0
78	4/23/2019	05:00 PM	0	0	0
79	4/23/2019	05:15 PM	0	0	0
80	4/23/2019	05:30 PM	0	0	0
81	4/23/2019	05:45 PM	0	0	0
82	4/23/2019	06:00 PM	0	0	0
83	4/23/2019	06:15 PM	0	0	0
84	4/23/2019	06:30 PM	0	0	0
85	4/23/2019	06:45 PM	0	0	0
86	4/23/2019	07:00 PM	0	0	0
87	4/23/2019	07:15 PM	1	0	0
88	4/23/2019	07:30 PM	0	0	0
89	4/23/2019	07:45 PM	0	0	0
90	4/23/2019	08:00 PM	0	0	0
91	4/23/2019	08:15 PM	0	0	0
92	4/23/2019	08:30 PM	0	0	0
93	4/23/2019	08:45 PM	0	0	0
94	4/23/2019	09:00 PM	0	0	0
95	4/23/2019	09:15 PM	0	0	0
96	4/23/2019	09:30 PM	0	0	0
97	4/23/2019	09:45 PM	0	0	0
98	4/23/2019	10:00 PM	0	0	0
99	4/23/2019	10:15 PM	0	0	0

	A	B	C	D	E
100	4/23/2019	10:30 PM	0	0	0
101	4/23/2019	10:45 PM	0	0	0
102	4/23/2019	11:00 PM	0	0	0
103	4/23/2019	11:15 PM	0	0	0
104	4/23/2019	11:30 PM	0	0	0
105	4/23/2019	11:45 PM	0	0	0
106	4/24/2019	12:00 AM	0	0	0
107	4/24/2019	12:15 AM	0	0	0
108	4/24/2019	12:30 AM	0	0	0
109	4/24/2019	12:45 AM	0	0	0
110	4/24/2019	01:00 AM	0	0	0
111	4/24/2019	01:15 AM	0	0	0
112	4/24/2019	01:30 AM	0	0	0
113	4/24/2019	01:45 AM	0	0	0
114	4/24/2019	02:00 AM	0	0	0
115	4/24/2019	02:15 AM	0	0	0
116	4/24/2019	02:30 AM	0	0	0
117	4/24/2019	02:45 AM	0	0	0
118	4/24/2019	03:00 AM	0	0	0
119	4/24/2019	03:15 AM	0	0	0
120	4/24/2019	03:30 AM	0	0	0
121	4/24/2019	03:45 AM	0	0	0
122	4/24/2019	04:00 AM	0	0	0
123	4/24/2019	04:15 AM	0	0	0
124	4/24/2019	04:30 AM	0	0	0
125	4/24/2019	04:45 AM	0	0	0
126	4/24/2019	05:00 AM	1	0	0
127	4/24/2019	05:15 AM	0	0	0
128	4/24/2019	05:30 AM	0	0	0
129	4/24/2019	05:45 AM	0	0	0
130	4/24/2019	06:00 AM	0	0	0
131	4/24/2019	06:15 AM	0	0	0
132	4/24/2019	06:30 AM	0	0	0
133	4/24/2019	06:45 AM	0	0	0
134	4/24/2019	07:00 AM	0	0	0
135	4/24/2019	07:15 AM	0	0	0
136	4/24/2019	07:30 AM	0	0	0
137	4/24/2019	07:45 AM	0	0	0
138	4/24/2019	08:00 AM	0	0	0
139	4/24/2019	08:15 AM	0	0	0
140	4/24/2019	08:30 AM	0	0	0
141	4/24/2019	08:45 AM	0	0	0
142	4/24/2019	09:00 AM	0	0	0
143	4/24/2019	09:15 AM	0	0	0
144	4/24/2019	09:30 AM	0	0	0
145	4/24/2019	09:45 AM	0	0	0
146	4/24/2019	10:00 AM	0	0	0
147	4/24/2019	10:15 AM	0	0	0
148	4/24/2019	10:30 AM	0	0	0
149	4/24/2019	10:45 AM	0	0	0

	A	B	C	D	E
150	4/24/2019	11:00 AM	0	0	0
151	4/24/2019	11:15 AM	0	0	0
152	4/24/2019	11:30 AM	0	0	0
153	4/24/2019	11:45 AM	0	0	0
154	4/24/2019	12:00 PM	0	0	0
155	4/24/2019	12:15 PM	0	0	0
156	4/24/2019	12:30 PM	0	0	0
157	4/24/2019	12:45 PM	1	0	0
158	4/24/2019	01:00 PM	0	0	0
159	4/24/2019	01:15 PM	0	0	0
160	4/24/2019	01:30 PM	0	0	0
161	4/24/2019	01:45 PM	0	0	0
162	4/24/2019	02:00 PM	0	0	0
163	4/24/2019	02:15 PM	0	0	0
164	4/24/2019	02:30 PM	0	0	0
165	4/24/2019	02:45 PM	0	0	0
166	4/24/2019	03:00 PM	0	0	0
167	4/24/2019	03:15 PM	0	0	0
168	4/24/2019	03:30 PM	0	0	0
169	4/24/2019	03:45 PM	0	1	0
170	4/24/2019	04:00 PM	2	0	0
171	4/24/2019	04:15 PM	0	1	0
172	4/24/2019	04:30 PM	0	0	0
173	4/24/2019	04:45 PM	0	0	0
174	4/24/2019	05:00 PM	0	0	0
175	4/24/2019	05:15 PM	0	0	0
176	4/24/2019	05:30 PM	0	0	0
177	4/24/2019	05:45 PM	0	0	0
178	4/24/2019	06:00 PM	0	0	0
179	4/24/2019	06:15 PM	0	0	0
180	4/24/2019	06:30 PM	0	0	0
181	4/24/2019	06:45 PM	0	0	0
182	4/24/2019	07:00 PM	0	0	0
183	4/24/2019	07:15 PM	0	0	0
184	4/24/2019	07:30 PM	0	0	0
185	4/24/2019	07:45 PM	0	0	0
186	4/24/2019	08:00 PM	0	0	0
187	4/24/2019	08:15 PM	0	0	0
188	4/24/2019	08:30 PM	0	0	0
189	4/24/2019	08:45 PM	0	0	0
190	4/24/2019	09:00 PM	0	0	0
191	4/24/2019	09:15 PM	0	0	0
192	4/24/2019	09:30 PM	0	0	0
193	4/24/2019	09:45 PM	0	0	0
194	4/24/2019	10:00 PM	0	0	0
195	4/24/2019	10:15 PM	0	0	0
196	4/24/2019	10:30 PM	0	0	0
197	4/24/2019	10:45 PM	0	0	0
198	4/24/2019	11:00 PM	0	0	0
199	4/24/2019	11:15 PM	0	0	0

	A	B	C	D	E
200	4/24/2019	11:30 PM	0	0	0
201	4/24/2019	11:45 PM	0	0	0
202			5	2	0

	A	B	C	D	E
1	SB				
2	Start Date: 4/23/2019				
3	Start Time: 12:00:00 AM				
4	Site Code: 1				
5	Station ID: 1				
6	Location 1: PLANT ACCESS #1 S/O DRENNAN INDUSTRIAL				
7	Location 2:				
8					
9	Date	Time	LIGHTS	MEDIUMS	ARTICULATED TRUCKS
10	4/23/2019	12:00 AM	0	0	0
11	4/23/2019	12:15 AM	0	0	0
12	4/23/2019	12:30 AM	0	0	0
13	4/23/2019	12:45 AM	0	0	0
14	4/23/2019	01:00 AM	0	0	0
15	4/23/2019	01:15 AM	0	0	0
16	4/23/2019	01:30 AM	0	0	0
17	4/23/2019	01:45 AM	0	0	0
18	4/23/2019	02:00 AM	0	0	0
19	4/23/2019	02:15 AM	0	0	0
20	4/23/2019	02:30 AM	0	0	0
21	4/23/2019	02:45 AM	0	0	0
22	4/23/2019	03:00 AM	0	0	0
23	4/23/2019	03:15 AM	0	0	0
24	4/23/2019	03:30 AM	0	0	0
25	4/23/2019	03:45 AM	0	0	0
26	4/23/2019	04:00 AM	0	0	0
27	4/23/2019	04:15 AM	0	0	0
28	4/23/2019	04:30 AM	0	0	0
29	4/23/2019	04:45 AM	0	0	0
30	4/23/2019	05:00 AM	0	0	0
31	4/23/2019	05:15 AM	0	0	0
32	4/23/2019	05:30 AM	1	0	0
33	4/23/2019	05:45 AM	0	0	1
34	4/23/2019	06:00 AM	1	0	0
35	4/23/2019	06:15 AM	0	0	0
36	4/23/2019	06:30 AM	0	0	0
37	4/23/2019	06:45 AM	0	0	1
38	4/23/2019	07:00 AM	0	0	2
39	4/23/2019	07:15 AM	1	0	2
40	4/23/2019	07:30 AM	1	0	0
41	4/23/2019	07:45 AM	1	0	1
42	4/23/2019	08:00 AM	1	0	0
43	4/23/2019	08:15 AM	1	1	0
44	4/23/2019	08:30 AM	0	0	0
45	4/23/2019	08:45 AM	0	0	1
46	4/23/2019	09:00 AM	1	0	0
47	4/23/2019	09:15 AM	0	0	3

	A	B	C	D	E
48	4/23/2019	09:30 AM	0	0	1
49	4/23/2019	09:45 AM	0	0	0
50	4/23/2019	10:00 AM	0	1	1
51	4/23/2019	10:15 AM	0	0	0
52	4/23/2019	10:30 AM	0	1	0
53	4/23/2019	10:45 AM	0	0	1
54	4/23/2019	11:00 AM	0	0	0
55	4/23/2019	11:15 AM	0	0	2
56	4/23/2019	11:30 AM	0	0	1
57	4/23/2019	11:45 AM	0	0	1
58	4/23/2019	12:00 PM	0	0	3
59	4/23/2019	12:15 PM	1	0	0
60	4/23/2019	12:30 PM	0	0	2
61	4/23/2019	12:45 PM	0	0	1
62	4/23/2019	01:00 PM	0	0	2
63	4/23/2019	01:15 PM	2	0	1
64	4/23/2019	01:30 PM	0	3	0
65	4/23/2019	01:45 PM	0	0	2
66	4/23/2019	02:00 PM	0	0	1
67	4/23/2019	02:15 PM	0	0	2
68	4/23/2019	02:30 PM	0	0	2
69	4/23/2019	02:45 PM	0	0	1
70	4/23/2019	03:00 PM	0	0	2
71	4/23/2019	03:15 PM	1	0	0
72	4/23/2019	03:30 PM	1	0	0
73	4/23/2019	03:45 PM	0	0	1
74	4/23/2019	04:00 PM	0	0	2
75	4/23/2019	04:15 PM	0	0	0
76	4/23/2019	04:30 PM	0	0	1
77	4/23/2019	04:45 PM	0	1	1
78	4/23/2019	05:00 PM	0	0	0
79	4/23/2019	05:15 PM	0	0	0
80	4/23/2019	05:30 PM	0	0	0
81	4/23/2019	05:45 PM	0	0	0
82	4/23/2019	06:00 PM	0	0	0
83	4/23/2019	06:15 PM	0	0	0
84	4/23/2019	06:30 PM	0	0	0
85	4/23/2019	06:45 PM	0	0	0
86	4/23/2019	07:00 PM	0	0	0
87	4/23/2019	07:15 PM	0	0	0
88	4/23/2019	07:30 PM	0	0	0
89	4/23/2019	07:45 PM	0	0	0
90	4/23/2019	08:00 PM	0	0	0
91	4/23/2019	08:15 PM	0	0	0
92	4/23/2019	08:30 PM	0	0	0
93	4/23/2019	08:45 PM	0	0	0
94	4/23/2019	09:00 PM	0	0	0
95	4/23/2019	09:15 PM	0	0	0

	A	B	C	D	E
96	4/23/2019	09:30 PM	0	0	0
97	4/23/2019	09:45 PM	0	0	0
98	4/23/2019	10:00 PM	0	0	0
99	4/23/2019	10:15 PM	0	0	0
100	4/23/2019	10:30 PM	0	0	0
101	4/23/2019	10:45 PM	0	0	0
102	4/23/2019	11:00 PM	0	0	0
103	4/23/2019	11:15 PM	0	0	0
104	4/23/2019	11:30 PM	0	0	0
105	4/23/2019	11:45 PM	0	0	0
106	4/24/2019	12:00 AM	0	0	0
107	4/24/2019	12:15 AM	0	0	0
108	4/24/2019	12:30 AM	0	0	0
109	4/24/2019	12:45 AM	0	0	0
110	4/24/2019	01:00 AM	0	0	0
111	4/24/2019	01:15 AM	0	0	0
112	4/24/2019	01:30 AM	0	0	0
113	4/24/2019	01:45 AM	0	0	0
114	4/24/2019	02:00 AM	0	0	0
115	4/24/2019	02:15 AM	0	0	0
116	4/24/2019	02:30 AM	0	0	0
117	4/24/2019	02:45 AM	0	0	0
118	4/24/2019	03:00 AM	0	0	0
119	4/24/2019	03:15 AM	0	0	0
120	4/24/2019	03:30 AM	0	0	0
121	4/24/2019	03:45 AM	0	0	0
122	4/24/2019	04:00 AM	0	0	0
123	4/24/2019	04:15 AM	0	0	0
124	4/24/2019	04:30 AM	0	0	0
125	4/24/2019	04:45 AM	0	0	0
126	4/24/2019	05:00 AM	0	0	0
127	4/24/2019	05:15 AM	0	0	0
128	4/24/2019	05:30 AM	1	0	0
129	4/24/2019	05:45 AM	0	0	1
130	4/24/2019	06:00 AM	1	0	0
131	4/24/2019	06:15 AM	1	0	0
132	4/24/2019	06:30 AM	0	0	0
133	4/24/2019	06:45 AM	0	0	0
134	4/24/2019	07:00 AM	1	0	2
135	4/24/2019	07:15 AM	1	0	1
136	4/24/2019	07:30 AM	0	0	2
137	4/24/2019	07:45 AM	0	0	1
138	4/24/2019	08:00 AM	0	1	2
139	4/24/2019	08:15 AM	2	0	0
140	4/24/2019	08:30 AM	0	0	0
141	4/24/2019	08:45 AM	0	0	0
142	4/24/2019	09:00 AM	0	0	3
143	4/24/2019	09:15 AM	0	0	1

	A	B	C	D	E
144	4/24/2019	09:30 AM	0	0	1
145	4/24/2019	09:45 AM	0	0	0
146	4/24/2019	10:00 AM	0	0	3
147	4/24/2019	10:15 AM	0	0	2
148	4/24/2019	10:30 AM	0	0	0
149	4/24/2019	10:45 AM	0	0	0
150	4/24/2019	11:00 AM	0	0	1
151	4/24/2019	11:15 AM	0	0	1
152	4/24/2019	11:30 AM	0	0	2
153	4/24/2019	11:45 AM	0	0	5
154	4/24/2019	12:00 PM	1	0	0
155	4/24/2019	12:15 PM	0	0	1
156	4/24/2019	12:30 PM	1	0	2
157	4/24/2019	12:45 PM	1	0	0
158	4/24/2019	01:00 PM	0	1	2
159	4/24/2019	01:15 PM	0	0	4
160	4/24/2019	01:30 PM	0	0	0
161	4/24/2019	01:45 PM	0	0	5
162	4/24/2019	02:00 PM	0	0	0
163	4/24/2019	02:15 PM	0	0	2
164	4/24/2019	02:30 PM	0	0	3
165	4/24/2019	02:45 PM	1	0	1
166	4/24/2019	03:00 PM	0	0	3
167	4/24/2019	03:15 PM	0	0	0
168	4/24/2019	03:30 PM	0	0	4
169	4/24/2019	03:45 PM	2	0	2
170	4/24/2019	04:00 PM	0	0	3
171	4/24/2019	04:15 PM	0	0	0
172	4/24/2019	04:30 PM	0	0	0
173	4/24/2019	04:45 PM	0	0	0
174	4/24/2019	05:00 PM	0	0	0
175	4/24/2019	05:15 PM	0	0	0
176	4/24/2019	05:30 PM	0	0	0
177	4/24/2019	05:45 PM	0	0	0
178	4/24/2019	06:00 PM	0	0	0
179	4/24/2019	06:15 PM	0	0	0
180	4/24/2019	06:30 PM	0	0	0
181	4/24/2019	06:45 PM	0	0	0
182	4/24/2019	07:00 PM	0	0	0
183	4/24/2019	07:15 PM	0	0	0
184	4/24/2019	07:30 PM	0	0	0
185	4/24/2019	07:45 PM	0	0	0
186	4/24/2019	08:00 PM	0	0	0
187	4/24/2019	08:15 PM	0	0	0
188	4/24/2019	08:30 PM	0	0	0
189	4/24/2019	08:45 PM	0	0	0
190	4/24/2019	09:00 PM	0	0	0
191	4/24/2019	09:15 PM	0	0	0

	A	B	C	D	E
192	4/24/2019	09:30 PM	0	0	0
193	4/24/2019	09:45 PM	0	0	0
194	4/24/2019	10:00 PM	0	0	0
195	4/24/2019	10:15 PM	0	0	0
196	4/24/2019	10:30 PM	0	0	0
197	4/24/2019	10:45 PM	0	0	0
198	4/24/2019	11:00 PM	0	0	0
199	4/24/2019	11:15 PM	0	0	0
200	4/24/2019	11:30 PM	0	0	0
201	4/24/2019	11:45 PM	0	0	0
202			26	9	102

	A	B	C	D	E
1					
2	Start Date: 4/23/2019				
3	Start Time: 12:00:00 AM				
4	Site Code: 2.5				
5	Station ID: 2.5				
6	Location 1: PLANT ACCESS #2 S/O DRENNAN INDUSTRIAL				
7	Location 2:				
8					
9	Date	Time	LIGHTS	MEDIUMS	ARTICULATED TRUCKS
10	4/23/2019	12:00 AM	0	0	0
11	4/23/2019	12:15 AM	0	0	0
12	4/23/2019	12:30 AM	0	0	0
13	4/23/2019	12:45 AM	0	0	0
14	4/23/2019	01:00 AM	0	0	0
15	4/23/2019	01:15 AM	0	0	0
16	4/23/2019	01:30 AM	0	0	0
17	4/23/2019	01:45 AM	0	0	0
18	4/23/2019	02:00 AM	0	0	0
19	4/23/2019	02:15 AM	0	0	0
20	4/23/2019	02:30 AM	0	0	0
21	4/23/2019	02:45 AM	0	0	0
22	4/23/2019	03:00 AM	0	0	0
23	4/23/2019	03:15 AM	0	0	0
24	4/23/2019	03:30 AM	0	0	0
25	4/23/2019	03:45 AM	0	0	0
26	4/23/2019	04:00 AM	0	0	0
27	4/23/2019	04:15 AM	0	0	0
28	4/23/2019	04:30 AM	0	0	0
29	4/23/2019	04:45 AM	0	0	0
30	4/23/2019	05:00 AM	0	0	0
31	4/23/2019	05:15 AM	0	0	0
32	4/23/2019	05:30 AM	0	2	0
33	4/23/2019	05:45 AM	0	1	0
34	4/23/2019	06:00 AM	0	1	0
35	4/23/2019	06:15 AM	0	2	0
36	4/23/2019	06:30 AM	0	2	0
37	4/23/2019	06:45 AM	0	0	0
38	4/23/2019	07:00 AM	0	2	0
39	4/23/2019	07:15 AM	1	0	0
40	4/23/2019	07:30 AM	2	2	0
41	4/23/2019	07:45 AM	2	1	0
42	4/23/2019	08:00 AM	0	2	0
43	4/23/2019	08:15 AM	0	3	0
44	4/23/2019	08:30 AM	1	2	0
45	4/23/2019	08:45 AM	0	2	0
46	4/23/2019	09:00 AM	0	3	0
47	4/23/2019	09:15 AM	0	2	0
48	4/23/2019	09:30 AM	1	4	0
49	4/23/2019	09:45 AM	0	3	0

	A	B	C	D	E
50	4/23/2019	10:00 AM	0	1	0
51	4/23/2019	10:15 AM	0	2	0
52	4/23/2019	10:30 AM	0	3	0
53	4/23/2019	10:45 AM	1	3	0
54	4/23/2019	11:00 AM	0	2	0
55	4/23/2019	11:15 AM	0	3	0
56	4/23/2019	11:30 AM	0	2	0
57	4/23/2019	11:45 AM	1	0	0
58	4/23/2019	12:00 PM	2	2	0
59	4/23/2019	12:15 PM	0	3	0
60	4/23/2019	12:30 PM	0	0	0
61	4/23/2019	12:45 PM	0	0	0
62	4/23/2019	01:00 PM	1	0	0
63	4/23/2019	01:15 PM	0	1	0
64	4/23/2019	01:30 PM	0	1	0
65	4/23/2019	01:45 PM	0	2	0
66	4/23/2019	02:00 PM	0	0	0
67	4/23/2019	02:15 PM	1	1	0
68	4/23/2019	02:30 PM	0	1	0
69	4/23/2019	02:45 PM	0	0	0
70	4/23/2019	03:00 PM	1	1	0
71	4/23/2019	03:15 PM	0	0	0
72	4/23/2019	03:30 PM	0	1	0
73	4/23/2019	03:45 PM	3	0	0
74	4/23/2019	04:00 PM	2	1	0
75	4/23/2019	04:15 PM	0	1	0
76	4/23/2019	04:30 PM	0	2	0
77	4/23/2019	04:45 PM	0	1	1
78	4/23/2019	05:00 PM	1	0	1
79	4/23/2019	05:15 PM	0	0	0
80	4/23/2019	05:30 PM	1	0	1
81	4/23/2019	05:45 PM	0	0	0
82	4/23/2019	06:00 PM	1	0	0
83	4/23/2019	06:15 PM	0	0	0
84	4/23/2019	06:30 PM	0	0	0
85	4/23/2019	06:45 PM	0	0	0
86	4/23/2019	07:00 PM	0	1	0
87	4/23/2019	07:15 PM	0	0	0
88	4/23/2019	07:30 PM	0	0	0
89	4/23/2019	07:45 PM	0	0	0
90	4/23/2019	08:00 PM	0	0	0
91	4/23/2019	08:15 PM	0	0	0
92	4/23/2019	08:30 PM	0	0	0
93	4/23/2019	08:45 PM	0	0	0
94	4/23/2019	09:00 PM	0	0	0
95	4/23/2019	09:15 PM	0	0	0
96	4/23/2019	09:30 PM	0	0	0
97	4/23/2019	09:45 PM	0	0	0
98	4/23/2019	10:00 PM	0	1	0
99	4/23/2019	10:15 PM	0	0	0

	A	B	C	D	E
100	4/23/2019	10:30 PM	0	0	0
101	4/23/2019	10:45 PM	0	0	0
102	4/23/2019	11:00 PM	0	0	0
103	4/23/2019	11:15 PM	0	0	0
104	4/23/2019	11:30 PM	0	0	0
105	4/23/2019	11:45 PM	0	0	0
106	4/24/2019	12:00 AM	0	0	0
107	4/24/2019	12:15 AM	0	0	0
108	4/24/2019	12:30 AM	0	0	0
109	4/24/2019	12:45 AM	0	0	0
110	4/24/2019	01:00 AM	0	0	0
111	4/24/2019	01:15 AM	0	0	0
112	4/24/2019	01:30 AM	0	0	0
113	4/24/2019	01:45 AM	0	0	0
114	4/24/2019	02:00 AM	0	0	0
115	4/24/2019	02:15 AM	0	0	0
116	4/24/2019	02:30 AM	0	0	0
117	4/24/2019	02:45 AM	0	0	0
118	4/24/2019	03:00 AM	0	0	0
119	4/24/2019	03:15 AM	0	0	0
120	4/24/2019	03:30 AM	0	0	0
121	4/24/2019	03:45 AM	0	0	0
122	4/24/2019	04:00 AM	0	0	0
123	4/24/2019	04:15 AM	0	0	0
124	4/24/2019	04:30 AM	0	0	0
125	4/24/2019	04:45 AM	0	0	0
126	4/24/2019	05:00 AM	0	0	0
127	4/24/2019	05:15 AM	0	1	0
128	4/24/2019	05:30 AM	0	0	0
129	4/24/2019	05:45 AM	0	1	0
130	4/24/2019	06:00 AM	0	2	0
131	4/24/2019	06:15 AM	0	2	0
132	4/24/2019	06:30 AM	0	3	0
133	4/24/2019	06:45 AM	1	2	0
134	4/24/2019	07:00 AM	0	1	0
135	4/24/2019	07:15 AM	0	5	0
136	4/24/2019	07:30 AM	3	1	0
137	4/24/2019	07:45 AM	1	1	0
138	4/24/2019	08:00 AM	0	3	0
139	4/24/2019	08:15 AM	0	0	0
140	4/24/2019	08:30 AM	0	2	0
141	4/24/2019	08:45 AM	0	3	0
142	4/24/2019	09:00 AM	0	0	0
143	4/24/2019	09:15 AM	0	2	0
144	4/24/2019	09:30 AM	0	2	0
145	4/24/2019	09:45 AM	0	4	0
146	4/24/2019	10:00 AM	0	1	0
147	4/24/2019	10:15 AM	0	1	0
148	4/24/2019	10:30 AM	0	2	0
149	4/24/2019	10:45 AM	2	2	0

	A	B	C	D	E
150	4/24/2019	11:00 AM	0	1	0
151	4/24/2019	11:15 AM	1	4	0
152	4/24/2019	11:30 AM	0	2	0
153	4/24/2019	11:45 AM	0	2	0
154	4/24/2019	12:00 PM	1	2	0
155	4/24/2019	12:15 PM	1	2	0
156	4/24/2019	12:30 PM	1	2	0
157	4/24/2019	12:45 PM	0	2	0
158	4/24/2019	01:00 PM	1	1	1
159	4/24/2019	01:15 PM	0	0	0
160	4/24/2019	01:30 PM	0	1	0
161	4/24/2019	01:45 PM	0	3	0
162	4/24/2019	02:00 PM	0	1	0
163	4/24/2019	02:15 PM	0	1	0
164	4/24/2019	02:30 PM	0	0	0
165	4/24/2019	02:45 PM	0	1	0
166	4/24/2019	03:00 PM	1	0	0
167	4/24/2019	03:15 PM	0	0	3
168	4/24/2019	03:30 PM	2	0	1
169	4/24/2019	03:45 PM	0	0	0
170	4/24/2019	04:00 PM	1	0	0
171	4/24/2019	04:15 PM	0	1	0
172	4/24/2019	04:30 PM	0	0	0
173	4/24/2019	04:45 PM	0	0	0
174	4/24/2019	05:00 PM	0	0	0
175	4/24/2019	05:15 PM	0	1	0
176	4/24/2019	05:30 PM	1	0	0
177	4/24/2019	05:45 PM	0	0	0
178	4/24/2019	06:00 PM	0	0	0
179	4/24/2019	06:15 PM	0	0	0
180	4/24/2019	06:30 PM	0	1	0
181	4/24/2019	06:45 PM	0	0	0
182	4/24/2019	07:00 PM	0	0	0
183	4/24/2019	07:15 PM	0	0	0
184	4/24/2019	07:30 PM	0	0	0
185	4/24/2019	07:45 PM	0	0	0
186	4/24/2019	08:00 PM	0	0	0
187	4/24/2019	08:15 PM	0	0	0
188	4/24/2019	08:30 PM	0	0	0
189	4/24/2019	08:45 PM	0	0	0
190	4/24/2019	09:00 PM	0	0	0
191	4/24/2019	09:15 PM	0	0	0
192	4/24/2019	09:30 PM	0	0	0
193	4/24/2019	09:45 PM	0	0	0
194	4/24/2019	10:00 PM	0	0	0
195	4/24/2019	10:15 PM	0	0	0
196	4/24/2019	10:30 PM	0	0	0
197	4/24/2019	10:45 PM	0	0	0
198	4/24/2019	11:00 PM	0	0	0
199	4/24/2019	11:15 PM	0	0	0

	A	B	C	D	E
200	4/24/2019	11:30 PM	0	0	0
201	4/24/2019	11:45 PM	0	0	0
202			39	139	8

	A	B	C	D	E
1	SB				
2	Start Date: 4/23/2019				
3	Start Time: 12:00:00 AM				
4	Site Code: 2.5				
5	Station ID: 2.5				
6	Location 1: PLANT ACCESS #2 S/O DRENNAN INDUSTRIAL				
7	Location 2:				
8					
9	Date	Time	LIGHTS	MEDIUMS	ARTICULATED TRUCKS
10	4/23/2019	12:00 AM	0	0	0
11	4/23/2019	12:15 AM	0	0	0
12	4/23/2019	12:30 AM	0	0	0
13	4/23/2019	12:45 AM	0	0	0
14	4/23/2019	01:00 AM	0	0	0
15	4/23/2019	01:15 AM	0	0	0
16	4/23/2019	01:30 AM	0	0	0
17	4/23/2019	01:45 AM	0	0	0
18	4/23/2019	02:00 AM	0	0	0
19	4/23/2019	02:15 AM	0	0	0
20	4/23/2019	02:30 AM	0	0	0
21	4/23/2019	02:45 AM	0	0	0
22	4/23/2019	03:00 AM	0	0	0
23	4/23/2019	03:15 AM	0	0	0
24	4/23/2019	03:30 AM	0	0	0
25	4/23/2019	03:45 AM	0	0	0
26	4/23/2019	04:00 AM	0	0	0
27	4/23/2019	04:15 AM	0	0	0
28	4/23/2019	04:30 AM	0	0	0
29	4/23/2019	04:45 AM	0	0	0
30	4/23/2019	05:00 AM	0	0	0
31	4/23/2019	05:15 AM	0	0	0
32	4/23/2019	05:30 AM	0	1	0
33	4/23/2019	05:45 AM	0	1	0
34	4/23/2019	06:00 AM	3	0	0
35	4/23/2019	06:15 AM	0	0	0
36	4/23/2019	06:30 AM	0	1	0
37	4/23/2019	06:45 AM	0	0	0
38	4/23/2019	07:00 AM	0	1	0
39	4/23/2019	07:15 AM	1	0	0
40	4/23/2019	07:30 AM	0	0	0
41	4/23/2019	07:45 AM	0	0	0
42	4/23/2019	08:00 AM	0	5	0
43	4/23/2019	08:15 AM	0	0	0
44	4/23/2019	08:30 AM	0	1	0
45	4/23/2019	08:45 AM	0	2	0
46	4/23/2019	09:00 AM	0	3	0
47	4/23/2019	09:15 AM	0	2	0

	A	B	C	D	E
48	4/23/2019	09:30 AM	0	3	0
49	4/23/2019	09:45 AM	0	1	0
50	4/23/2019	10:00 AM	0	2	0
51	4/23/2019	10:15 AM	0	3	0
52	4/23/2019	10:30 AM	0	6	0
53	4/23/2019	10:45 AM	0	1	0
54	4/23/2019	11:00 AM	0	3	0
55	4/23/2019	11:15 AM	0	1	0
56	4/23/2019	11:30 AM	0	1	0
57	4/23/2019	11:45 AM	1	1	0
58	4/23/2019	12:00 PM	0	0	0
59	4/23/2019	12:15 PM	0	1	0
60	4/23/2019	12:30 PM	0	1	0
61	4/23/2019	12:45 PM	0	1	0
62	4/23/2019	01:00 PM	0	2	0
63	4/23/2019	01:15 PM	0	0	0
64	4/23/2019	01:30 PM	0	4	0
65	4/23/2019	01:45 PM	0	0	0
66	4/23/2019	02:00 PM	0	1	0
67	4/23/2019	02:15 PM	0	2	0
68	4/23/2019	02:30 PM	0	0	0
69	4/23/2019	02:45 PM	0	0	0
70	4/23/2019	03:00 PM	1	0	1
71	4/23/2019	03:15 PM	0	1	2
72	4/23/2019	03:30 PM	1	0	0
73	4/23/2019	03:45 PM	0	1	0
74	4/23/2019	04:00 PM	0	3	0
75	4/23/2019	04:15 PM	0	2	0
76	4/23/2019	04:30 PM	0	3	0
77	4/23/2019	04:45 PM	0	1	0
78	4/23/2019	05:00 PM	0	3	0
79	4/23/2019	05:15 PM	0	4	0
80	4/23/2019	05:30 PM	1	1	0
81	4/23/2019	05:45 PM	0	1	0
82	4/23/2019	06:00 PM	1	4	0
83	4/23/2019	06:15 PM	0	4	0
84	4/23/2019	06:30 PM	0	4	0
85	4/23/2019	06:45 PM	0	1	0
86	4/23/2019	07:00 PM	0	1	0
87	4/23/2019	07:15 PM	0	2	0
88	4/23/2019	07:30 PM	0	0	0
89	4/23/2019	07:45 PM	0	0	0
90	4/23/2019	08:00 PM	0	0	0
91	4/23/2019	08:15 PM	0	0	0
92	4/23/2019	08:30 PM	0	1	0
93	4/23/2019	08:45 PM	0	0	0
94	4/23/2019	09:00 PM	0	0	0
95	4/23/2019	09:15 PM	0	0	0

	A	B	C	D	E
96	4/23/2019	09:30 PM	0	0	0
97	4/23/2019	09:45 PM	0	0	0
98	4/23/2019	10:00 PM	0	0	0
99	4/23/2019	10:15 PM	0	0	0
100	4/23/2019	10:30 PM	0	0	0
101	4/23/2019	10:45 PM	0	0	0
102	4/23/2019	11:00 PM	0	0	0
103	4/23/2019	11:15 PM	0	0	0
104	4/23/2019	11:30 PM	0	0	0
105	4/23/2019	11:45 PM	0	0	0
106	4/24/2019	12:00 AM	0	0	0
107	4/24/2019	12:15 AM	0	0	0
108	4/24/2019	12:30 AM	0	0	0
109	4/24/2019	12:45 AM	0	0	0
110	4/24/2019	01:00 AM	0	0	0
111	4/24/2019	01:15 AM	0	0	0
112	4/24/2019	01:30 AM	0	0	0
113	4/24/2019	01:45 AM	0	0	0
114	4/24/2019	02:00 AM	0	0	0
115	4/24/2019	02:15 AM	0	0	0
116	4/24/2019	02:30 AM	0	0	0
117	4/24/2019	02:45 AM	0	0	0
118	4/24/2019	03:00 AM	0	0	0
119	4/24/2019	03:15 AM	0	0	0
120	4/24/2019	03:30 AM	0	0	0
121	4/24/2019	03:45 AM	0	0	0
122	4/24/2019	04:00 AM	0	0	0
123	4/24/2019	04:15 AM	0	0	0
124	4/24/2019	04:30 AM	1	0	0
125	4/24/2019	04:45 AM	0	0	0
126	4/24/2019	05:00 AM	0	0	0
127	4/24/2019	05:15 AM	0	0	0
128	4/24/2019	05:30 AM	0	0	0
129	4/24/2019	05:45 AM	0	1	0
130	4/24/2019	06:00 AM	0	1	0
131	4/24/2019	06:15 AM	0	0	0
132	4/24/2019	06:30 AM	0	1	0
133	4/24/2019	06:45 AM	0	1	0
134	4/24/2019	07:00 AM	0	1	0
135	4/24/2019	07:15 AM	0	0	0
136	4/24/2019	07:30 AM	2	0	0
137	4/24/2019	07:45 AM	1	2	0
138	4/24/2019	08:00 AM	0	1	0
139	4/24/2019	08:15 AM	0	4	0
140	4/24/2019	08:30 AM	0	1	0
141	4/24/2019	08:45 AM	0	2	0
142	4/24/2019	09:00 AM	0	6	0
143	4/24/2019	09:15 AM	0	3	0

	A	B	C	D	E
144	4/24/2019	09:30 AM	0	1	0
145	4/24/2019	09:45 AM	0	2	0
146	4/24/2019	10:00 AM	0	3	0
147	4/24/2019	10:15 AM	0	2	0
148	4/24/2019	10:30 AM	0	3	0
149	4/24/2019	10:45 AM	0	2	0
150	4/24/2019	11:00 AM	0	2	0
151	4/24/2019	11:15 AM	0	1	0
152	4/24/2019	11:30 AM	1	0	0
153	4/24/2019	11:45 AM	0	0	0
154	4/24/2019	12:00 PM	0	2	0
155	4/24/2019	12:15 PM	1	2	0
156	4/24/2019	12:30 PM	1	1	0
157	4/24/2019	12:45 PM	0	1	0
158	4/24/2019	01:00 PM	1	1	0
159	4/24/2019	01:15 PM	0	2	0
160	4/24/2019	01:30 PM	0	1	0
161	4/24/2019	01:45 PM	0	2	0
162	4/24/2019	02:00 PM	0	1	0
163	4/24/2019	02:15 PM	1	1	0
164	4/24/2019	02:30 PM	0	3	0
165	4/24/2019	02:45 PM	0	0	0
166	4/24/2019	03:00 PM	0	0	0
167	4/24/2019	03:15 PM	0	1	0
168	4/24/2019	03:30 PM	0	0	0
169	4/24/2019	03:45 PM	0	1	0
170	4/24/2019	04:00 PM	0	2	0
171	4/24/2019	04:15 PM	0	2	0
172	4/24/2019	04:30 PM	0	1	0
173	4/24/2019	04:45 PM	0	2	0
174	4/24/2019	05:00 PM	0	6	0
175	4/24/2019	05:15 PM	0	2	0
176	4/24/2019	05:30 PM	0	2	0
177	4/24/2019	05:45 PM	0	3	0
178	4/24/2019	06:00 PM	0	1	0
179	4/24/2019	06:15 PM	0	2	0
180	4/24/2019	06:30 PM	0	4	0
181	4/24/2019	06:45 PM	0	0	0
182	4/24/2019	07:00 PM	0	2	0
183	4/24/2019	07:15 PM	0	0	0
184	4/24/2019	07:30 PM	0	0	0
185	4/24/2019	07:45 PM	0	0	0
186	4/24/2019	08:00 PM	0	0	0
187	4/24/2019	08:15 PM	0	0	0
188	4/24/2019	08:30 PM	0	0	0
189	4/24/2019	08:45 PM	0	0	0
190	4/24/2019	09:00 PM	0	0	0
191	4/24/2019	09:15 PM	0	0	0

	A	B	C	D	E
192	4/24/2019	09:30 PM	0	0	0
193	4/24/2019	09:45 PM	0	0	0
194	4/24/2019	10:00 PM	0	0	0
195	4/24/2019	10:15 PM	0	0	0
196	4/24/2019	10:30 PM	0	0	0
197	4/24/2019	10:45 PM	0	0	0
198	4/24/2019	11:00 PM	0	0	0
199	4/24/2019	11:15 PM	0	0	0
200	4/24/2019	11:30 PM	0	0	0
201	4/24/2019	11:45 PM	0	0	0
202			18	176	3

	A	B	C	D	E
1					
2	Start Date: 4/23/2019				
3	Start Time: 12:00:00 AM				
4	Site Code: 3				
5	Station ID: 3				
6	Location 1: PLANT ACCESS #3 W/O ASTROZON BLVD				
7	Location 2:				
8					
9	Date	Time	LIGHTS	MEDIUMS	ARTICULATED TRUCKS
10	4/23/2019	12:00 AM	0	0	0
11	4/23/2019	12:15 AM	0	0	0
12	4/23/2019	12:30 AM	0	0	0
13	4/23/2019	12:45 AM	0	0	0
14	4/23/2019	01:00 AM	0	0	0
15	4/23/2019	01:15 AM	0	0	0
16	4/23/2019	01:30 AM	0	0	0
17	4/23/2019	01:45 AM	0	0	0
18	4/23/2019	02:00 AM	0	0	0
19	4/23/2019	02:15 AM	0	0	0
20	4/23/2019	02:30 AM	0	0	0
21	4/23/2019	02:45 AM	0	0	0
22	4/23/2019	03:00 AM	0	0	0
23	4/23/2019	03:15 AM	0	0	0
24	4/23/2019	03:30 AM	0	0	0
25	4/23/2019	03:45 AM	0	0	0
26	4/23/2019	04:00 AM	0	0	0
27	4/23/2019	04:15 AM	0	0	0
28	4/23/2019	04:30 AM	0	0	0
29	4/23/2019	04:45 AM	0	0	0
30	4/23/2019	05:00 AM	0	0	1
31	4/23/2019	05:15 AM	0	0	0
32	4/23/2019	05:30 AM	0	0	0
33	4/23/2019	05:45 AM	0	0	1
34	4/23/2019	06:00 AM	0	0	0
35	4/23/2019	06:15 AM	0	0	0
36	4/23/2019	06:30 AM	0	2	0
37	4/23/2019	06:45 AM	0	2	1
38	4/23/2019	07:00 AM	0	1	0
39	4/23/2019	07:15 AM	1	0	2
40	4/23/2019	07:30 AM	0	0	2
41	4/23/2019	07:45 AM	0	0	0
42	4/23/2019	08:00 AM	0	1	0
43	4/23/2019	08:15 AM	0	0	1
44	4/23/2019	08:30 AM	0	1	0
45	4/23/2019	08:45 AM	0	0	0
46	4/23/2019	09:00 AM	0	1	0
47	4/23/2019	09:15 AM	0	1	1
48	4/23/2019	09:30 AM	0	0	1
49	4/23/2019	09:45 AM	0	0	2

	A	B	C	D	E
50	4/23/2019	10:00 AM	0	2	0
51	4/23/2019	10:15 AM	0	0	2
52	4/23/2019	10:30 AM	0	0	0
53	4/23/2019	10:45 AM	0	2	0
54	4/23/2019	11:00 AM	0	1	1
55	4/23/2019	11:15 AM	0	0	1
56	4/23/2019	11:30 AM	0	0	0
57	4/23/2019	11:45 AM	0	0	0
58	4/23/2019	12:00 PM	0	0	1
59	4/23/2019	12:15 PM	0	0	3
60	4/23/2019	12:30 PM	0	0	1
61	4/23/2019	12:45 PM	0	0	2
62	4/23/2019	01:00 PM	0	0	1
63	4/23/2019	01:15 PM	0	0	2
64	4/23/2019	01:30 PM	0	2	0
65	4/23/2019	01:45 PM	0	0	0
66	4/23/2019	02:00 PM	0	2	2
67	4/23/2019	02:15 PM	0	2	0
68	4/23/2019	02:30 PM	0	2	4
69	4/23/2019	02:45 PM	0	1	0
70	4/23/2019	03:00 PM	0	1	1
71	4/23/2019	03:15 PM	0	1	1
72	4/23/2019	03:30 PM	0	2	1
73	4/23/2019	03:45 PM	0	1	1
74	4/23/2019	04:00 PM	0	1	1
75	4/23/2019	04:15 PM	0	1	1
76	4/23/2019	04:30 PM	0	0	1
77	4/23/2019	04:45 PM	0	0	0
78	4/23/2019	05:00 PM	0	0	0
79	4/23/2019	05:15 PM	0	0	0
80	4/23/2019	05:30 PM	0	0	0
81	4/23/2019	05:45 PM	0	0	0
82	4/23/2019	06:00 PM	0	0	0
83	4/23/2019	06:15 PM	0	0	0
84	4/23/2019	06:30 PM	0	0	0
85	4/23/2019	06:45 PM	0	0	0
86	4/23/2019	07:00 PM	0	0	0
87	4/23/2019	07:15 PM	0	0	0
88	4/23/2019	07:30 PM	0	0	0
89	4/23/2019	07:45 PM	0	0	0
90	4/23/2019	08:00 PM	0	0	0
91	4/23/2019	08:15 PM	0	0	0
92	4/23/2019	08:30 PM	0	0	0
93	4/23/2019	08:45 PM	0	0	0
94	4/23/2019	09:00 PM	0	0	0
95	4/23/2019	09:15 PM	0	0	0
96	4/23/2019	09:30 PM	0	0	0
97	4/23/2019	09:45 PM	0	0	0
98	4/23/2019	10:00 PM	0	0	0
99	4/23/2019	10:15 PM	0	0	0

	A	B	C	D	E
100	4/23/2019	10:30 PM	0	0	0
101	4/23/2019	10:45 PM	0	0	0
102	4/23/2019	11:00 PM	0	0	0
103	4/23/2019	11:15 PM	0	0	0
104	4/23/2019	11:30 PM	0	0	0
105	4/23/2019	11:45 PM	0	0	0
106	4/24/2019	12:00 AM	0	0	0
107	4/24/2019	12:15 AM	0	0	0
108	4/24/2019	12:30 AM	0	0	0
109	4/24/2019	12:45 AM	0	0	0
110	4/24/2019	01:00 AM	0	0	0
111	4/24/2019	01:15 AM	0	0	0
112	4/24/2019	01:30 AM	0	0	0
113	4/24/2019	01:45 AM	0	0	0
114	4/24/2019	02:00 AM	0	0	0
115	4/24/2019	02:15 AM	0	0	0
116	4/24/2019	02:30 AM	0	0	0
117	4/24/2019	02:45 AM	0	0	0
118	4/24/2019	03:00 AM	0	0	0
119	4/24/2019	03:15 AM	0	0	0
120	4/24/2019	03:30 AM	0	0	0
121	4/24/2019	03:45 AM	0	0	0
122	4/24/2019	04:00 AM	0	0	0
123	4/24/2019	04:15 AM	0	0	0
124	4/24/2019	04:30 AM	0	0	0
125	4/24/2019	04:45 AM	0	0	0
126	4/24/2019	05:00 AM	0	0	0
127	4/24/2019	05:15 AM	0	0	0
128	4/24/2019	05:30 AM	0	0	0
129	4/24/2019	05:45 AM	0	0	1
130	4/24/2019	06:00 AM	0	0	0
131	4/24/2019	06:15 AM	0	2	0
132	4/24/2019	06:30 AM	0	1	0
133	4/24/2019	06:45 AM	0	1	0
134	4/24/2019	07:00 AM	0	1	2
135	4/24/2019	07:15 AM	0	0	0
136	4/24/2019	07:30 AM	0	0	3
137	4/24/2019	07:45 AM	0	0	2
138	4/24/2019	08:00 AM	0	0	0
139	4/24/2019	08:15 AM	0	2	1
140	4/24/2019	08:30 AM	0	1	0
141	4/24/2019	08:45 AM	0	0	0
142	4/24/2019	09:00 AM	0	0	2
143	4/24/2019	09:15 AM	0	1	1
144	4/24/2019	09:30 AM	0	0	1
145	4/24/2019	09:45 AM	0	1	1
146	4/24/2019	10:00 AM	0	1	2
147	4/24/2019	10:15 AM	0	1	3
148	4/24/2019	10:30 AM	0	1	0
149	4/24/2019	10:45 AM	1	0	0

	A	B	C	D	E
150	4/24/2019	11:00 AM	0	0	0
151	4/24/2019	11:15 AM	0	1	3
152	4/24/2019	11:30 AM	0	1	0
153	4/24/2019	11:45 AM	0	1	2
154	4/24/2019	12:00 PM	1	1	1
155	4/24/2019	12:15 PM	0	0	0
156	4/24/2019	12:30 PM	0	0	2
157	4/24/2019	12:45 PM	0	0	1
158	4/24/2019	01:00 PM	0	0	2
159	4/24/2019	01:15 PM	0	0	1
160	4/24/2019	01:30 PM	0	1	3
161	4/24/2019	01:45 PM	0	0	0
162	4/24/2019	02:00 PM	0	0	3
163	4/24/2019	02:15 PM	0	1	1
164	4/24/2019	02:30 PM	0	0	2
165	4/24/2019	02:45 PM	0	0	1
166	4/24/2019	03:00 PM	0	2	0
167	4/24/2019	03:15 PM	0	0	3
168	4/24/2019	03:30 PM	0	0	0
169	4/24/2019	03:45 PM	0	1	3
170	4/24/2019	04:00 PM	0	1	0
171	4/24/2019	04:15 PM	0	1	1
172	4/24/2019	04:30 PM	0	1	2
173	4/24/2019	04:45 PM	0	0	0
174	4/24/2019	05:00 PM	0	0	0
175	4/24/2019	05:15 PM	0	0	0
176	4/24/2019	05:30 PM	0	0	0
177	4/24/2019	05:45 PM	0	0	0
178	4/24/2019	06:00 PM	0	0	0
179	4/24/2019	06:15 PM	0	0	0
180	4/24/2019	06:30 PM	0	0	0
181	4/24/2019	06:45 PM	0	0	0
182	4/24/2019	07:00 PM	0	0	0
183	4/24/2019	07:15 PM	0	0	0
184	4/24/2019	07:30 PM	0	0	0
185	4/24/2019	07:45 PM	0	0	0
186	4/24/2019	08:00 PM	0	0	0
187	4/24/2019	08:15 PM	0	0	0
188	4/24/2019	08:30 PM	0	0	0
189	4/24/2019	08:45 PM	0	0	0
190	4/24/2019	09:00 PM	0	0	0
191	4/24/2019	09:15 PM	0	0	0
192	4/24/2019	09:30 PM	0	0	0
193	4/24/2019	09:45 PM	0	0	0
194	4/24/2019	10:00 PM	0	0	0
195	4/24/2019	10:15 PM	0	0	0
196	4/24/2019	10:30 PM	0	0	0
197	4/24/2019	10:45 PM	0	0	0
198	4/24/2019	11:00 PM	0	0	0
199	4/24/2019	11:15 PM	0	0	0

	A	B	C	D	E
200	4/24/2019	11:30 PM	0	0	0
201	4/24/2019	11:45 PM	0	0	0
202			3	55	89

	A	B	C	D	E
1	WB				
2	Start Date: 4/23/2019				
3	Start Time: 12:00:00 AM				
4	Site Code: 3				
5	Station ID: 3				
6	Location 1: PLANT ACCESS #3 W/O ASTROZON BLVD				
7	Location 2:				
8					
9	Date	Time	LIGHTS	MEDIUMS	ARTICULATED TRUCKS
10	4/23/2019	12:00 AM	0	0	0
11	4/23/2019	12:15 AM	0	0	0
12	4/23/2019	12:30 AM	0	0	0
13	4/23/2019	12:45 AM	0	0	0
14	4/23/2019	01:00 AM	0	0	0
15	4/23/2019	01:15 AM	0	0	0
16	4/23/2019	01:30 AM	0	0	0
17	4/23/2019	01:45 AM	0	0	0
18	4/23/2019	02:00 AM	0	0	0
19	4/23/2019	02:15 AM	0	0	0
20	4/23/2019	02:30 AM	0	0	0
21	4/23/2019	02:45 AM	0	0	0
22	4/23/2019	03:00 AM	0	0	0
23	4/23/2019	03:15 AM	0	0	0
24	4/23/2019	03:30 AM	0	0	0
25	4/23/2019	03:45 AM	0	0	0
26	4/23/2019	04:00 AM	0	0	0
27	4/23/2019	04:15 AM	0	0	0
28	4/23/2019	04:30 AM	0	0	0
29	4/23/2019	04:45 AM	0	0	0
30	4/23/2019	05:00 AM	0	0	0
31	4/23/2019	05:15 AM	0	0	0
32	4/23/2019	05:30 AM	0	0	0
33	4/23/2019	05:45 AM	0	1	0
34	4/23/2019	06:00 AM	0	0	0
35	4/23/2019	06:15 AM	0	0	0
36	4/23/2019	06:30 AM	0	0	0
37	4/23/2019	06:45 AM	0	0	0
38	4/23/2019	07:00 AM	0	0	0
39	4/23/2019	07:15 AM	0	0	0
40	4/23/2019	07:30 AM	0	0	0
41	4/23/2019	07:45 AM	0	0	0
42	4/23/2019	08:00 AM	0	0	0
43	4/23/2019	08:15 AM	0	0	0
44	4/23/2019	08:30 AM	0	0	0
45	4/23/2019	08:45 AM	0	0	0
46	4/23/2019	09:00 AM	0	0	0
47	4/23/2019	09:15 AM	0	0	0

	A	B	C	D	E
48	4/23/2019	09:30 AM	0	0	0
49	4/23/2019	09:45 AM	0	0	0
50	4/23/2019	10:00 AM	0	0	0
51	4/23/2019	10:15 AM	0	0	0
52	4/23/2019	10:30 AM	0	0	0
53	4/23/2019	10:45 AM	0	0	0
54	4/23/2019	11:00 AM	0	0	0
55	4/23/2019	11:15 AM	0	0	0
56	4/23/2019	11:30 AM	0	0	0
57	4/23/2019	11:45 AM	0	0	0
58	4/23/2019	12:00 PM	0	0	0
59	4/23/2019	12:15 PM	0	0	0
60	4/23/2019	12:30 PM	0	0	0
61	4/23/2019	12:45 PM	0	0	0
62	4/23/2019	01:00 PM	0	0	0
63	4/23/2019	01:15 PM	0	0	0
64	4/23/2019	01:30 PM	0	0	0
65	4/23/2019	01:45 PM	0	0	0
66	4/23/2019	02:00 PM	0	0	0
67	4/23/2019	02:15 PM	0	0	0
68	4/23/2019	02:30 PM	0	0	0
69	4/23/2019	02:45 PM	0	0	0
70	4/23/2019	03:00 PM	0	0	0
71	4/23/2019	03:15 PM	0	0	0
72	4/23/2019	03:30 PM	0	0	0
73	4/23/2019	03:45 PM	0	0	0
74	4/23/2019	04:00 PM	0	0	0
75	4/23/2019	04:15 PM	0	0	0
76	4/23/2019	04:30 PM	0	0	0
77	4/23/2019	04:45 PM	0	0	0
78	4/23/2019	05:00 PM	0	0	0
79	4/23/2019	05:15 PM	0	0	0
80	4/23/2019	05:30 PM	0	0	0
81	4/23/2019	05:45 PM	0	0	0
82	4/23/2019	06:00 PM	0	0	0
83	4/23/2019	06:15 PM	0	0	0
84	4/23/2019	06:30 PM	0	0	0
85	4/23/2019	06:45 PM	0	0	0
86	4/23/2019	07:00 PM	0	0	0
87	4/23/2019	07:15 PM	0	0	0
88	4/23/2019	07:30 PM	0	0	0
89	4/23/2019	07:45 PM	0	0	0
90	4/23/2019	08:00 PM	0	0	0
91	4/23/2019	08:15 PM	0	0	0
92	4/23/2019	08:30 PM	0	0	0
93	4/23/2019	08:45 PM	0	0	0
94	4/23/2019	09:00 PM	0	0	0
95	4/23/2019	09:15 PM	0	0	0

	A	B	C	D	E
96	4/23/2019	09:30 PM	0	0	0
97	4/23/2019	09:45 PM	0	0	0
98	4/23/2019	10:00 PM	0	0	0
99	4/23/2019	10:15 PM	0	0	0
100	4/23/2019	10:30 PM	0	0	0
101	4/23/2019	10:45 PM	0	0	0
102	4/23/2019	11:00 PM	0	0	0
103	4/23/2019	11:15 PM	0	0	0
104	4/23/2019	11:30 PM	0	0	0
105	4/23/2019	11:45 PM	0	0	0
106	4/24/2019	12:00 AM	0	0	0
107	4/24/2019	12:15 AM	0	0	0
108	4/24/2019	12:30 AM	0	0	0
109	4/24/2019	12:45 AM	0	0	0
110	4/24/2019	01:00 AM	0	0	0
111	4/24/2019	01:15 AM	0	0	0
112	4/24/2019	01:30 AM	0	0	0
113	4/24/2019	01:45 AM	0	0	0
114	4/24/2019	02:00 AM	0	0	0
115	4/24/2019	02:15 AM	0	0	0
116	4/24/2019	02:30 AM	0	0	0
117	4/24/2019	02:45 AM	0	0	0
118	4/24/2019	03:00 AM	0	0	0
119	4/24/2019	03:15 AM	0	0	0
120	4/24/2019	03:30 AM	0	0	0
121	4/24/2019	03:45 AM	0	0	0
122	4/24/2019	04:00 AM	0	0	0
123	4/24/2019	04:15 AM	0	0	0
124	4/24/2019	04:30 AM	0	0	0
125	4/24/2019	04:45 AM	0	0	0
126	4/24/2019	05:00 AM	0	0	0
127	4/24/2019	05:15 AM	0	0	0
128	4/24/2019	05:30 AM	0	0	0
129	4/24/2019	05:45 AM	0	0	0
130	4/24/2019	06:00 AM	0	0	0
131	4/24/2019	06:15 AM	0	0	0
132	4/24/2019	06:30 AM	0	0	0
133	4/24/2019	06:45 AM	0	0	0
134	4/24/2019	07:00 AM	0	0	0
135	4/24/2019	07:15 AM	0	0	0
136	4/24/2019	07:30 AM	0	0	0
137	4/24/2019	07:45 AM	0	0	0
138	4/24/2019	08:00 AM	0	1	0
139	4/24/2019	08:15 AM	0	0	0
140	4/24/2019	08:30 AM	0	0	0
141	4/24/2019	08:45 AM	0	0	0
142	4/24/2019	09:00 AM	0	0	0
143	4/24/2019	09:15 AM	0	0	0

	A	B	C	D	E
144	4/24/2019	09:30 AM	0	0	0
145	4/24/2019	09:45 AM	0	0	0
146	4/24/2019	10:00 AM	0	0	0
147	4/24/2019	10:15 AM	0	0	0
148	4/24/2019	10:30 AM	1	0	0
149	4/24/2019	10:45 AM	0	0	0
150	4/24/2019	11:00 AM	1	0	0
151	4/24/2019	11:15 AM	0	0	0
152	4/24/2019	11:30 AM	0	0	0
153	4/24/2019	11:45 AM	0	0	0
154	4/24/2019	12:00 PM	0	0	0
155	4/24/2019	12:15 PM	0	0	0
156	4/24/2019	12:30 PM	0	0	0
157	4/24/2019	12:45 PM	0	0	0
158	4/24/2019	01:00 PM	0	0	0
159	4/24/2019	01:15 PM	0	0	0
160	4/24/2019	01:30 PM	0	1	0
161	4/24/2019	01:45 PM	0	0	0
162	4/24/2019	02:00 PM	0	0	0
163	4/24/2019	02:15 PM	0	0	0
164	4/24/2019	02:30 PM	0	0	0
165	4/24/2019	02:45 PM	0	0	0
166	4/24/2019	03:00 PM	0	0	0
167	4/24/2019	03:15 PM	0	0	0
168	4/24/2019	03:30 PM	0	0	0
169	4/24/2019	03:45 PM	0	0	0
170	4/24/2019	04:00 PM	0	0	0
171	4/24/2019	04:15 PM	0	0	0
172	4/24/2019	04:30 PM	0	0	0
173	4/24/2019	04:45 PM	0	0	0
174	4/24/2019	05:00 PM	0	0	0
175	4/24/2019	05:15 PM	0	0	0
176	4/24/2019	05:30 PM	0	0	0
177	4/24/2019	05:45 PM	0	0	0
178	4/24/2019	06:00 PM	0	0	0
179	4/24/2019	06:15 PM	0	0	0
180	4/24/2019	06:30 PM	0	0	0
181	4/24/2019	06:45 PM	0	0	0
182	4/24/2019	07:00 PM	0	0	0
183	4/24/2019	07:15 PM	0	0	0
184	4/24/2019	07:30 PM	0	0	0
185	4/24/2019	07:45 PM	0	0	0
186	4/24/2019	08:00 PM	0	0	0
187	4/24/2019	08:15 PM	0	0	0
188	4/24/2019	08:30 PM	0	0	0
189	4/24/2019	08:45 PM	0	0	0
190	4/24/2019	09:00 PM	0	0	0
191	4/24/2019	09:15 PM	0	0	0

	A	B	C	D	E
192	4/24/2019	09:30 PM	0	0	0
193	4/24/2019	09:45 PM	0	0	0
194	4/24/2019	10:00 PM	0	0	0
195	4/24/2019	10:15 PM	0	0	0
196	4/24/2019	10:30 PM	0	0	0
197	4/24/2019	10:45 PM	0	0	0
198	4/24/2019	11:00 PM	0	0	0
199	4/24/2019	11:15 PM	0	0	0
200	4/24/2019	11:30 PM	0	0	0
201	4/24/2019	11:45 PM	0	0	0
202			2	3	0

	A	B	C	D	E
1					
2	Start Date: 4/23/2019				
3	Start Time: 12:00:00 AM				
4	Site Code: 2				
5	Station ID: 2				
6	Location 1: SHOP ACCESS #1 N/O DRENNAN INDUSTRIAL				
7	Location 2:				
8					
9	Date	Time	LIGHTS	MEDIUMS	ARTICULATED TRUCKS
10	4/23/2019	12:00 AM	0	0	0
11	4/23/2019	12:15 AM	0	0	0
12	4/23/2019	12:30 AM	0	0	0
13	4/23/2019	12:45 AM	0	0	0
14	4/23/2019	01:00 AM	0	0	0
15	4/23/2019	01:15 AM	0	0	0
16	4/23/2019	01:30 AM	0	0	0
17	4/23/2019	01:45 AM	0	0	0
18	4/23/2019	02:00 AM	0	0	0
19	4/23/2019	02:15 AM	0	0	0
20	4/23/2019	02:30 AM	0	0	0
21	4/23/2019	02:45 AM	0	0	0
22	4/23/2019	03:00 AM	0	0	0
23	4/23/2019	03:15 AM	0	0	0
24	4/23/2019	03:30 AM	0	0	0
25	4/23/2019	03:45 AM	0	0	0
26	4/23/2019	04:00 AM	0	0	0
27	4/23/2019	04:15 AM	1	0	0
28	4/23/2019	04:30 AM	1	0	0
29	4/23/2019	04:45 AM	3	0	0
30	4/23/2019	05:00 AM	3	0	0
31	4/23/2019	05:15 AM	3	1	0
32	4/23/2019	05:30 AM	3	2	0
33	4/23/2019	05:45 AM	5	1	0
34	4/23/2019	06:00 AM	3	0	0
35	4/23/2019	06:15 AM	2	0	0
36	4/23/2019	06:30 AM	4	2	0
37	4/23/2019	06:45 AM	4	0	0
38	4/23/2019	07:00 AM	3	1	0
39	4/23/2019	07:15 AM	7	0	0
40	4/23/2019	07:30 AM	4	0	0
41	4/23/2019	07:45 AM	7	0	0
42	4/23/2019	08:00 AM	2	3	0
43	4/23/2019	08:15 AM	0	1	0
44	4/23/2019	08:30 AM	2	1	0
45	4/23/2019	08:45 AM	0	1	0
46	4/23/2019	09:00 AM	2	1	0
47	4/23/2019	09:15 AM	1	1	0
48	4/23/2019	09:30 AM	1	0	0
49	4/23/2019	09:45 AM	2	1	0

	A	B	C	D	E
50	4/23/2019	10:00 AM	0	1	0
51	4/23/2019	10:15 AM	1	1	0
52	4/23/2019	10:30 AM	2	1	0
53	4/23/2019	10:45 AM	2	1	0
54	4/23/2019	11:00 AM	2	1	0
55	4/23/2019	11:15 AM	1	0	0
56	4/23/2019	11:30 AM	1	0	0
57	4/23/2019	11:45 AM	2	0	0
58	4/23/2019	12:00 PM	0	0	1
59	4/23/2019	12:15 PM	2	0	1
60	4/23/2019	12:30 PM	1	1	0
61	4/23/2019	12:45 PM	0	0	0
62	4/23/2019	01:00 PM	0	1	0
63	4/23/2019	01:15 PM	0	1	0
64	4/23/2019	01:30 PM	2	0	0
65	4/23/2019	01:45 PM	0	2	0
66	4/23/2019	02:00 PM	2	0	0
67	4/23/2019	02:15 PM	2	0	0
68	4/23/2019	02:30 PM	0	0	0
69	4/23/2019	02:45 PM	1	0	0
70	4/23/2019	03:00 PM	2	0	1
71	4/23/2019	03:15 PM	0	0	0
72	4/23/2019	03:30 PM	0	0	0
73	4/23/2019	03:45 PM	4	0	0
74	4/23/2019	04:00 PM	2	2	0
75	4/23/2019	04:15 PM	1	0	0
76	4/23/2019	04:30 PM	1	0	0
77	4/23/2019	04:45 PM	0	0	0
78	4/23/2019	05:00 PM	0	1	0
79	4/23/2019	05:15 PM	0	0	1
80	4/23/2019	05:30 PM	1	1	0
81	4/23/2019	05:45 PM	1	0	0
82	4/23/2019	06:00 PM	1	0	0
83	4/23/2019	06:15 PM	0	1	0
84	4/23/2019	06:30 PM	1	0	0
85	4/23/2019	06:45 PM	0	0	0
86	4/23/2019	07:00 PM	0	1	0
87	4/23/2019	07:15 PM	1	0	0
88	4/23/2019	07:30 PM	0	0	0
89	4/23/2019	07:45 PM	0	0	0
90	4/23/2019	08:00 PM	0	0	0
91	4/23/2019	08:15 PM	0	0	0
92	4/23/2019	08:30 PM	0	0	0
93	4/23/2019	08:45 PM	0	0	0
94	4/23/2019	09:00 PM	0	0	0
95	4/23/2019	09:15 PM	0	0	0
96	4/23/2019	09:30 PM	0	0	0
97	4/23/2019	09:45 PM	0	0	0
98	4/23/2019	10:00 PM	0	0	0
99	4/23/2019	10:15 PM	0	0	0

	A	B	C	D	E
100	4/23/2019	10:30 PM	0	0	0
101	4/23/2019	10:45 PM	0	0	0
102	4/23/2019	11:00 PM	0	0	0
103	4/23/2019	11:15 PM	0	0	0
104	4/23/2019	11:30 PM	0	0	0
105	4/23/2019	11:45 PM	0	0	0
106	4/24/2019	12:00 AM	0	0	0
107	4/24/2019	12:15 AM	0	0	0
108	4/24/2019	12:30 AM	0	0	0
109	4/24/2019	12:45 AM	0	0	0
110	4/24/2019	01:00 AM	0	0	0
111	4/24/2019	01:15 AM	0	0	0
112	4/24/2019	01:30 AM	0	0	0
113	4/24/2019	01:45 AM	0	0	0
114	4/24/2019	02:00 AM	0	0	0
115	4/24/2019	02:15 AM	0	0	0
116	4/24/2019	02:30 AM	0	0	0
117	4/24/2019	02:45 AM	0	0	0
118	4/24/2019	03:00 AM	0	0	0
119	4/24/2019	03:15 AM	0	0	0
120	4/24/2019	03:30 AM	0	0	0
121	4/24/2019	03:45 AM	0	0	0
122	4/24/2019	04:00 AM	0	0	0
123	4/24/2019	04:15 AM	1	0	0
124	4/24/2019	04:30 AM	1	0	0
125	4/24/2019	04:45 AM	2	0	1
126	4/24/2019	05:00 AM	5	0	0
127	4/24/2019	05:15 AM	1	1	0
128	4/24/2019	05:30 AM	5	0	0
129	4/24/2019	05:45 AM	6	1	0
130	4/24/2019	06:00 AM	4	1	0
131	4/24/2019	06:15 AM	3	1	0
132	4/24/2019	06:30 AM	3	0	0
133	4/24/2019	06:45 AM	5	1	0
134	4/24/2019	07:00 AM	3	1	0
135	4/24/2019	07:15 AM	4	0	0
136	4/24/2019	07:30 AM	5	0	0
137	4/24/2019	07:45 AM	5	1	0
138	4/24/2019	08:00 AM	2	2	0
139	4/24/2019	08:15 AM	0	2	0
140	4/24/2019	08:30 AM	1	1	0
141	4/24/2019	08:45 AM	1	1	0
142	4/24/2019	09:00 AM	1	1	0
143	4/24/2019	09:15 AM	0	1	0
144	4/24/2019	09:30 AM	0	0	0
145	4/24/2019	09:45 AM	0	1	0
146	4/24/2019	10:00 AM	0	1	0
147	4/24/2019	10:15 AM	1	0	0
148	4/24/2019	10:30 AM	0	2	0
149	4/24/2019	10:45 AM	3	0	0

	A	B	C	D	E
150	4/24/2019	11:00 AM	0	0	0
151	4/24/2019	11:15 AM	2	1	0
152	4/24/2019	11:30 AM	3	0	0
153	4/24/2019	11:45 AM	3	1	0
154	4/24/2019	12:00 PM	1	3	0
155	4/24/2019	12:15 PM	1	0	0
156	4/24/2019	12:30 PM	1	0	0
157	4/24/2019	12:45 PM	1	1	0
158	4/24/2019	01:00 PM	2	0	1
159	4/24/2019	01:15 PM	2	0	0
160	4/24/2019	01:30 PM	1	0	0
161	4/24/2019	01:45 PM	2	0	0
162	4/24/2019	02:00 PM	0	0	0
163	4/24/2019	02:15 PM	0	0	0
164	4/24/2019	02:30 PM	1	0	0
165	4/24/2019	02:45 PM	0	0	0
166	4/24/2019	03:00 PM	2	0	0
167	4/24/2019	03:15 PM	1	1	0
168	4/24/2019	03:30 PM	2	0	1
169	4/24/2019	03:45 PM	0	0	0
170	4/24/2019	04:00 PM	2	0	0
171	4/24/2019	04:15 PM	1	0	0
172	4/24/2019	04:30 PM	2	0	0
173	4/24/2019	04:45 PM	0	1	0
174	4/24/2019	05:00 PM	0	0	0
175	4/24/2019	05:15 PM	0	1	0
176	4/24/2019	05:30 PM	1	0	0
177	4/24/2019	05:45 PM	0	0	0
178	4/24/2019	06:00 PM	0	0	0
179	4/24/2019	06:15 PM	0	0	0
180	4/24/2019	06:30 PM	1	1	0
181	4/24/2019	06:45 PM	0	0	0
182	4/24/2019	07:00 PM	0	0	0
183	4/24/2019	07:15 PM	0	0	0
184	4/24/2019	07:30 PM	0	0	0
185	4/24/2019	07:45 PM	0	0	0
186	4/24/2019	08:00 PM	0	0	0
187	4/24/2019	08:15 PM	0	0	0
188	4/24/2019	08:30 PM	0	0	0
189	4/24/2019	08:45 PM	0	0	0
190	4/24/2019	09:00 PM	0	0	0
191	4/24/2019	09:15 PM	0	0	0
192	4/24/2019	09:30 PM	0	0	0
193	4/24/2019	09:45 PM	1	0	0
194	4/24/2019	10:00 PM	0	0	0
195	4/24/2019	10:15 PM	0	0	0
196	4/24/2019	10:30 PM	0	0	0
197	4/24/2019	10:45 PM	0	0	0
198	4/24/2019	11:00 PM	0	0	0
199	4/24/2019	11:15 PM	0	0	0

	A	B	C	D	E
200	4/24/2019	11:30 PM	0	0	0
201	4/24/2019	11:45 PM	0	0	0
202			194	61	7

	A	B	C	D	E
1	SB				
2	Start Date: 4/23/2019				
3	Start Time: 12:00:00 AM				
4	Site Code: 2				
5	Station ID: 2				
6	Location 1: SHOP ACCESS #1 N/O DRENNAN INDUSTRIAL				
7	Location 2:				
8					
9	Date	Time	LIGHTS	MEDIUMS	ARTICULATED TRUCKS
10	4/23/2019	12:00 AM	0	0	0
11	4/23/2019	12:15 AM	0	0	0
12	4/23/2019	12:30 AM	0	0	0
13	4/23/2019	12:45 AM	0	0	0
14	4/23/2019	01:00 AM	0	0	0
15	4/23/2019	01:15 AM	0	0	0
16	4/23/2019	01:30 AM	0	0	0
17	4/23/2019	01:45 AM	0	0	0
18	4/23/2019	02:00 AM	0	0	0
19	4/23/2019	02:15 AM	0	0	0
20	4/23/2019	02:30 AM	0	0	0
21	4/23/2019	02:45 AM	0	0	0
22	4/23/2019	03:00 AM	0	0	0
23	4/23/2019	03:15 AM	0	0	0
24	4/23/2019	03:30 AM	0	0	0
25	4/23/2019	03:45 AM	0	0	0
26	4/23/2019	04:00 AM	0	0	0
27	4/23/2019	04:15 AM	0	0	0
28	4/23/2019	04:30 AM	0	0	0
29	4/23/2019	04:45 AM	1	0	0
30	4/23/2019	05:00 AM	0	0	0
31	4/23/2019	05:15 AM	0	0	0
32	4/23/2019	05:30 AM	1	1	0
33	4/23/2019	05:45 AM	0	2	0
34	4/23/2019	06:00 AM	3	0	0
35	4/23/2019	06:15 AM	1	0	0
36	4/23/2019	06:30 AM	0	2	0
37	4/23/2019	06:45 AM	0	0	0
38	4/23/2019	07:00 AM	0	1	0
39	4/23/2019	07:15 AM	1	0	0
40	4/23/2019	07:30 AM	0	0	0
41	4/23/2019	07:45 AM	2	0	0
42	4/23/2019	08:00 AM	3	2	0
43	4/23/2019	08:15 AM	1	1	0
44	4/23/2019	08:30 AM	0	0	0
45	4/23/2019	08:45 AM	2	1	0
46	4/23/2019	09:00 AM	1	1	0
47	4/23/2019	09:15 AM	1	1	0

	A	B	C	D	E
48	4/23/2019	09:30 AM	0	1	0
49	4/23/2019	09:45 AM	1	1	0
50	4/23/2019	10:00 AM	1	0	0
51	4/23/2019	10:15 AM	0	0	0
52	4/23/2019	10:30 AM	0	3	0
53	4/23/2019	10:45 AM	1	0	0
54	4/23/2019	11:00 AM	4	1	1
55	4/23/2019	11:15 AM	1	0	0
56	4/23/2019	11:30 AM	2	0	0
57	4/23/2019	11:45 AM	3	0	0
58	4/23/2019	12:00 PM	1	0	0
59	4/23/2019	12:15 PM	2	0	0
60	4/23/2019	12:30 PM	0	1	0
61	4/23/2019	12:45 PM	1	1	0
62	4/23/2019	01:00 PM	2	0	0
63	4/23/2019	01:15 PM	2	0	0
64	4/23/2019	01:30 PM	1	1	0
65	4/23/2019	01:45 PM	0	0	0
66	4/23/2019	02:00 PM	2	0	1
67	4/23/2019	02:15 PM	0	2	0
68	4/23/2019	02:30 PM	1	0	0
69	4/23/2019	02:45 PM	2	0	0
70	4/23/2019	03:00 PM	2	0	0
71	4/23/2019	03:15 PM	0	0	0
72	4/23/2019	03:30 PM	0	1	0
73	4/23/2019	03:45 PM	1	0	0
74	4/23/2019	04:00 PM	4	0	0
75	4/23/2019	04:15 PM	1	0	0
76	4/23/2019	04:30 PM	0	1	0
77	4/23/2019	04:45 PM	0	0	0
78	4/23/2019	05:00 PM	5	1	0
79	4/23/2019	05:15 PM	8	0	1
80	4/23/2019	05:30 PM	4	0	0
81	4/23/2019	05:45 PM	5	0	0
82	4/23/2019	06:00 PM	4	1	0
83	4/23/2019	06:15 PM	3	0	0
84	4/23/2019	06:30 PM	5	0	0
85	4/23/2019	06:45 PM	5	1	0
86	4/23/2019	07:00 PM	2	1	0
87	4/23/2019	07:15 PM	3	1	0
88	4/23/2019	07:30 PM	1	0	0
89	4/23/2019	07:45 PM	0	0	0
90	4/23/2019	08:00 PM	0	0	0
91	4/23/2019	08:15 PM	0	0	0
92	4/23/2019	08:30 PM	2	0	0
93	4/23/2019	08:45 PM	0	0	0
94	4/23/2019	09:00 PM	0	0	0
95	4/23/2019	09:15 PM	0	0	0

	A	B	C	D	E
96	4/23/2019	09:30 PM	0	0	0
97	4/23/2019	09:45 PM	0	0	0
98	4/23/2019	10:00 PM	0	0	0
99	4/23/2019	10:15 PM	0	0	0
100	4/23/2019	10:30 PM	0	0	0
101	4/23/2019	10:45 PM	0	0	0
102	4/23/2019	11:00 PM	0	0	0
103	4/23/2019	11:15 PM	0	0	0
104	4/23/2019	11:30 PM	0	0	0
105	4/23/2019	11:45 PM	0	0	0
106	4/24/2019	12:00 AM	0	0	0
107	4/24/2019	12:15 AM	0	0	0
108	4/24/2019	12:30 AM	0	0	0
109	4/24/2019	12:45 AM	0	0	0
110	4/24/2019	01:00 AM	0	0	0
111	4/24/2019	01:15 AM	0	0	0
112	4/24/2019	01:30 AM	0	0	0
113	4/24/2019	01:45 AM	0	0	0
114	4/24/2019	02:00 AM	0	0	0
115	4/24/2019	02:15 AM	0	0	0
116	4/24/2019	02:30 AM	0	0	0
117	4/24/2019	02:45 AM	0	0	0
118	4/24/2019	03:00 AM	0	0	0
119	4/24/2019	03:15 AM	0	0	0
120	4/24/2019	03:30 AM	0	0	0
121	4/24/2019	03:45 AM	0	0	0
122	4/24/2019	04:00 AM	0	0	0
123	4/24/2019	04:15 AM	0	0	0
124	4/24/2019	04:30 AM	0	0	0
125	4/24/2019	04:45 AM	1	0	0
126	4/24/2019	05:00 AM	0	0	0
127	4/24/2019	05:15 AM	0	0	0
128	4/24/2019	05:30 AM	1	0	1
129	4/24/2019	05:45 AM	0	1	0
130	4/24/2019	06:00 AM	1	1	0
131	4/24/2019	06:15 AM	1	0	0
132	4/24/2019	06:30 AM	0	1	0
133	4/24/2019	06:45 AM	0	1	0
134	4/24/2019	07:00 AM	0	1	0
135	4/24/2019	07:15 AM	0	0	0
136	4/24/2019	07:30 AM	4	0	0
137	4/24/2019	07:45 AM	2	1	0
138	4/24/2019	08:00 AM	0	2	0
139	4/24/2019	08:15 AM	1	2	1
140	4/24/2019	08:30 AM	0	1	0
141	4/24/2019	08:45 AM	2	1	0
142	4/24/2019	09:00 AM	1	2	0
143	4/24/2019	09:15 AM	0	1	0

	A	B	C	D	E
144	4/24/2019	09:30 AM	0	0	0
145	4/24/2019	09:45 AM	0	1	0
146	4/24/2019	10:00 AM	0	1	0
147	4/24/2019	10:15 AM	0	0	0
148	4/24/2019	10:30 AM	0	1	0
149	4/24/2019	10:45 AM	1	1	0
150	4/24/2019	11:00 AM	1	0	0
151	4/24/2019	11:15 AM	2	0	0
152	4/24/2019	11:30 AM	2	0	0
153	4/24/2019	11:45 AM	2	0	0
154	4/24/2019	12:00 PM	3	2	0
155	4/24/2019	12:15 PM	0	2	0
156	4/24/2019	12:30 PM	4	1	0
157	4/24/2019	12:45 PM	1	0	0
158	4/24/2019	01:00 PM	2	0	0
159	4/24/2019	01:15 PM	0	0	1
160	4/24/2019	01:30 PM	2	0	0
161	4/24/2019	01:45 PM	1	0	0
162	4/24/2019	02:00 PM	1	0	0
163	4/24/2019	02:15 PM	2	0	0
164	4/24/2019	02:30 PM	0	0	0
165	4/24/2019	02:45 PM	2	0	0
166	4/24/2019	03:00 PM	0	0	0
167	4/24/2019	03:15 PM	2	0	0
168	4/24/2019	03:30 PM	1	0	0
169	4/24/2019	03:45 PM	1	0	0
170	4/24/2019	04:00 PM	3	0	1
171	4/24/2019	04:15 PM	3	0	0
172	4/24/2019	04:30 PM	4	0	0
173	4/24/2019	04:45 PM	3	2	0
174	4/24/2019	05:00 PM	2	1	0
175	4/24/2019	05:15 PM	3	0	0
176	4/24/2019	05:30 PM	9	0	0
177	4/24/2019	05:45 PM	3	0	0
178	4/24/2019	06:00 PM	0	0	0
179	4/24/2019	06:15 PM	3	0	0
180	4/24/2019	06:30 PM	6	0	0
181	4/24/2019	06:45 PM	5	0	0
182	4/24/2019	07:00 PM	2	2	0
183	4/24/2019	07:15 PM	1	0	0
184	4/24/2019	07:30 PM	0	0	0
185	4/24/2019	07:45 PM	0	0	0
186	4/24/2019	08:00 PM	0	0	0
187	4/24/2019	08:15 PM	0	0	0
188	4/24/2019	08:30 PM	2	0	0
189	4/24/2019	08:45 PM	0	0	0
190	4/24/2019	09:00 PM	0	0	0
191	4/24/2019	09:15 PM	0	0	0

	A	B	C	D	E
192	4/24/2019	09:30 PM	0	0	0
193	4/24/2019	09:45 PM	0	0	0
194	4/24/2019	10:00 PM	0	0	0
195	4/24/2019	10:15 PM	0	0	0
196	4/24/2019	10:30 PM	0	0	0
197	4/24/2019	10:45 PM	0	0	0
198	4/24/2019	11:00 PM	0	0	0
199	4/24/2019	11:15 PM	0	0	0
200	4/24/2019	11:30 PM	0	0	0
201	4/24/2019	11:45 PM	0	0	0
202			192	59	7

APPENDIX B: BATCH PLANT OPERATIONS INFORMATION FROM PETE LIEN AND SONS



PETE

LIEN

& Sons, Inc.

MAILING ADDRESS: P.O. BOX 440 RAPID CITY, SD 57709-0440 PH. 605-342-7224
PHYSICAL ADDRESS: 3401 UNIVERSAL DR. RAPID CITY, SD 57702 FX. 605-342-6979

Pete Lien and Sons Notes

- Traffic volume data for vehicles entering and exiting the facility was collected at the existing batch plant located on the Colorado Springs Drennan Industrial Loop on April 23rd and 24th, 2019. Seventy-five loads of cement were transported off site (out of 86 produced) on April 23rd, and 77 loads (out of 84 produced) on April 24th.
- The Drennan plant loads (transports) 60% to 80% of its daily output. On the data collection days, approximately 90% of output was transported so that figure was used in formulating the trip generation rate to represent a higher demand scenario.
- Typical load is 8.5 cubic yards.
- The Judge Orr plant will have a similar capacity and output as the Drennan plant once it is fully built out.
- There are 32 to 35 employees at the Drennan plant on a daily basis. The Judge Orr plant will have 15-20 employees to start but at full build out will have the same number of employees as the Drennan plant.

APPENDIX C: EXISTING LEVEL OF SERVICE

Intersection												
Int Delay, s/veh	17.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↖	↖	↗		↖	↗	↖
Traffic Vol, veh/h	38	163	117	7	110	15	59	303	2	24	522	29
Future Vol, veh/h	38	163	117	7	110	15	59	303	2	24	522	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	-	220	-	-	1000	-	-	790	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	7	7	7	12	12	12	5	5	5
Mvmt Flow	41	175	126	8	118	16	63	326	2	26	561	31

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	962	1068	561	1155	1067	164	561	0	0	328	0	0
Stage 1	613	613	-	454	454	-	-	-	-	-	-	-
Stage 2	349	455	-	701	613	-	-	-	-	-	-	-
Critical Hdwy	7.315	6.515	6.215	7.405	6.605	7.005	4.28	-	-	4.175	-	-
Critical Hdwy Stg 1	6.115	5.515	-	6.605	5.605	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.515	5.515	-	6.205	5.605	-	-	-	-	-	-	-
Follow-up Hdwy	3.5095	4.0095	3.3095	3.5665	4.0665	3.3665	2.314	-	-	2.2475	-	-
Pot Cap-1 Maneuver	224	222	529	158	215	838	951	-	-	1211	-	-
Stage 1	481	484	-	545	558	-	-	-	-	-	-	-
Stage 2	643	570	-	418	472	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	107	203	529	30	196	838	951	-	-	1211	-	-
Mov Cap-2 Maneuver	107	203	-	30	196	-	-	-	-	-	-	-
Stage 1	449	474	-	509	521	-	-	-	-	-	-	-
Stage 2	455	532	-	196	462	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	53.3		49.5		1.5			0.3		
HCM LOS	F		E							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	951	-	-	107	203	529	30	196	838	1211	-	-
HCM Lane V/C Ratio	0.067	-	-	0.382	0.863	0.238	0.251	0.603	0.019	0.021	-	-
HCM Control Delay (s)	9.1	-	-	58.1	80.5	13.9	161.3	47.9	9.4	8	-	-
HCM Lane LOS	A	-	-	F	F	B	F	E	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.6	6.6	0.9	0.8	3.4	0.1	0.1	-	-

Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Vol, veh/h	2	27	60	15	100	20	22	110	1	9	178	2
Future Vol, veh/h	2	27	60	15	100	20	22	110	1	9	178	2
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	260	-	-	250	-	-	370	-	-	290	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	6	6	6	10	10	10	3	3	3	4	4	4
Mvmt Flow	3	35	78	19	130	26	29	143	1	12	231	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	156	0	0	113	0	0	378	274	74	333	300	143
Stage 1	-	-	-	-	-	-	79	79	-	182	182	-
Stage 2	-	-	-	-	-	-	299	195	-	151	118	-
Critical Hdwy	4.16	-	-	4.2	-	-	7.13	6.53	6.23	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.14	5.54	-
Follow-up Hdwy	2.254	-	-	2.29	-	-	3.527	4.027	3.327	3.536	4.036	3.336
Pot Cap-1 Maneuver	1400	-	-	1428	-	-	578	631	985	617	609	899
Stage 1	-	-	-	-	-	-	927	827	-	815	745	-
Stage 2	-	-	-	-	-	-	708	737	-	847	794	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1400	-	-	1428	-	-	399	621	985	501	600	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	399	621	-	501	600	-
Stage 1	-	-	-	-	-	-	925	825	-	813	735	-
Stage 2	-	-	-	-	-	-	477	727	-	698	792	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.8			12.9			14.6		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	399	623	1400	-	-	1428	-	-	501	602
HCM Lane V/C Ratio	0.072	0.231	0.002	-	-	0.014	-	-	0.023	0.388
HCM Control Delay (s)	14.7	12.5	7.6	-	-	7.6	-	-	12.4	14.7
HCM Lane LOS	B	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.2	0.9	0	-	-	0	-	-	0.1	1.8

Intersection												
Int Delay, s/veh	10											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Vol, veh/h	26	39	55	4	123	43	97	502	19	7	311	35
Future Vol, veh/h	26	39	55	4	123	43	97	502	19	7	311	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	-	220	-	-	1000	-	-	790	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	7	7	7	12	12	12	5	5	5
Mvmt Flow	28	42	59	4	132	46	104	540	20	8	334	38

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	894	1118	334	1129	1108	280	334	0	0	560	0	0
Stage 1	349	349	-	759	759	-	-	-	-	-	-	-
Stage 2	545	769	-	370	349	-	-	-	-	-	-	-
Critical Hdwy	7.315	6.515	6.215	7.405	6.605	7.005	4.28	-	-	4.175	-	-
Critical Hdwy Stg 1	6.115	5.515	-	6.605	5.605	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.515	5.515	-	6.205	5.605	-	-	-	-	-	-	-
Follow-up Hdwy	3.5095	4.0095	3.3095	3.5665	4.0665	3.3665	2.314	-	-	2.2475	-	-
Pot Cap-1 Maneuver	250	208	710	164	203	705	1162	-	-	991	-	-
Stage 1	669	635	-	357	404	-	-	-	-	-	-	-
Stage 2	493	412	-	637	622	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	90	188	710	116	183	705	1162	-	-	991	-	-
Mov Cap-2 Maneuver	90	188	-	116	183	-	-	-	-	-	-	-
Stage 1	609	630	-	325	368	-	-	-	-	-	-	-
Stage 2	269	375	-	541	617	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.9	49.6	1.3	0.2
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1162	-	-	90	188	710	116	183	705	991	-	-
HCM Lane V/C Ratio	0.09	-	-	0.311	0.223	0.083	0.037	0.723	0.066	0.008	-	-
HCM Control Delay (s)	8.4	-	-	62.1	29.6	10.5	37.2	63.7	10.5	8.7	-	-
HCM Lane LOS	A	-	-	F	D	B	E	F	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.2	0.8	0.3	0.1	4.6	0.2	0	-	-

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Vol, veh/h	1	107	25	2	72	11	82	158	21	14	50	1
Future Vol, veh/h	1	107	25	2	72	11	82	158	21	14	50	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	260	-	-	250	-	-	370	-	-	290	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	6	6	6	10	10	10	3	3	3	4	4	4
Mvmt Flow	1	139	32	3	94	14	106	205	27	18	65	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	171	0	0	297	271	155	380	280	101
Stage 1	-	-	-	-	-	-	158	158	-	106	106	-
Stage 2	-	-	-	-	-	-	139	113	-	274	174	-
Critical Hdwy	4.16	-	-	4.2	-	-	7.13	6.53	6.23	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.14	5.54	-
Follow-up Hdwy	2.254	-	-	2.29	-	-	3.527	4.027	3.327	3.536	4.036	3.336
Pot Cap-1 Maneuver	1458	-	-	1359	-	-	653	634	888	574	625	949
Stage 1	-	-	-	-	-	-	842	765	-	895	804	-
Stage 2	-	-	-	-	-	-	862	800	-	728	751	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1458	-	-	1359	-	-	599	632	888	415	623	949
Mov Cap-2 Maneuver	-	-	-	-	-	-	599	632	-	415	623	-
Stage 1	-	-	-	-	-	-	841	764	-	894	802	-
Stage 2	-	-	-	-	-	-	789	798	-	516	750	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			13.1			12		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	599	654	1458	-	-	1359	-	-	415	627
HCM Lane V/C Ratio	0.178	0.355	0.001	-	-	0.002	-	-	0.044	0.106
HCM Control Delay (s)	12.3	13.5	7.5	-	-	7.7	-	-	14.1	11.4
HCM Lane LOS	B	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.6	1.6	0	-	-	0	-	-	0.1	0.4

APPENDIX D: TRUCK ROUTES FOR PROPOSED PLANT

Haul Routes

Traffic Counts and Direction of Travel				
Loaded Trucks	Exiting To	Arriving From	Average Daily Count	Peak Day Count
Ready Mix	N		27	59
	S		3	6
	E		3	6
	W		22	47
Pump	N			
	S			
	E			
	W			
Sand		S	13	28
Rock		N	17	37
Powder		N	5	9
Ad Mixture		N	1 per week	1 per week
Block Sales	N		1 per week	1 per week
	S			
	E			
	W			

*Assumption will be made that a trucks returning and departing code will be the same unless noted otherwise

Exit and Arrival Codes:	Exiting	Arriving
N	N to HWY24	Off Stapleton heading S
S	S to Curtis	Off of Curtis/Stapleton heading N
E	South on Stapleton and East on Judge Orr	Judge Orr heading West to Stapleton
W	South on Stapleton and West on Judge Orr	Judge Orr heading East to Stapleton

APPENDIX E: LEVEL OF SERVICE WITH PLANT TRIPS

Intersection												
Int Delay, s/veh	22											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↖	↖	↗	↖	↖	↗	↖
Traffic Vol, veh/h	38	172	117	7	116	25	59	303	3	34	522	29
Future Vol, veh/h	38	172	117	7	116	25	59	303	3	34	522	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	-	220	-	220	1000	-	-	790	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	7	7	7	12	12	12	5	5	5
Mvmt Flow	41	185	126	8	125	27	63	326	3	37	561	31

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	986	1090	561	1181	1088	165	561	0	0	329	0	0
Stage 1	634	634	-	454	454	-	-	-	-	-	-	-
Stage 2	352	456	-	727	634	-	-	-	-	-	-	-
Critical Hdwy	7.315	6.515	6.215	7.405	6.605	7.005	4.28	-	-	4.175	-	-
Critical Hdwy Stg 1	6.115	5.515	-	6.605	5.605	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.515	5.515	-	6.205	5.605	-	-	-	-	-	-	-
Follow-up Hdwy	3.5095	4.0095	3.3095	3.5665	4.0665	3.3665	2.314	-	-	2.2475	-	-
Pot Cap-1 Maneuver	215	216	529	151	209	837	951	-	-	1210	-	-
Stage 1	468	474	-	545	558	-	-	-	-	-	-	-
Stage 2	641	569	-	404	462	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	92	196	529	17	189	837	951	-	-	1210	-	-
Mov Cap-2 Maneuver	92	196	-	17	189	-	-	-	-	-	-	-
Stage 1	437	460	-	509	521	-	-	-	-	-	-	-
Stage 2	441	531	-	178	448	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	65.9	60.2	1.5	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	951	-	-	92	196	529	17	189	837	1210	-	-
HCM Lane V/C Ratio	0.067	-	-	0.444	0.944	0.238	0.443	0.66	0.032	0.03	-	-
HCM Control Delay (s)	9.1	-	-	72.2	99.9	13.9	\$ 332	54.8	9.4	8.1	-	-
HCM Lane LOS	A	-	-	F	F	B	F	F	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.9	7.7	0.9	1.2	3.9	0.1	0.1	-	-

HCM Unsignalized Intersection Capacity Analysis
2: Stapleton Road

Existing + Project - AM
06/20/2019



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	13	16	132	13	20	189
Future Volume (Veh/h)	13	16	132	13	20	189
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	17	143	14	22	205
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	399	150			157	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	399	150			157	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	98			98	
cM capacity (veh/h)	597	896			1423	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	31	157	227			
Volume Left	14	0	22			
Volume Right	17	14	0			
cSH	731	1700	1423			
Volume to Capacity	0.04	0.09	0.02			
Queue Length 95th (ft)	3	0	1			
Control Delay (s)	10.1	0.0	0.9			
Lane LOS	B		A			
Approach Delay (s)	10.1	0.0	0.9			
Approach LOS	B					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			32.1%	ICU Level of Service		A
Analysis Period (min)			15			

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Vol, veh/h	6	27	60	15	100	22	22	117	1	11	180	11
Future Vol, veh/h	6	27	60	15	100	22	22	117	1	11	180	11
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	260	-	-	250	-	-	370	-	-	290	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	6	6	6	10	10	10	3	3	3	4	4	4
Mvmt Flow	8	35	78	19	130	29	29	152	1	14	234	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	158	0	0	113	0	0	397	287	74	349	312	144
Stage 1	-	-	-	-	-	-	90	90	-	183	183	-
Stage 2	-	-	-	-	-	-	307	197	-	166	129	-
Critical Hdwy	4.16	-	-	4.2	-	-	7.13	6.53	6.23	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.14	5.54	-
Follow-up Hdwy	2.254	-	-	2.29	-	-	3.527	4.027	3.327	3.536	4.036	3.336
Pot Cap-1 Maneuver	1398	-	-	1428	-	-	561	621	985	602	600	898
Stage 1	-	-	-	-	-	-	915	818	-	814	744	-
Stage 2	-	-	-	-	-	-	701	736	-	831	786	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1398	-	-	1428	-	-	376	609	985	479	589	898
Mov Cap-2 Maneuver	-	-	-	-	-	-	376	609	-	479	589	-
Stage 1	-	-	-	-	-	-	910	813	-	809	734	-
Stage 2	-	-	-	-	-	-	464	726	-	671	782	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.8			13.3			15		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	376	611	1398	-	-	1428	-	-	479	601
HCM Lane V/C Ratio	0.076	0.251	0.006	-	-	0.014	-	-	0.03	0.413
HCM Control Delay (s)	15.4	12.9	7.6	-	-	7.6	-	-	12.7	15.1
HCM Lane LOS	C	B	A	-	-	A	-	-	B	C
HCM 95th %tile Q(veh)	0.2	1	0	-	-	0	-	-	0.1	2

Intersection												
Int Delay, s/veh	13											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↔		↖	↑	↗
Traffic Vol, veh/h	26	41	55	5	133	54	97	502	19	19	311	35
Future Vol, veh/h	26	41	55	5	133	54	97	502	19	19	311	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	-	220	-	-	1000	-	-	790	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	7	7	7	12	12	12	5	5	5
Mvmt Flow	28	44	59	5	143	58	104	540	20	20	334	38

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	925	1144	334	1156	1134	280	334	0	0	560	0	0
Stage 1	375	375	-	759	759	-	-	-	-	-	-	-
Stage 2	550	769	-	397	375	-	-	-	-	-	-	-
Critical Hdwy	7.315	6.515	6.215	7.405	6.605	7.005	4.28	-	-	4.175	-	-
Critical Hdwy Stg 1	6.115	5.515	-	6.605	5.605	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.515	5.515	-	6.205	5.605	-	-	-	-	-	-	-
Follow-up Hdwy	3.5095	4.0095	3.3095	3.5665	4.0665	3.3665	2.314	-	-	2.2475	-	-
Pot Cap-1 Maneuver	238	200	710	157	196	705	1162	-	-	991	-	-
Stage 1	648	618	-	357	404	-	-	-	-	-	-	-
Stage 2	490	412	-	616	606	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	65	178	710	107	175	705	1162	-	-	991	-	-
Mov Cap-2 Maneuver	65	178	-	107	175	-	-	-	-	-	-	-
Stage 1	590	606	-	325	368	-	-	-	-	-	-	-
Stage 2	250	375	-	513	594	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	36.1		59.9		1.3		0.5	
HCM LOS	E		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1162	-	-	65	178	710	107	175	705	991	-	-
HCM Lane V/C Ratio	0.09	-	-	0.43	0.248	0.083	0.05	0.817	0.082	0.021	-	-
HCM Control Delay (s)	8.4	-	-	97	31.8	10.5	40.4	80.7	10.6	8.7	-	-
HCM Lane LOS	A	-	-	F	D	B	E	F	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.7	0.9	0.3	0.2	5.6	0.3	0.1	-	-

HCM Unsignalized Intersection Capacity Analysis
2: Stapleton Road

Existing + Project - PM
06/20/2019



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	18	22	170	8	14	65
Future Volume (Veh/h)	18	22	170	8	14	65
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	24	185	9	15	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	290	190			194	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	290	190			194	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	97			99	
cM capacity (veh/h)	693	852			1379	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	44	194	86			
Volume Left	20	0	15			
Volume Right	24	9	0			
cSH	771	1700	1379			
Volume to Capacity	0.06	0.11	0.01			
Queue Length 95th (ft)	5	0	1			
Control Delay (s)	9.9	0.0	1.4			
Lane LOS	A		A			
Approach Delay (s)	9.9	0.0	1.4			
Approach LOS	A					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization		25.4%		ICU Level of Service		A
Analysis Period (min)			15			

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Vol, veh/h	2	107	25	2	72	12	82	165	21	17	51	13
Future Vol, veh/h	2	107	25	2	72	12	82	165	21	17	51	13
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	260	-	-	250	-	-	370	-	-	290	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	6	6	6	10	10	10	3	3	3	4	4	4
Mvmt Flow	3	139	32	3	94	16	106	214	27	22	66	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	109	0	0	171	0	0	308	274	155	387	283	101
Stage 1	-	-	-	-	-	-	160	160	-	106	106	-
Stage 2	-	-	-	-	-	-	148	114	-	281	177	-
Critical Hdwy	4.16	-	-	4.2	-	-	7.13	6.53	6.23	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.14	5.54	-
Follow-up Hdwy	2.254	-	-	2.29	-	-	3.527	4.027	3.327	3.536	4.036	3.336
Pot Cap-1 Maneuver	1457	-	-	1359	-	-	642	631	888	568	623	949
Stage 1	-	-	-	-	-	-	840	764	-	895	804	-
Stage 2	-	-	-	-	-	-	852	799	-	721	749	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1457	-	-	1359	-	-	577	628	888	404	620	949
Mov Cap-2 Maneuver	-	-	-	-	-	-	577	628	-	404	620	-
Stage 1	-	-	-	-	-	-	838	762	-	893	802	-
Stage 2	-	-	-	-	-	-	766	797	-	501	747	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			13.4			11.9		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	577	649	1457	-	-	1359	-	-	404	667
HCM Lane V/C Ratio	0.185	0.372	0.002	-	-	0.002	-	-	0.055	0.125
HCM Control Delay (s)	12.6	13.8	7.5	-	-	7.7	-	-	14.4	11.2
HCM Lane LOS	B	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.7	1.7	0	-	-	0	-	-	0.2	0.4

APPENDIX F: DEVIATION REQUEST FOR PROPOSED ACCESS POINT



**Planning and Community
Development Department**
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

**DEVIATION REQUEST
AND DECISION FORM**
Updated: 6/26/2019

PROJECT INFORMATION

Project Name :	Pete Lien & Sons Batch Plant
Schedule No.(s) :	42000-00-405
Legal Description :	THE SOUTH HALF OF THE SOUTHWEST QUARTER AND THE WEST 528 FEET OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER SECTION 34, TOWNSHIP 12 S, R26W OF THE WEST PM, EL PASO COUNTY, COLORADO EXCEPTING THEREFROM THOSE PARCELS CONVEYED TO EL PASO COUNTY RECORDED APRIL 28, 2016 UNDER REC 215041107 AND 215041108.

APPLICANT INFORMATION

Company :	Pete Lien & Sons, Inc.
Name :	Danielle Wiebers
	<input checked="" type="checkbox"/> Owner <input type="checkbox"/> Consultant <input type="checkbox"/> Contractor
Mailing Address :	PO Box 440 Rapid City, SD 57702
Phone Number :	605-342-7224
FAX Number :	605-342-6979
Email Address :	DWiebers@petelien.com

ENGINEER INFORMATION

Company :	Fehr & Peers (traffic study) / Kiowa Engineering Corporation	Colorado P.E. Number :	31955 (Bowers) 36713 (Erichsen)
Name :	Ann T. Bowers / Matt Erichsen		
Mailing Address :	Fehr & Peers 518 17 th Street, Suite 1100 Denver, CO 80202		
	Kiowa Engineering Corporation 7171 W. Jefferson Avenue, Suite 2200 Lakewood, Colorado 80235		
Phone Number :	720-539-7230 (Bowers) (303) 692-0369 (Erichsen)		
FAX Number :	N/A		
Email Address :	a.bowers@fehrandpeers.com , merichsen@kiowaengineering.com ,		

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

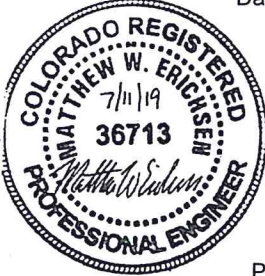


 Signature of owner (or authorized representative)

7/31/19

 Date

Engineer's Seal, Signature
 And Date of Signature



DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in **Table 2-4** and **Section 2.2.4.A.2** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

No direct parcel access to a Principal Arterial (site plan featuring proposed access location is attached).

State the reason for the requested deviation:

Due to wetlands adjacent to Judge Orr Road, access cannot be obtained without hardship.

In addition, the proposed access is located in an established permanent easement per Board of County Commissioners Resolution no. 14-472 (attached).

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

Access is proposed to Stapleton Road rather than Judge Orr Road due to existing wetlands adjacent to Judge Orr. Traversing the wetlands to gain access via Judge Orr Road would result in undue hardship to the proposed development. The alternative is to provide access to Stapleton Road. The proposed access to Stapleton Road is located as far away from the intersection of Judge Orr Road and Stapleton Drive to avoid conflict with the operations of this intersection and to accommodate the recommended auxiliary turn lanes. The access is located on the northern property line, approximately 1,250 feet north of the intersection with Judge Orr Road.

Analysis included within the traffic study does not indicate that the intersection, if allowed to operate as a full-movement intersection, would meet signal warrants. It is understood that future improvements to Stapleton Road include a median thereby modifying the proposed full-movement access to a right-in/right-out access in the future. In support of this deviation request, the CDOT Access code is cited.

Per the CDOT Access Code, Section 3.8 CATEGORY R-A – Regional Highway:

(2) When application is made, one access shall be granted per parcel of land if reasonable access cannot be obtained from the local street or road system. Reasonable local access will be determined in consultation with the appropriate local authority. A determination of reasonable access from a local street or road should include consideration of the local street or road function, purpose, capacity, operational and safety conditions and opportunities to improve the local street or road. Direct access to the highway should not be denied if the alternative local access would create a significant operational or safety problem at the alternative location and the direct access to the state highway would not be a significant problem to the highway.

(3) (a) The standard for the spacing of all intersecting public ways and other accesses that will be full movement, or are or may become signalized, is one-half mile intervals, and based upon section lines where feasible. Exceptions to this one-half mile standard shall not be permitted unless the proposal documents that there are no other reasonable alternatives to achieve a one-half mile interval, there is a documented necessity for the intersection at the proposed location, and a signal study acceptable to the Department is completed in accordance with section 2.3(5).

(b) Not Applicable (signal progression).

(c) Where topography or other existing conditions make one-half mile intervals inappropriate or not feasible, location of the access shall be determined with consideration given to topography, established property ownerships, unique physical limitations and or unavoidable or pre-existing historical land use patterns and physical design constraints with every attempt to achieve a spacing of one-half mile. The final location should serve as many properties and interests as possible to reduce the need for additional direct access to the state highway. In selecting locations for full movement intersections, preference shall be given to public ways that meet or may be reasonably expected to meet signal warrants in the foreseeable future.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

Current flood zone maps identify 100 year and 500 year areas along the Judge Orr frontage. Further wetlands studies identified wetlands on the eastern half of the parcel plus burrowing owl habitat within the wetlands. An exhibit showing the wetlands and flood plain is attached.

In addition, the proposed deviation would locate the access point within an established permanent easement per El Paso County Board of County Commissioners Resolution no. 14-472, which permits access off of Stapleton Drive (easement is attached). The 2007 Stapleton Corridor Study (preferred access control concept attached) does not include a preferred access point for the project site. Since the easement permits parcel access off Stapleton Drive and the proposed access does not conflict with the Stapleton Corridor Study, site access from Stapleton Drive should be permitted in order to avoid disrupting the wetlands and burrowing owl habitat adjacent to Judge Orr Road.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

With recommended auxiliary turn lane implementation on Stapleton Drive, the access will meet CDOT criteria for access to this type of facility.

The deviation will not adversely affect safety or operations.

With recommended auxiliary lane implementation on Stapleton Drive, the access will meet CDOT criteria for access to this type of facility.

The deviation will not adversely affect maintenance and its associated cost.

The proposed access to Stapleton Drive will not have an impact on maintenance practices or the cost of maintenance on the roadway.

The deviation will not adversely affect aesthetic appearance.

The proposed access will be designed to not degrade the aesthetic quality of the surrounding area.

The deviation meets the design intent and purpose of the ECM standards.

Correct, to the best of our knowledge.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

The deviation will meet the indicated control measure requirements.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section _____ of the ECM is hereby granted based on the justification provided.

Γ _____ 7

L _____ 7

Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

Γ _____ 7

L _____ 7

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

CONCEPT SITE PLAN

Pete Lien & Sons

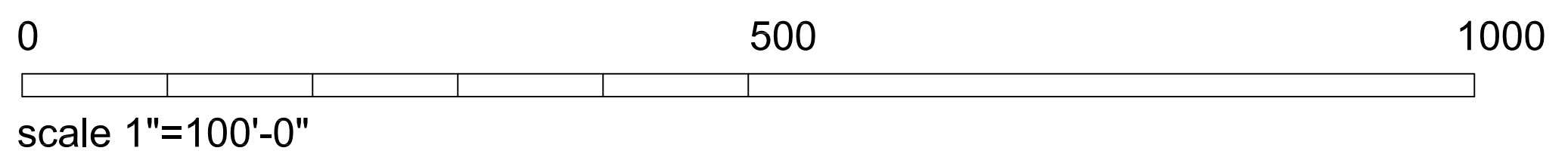
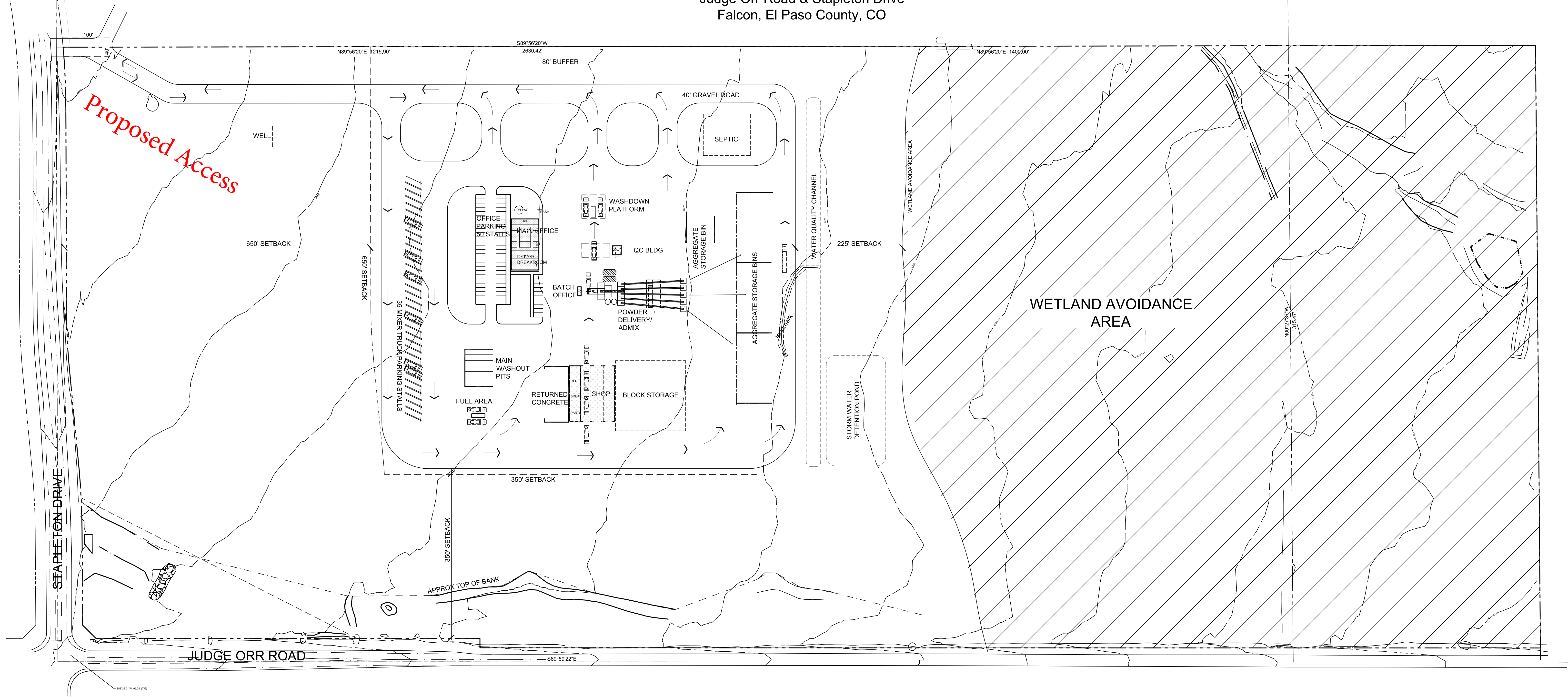
TRANS COLORADO CONCRETE

Ready Mix Concrete Plant

Judge Orr Road & Stapleton Drive
 Falcon, El Paso County, CO

Pete Lien & Sons
 TRANS COLORADO CONCRETE
 Judge Orr Road & Stapleton Drive Falcon, El Paso County, CO

Concepts West
 Architecture, Inc.
 Gary M. Hamilton
 Colorado Springs, CO 80903 (719) 576-1555
 Principal
 531 South Nevada Avenue - Suite 100

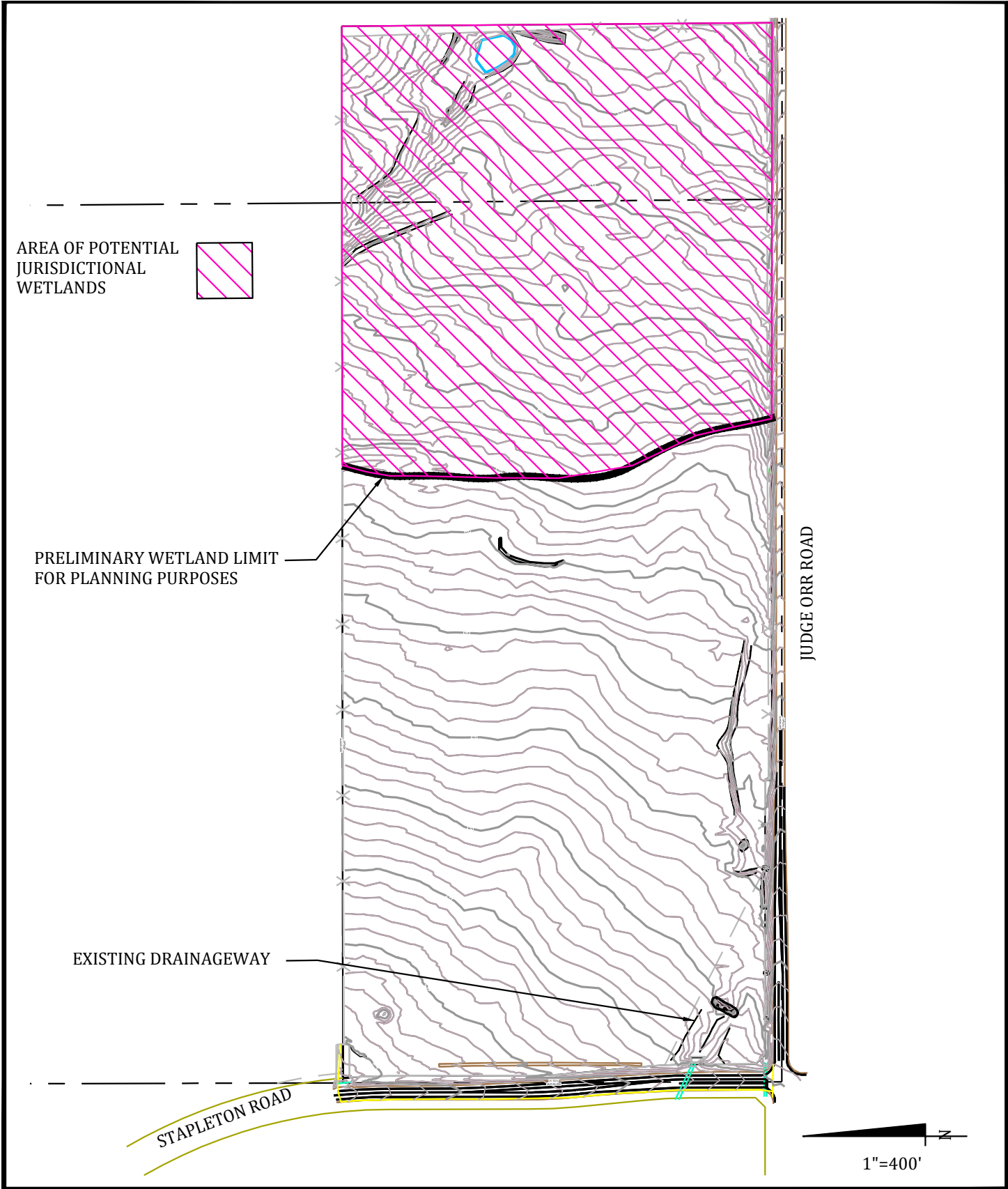


LEGEND	
	40' CONC TRUCK
	60' AGGREGATE TRUCK
	PRIMARY TRAFFIC FLOW
	5' CONTOUR

STATISTICS	
TOTAL SITE	91.86 ACRES
DEVELOPED AREA	22.6 ACRES

OVERALL
 CONCEPT
 PLAN

sheet
SP-D3



**PETE LIEN & SONS TRANS COLORADO CONCRETE
READY MIX CONCRETE PLANT**

**WETLAND AVOIDANCE MAP
EL PASO COUNTY, COLORADO**

DATE: 09/12/18
PROJECT NO. 18055

Kiowa
Engineering Corporation

1604 South 21st Street
Colorado Springs, Colorado 80904
(719) 630-7342

**RESOLUTION NO. 14-472****BOARD OF COUNTY COMMISSIONERS
COUNTY OF EL PASO, STATE OF COLORADO****RESOLUTION TO APPROVE A MEMORANDUM OF AGREEMENT AND TO APPROVE AND ACCEPT NON-EXCLUSIVE PERMANENT EASEMENT (PE-7), TEMPORARY CONSTRUCTION EASEMENT (TE-7), AND SPECIAL WARRANTY DEEDS (PARCEL 7 AND PARCEL 7A) AND TO RECOGNIZE A JOINT ACCESS EASEMENTS AND MAINTENANCE AGREEMENT REGARDING PE 8 AND PE 7A ASSOCIATED WITH THE STAPLETON ROAD EXTENSION PROJECT**

WHEREAS, pursuant to C.R.S. §§ 30-11-101(1)(c)-(d), 30-11-102, 30-11-103, and 30-11-107(1)(a), the Board of County Commissioners of El Paso County, Colorado (hereinafter "Board") has the legislative authority to purchase and hold real and personal property for the use of the County when deemed by the Board to be in the best interests of the County; and

WHEREAS, the Public Services Department (hereinafter "PSD") has identified a need to enter into a Memorandum of Agreement to memorialize the agreement, and to accept a Non-exclusive Permanent Easement (PE-7), a Temporary Construction Easement (TE-7), Special Warranty Deeds (Parcel 7 and Parcel 7A) and to recognize a Joint Access Easements and Maintenance Agreement regarding PE 8 and PE 7A, copies of which are attached hereto respectively as Exhibits 1, 2, 3, 4, 5 and 6 and incorporated herein by reference, from property owned by Sherman G. Madere, the Dortha E. Hellman Testamentary Trust U/W Dated December 23, 1978, the Emanuel S. Hellman Revocable Trust Dated November 18, 1982 and the Simons Family Decedents Trust Dated May 10, 1995 (hereinafter "Grantors"), said property identified on map attached as Exhibit 7 and incorporated herein, for the Stapleton Road Extension Project, to include construction, drainage, slope, maintenance, repair, replacement, operation, ingress, and egress; and

WHEREAS, Grantors agree to convey and grant to El Paso County, Non-Exclusive Permanent Easement (PE-7), Temporary Construction Easement (TE-7), and Special Warranty Deeds (Parcel 7 and Parcel 7A), and Grantor has also agreed to a Joint Access Easements and Maintenance Agreement with the adjoining property owner regarding PE 8 and PE 7A all for the sum of \$10,560.00, and an administrative settlement of \$5,000.00 for a total sum of \$15,560.00 payable to Grantors; and

WHEREAS, the Board has determined that it would serve the best interests of the public to approve the Memorandum of Agreement, and to approve and accept the Non-exclusive Permanent Easement, the Temporary Construction Easement, and the Special Warranty Deeds and to recognize the Joint Access Easements and Maintenance Agreement regarding PE 8 and PE 7A, to effectuate the hereinabove described transaction for purposes, which include, but are not limited to, construction, drainage, slope, maintenance, repair, replacement, operation, ingress, and egress, related to the Stapleton Road Extension Project.

NOW THEREFORE, BE IT RESOLVED the Board of County Commissioners hereby approves the Memorandum of Agreement, and hereby approves and accepts the Non-Exclusive Permanent Easement (PE-7), Temporary Construction Easement (TE-7), and the Special Warranty

Deeds (Parcel 7 and Parcel 7A) and recognizes the Joint Access Easements and Maintenance Agreement regarding PE 8 and PE 7A from Grantors and authorizes payment to Grantors, subject to the terms and conditions cited therein.

BE IT FURTHER RESOLVED that Dennis Hisey, duly elected, qualified member and Chair of the Board of County Commissioners, or Amy Lathen, duly elected, qualified member and Vice Chair of the Board of County Commissioners, be and is hereby authorized and appointed on behalf of the Board to execute any and all documents necessary to carry out the intent of the Board as described herein.

DONE THIS 16th day of December, 2014, at Colorado Springs, Colorado.

ATTEST:

BOARD OF COUNTY COMMISSIONERS
EL PASO COUNTY, COLORADO

By:


Wayne W. Williams
El Paso County Clerk and Recorder



By:


Dennis Hisey, Chair

EI Paso County Public Services Department MEMORANDUM OF AGREEMENT	Project No : 229036	
	Location : Stapleton Road Improvements Project	
	Parcel # : 7, 7A, PE-7, PE-7A & TE-7	
	County : EI Paso	
<p>This Agreement made on _____, 201__ (date) is between EI Paso County by and through the Board of County Commissioners of EI Paso County, Colorado, by its Public Services Department (GRANTEE), for the purchase of the parcel(s) listed above from the Owner, Sherman G. Madere and the Dorothea E. Hellman Testamentary Trust U/W Dated December 23, 1978 and the Emanuel S. Hellman Revocable Trust Dated November 18, 1982 and the Simons Family Decedents Trust Dated May 10, 1995 (GRANTOR).</p> <p>Just compensation was determined by an appraisal prepared in accordance with Colorado state laws and regulations. The amount of money and/or compensation listed below is full consideration for the following land, easements, improvements, claims, and damages of any kind.</p>		
Land :Parcel 7 (described in attached exhibits A and B)	58,698.06 sq ft <input checked="" type="checkbox"/> / acres <input type="checkbox"/>	\$ 4,696.00
Parcel 7A (described in attached exhibits C and D)	94,966.54 sq ft <input checked="" type="checkbox"/> / acres <input type="checkbox"/>	\$ 10.00
Non-Exclusive Permanent Easement PE-7: (described in attached exhibits E and F)	87,214.95 sq ft <input checked="" type="checkbox"/> / acres <input type="checkbox"/>	\$ 5,582.00
Non-Exclusive Permanent Joint Access Easement PE-7A: (described in attached exhibits G and H)	1,982.67 sq ft <input checked="" type="checkbox"/> / acres <input type="checkbox"/>	\$ 127.00
Temporary Easements: TE-7 (described in attached exhibits I and J)	14,213.38 sq ft <input checked="" type="checkbox"/> / acres <input type="checkbox"/>	\$ 114.00
Non-Exclusive Permanent Utility Easement: None	sq ft <input type="checkbox"/> /acres <input type="checkbox"/>	\$ -0-
Improvements		\$ -0-
Damages		\$ -0-
	Gross Total	\$10,560.00 (Rounded)
	Administrative Settlement	\$ 5,000.00
	Net Total	\$15,560.00
<p>Other conditions:</p> <ul style="list-style-type: none"> • Where impacted by the Project, the Property Owner's permanent fence shall be removed by the County during the construction period and reinstalled at the end of the project by the County. The permanent fencing will be barbed wire fencing similar to what currently exists on the property. • A temporary fence will not be installed during the construction period. • The County will re-seed the affected areas until adequate growth has been achieved and approved by the County or their assigns. 		
<p>Notwithstanding anything to the contrary herein, the Agreement is contingent upon the EI Paso County Board of County Commissioner's (hereinafter "Board") consideration and approval, and the GRANTEE will only make payment after receiving an acceptable conveyance instrument from the GRANTOR as indicated below and after formal approval by the Board.</p> <p>The GRANTOR and GRANTEE agree that:</p> <ul style="list-style-type: none"> -there are no promises, terms, conditions, or obligations other than those listed on this Agreement. -this Agreement is binding on both the GRANTOR and GRANTEE and their heirs, devisees, executors, administrators, legal representatives, successors, assigns, and designees. -the compensation shown on this Agreement is for the applicable fee simple estate, permanent easement interest(s), or temporary easement interest(s) of the parcels described and any claims and/or damages of any kind, unless otherwise indicated. -this Agreement is expressly subject to the execution of releases or subordinations pertaining to any interests relating to the property. -failure of the GRANTOR to secure release or subordination of all outstanding interests in the Property to the GRANTEE'S satisfaction prior to closing may, at GRANTEE'S sole option, render this Contract null and void. -GRANTEE may elect to waive GRANTOR'S requirement to obtain release, partial release, or subordination of any lien(s) or mortgage interest(s) in the Property, and will notify GRANTOR in writing of said waiver. Waiver of such by GRANTEE shall not absolve GRANTOR of GRANTOR'S obligations to lienholder(s), including, but not limited to, any requirements under a Due on Sale provision. -agree that the closing date may be extended at the GRANTEE'S sole option to resolve any matter necessary to obtaining merchantable title to the Property. -this Agreement shall be deemed a contract binding upon the GRANTEE and GRANTOR and the GRANTOR'S successors, assigns, designees, heirs, devisees, executors, administrators, and legal representatives. <p>The GRANTOR:</p> <ul style="list-style-type: none"> -will at the closing pay all taxes (including prorated taxes for the current year) and special assessments for the current year. -understands, acknowledges and agrees that the beneficiaries of any unpaid mortgage(s), deed(s) of trust, taxes and/or other financial indebtedness secured by the GRANTOR'S Property may claim all or any portion of the compensation paid pursuant to this Agreement. -has entered into this Agreement only because the GRANTEE has the power of eminent domain and requires the property for public purposes. -will execute and deliver to GRANTEE those documents indicated below. -hereby agrees to provide merchantable title to the Property. -agrees to take all required actions and execute all documents necessary to secure releases or subordinations of any outstanding liens, leases, mortgages, or other encumbrances against, or affecting, the Property by all outstanding lienors, lessees, mortgagees, or any others with legal or equitable interests. -agrees that the GRANTEE will be entitled to specific performance of this Agreement. -agrees that the GRANTEE shall be entitled to take immediate possession of the Property upon the signing of this Agreement by the Parties and tender of payment either (a) directly to the GRANTOR, or (b) by depositing the agreed upon compensation into escrow with the GRANTEE'S closing agent unless other specific arrangements are agreed to by the Parties. This grant of possession of the Property to the GRANTEE shall serve as an irrevocable license to occupy and use said Property for the purposes of the Project until the GRANTOR executes and delivers to the County the necessary documents as stated below, and until the beneficiaries of any unpaid mortgage(s), deed(s) of trust or other financial indebtedness secured by the Owner's Property execute any and all required releases or subordinations, including, but not limited to, Requests for Partial Releases. 		
<p>Initialed _____</p>		

The GRANTEE:
 -will be entitled to specific performance of this Agreement upon tender of the agreed consideration.
 -will be held harmless from any claims against the property or to any interest in the property, except for any benefits due under relocation law.
 -will prepare the following documents:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Special Warranty Deed (2) <input type="checkbox"/> w/Min Resv. | <input type="checkbox"/> Non-Exclusive Permanent Utility Easement |
| <input type="checkbox"/> Access Deed | <input checked="" type="checkbox"/> Non-Exclusive Permanent Easement |
| <input type="checkbox"/> Full Release(s) Book/Page/Reception # | <input type="checkbox"/> Slope Easement |
| <input type="checkbox"/> Partial Release(s) Book/Page/Reception # | <input checked="" type="checkbox"/> Temporary Easement |
| <input type="checkbox"/> Other Joint Access Easements and Maintenance Agreement | |
| <input type="checkbox"/> Title Company to prepare documents except | |

Order Warrant \$15,550.00	Payable to: Land Title Guarantee Company as Escrow Agent for: Sherman G. Madere and the Dorothea E. Hellman Testamentary Trust UW Dated December 23, 1978 and the Emanuel S. Hellman Revocable Trust Dated November 18, 1982 and the Simons Family Decedents Trust Dated May 10, 1995
---------------------------	--

<p>Board of County Commissioners of El Paso County, Colorado</p> <p style="text-align: center;">ATTEST:</p> <p>_____ Dennis Hisey, Chair _____ County Clerk and Recorder</p> <p>Reference: BoCC resolution # _____</p>	<p>GRANTOR signature Attach W-9 form(s)</p> <p><u>Sherman G. Madere</u> Sherman G. Madere</p> <p>Dorothea E. Hellman Testamentary Trust UW Dated December 23, 1978</p> <p>By: _____ Title: Trustee</p> <p>Emanuel S. Hellman Revocable Trust Dated November 18, 1982</p> <p>By: _____ Title: Trustee</p> <p>Simons Family Decedents Trust Dated May 10, 1995</p> <p>By: _____ Title: Trustee</p>
---	---

EXHIBIT A

EL PASO COUNTY PROJECT NUMBER 229036

PARCEL 7

SITUATE

THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M., EL PASO COUNTY, COLORADO

LEGAL DESCRIPTION

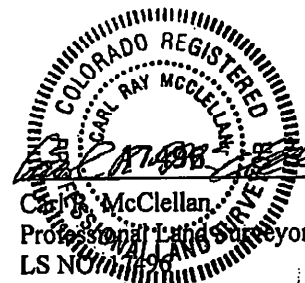
A TRACT OF LAND SITUATED IN THE SOUTH HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO, BEING A PORTION OF THE EL PASO COUNTY, COLORADO ASSESSOR'S PARCEL NUMBER 4200000214, LOCATED AT JUDGE ORR ROAD, C/O SHERMAN G. MADERE AND DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978 AND THE EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982 AND THE RALPH S. SIMONS TRUST DATED JUNE 28, 1994, LEE ANNA SIMONS, TRUSTEE, 6059 NORTH PINCHOT ROAD, TUCSON, ARIZONA 85750-1072, SAID TRACT BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTH HALF OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, THENCE;

1. NORTH 00°08'45" WEST ALONG THE WEST LINE THEREOF A DISTANCE OF 30.00 FEET FOR THE POINT OF BEGINNING, THENCE;
2. CONTINUING ALONG SAID WEST LINE NORTH 00°08'45" WEST A DISTANCE OF 1,282.10 FEET TO THE NORTH LINE OF SAID SOUTH HALF OF SAID SOUTHWEST QUARTER, THENCE;
3. NORTH 89°54'32" EAST ALONG SAID NORTH LINE A DISTANCE OF 14.45 FEET, THENCE;
4. ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 4°52'35", A RADIUS OF 1,555.00 FEET, AN ARC LENGTH OF 132.34 FEET, A CHORD BEARING OF SOUTH 02°35'00" EAST AND A CHORD LENGTH OF 132.30 FEET, THENCE;
5. SOUTH 00°08'42" EAST A DISTANCE OF 421.95 FEET, THENCE;
6. ALONG THE ARC OF A TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 5°24'11", A RADIUS OF 1,455.00 FEET, AN ARC LENGTH OF 137.21 FEET, A CHORD BEARING OF SOUTH 02°50'47" EAST AND A CHORD LENGTH OF 137.16 FEET, THENCE;
7. SOUTH 05°32'53" EAST A DISTANCE OF 200.32 FEET, THENCE;
8. ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 5°12'20", A RADIUS OF 1,555.00 FEET, AN ARC LENGTH OF 141.28 FEET, A CHORD BEARING OF SOUTH 02°56'43" EAST AND A CHORD LENGTH OF 141.23 FEET, THENCE;
9. SOUTH 00°20'33" EAST A DISTANCE OF 202.40 FEET, THENCE;
10. SOUTH 45°09'59" EAST A DISTANCE OF 40.00 FEET, THENCE;
11. SOUTH 89°59'27" EAST A DISTANCE OF 820.00 FEET, THENCE;
12. SOUTH 00°00'35" WEST DISTANCE OF 20.00 FEET, THENCE;
13. NORTH 89°59'27" WEST A DISTANCE OF 901.22 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 58,698.06 SQUARE FEET, (1.348 ACRES), MORE OR LESS.

ALL BEARINGS ARE BASED ON THE WEST LINE OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, MONUMENTED WITH A FOUND 3/2" ALUMINUM CAP STAMPED CDOT PLS 22103, DATED 2001 ON THE NORTH AND WITH A FOUND 3" ALUMINUM CAP ILLEGIBLE IN A RANGE BOX ON THE SOUTH AND WHICH WAS ASSUMED TO BEAR NORTH 00°08'45" WEST A DISTANCE OF 2,624.28 FEET.



SCALE: NONE DATE: 12/18/13
DRAWING: StapletonEastLegals&Exhibits.dwg BY: NH

EL PASO COUNTY
PUBLIC SERVICES DEPARTMENT

EXHIBIT B

EL PASO COUNTY PROJECT NUMBER 229036

PARCEL 7

SITUATE

THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M., EL PASO COUNTY, COLORADO

Bank of Beginning
W. Line SW 1/4
S34, T12S, R64W
N0°08'45"W 2,624.26'

Fed 3/4" Aluminum Cap
Stamped CDOT PLS 22103, Dated 2001
W 1/4 Cor S34, T12S, R64W

N89°54'32" E
14.45'

A=4°33'35"
L=192.54'
R=155.50'
Cb=134.00'
ChB=52°35'00" E

SUP08°40'28" E 431.95'

N0°08'45" W 1,282.10'

A=5°24'41"
L=171.21'
R=145.50'
Cb=134.00'
ChB=52°35'00" E

SUP08°40'28" E 200.32'

A=5°12'20"
L=141.28'
R=155.50'
Cb=134.00'
ChB=52°35'00" E

PARCEL No. 420000214
HELLMAN, EMANUEL S REVOCABLE TRUST
HELLMAN, DOROTHEA E TESTAMENT TRUST
MADERE, SHERMAN G
SIMONS, RALPH S TRUST
SIMONS, LEE ANNA TRUSTEE
JUDGE OER ROAD
MAIL: 6059 N PINCHOT RD
TUCSON AZ 85750-1072

Area: 58,698.06 sq. ft.
(1.348 acres)

HAZARDOUS WASTE

SUP08°40'28" E 200.00'

S45°09'59" E
40.00'

N0°08'45" W
30.00'

S89°59'27" E 820.00'

Point of Beginning

Fed 1 1/2" Aluminum Cap
Stamped LS 7728

Point of Commencement
Fed 3" Aluminum Cap Illegible
In Range Box
SW Cor S34, T12S, R64W

N89°39'27" W 901.22'

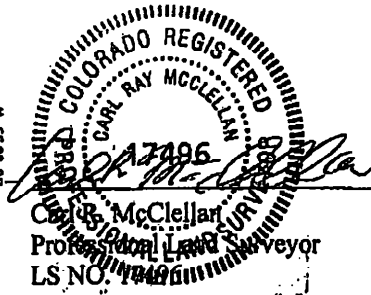
S0°02'35" W
20.00'



GRAPHIC SCALE



1 inch = 200 ft.



SCALE: 1"=200' DATE: 12/18/13
DRAWING: StapletonEastLegals&Exhibits.dwg BY: NH

EL PASO COUNTY
PUBLIC SERVICES DEPARTMENT

EXHIBIT C

EL PASO COUNTY PROJECT NUMBER 229036

PARCEL 7A

SITUATE

THE SOUTH HALF OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M., EL PASO COUNTY, COLORADO

LEGAL DESCRIPTION

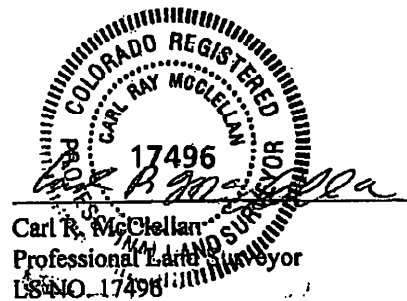
A TRACT OF LAND SITUATED IN THE SOUTH HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO, BEING A PORTION OF THE EL PASO COUNTY, COLORADO ASSESSOR'S PARCEL NUMBER 4200000214, LOCATED AT JUDGE ORR ROAD, C/O SHERMAN G. MADERE AND DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978 AND THE EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982 AND THE RALPH S. SIMONS TRUST DATED JUNE 28, 1994, LEE ANNA SIMONS, TRUSTEE, 6059 NORTH PINCHOT ROAD, TUCSON, ARIZONA 85750-1072, SAID TRACT BEING MORE FULLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SOUTH HALF OF SAID SECTION 34, THENCE;

1. SOUTH 89°59'27" EAST ALONG THE SOUTH LINE THEREOF A DISTANCE OF 3,165.64 FEET, THENCE;
2. NORTH 00°28'13" WEST A DISTANCE OF 30.00 FEET, THENCE;
3. NORTH 89°59'27" WEST A DISTANCE OF 3,165.47 FEET TO THE WEST LINE OF SAID SOUTH HALF OF SAID SECTION 34, THENCE;
4. SOUTH 00°08'45" EAST ALONG SAID WEST LINE A DISTANCE OF 30.00 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 94,966.54 SQUARE FEET, (2.180 ACRES), MORE OR LESS.

ALL BEARINGS ARE BASED ON THE WEST LINE OF SAID SOUTH WEST QUARTER OF SAID SECTION 34, MONUMENTED WITH A FOUND 3/8" ALUMINUM CAP STAMPED CDOT PLS 22103, DATED 2001 ON THE NORTH AND WITH A FOUND 3" ALUMINUM CAP ILLEGIBLE IN A RANGE BOX ON THE SOUTH AND WHICH WAS ASSUMED TO BEAR NORTH 00°08'45" WEST A DISTANCE OF 2,624.28 FEET.



SCALE: NONE DATE: 12/18/13
DRAWING: SapletonEastLegals&Exhibits.dwg BY: NH

EL PASO COUNTY
PUBLIC SERVICES DEPARTMENT

EXHIBIT D

EL PASO COUNTY PROJECT NUMBER 229036

PARCEL 7A

SITUATE

THE SOUTH HALF OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M., EL PASO COUNTY, COLORADO

N0°28'13"W
30.00'



GRAPHIC SCALE



1 inch = 400 ft.

N89°52'27"W 3,165.47'
S89°52'27"E 3,165.64'

7A
Area: 94,965.54 sq. ft.
(2.180 acres)

PARCEL No. 420000214
HELLMAN, EMANUEL S REVOCABLE TRUST
HELLMAN, DOROTHEA E TESTAMENT TRUST
MADERE, SHERMAN G
SIMONS, RALPH S TRUST
SIMONS, LEE ANNA TRUSTEE
JUDOB ORR ROAD
MAIL: 6039 N FINCHOT RD
TUCSON AZ 85730-1072

JUDOB ORR ROAD

Reals of Bearings
W. Line SW ¼ S34
T12S, R64W

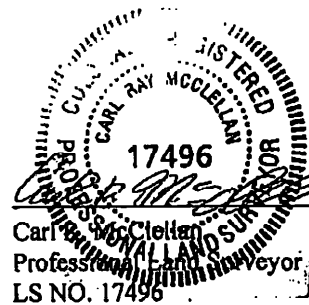
N0°08'45"W 2,624.28'

STAPLETON DRIVE

S0°08'45"E
30.00'

Point of Beginning
Fnd 3" Aluminum Cap Illegible
In Range Box
SW Cor S34, T12S, R64W

Fnd 3/4" Aluminum Cap
Stamped CDOT PLS 22103, Dated 2001
W ¼ Cor S34, T12S, R64W



SCALE: 1"=400' DATE: 12/18/13

DRAWING: StapletonEastLegals&Exhibits.dwg BY: NH

EL PASO COUNTY
PUBLIC SERVICES DEPARTMENT

EXHIBIT E

**EL PASO COUNTY PROJECT NUMBER 229036
NON-EXCLUSIVE PERMANENT EASEMENT PE-7**

SITUATE
THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M.,
EL PASO COUNTY, COLORADO

LEGAL DESCRIPTION

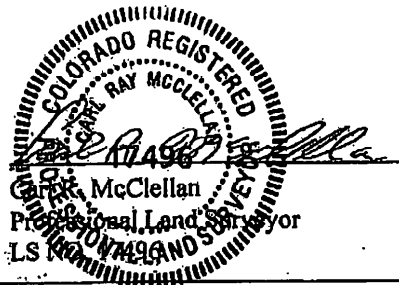
A TRACT OF LAND SITUATED IN THE SOUTH HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO, BEING A PORTION OF THE EL PASO COUNTY, COLORADO ASSESSOR'S PARCEL NUMBER 4200000214, LOCATED AT JUDGE ORR ROAD, C/O SHERMAN G. MADERE AND DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978 AND THE EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982 AND THE RALPH S. SIMONS TRUST DATED JUNE 28, 1994, LEE ANNA SIMONS, TRUSTEE, 6059 NORTH PINCHOT ROAD, TUCSON, ARIZONA 85750-1072, SAID TRACT BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTH HALF OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, THENCE;

1. NORTH 00°08'45" WEST ALONG THE WEST LINE THEREOF A DISTANCE OF 78.05 FEET, THENCE;
2. NORTH 89°51'15" EAST A DISTANCE OF 52.98 FEET FOR THE POINT OF BEGINNING, THENCE;
3. NORTH 00°20'33" WEST A DISTANCE OF 202.40 FEET, THENCE;
4. ALONG THE ARC OF A TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 2°33'29", A RADIUS OF 1,555.00 FEET, AN ARC LENGTH OF 69.43 FEET, A CHORD BEARING OF NORTH 01°37'17" WEST AND A CHORD LENGTH OF 69.42 FEET, THENCE;
5. SOUTH 62°59'37" EAST A DISTANCE OF 660.83 FEET, THENCE;
6. NORTH 89°59'27" WEST A DISTANCE OF 557.23 FEET, THENCE;
7. NORTH 45°09'59" WEST A DISTANCE OF 40.00 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 87,214.95 SQUARE FEET, (2.002 ACRES), MORE OR LESS.

ALL BEARINGS ARE BASED ON THE WEST LINE OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, MONUMENTED WITH A FOUND 3/4" ALUMINUM CAP STAMPED CDOT PLS 22103, DATED 2001 ON THE NORTH AND WITH A FOUND 3" ALUMINUM CAP ILLEGIBLE IN A RANGE BOX ON THE SOUTH AND WHICH WAS ASSUMED TO BEAR NORTH 00°08'45" WEST A DISTANCE OF 2,624.28 FEET.



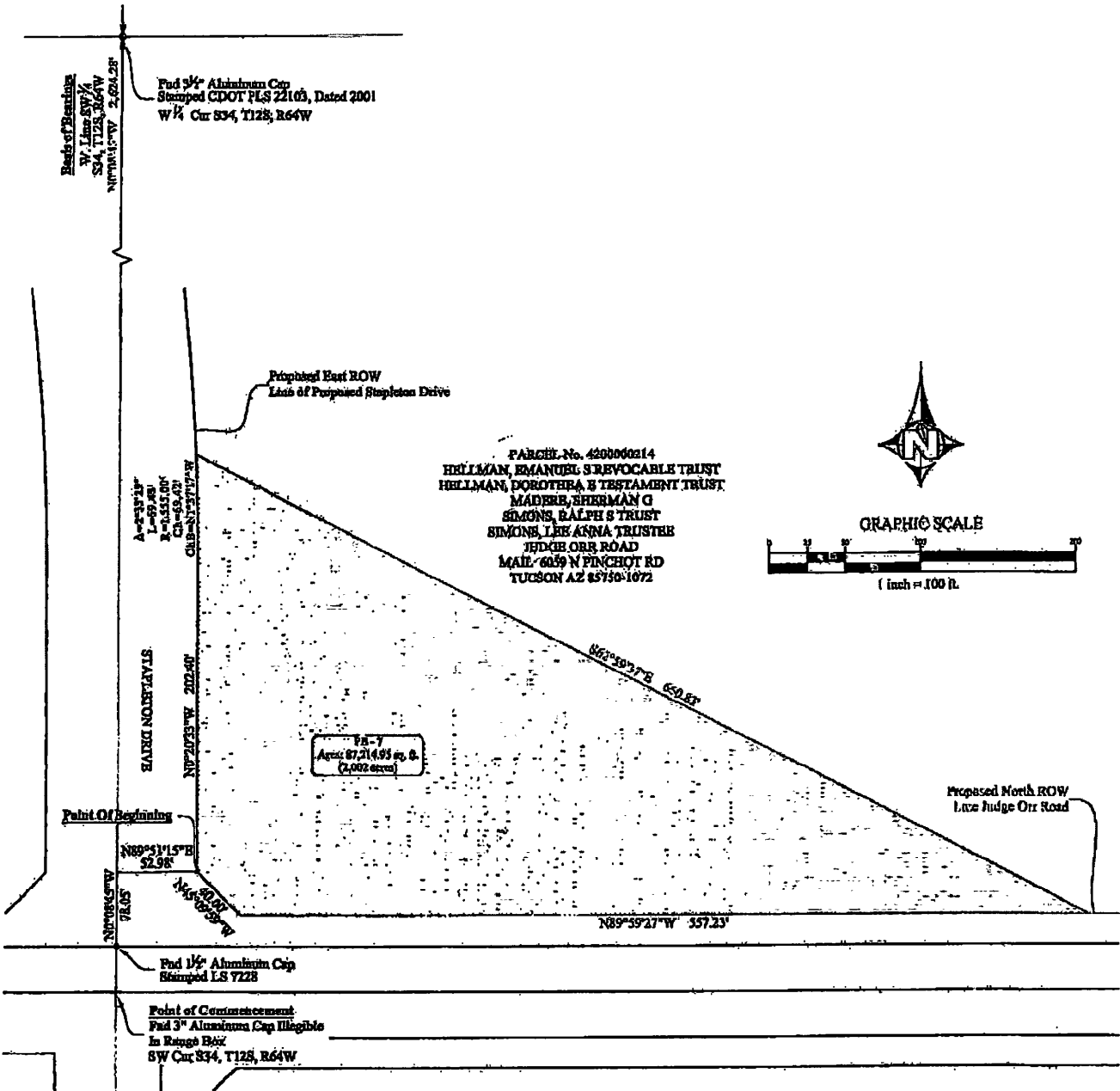
SCALE: NONE DATE: 12/18/13
DRAWING: StapletonEastLegals&Exhibits.dwg BY: NH

EL PASO COUNTY
PUBLIC SERVICES DEPARTMENT

EXHIBIT F

**EL PASO COUNTY PROJECT NUMBER 229036
NON-EXCLUSIVE PERMANENT EASEMENT PE-7**

SITUATE
THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M., EL PASO COUNTY, COLORADO



PARCEL No. 420000214
HELLMAN, EMANUELE S REVOCABLE TRUST
HELLMAN, DOROTHEA S TESTAMENT TRUST
MADERE, SHERMAN G
SIMONS, RALPH S TRUST
SIMONS, LEE ANNA TRUSTEE
JUDGE ORR ROAD
MAIL 6039 N PINCHOT RD
TUCSON AZ 85750-1072



GRAPHIC SCALE

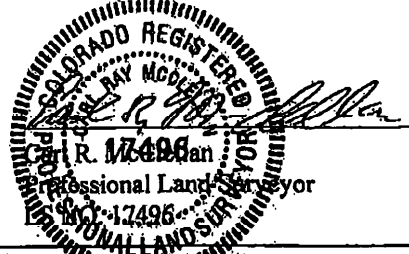


PE-7
Area: 87,214.93 sq. ft.
(2,002 acres)

Point of Beginning
N 112° 57' 41\"/>

Point of Beginning

Point of Commencement
Pd 3" Aluminum Cap
In Range Box
SW Cor 834, T12S, R64W



SCALE: 1"=100' DATE: 12/18/13
DRAWING: StapletonEastLegals&Exhibits.dwg BY: NH

EL PASO COUNTY
PUBLIC SERVICES DEPARTMENT

EXHIBIT G

**EL PASO COUNTY PROJECT NUMBER 229036
NON-EXCLUSIVE PERMANENT EASEMENT PE-7A**

SITUATE
THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M.,
EL PASO COUNTY, COLORADO

LEGAL DESCRIPTION

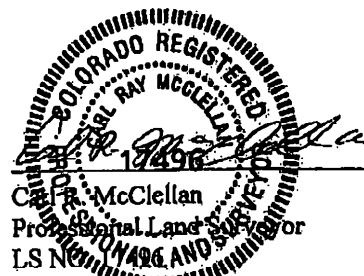
A TRACT OF LAND SITUATED IN THE SOUTH HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO, BEING A PORTION OF THE EL PASO COUNTY, COLORADO ASSESSOR'S PARCEL NUMBER 4200000214, LOCATED AT JUDGE ORR ROAD, C/O SHERMAN G. MADERE AND DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978 AND THE EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982 AND THE RALPH S. SIMONS TRUST DATED JUNE 28, 1994, LEE ANNA SIMONS, TRUSTEE, 6059 NORTH PINCHOT ROAD, TUCSON, ARIZONA 85750-1072, SAID TRACT BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTH HALF OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, THENCE;

1. NORTH 00°08'45" WEST ALONG THE WEST LINE THEREOF A DISTANCE OF 1,312.10 FEET TO THE NORTHWEST CORNER OF SAID SOUTH HALF OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, THENCE;
2. NORTH 89°54'32" EAST ALONG THE NORTH LINE OF SAID SOUTH HALF A DISTANCE OF 14.45 FEET FOR THE POINT OF BEGINNING, THENCE;
3. CONTINUING ALONG SAID NORTH LINE NORTH 89°54'32" EAST A DISTANCE OF 99.95 FEET, THENCE;
4. SOUTH 00°05'24" EAST A DISTANCE OF 20.00 FEET, THENCE;
5. SOUTH 89°54'32" WEST A DISTANCE OF 98.36 FEET, THENCE;
6. ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 0°44'21", A RADIUS OF 1,555.00 FEET, AN ARC LENGTH OF 20.06 FEET, A CHORD BEARING OF NORTH 04°39'06" WEST AND A CHORD LENGTH OF 20.06 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 1,982.67 SQUARE FEET, (0.046 ACRES), MORE OR LESS.

ALL BEARINGS ARE BASED ON THE WEST LINE OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, MONUMENTED WITH A FOUND 3/8" ALUMINUM CAP STAMPED CDOT PLS 22103, DATED 2001 ON THE NORTH AND WITH A FOUND 3" ALUMINUM CAP ILLEGIBLE IN A RANGE BOX ON THE SOUTH AND WHICH WAS ASSUMED TO BEAR NORTH 00°08'45" WEST A DISTANCE OF 2,624.28 FEET.



SCALE: NONE DATE: 12/18/13
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**EL PASO COUNTY
PUBLIC SERVICES DEPARTMENT**

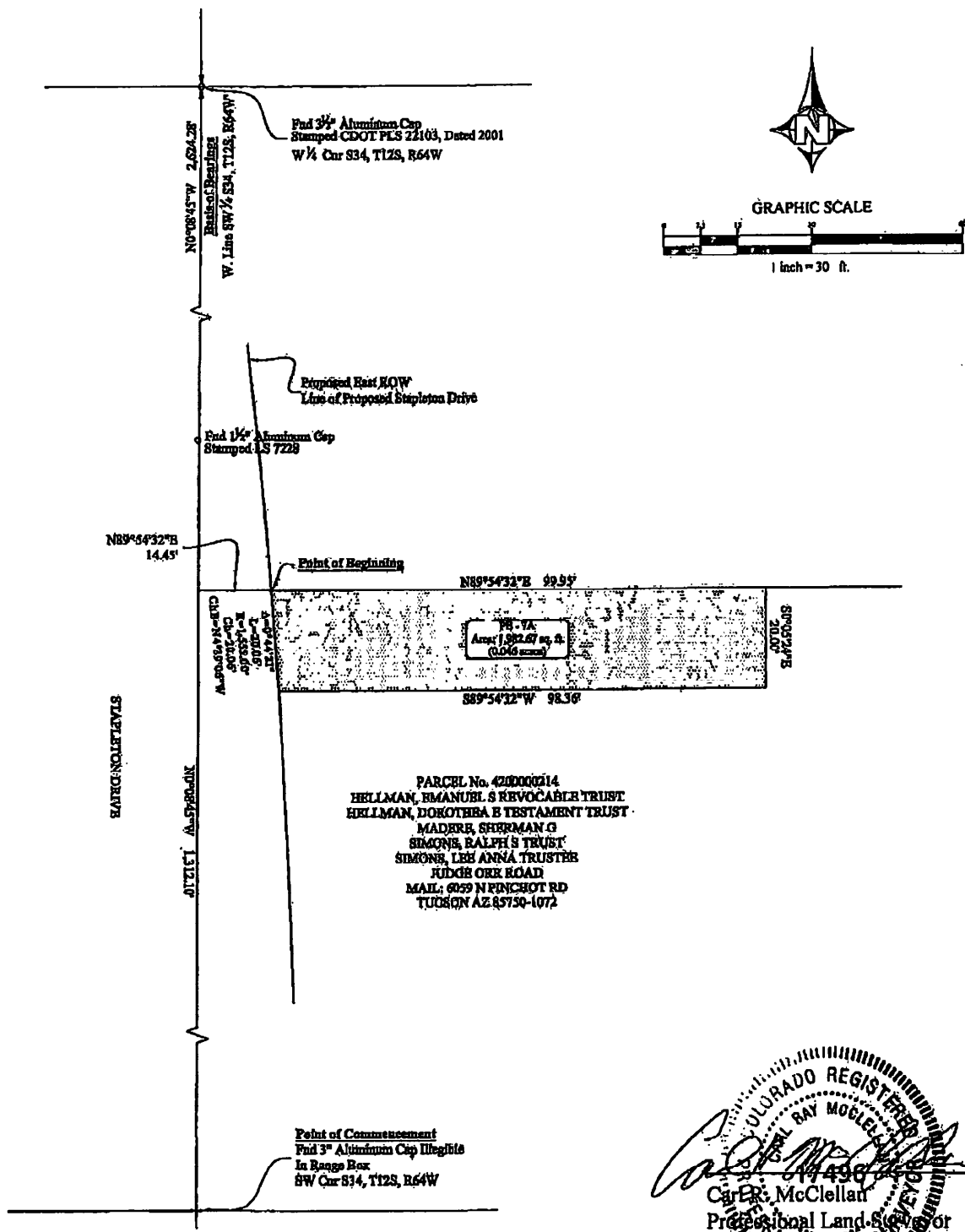
EXHIBIT H

EL PASO COUNTY PROJECT NUMBER 229036

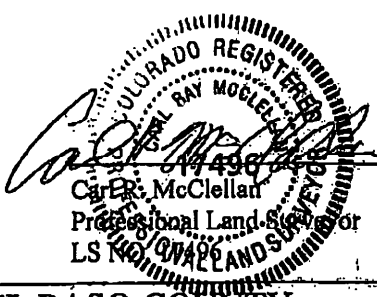
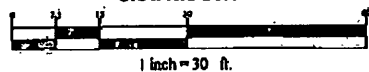
NON-EXCLUSIVE PERMANENT EASEMENT PE-7A

SITUATE

THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M., EL PASO COUNTY, COLORADO



GRAPHIC SCALE



SCALE: 1"=30' DATE: 12/18/13
 DRAWING: StapletonEastLegals&Exhibits.dwg BY: NH

EL PASO COUNTY
 PUBLIC SERVICES DEPARTMENT

EXHIBIT I

EL PASO COUNTY PROJECT NUMBER 229036
TEMPORARY EASEMENT TE-7

SITUATE
THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M.,
EL PASO COUNTY, COLORADO

LEGAL DESCRIPTION

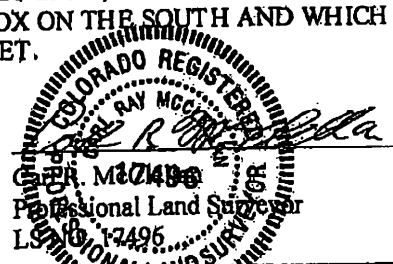
A TRACT OF LAND SITUATED IN THE SOUTH HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO, BEING A PORTION OF THE EL PASO COUNTY, COLORADO ASSESSOR'S PARCEL NUMBER 4200000214, LOCATED AT JUDGE ORR ROAD, C/O SHERMAN G. MADERE AND DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978 AND THE EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982 AND THE RALPH S. SIMONS TRUST DATED JUNE 28, 1994, LEE ANNA SIMONS, TRUSTEE, 6059 NORTH PINCHOT ROAD, TUCSON, ARIZONA 85750-1072, SAID TRACT BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTH HALF OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, THENCE;

1. NORTH 00°08'45" WEST ALONG THE WEST LINE THEREOF A DISTANCE OF 319.85 FEET, THENCE;
2. NORTH 89°51'15" EAST A DISTANCE OF 50.50 FEET FOR THE POINT OF BEGINNING, THENCE;
3. SOUTH 62°59'37" EAST A DISTANCE OF 17.28 FEET, THENCE;
4. ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 2°57'43", A RADIUS OF 1,570.00 FEET, AN ARC LENGTH OF 81.16 FEET, A CHORD BEARING OF NORTH 04°04'01" WEST AND A CHORD LENGTH OF 81.15 FEET, THENCE;
5. NORTH 05°32'53" WEST A DISTANCE OF 200.32 FEET, THENCE;
6. ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 5°24'11", A RADIUS OF 1,440.00 FEET, AN ARC LENGTH OF 135.79 FEET, A CHORD BEARING OF NORTH 02°50'47" WEST AND A CHORD LENGTH OF 135.74 FEET, THENCE;
7. NORTH 00°08'42" WEST A DISTANCE OF 421.95 FEET, THENCE;
8. ALONG THE ARC OF A TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 4°05'49", A RADIUS OF 1,570.00 FEET, AN ARC LENGTH OF 112.27 FEET, A CHORD BEARING OF NORTH 02°11'37" WEST AND A CHORD LENGTH OF 112.24 FEET, THENCE;
9. SOUTH 89°54'32" WEST A DISTANCE OF 15.04 FEET, THENCE;
10. ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 4°08'14", A RADIUS OF 1,555.00 FEET, AN ARC LENGTH OF 112.28 FEET, A CHORD BEARING OF SOUTH 02°12'49" EAST AND A CHORD LENGTH OF 112.26 FEET, THENCE;
11. SOUTH 00°08'42" EAST A DISTANCE OF 421.95 FEET, THENCE;
12. ALONG THE ARC OF A TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 5°24'11", A RADIUS OF 1,455.00 FEET, AN ARC LENGTH OF 137.21 FEET, A CHORD BEARING OF SOUTH 02°50'47" EAST AND A CHORD LENGTH OF 137.16 FEET, THENCE;
13. SOUTH 05°32'53" EAST A DISTANCE OF 200.32 FEET, THENCE;
14. ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 2°08'51", A RADIUS OF 1,555.00 FEET, AN ARC LENGTH OF 71.85 FEET, A CHORD BEARING OF SOUTH 04°13'27" EAST AND A CHORD LENGTH OF 71.85 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 14,213.38 SQUARE FEET, (0.326 ACRES), MORE OR LESS.

ALL BEARINGS ARE BASED ON THE WEST LINE OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, MONUMENTED WITH A FOUND 3/4" ALUMINUM CAP STAMPED CDOT PLS 22103, DATED 2001 ON THE NORTH AND WITH A FOUND 3" ALUMINUM CAP ILLEGIBLE IN A RANGE BOX ON THE SOUTH AND WHICH WAS ASSUMED TO BEAR NORTH 00°08'45" WEST A DISTANCE OF 2,624.28 FEET.



SCALE: NONE DATE: 12/18/13
DRAWING: StapletonEastLegals&Exhibits.dwg BY: NH

EL PASO COUNTY
PUBLIC SERVICES DEPARTMENT

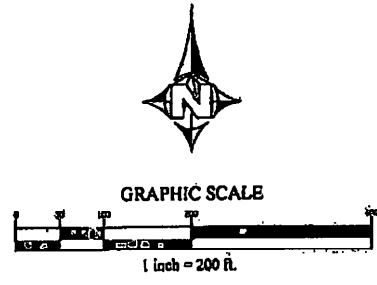
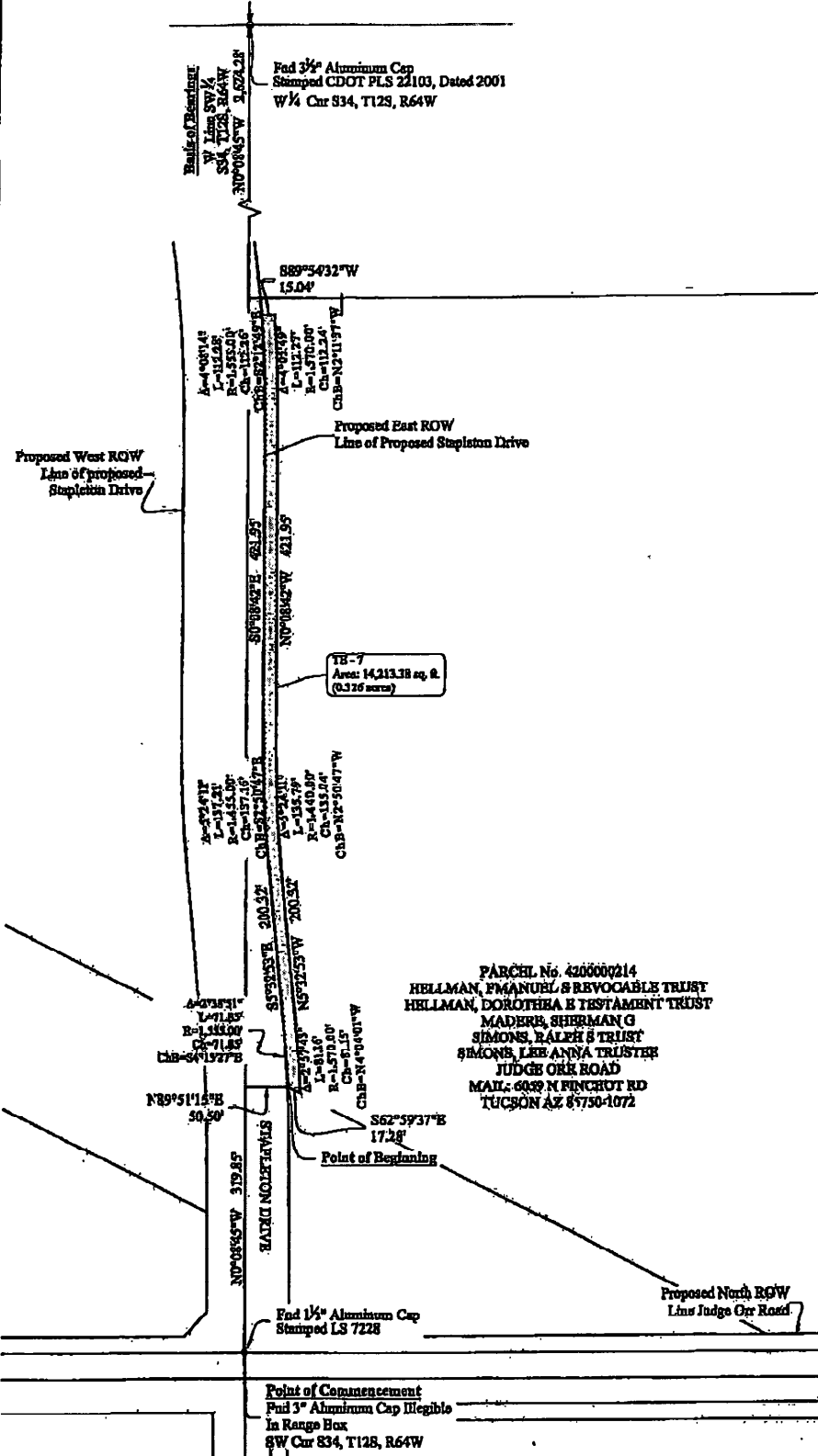
EXHIBIT J

EL PASO COUNTY PROJECT NUMBER 229036

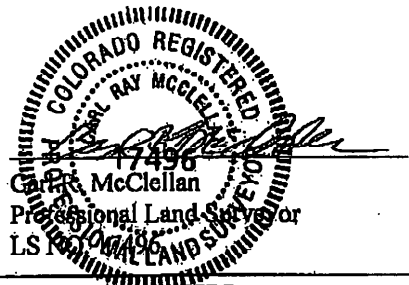
TEMPORARY EASEMENT TE-7

SITUATE

THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M., EL PASO COUNTY, COLORADO



PARCEL No. 430000214
 HELLMAN, EMANUEL S REVOCABLE TRUST
 HELLMAN, DOROTHEA E TESTAMENT TRUST
 MADRRA, SHERMAN G
 SIMONS, RALPH S TRUST
 SIMONS, LEE ANNA TRUSTEE
 JUDGE OAK ROAD
 MAIL: 6049 N FINCHROT RD
 TUCSON AZ 85750-1072



SCALE: 1"=200' DATE: 12/18/13
 DRAWING: StapletonEastLegals&Exhibits.dwg BY: NH

EL PASO COUNTY
 PUBLIC SERVICES DEPARTMENT

Project: 229036 Stapleton Road Improvements

**NON-EXCLUSIVE PERMANENT EASEMENT
PE-7**

THIS NON-EXCLUSIVE PERMANENT EASEMENT AGREEMENT ("AGREEMENT") is made this ____ day of _____, 201__, between the SHERMAN G. MADERE AND THE DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978 AND THE EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982 AND THE SIMONS FAMILY DECEDENTS TRUST DATED MAY 10, 1995, whose mailing address is 6059 North Pinchot Road, Tucson, AZ 85750-1072 (hereinafter "Grantor(s)"), for and in consideration of the sum of Five Thousand Five Hundred Eighty Two Dollars and No Cents (\$5,582.00), and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, in hand paid by EL PASO COUNTY BY AND THROUGH THE BOARD OF COUNTY COMMISSIONERS OF EL PASO COUNTY, COLORADO, whose address is 200 S. Cascade Avenue, Colorado Springs, CO 80903 (hereinafter "Grantee"), (have/has) given and granted and by these presents (do/does) hereby give and grant unto the said Grantee, its heirs, successors or assigns a NON-EXCLUSIVE PERMANENT EASEMENT only along, over and across the following described premises:

See attached Exhibit A, Land Description
Exhibit B, Sketch

This non-exclusive permanent easement is for the following purposes, which include, but are not limited to: construction, drainage, slope, maintenance, repair, replacement, operation, ingress and egress.

Grantor(s) shall not construct improvements in the easement area that would unreasonably interfere with the Grantee's use of the easement area. No trees or shrubs that will impair the structural integrity of the drainage facility shall be planted or allowed to grow in this area and may be removed by the Grantee.

That portion of the easement that pertains to slope control is subject to the following conditions: at no time hereafter shall the Grantor(s), or anyone claiming by, through, or under the Grantor, perform any act or thing which is or may be detrimental to, or have any adverse effect upon the stability of said excavated slopes or embankment, or which shall interfere with the flow of drainage.

Grantor(s) hereby covenants with the Grantee that they have good title to the aforescribed premises, that they have good and lawful right to grant this easement, that they will warrant and defend the title and quiet possession thereof against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, the Grantor (have/has) executed this Non-Exclusive Permanent Easement.

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Signature Pages Follow

NON-EXCLUSIVE PERMANENT EASEMENT
PE-7

GRANTOR:

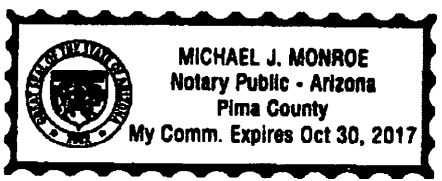
SHERMAN G. MADERE

Sherman Madere
Sherman G. Madere

State of Arizona)
County of Pima) ss

The foregoing instrument was acknowledged before me this 6th day of November, 2014, by Sherman G. Madere.

Witness my hand and official seal.
Michael J. Monroe
Notary Public



My Commission Expires: Oct 17, '17

DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978

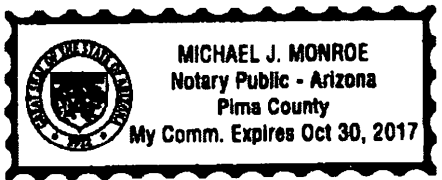
By: [Signature]

Title: TRUSTEE

State of Arizona)
County of Pima) ss

The foregoing instrument was acknowledged before me this 6th day of November, 2014, by Ernest S. Hellman as Trustee of the Dorothea E. Hellman Testamentary Trust U/W Dated December 23, 1978.

Witness my hand and official seal.
Michael J. Monroe
Notary Public



My Commission Expires: Oct 17, '17

NON-EXCLUSIVE PERMANENT EASEMENT
PE-7

EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982

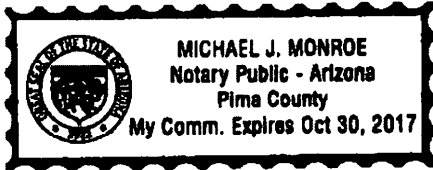
By: [Signature]

Title: Trustee

State of Arizona)
County of Pima) ss

The foregoing instrument was acknowledged before me this 6th day of November 2014, by Emanuel S Hellman as Trustee of the Emanuel S. Hellman Revocable Trust Dated November 18, 1982.

Witness my hand and official seal.
[Signature]
Notary Public



My Commission Expires: Oct 17 '17

SIMONS FAMILY DECEDENTS TRUST DATED MAY 10, 1995

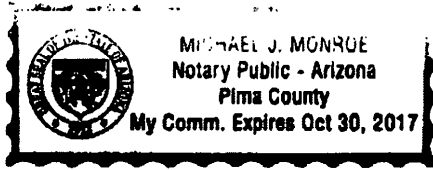
By: [Signature]

Title: Trustee

State of Arizona)
County of Pima) ss

The foregoing instrument was acknowledged before me this 6th day of November 2014, by Helanna Simons as Trustee of the Simons Family Decedents Trust Dated May 10, 1995.

Witness my hand and official seal.
[Signature]
Notary Public



My Commission Expires: Oct 17 '17

**NON-EXCLUSIVE PERMANENT EASEMENT
PE-7**

**BOARD OF COUNTY COMMISSIONERS
OF EL PASO COUNTY, COLORADO**

ATTEST:

By: _____
County Clerk and Recorder

By: _____
Dennis Hisey, Chair

State of Colorado)
) ss
County of El Paso)

The foregoing instrument was acknowledged before me this ____ day of _____, 201__, by Dennis Hisey, Chair of the Board of County Commissioners of El Paso County, Colorado, and as attested to by _____, County Clerk and Recorder.

Witness my hand and official seal.

Notary Public

My Commission Expires: _____

EXHIBIT A

EL PASO COUNTY PROJECT NUMBER 229036

NON-EXCLUSIVE PERMANENT EASEMENT PE-7

SITUATE

THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M.,
EL PASO COUNTY, COLORADO

LEGAL DESCRIPTION

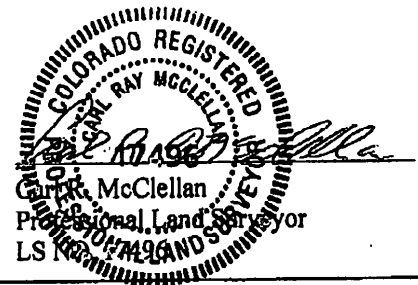
A TRACT OF LAND SITUATED IN THE SOUTH HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO, BEING A PORTION OF THE EL PASO COUNTY, COLORADO ASSESSOR'S PARCEL NUMBER 4200000214, LOCATED AT JUDGE ORR ROAD, C/O SHERMAN G. MADERE AND DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978 AND THE EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982 AND THE RALPH S. SIMONS TRUST DATED JUNE 28, 1994, LEE ANNA SIMONS, TRUSTEE, 6059 NORTH PINCHOT ROAD, TUCSON, ARIZONA 85750-1072, SAID TRACT BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTH HALF OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, THENCE;

1. NORTH 00°08'45" WEST ALONG THE WEST LINE THEREOF A DISTANCE OF 78.05 FEET, THENCE;
2. NORTH 89°51'15" EAST A DISTANCE OF 52.98 FEET FOR THE POINT OF BEGINNING, THENCE;
3. NORTH 00°20'33" WEST A DISTANCE OF 202.40 FEET, THENCE;
4. ALONG THE ARC OF A TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 2°33'29", A RADIUS OF 1,555.00 FEET, AN ARC LENGTH OF 69.43 FEET, A CHORD BEARING OF NORTH 01°37'17" WEST AND A CHORD LENGTH OF 69.42 FEET, THENCE;
5. SOUTH 62°59'37" EAST A DISTANCE OF 660.83 FEET, THENCE;
6. NORTH 89°59'27" WEST A DISTANCE OF 557.23 FEET, THENCE;
7. NORTH 45°09'59" WEST A DISTANCE OF 40.00 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 87,214.95 SQUARE FEET, (2.002 ACRES), MORE OR LESS.

ALL BEARINGS ARE BASED ON THE WEST LINE OF SAID SOUTH WEST QUARTER OF SAID SECTION 34, MONUMENTED WITH A FOUND 3½" ALUMINUM CAP STAMPED CDOT PLS 22103, DATED 2001 ON THE NORTH AND WITH A FOUND 3" ALUMINUM CAP ILLEGIBLE IN A RANGE BOX ON THE SOUTH AND WHICH WAS ASSUMED TO BEAR NORTH 00°08'45" WEST A DISTANCE OF 2,624.28 FEET.



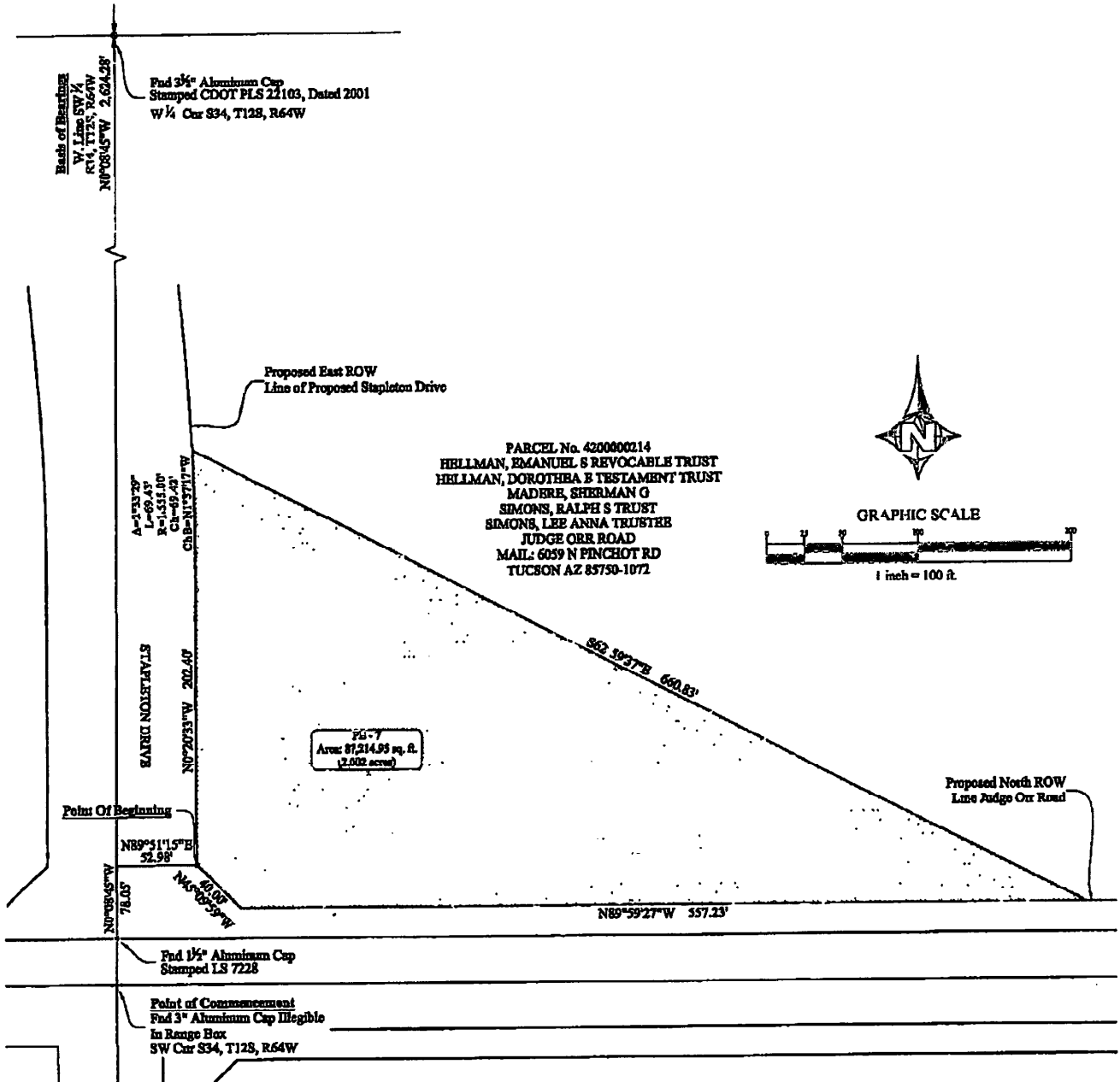
SCALE: NONE DATE: 12/18/13
DRAWING: StapletonEastLegals&Exhibits.dwg BY: NH

EL PASO COUNTY
PUBLIC SERVICES DEPARTMENT

EXHIBIT B

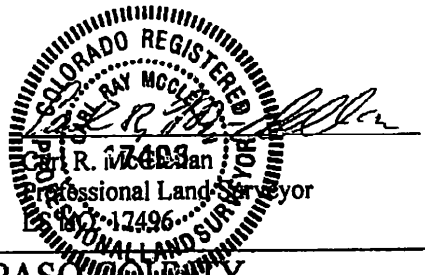
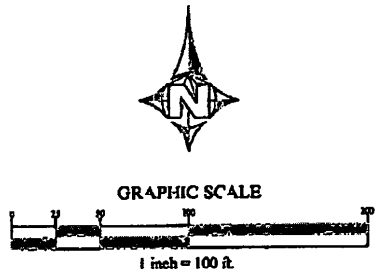
**EL PASO COUNTY PROJECT NUMBER 229036
NON-EXCLUSIVE PERMANENT EASEMENT PE-7**

SITUATE
THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M., EL PASO COUNTY, COLORADO



PARCEL No. 420000214
HELLMAN, EMANUEL S REVOCABLE TRUST
HELLMAN, DOROTHEA B TESTAMENT TRUST
MADERE, SHERMAN G
SIMONS, RALPH S TRUST
SIMONS, LEE ANNA TRUSTEE
JUDGE ORR ROAD
MAIL: 6039 N PINCHOT RD
TUCSON AZ 85750-1072

PE-7
Area: 87,214.98 sq. ft.
(2.002 acres)



SCALE: 1"=100' DATE: 12/18/13
DRAWING: StapletonEastLegals&Exhibits.dwg BY: NH

EL PASO COUNTY
PUBLIC SERVICES DEPARTMENT

Project: 229036 Stapleton Road Improvements

**TEMPORARY CONSTRUCTION EASEMENT AGREEMENT
TE-7**

THIS TEMPORARY CONSTRUCTION EASEMENT AGREEMENT ("AGREEMENT") is made this ____ day of _____, 201__, between the SHERMAN G. MADERE AND THE DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978 AND THE EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982 AND THE SIMONS FAMILY DECEDENTS TRUST DATED MAY 10, 1995, whose mailing address is 6059 North Pinchot Road, Tucson, AZ 85750-1072, hereinafter called the Grantor(s), for and in consideration of the sum of One Hundred Fourteen Dollars and No Cents (\$114.00), and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, in hand paid by EL PASO COUNTY BY AND THROUGH THE BOARD OF COUNTY COMMISSIONERS OF EL PASO COUNTY, COLORADO, whose address is 200 S. Cascade Avenue, Colorado Springs, CO 80903 (hereinafter "Grantee"), have given and granted and by these presents do hereby give and grant unto the said Grantee, a TEMPORARY CONSTRUCTION EASEMENT. This Easement shall be in force for one year from the date of the issuance of the Notice to Proceed or until the end of the project, whichever comes first. The following is the described premises:

See attached Exhibit A, Land Description Temporary Construction Easement
Exhibit B, Sketch

This temporary construction easement is for the following purposes, which include but are not limited to: road construction, drainage, slope, maintenance, repair, replacement, operation, ingress and egress.

That portion of the easement that pertains to slope control is subject to the following conditions: at no time hereafter shall the Grantors, or anyone claiming by, through, or under the Grantors, perform any act or thing which is or may be detrimental to, or has any adverse effect upon the stability of said excavated slopes or embankment, or which shall interfere with the flow of drainage.

Grantee does hereby agree to construct slopes in a neat and workmanlike manner, to avoid damage to any existing structures and to rework any existing approach entrances affected by said construction. At the end of the project Grantee shall smooth, re-seed, and blanket, as may be recommended by the Natural Resources Conservation Service, any disturbed area.

IN WITNESS WHEREOF, the Grantor(s) have executed this Temporary Construction Easement Agreement.

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Signature Pages Follow

TEMPORARY CONSTRUCTION EASEMENT AGREEMENT
TE-7

GRANTOR:
SHERMAN G. MADERE

Sherman G. Madere

Sherman G. Madere

State of Arizona)
County of Pima) ss

The foregoing instrument was acknowledged before me this 6th day of November, 2014, by Sherman G. Madere.

Witness my hand and official seal.

Michael J. Monroe
Notary Public



My Commission Expires: Oct 17, '17

DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978

By: *[Signature]*

Title: Trustee

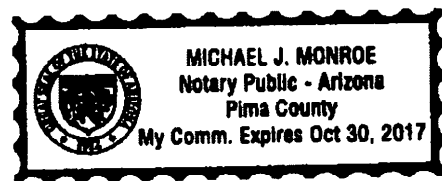
State of Arizona)
County of Pima) ss

The foregoing instrument was acknowledged before me this 6th day of November, 2014, by Ernest Hellman as Trustee of the Dorothea E. Hellman Testamentary Trust U/W Dated December 23, 1978.

Hellman Testamentary Trust U/W Dated December 23, 1978.

Witness my hand and official seal.

Michael J. Monroe
Notary Public



My Commission Expires: Oct 17, '17

TEMPORARY CONSTRUCTION EASEMENT AGREEMENT
TE-7

EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982

By: [Signature]

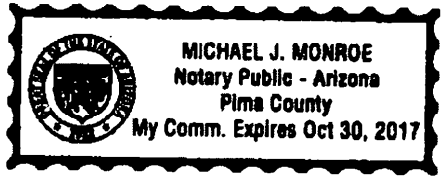
Title: Trustee

State of Arizona)

County of Pima) ss

The foregoing instrument was acknowledged before me this 6th day of November, 2014, by Emanuel S Hellman as Trustee of the Emanuel S. Hellman Revocable Trust Dated November 18, 1982.

Witness my hand and official seal.
[Signature]
Notary Public



My Commission Expires: Oct 17 '17

SIMONS FAMILY DECEDENTS TRUST DATED MAY 10, 1995

By: [Signature]

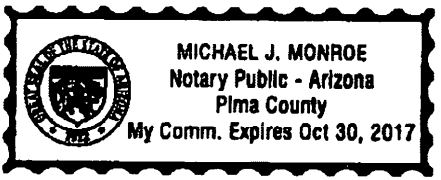
Title: Trustee

State of Arizona)

County of Pima) ss

The foregoing instrument was acknowledged before me this 6th day of November, 2014, by Lekma Simon as Trustee of the Simons Family Decedents Trust Dated May 10, 1995.

Witness my hand and official seal.
[Signature]
Notary Public



My Commission Expires: Oct 17, '17

**TEMPORARY CONSTRUCTION EASEMENT AGREEMENT
TE-7**

**BOARD OF COUNTY COMMISSIONERS
OF EL PASO COUNTY, COLORADO**

ATTEST:

By: _____
County Clerk and Recorder

By: _____
Dennis Hisey, Chair

State of Colorado)
) ss
County of El Paso)

The foregoing instrument was acknowledged before me this ____ day of _____, 201__, by Dennis Hisey, Chair of the Board of County Commissioners of El Paso County, Colorado, and as attested to by _____, County Clerk and Recorder

Witness my hand and official seal.

Notary Public

My Commission Expires: _____

EXHIBIT A

EL PASO COUNTY PROJECT NUMBER 229036
TEMPORARY EASEMENT TE-7

SITUATE

THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M.,
EL PASO COUNTY, COLORADO

LEGAL DESCRIPTION

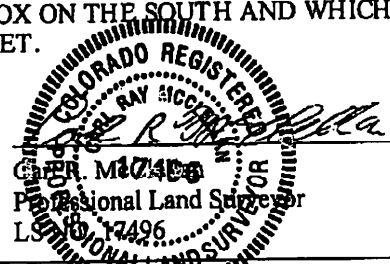
A TRACT OF LAND SITUATED IN THE SOUTH HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO, BEING A PORTION OF THE EL PASO COUNTY, COLORADO ASSESSOR'S PARCEL NUMBER 4200000214, LOCATED AT JUDGE ORR ROAD, C/O SHERMAN G. MADERE AND DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978 AND THE EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982 AND THE RALPH S. SIMONS TRUST DATED JUNE 28, 1994, LEE ANNA SIMONS, TRUSTEE, 6059 NORTH PINCHOT ROAD, TUCSON, ARIZONA 85750-1072, SAID TRACT BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTH HALF OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, THENCE;

1. NORTH 00°08'45" WEST ALONG THE WEST LINE THEREOF A DISTANCE OF 319.85 FEET, THENCE;
2. NORTH 89°51'15" EAST A DISTANCE OF 50.50 FEET FOR THE POINT OF BEGINNING, THENCE;
3. SOUTH 62°59'37" EAST A DISTANCE OF 17.28 FEET, THENCE;
4. ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 2°57'43", A RADIUS OF 1,570.00 FEET, AN ARC LENGTH OF 81.16 FEET, A CHORD BEARING OF NORTH 04°04'01" WEST AND A CHORD LENGTH OF 81.15 FEET, THENCE;
5. NORTH 05°32'53" WEST A DISTANCE OF 200.32 FEET, THENCE;
6. ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 5°24'11", A RADIUS OF 1,440.00 FEET, AN ARC LENGTH OF 135.79 FEET, A CHORD BEARING OF NORTH 02°50'47" WEST AND A CHORD LENGTH OF 135.74 FEET, THENCE;
7. NORTH 00°08'42" WEST A DISTANCE OF 421.95 FEET, THENCE;
8. ALONG THE ARC OF A TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 4°05'49", A RADIUS OF 1,570.00 FEET, AN ARC LENGTH OF 112.27 FEET, A CHORD BEARING OF NORTH 02°11'37" WEST AND A CHORD LENGTH OF 112.24 FEET, THENCE;
9. SOUTH 89°54'32" WEST A DISTANCE OF 15.04 FEET, THENCE;
10. ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 4°08'14", A RADIUS OF 1,555.00 FEET, AN ARC LENGTH OF 112.28 FEET, A CHORD BEARING OF SOUTH 02°12'49" EAST AND A CHORD LENGTH OF 112.26 FEET, THENCE;
11. SOUTH 00°08'42" EAST A DISTANCE OF 421.95 FEET, THENCE;
12. ALONG THE ARC OF A TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 5°24'11", A RADIUS OF 1,455.00 FEET, AN ARC LENGTH OF 137.21 FEET, A CHORD BEARING OF SOUTH 02°50'47" EAST AND A CHORD LENGTH OF 137.16 FEET, THENCE;
13. SOUTH 05°32'53" EAST A DISTANCE OF 200.32 FEET, THENCE;
14. ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 2°38'51", A RADIUS OF 1,555.00 FEET, AN ARC LENGTH OF 71.85 FEET, A CHORD BEARING OF SOUTH 04°13'27" EAST AND A CHORD LENGTH OF 71.85 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 14,213.38 SQUARE FEET, (0.326 ACRES), MORE OR LESS.

ALL BEARINGS ARE BASED ON THE WEST LINE OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, MONUMENTED WITH A FOUND 3½" ALUMINUM CAP STAMPED CDOT PLS 22103, DATED 2001 ON THE NORTH AND WITH A FOUND 3" ALUMINUM CAP ILLEGIBLE IN A RANGE BOX ON THE SOUTH AND WHICH WAS ASSUMED TO BEAR NORTH 00°08'45" WEST A DISTANCE OF 2,624.28 FEET.

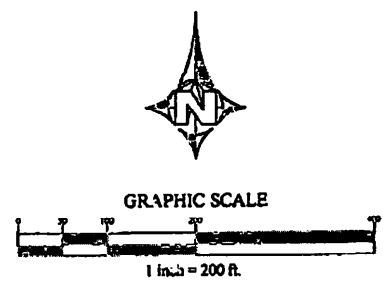
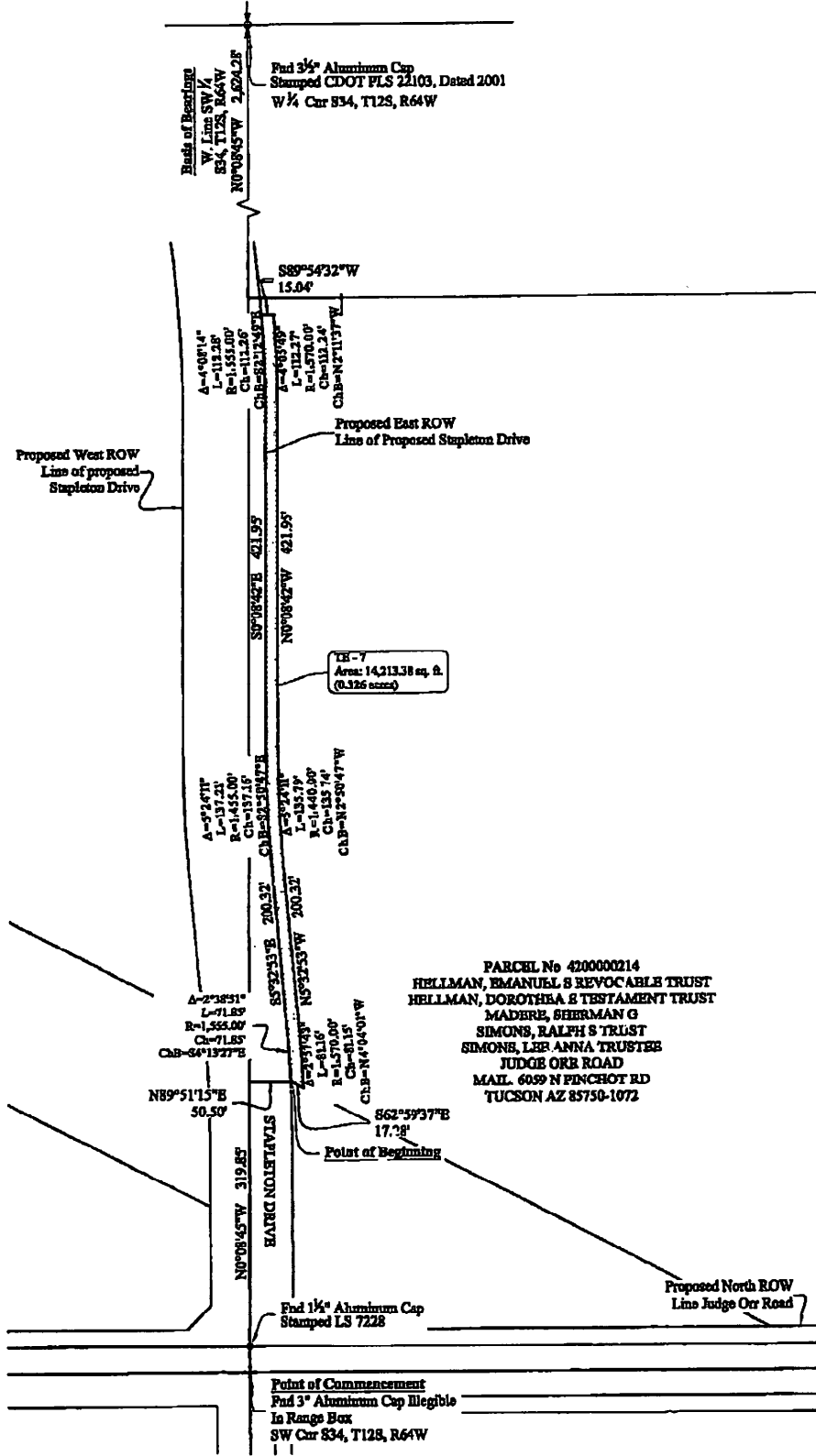


SCALE: NONE DATE: 12/18/13
DRAWING: StapletonEastLegals&Exhibits.dwg BY: NH

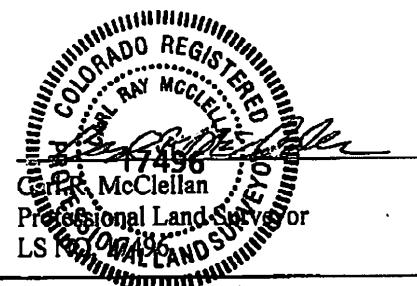
EL PASO COUNTY
PUBLIC SERVICES DEPARTMENT

EXHIBIT B
EL PASO COUNTY PROJECT NUMBER 229036
TEMPORARY EASEMENT TE-7

SITUATE
 THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M., EL PASO COUNTY, COLORADO



PARCEL No 420000214
 HELLMAN, EMANUEL S REVOCABLE TRUST
 HELLMAN, DOROTHEA S TESTAMENT TRUST
 MADERE, SHERMAN G
 SIMONS, RALPH S TRUST
 SIMONS, LEE ANNA TRUSTEE
 JUDGE ORR ROAD
 MAIL: 6059 N FINCHOT RD
 TUCSON AZ 85750-1072



SPECIAL WARRANTY DEED

COPY

THIS DEED, made this ____ day of _____, 201__, between the SHERMAN G. MADERE AND THE DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978 AND THE EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982 AND THE SIMONS FAMILY DECEDENTS TRUST DATED MAY 10, 1995, whose mailing address is 6059 North Pinchot Road, Tucson, AZ 85750-1072 ("Grantor"), and EL PASO COUNTY BY AND THROUGH THE BOARD OF COUNTY COMMISSIONERS OF EL PASO COUNTY, COLORADO, whose street address is 200 S. Cascade Avenue, Colorado Springs, CO 80903 ("Grantee" or "County").

WITNESSETH, that Grantor, for and in consideration of the sum of Four Thousand Six Hundred Ninety Six Dollars and No Cents (\$4,696.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell, convey and confirm, unto Grantee, and Grantee's heirs, successors and assigns forever, all the real property, together with all improvements, if any, situate, lying and being in the County of El Paso, State of Colorado described as follows:

See Exhibits A and B for Parcel No. 7, attached hereto and incorporated herein by reference

also known by El Paso County tax schedule number 42000-00-214.

TOGETHER WITH all and singular the hereditaments and appurtenances thereto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof; and all the estate, right, title, interest, claim and demand whatsoever of Grantor, either in law or equity, of, in and to the above bargained premises, with the hereditaments and appurtenances;

TO HAVE AND TO HOLD the said premises above bargained and described with the appurtenances, unto Grantee, and Grantee's heirs, successors and assigns forever. Grantor, for Grantor and Grantor's heirs, successors and assigns, does covenant and agree that Grantor shall and will WARRANT AND FOREVER DEFEND the above bargained premises in the quiet and peaceable possession of Grantee, and Grantee's heirs, successors and assigns, against all and every person or persons claiming the whole or any part thereof, by, through or under Grantor and hereby warrants that the Property is free and clear of any lien or encumbrances, of whatever kind or nature soever, including taxes for 2013 and 2014 tax prorations, except any easements, rights-of-way, and restrictions of record and taxes for subsequent years.

IN WITNESS WHEREOF, Grantor has executed this deed on the date set forth above.

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Signature Pages Follow

GRANTOR:

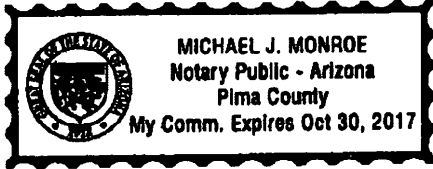
SHERMAN G. MADERE

Sherman G. Madere
Sherman G. Madere

State of Arizona)
County of Pima) ss

The foregoing instrument was acknowledged before me this 6th day of November, 2017, by Sherman G. Madere.

Witness my hand and official seal.
Michael J. Monroe
Notary Public



My Commission Expires: Oct 17, '17

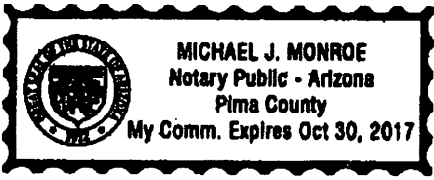
DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978

By: [Signature]
Title: Trustee

State of Arizona)
County of Pima) ss

The foregoing instrument was acknowledged before me this 6th day of November, 2017, by Erin Marie Hellman as Trustee of the Dorothea E. Hellman Testamentary Trust U/W Dated December 23, 1978.

Witness my hand and official seal.
Michael J. Monroe
Notary Public



My Commission Expires: Oct 17, '17

EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982

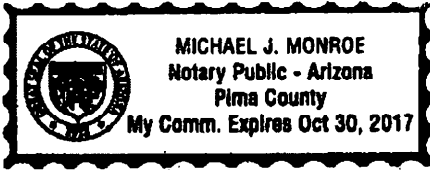
By: [Signature]

Title: Trustee

State of Arizona)
County of Pima) SS

The foregoing instrument was acknowledged before me this 6th day of November, 2014, by Emanuel S. Hellman as Trustee of the Emanuel S. Hellman Revocable Trust Dated November 18, 1982.

Witness my hand and official seal.
[Signature]
Notary Public



My Commission Expires: Oct 17, '17

SIMONS FAMILY DECEDENTS TRUST DATED MAY 10, 1995

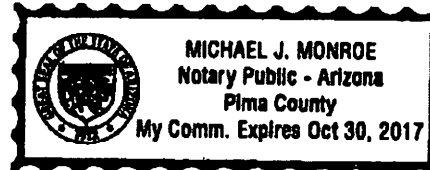
By: [Signature]

Title: Trustee

State of Arizona)
County of Pima) SS

The foregoing instrument was acknowledged before me this 6th day of November, 2014, by Lois Ann Simons as Trustee of the Simons Family Decedents Trust Dated May 10, 1995.

Witness my hand and official seal.
[Signature]
Notary Public



My Commission Expires: Oct 17, '17

EXHIBIT A

EL PASO COUNTY PROJECT NUMBER 229036

PARCEL 7

SITUATE

THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M.,
EL PASO COUNTY, COLORADO

LEGAL DESCRIPTION

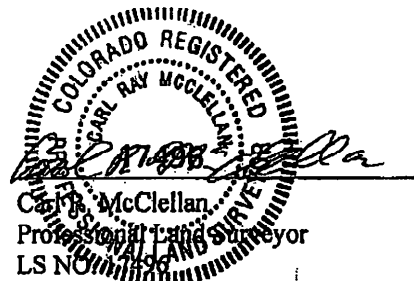
A TRACT OF LAND SITUATED IN THE SOUTH HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO, BEING A PORTION OF THE EL PASO COUNTY, COLORADO ASSESSOR'S PARCEL NUMBER 4200000214, LOCATED AT JUDGE ORR ROAD, C/O SHERMAN G. MADERE AND DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978 AND THE EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982 AND THE RALPH S. SIMONS TRUST DATED JUNE 28, 1994, LEE ANNA SIMONS, TRUSTEE, 6059 NORTH PINCHOT ROAD, TUCSON, ARIZONA 85750-1072, SAID TRACT BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTH HALF OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, THENCE;

1. NORTH 00°08'45" WEST ALONG THE WEST LINE THEREOF A DISTANCE OF 30.00 FEET FOR THE POINT OF BEGINNING, THENCE;
2. CONTINUING ALONG SAID WEST LINE NORTH 00°08'45" WEST A DISTANCE OF 1,282.10 FEET TO THE NORTH LINE OF SAID SOUTH HALF OF SAID SOUTHWEST QUARTER, THENCE;
3. NORTH 89°54'32" EAST ALONG SAID NORTH LINE A DISTANCE OF 14.45 FEET, THENCE;
4. ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 4°52'35", A RADIUS OF 1,555.00 FEET, AN ARC LENGTH OF 132.34 FEET, A CHORD BEARING OF SOUTH 02°35'00" EAST AND A CHORD LENGTH OF 132.30 FEET, THENCE;
5. SOUTH 00°08'42" EAST A DISTANCE OF 421.95 FEET, THENCE;
6. ALONG THE ARC OF A TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 5°24'11", A RADIUS OF 1,455.00 FEET, AN ARC LENGTH OF 137.21 FEET, A CHORD BEARING OF SOUTH 02°50'47" EAST AND A CHORD LENGTH OF 137.16 FEET, THENCE;
7. SOUTH 05°32'53" EAST A DISTANCE OF 200.32 FEET, THENCE;
8. ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 5°12'20", A RADIUS OF 1,555.00 FEET, AN ARC LENGTH OF 141.28 FEET, A CHORD BEARING OF SOUTH 02°56'43" EAST AND A CHORD LENGTH OF 141.23 FEET, THENCE;
9. SOUTH 00°20'33" EAST A DISTANCE OF 202.40 FEET, THENCE;
10. SOUTH 45°09'59" EAST A DISTANCE OF 40.00 FEET, THENCE;
11. SOUTH 89°59'27" EAST A DISTANCE OF 820.00 FEET, THENCE;
12. SOUTH 00°00'35" WEST DISTANCE OF 20.00 FEET, THENCE;
13. NORTH 89°59'27" WEST A DISTANCE OF 901.22 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 58,698.06 SQUARE FEET, (1.348 ACRES), MORE OR LESS.

ALL BEARINGS ARE BASED ON THE WEST LINE OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, MONUMENTED WITH A FOUND 3½" ALUMINUM CAP STAMPED CDOT PLS 22103, DATED 2001 ON THE NORTH AND WITH A FOUND 3" ALUMINUM CAP ILLEGIBLE IN A RANGE BOX ON THE SOUTH AND WHICH WAS ASSUMED TO BEAR NORTH 00°08'45" WEST A DISTANCE OF 2,624.28 FEET.



SCALE: NONE DATE: 12/18/13
DRAWING: StapletonEastLegals&Exhibits.dwg BY: NH

EL PASO COUNTY
PUBLIC SERVICES DEPARTMENT

EXHIBIT B

EL PASO COUNTY PROJECT NUMBER 229036

PARCEL 7

SITUATE

THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M., EL PASO COUNTY, COLORADO

Radius of Curvature
W. Line SW 1/4
S34, T12S, R64W

Find 3/4" Aluminum Cap
Stamped CIDOT PLS 22103, Dated 2001
W/4 Cor S34, T12S, R64W

N89°59'32"E
14.45'

A=99253'
L=171.9'
R=1453.0'
C=141.23'
CIB=81°59'47"E

S89°08'43"E 471.95'

N0°08'45"W 1,283.10'

A=97271'
L=171.9'
R=1453.0'
C=141.23'
CIB=81°59'47"E

S89°59'27"E 200.32'

PARCEL No. 420000214
HELLMAN, EMANUEL S REVOCABLE TRUST
HELLMAN, DOROTHEA B TESTAMENT TRUST
MADERE, SHERMAN G
SIMONS, RALPH S TRUST
SIMONS, LEE ANNA TRUSTEE
JUDGE ORE ROAD
MAIL: 6059 N PINCHOT RD
TUCSON AZ 85730-1072

Area: 58,698.06 sq. ft.
(1.348 acres)

845°09'59"E
40.00'

S89°59'27"E 820.00'

N0°08'45"W
30.00'

Point of Beginning
Find 1 1/2" Aluminum Cap
Stamped LS 7228

Point of Commencement
Find 3" Aluminum Cap Illegible
In Range Box
SW Cor S34, T12S, R64W

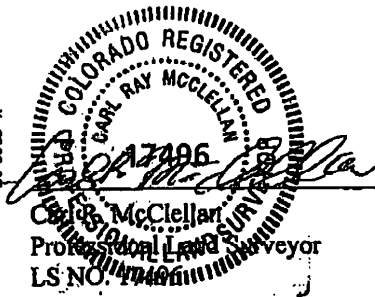
N89°59'27"W 901.22'



GRAPHIC SCALE



1 inch = 200 ft.



SCALE: 1"=200' DATE: 12/18/13
DRAWING: StapletonEastLegals&Exhibits.dwg BY: NH

EL PASO COUNTY
PUBLIC SERVICES DEPARTMENT

COPY

SPECIAL WARRANTY DEED

THIS DEED, made this ____ day of _____, 201__, between the SHERMAN G. MADERE AND THE DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978 AND THE EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982 AND THE SIMONS FAMILY DECEDENTS TRUST DATED MAY 10, 1995, whose mailing address is 6059 North Pinchot Road, Tucson, AZ 85750-1072 ("Grantor"), and EL PASO COUNTY BY AND THROUGH THE BOARD OF COUNTY COMMISSIONERS OF EL PASO COUNTY, COLORADO, whose street address is 200 S. Cascade Avenue, Colorado Springs, CO 80903 ("Grantee" or "County").

WITNESSETH, that Grantor, for and in consideration of the sum of Ten Dollars and No Cents (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell, convey and confirm, unto Grantee, and Grantee's heirs, successors and assigns forever, all the real property, together with all improvements, if any, situate, lying and being in the County of El Paso, State of Colorado described as follows:

See Exhibits A and B for Parcel No. 7A, attached hereto and incorporated herein by reference

TOGETHER WITH all and singular the hereditaments and appurtenances thereto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof; and all the estate, right, title, interest, claim and demand whatsoever of Grantor, either in law or equity, of, in and to the above bargained premises, with the hereditaments and appurtenances;

TO HAVE AND TO HOLD the said premises above bargained and described with the appurtenances, unto Grantee, and Grantee's heirs, successors and assigns forever. Grantor, for Grantor and Grantor's heirs, successors and assigns, does covenant and agree that Grantor shall and will WARRANT AND FOREVER DEFEND the above bargained premises in the quiet and peaceable possession of Grantee, and Grantee's heirs, successors and assigns, against all and every person or persons claiming the whole or any part thereof, by, through or under Grantor and hereby warrants that the Property is free and clear of any lien or encumbrances, of whatever kind or nature soever, including taxes for 2013 and 2014 tax prorations, except any easements, rights-of-way, and restrictions of record and taxes for subsequent years.

IN WITNESS WHEREOF, Grantor has executed this deed on the date set forth above.

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Signature Pages Follow

GRANTOR:

SHERMAN G. MADERE

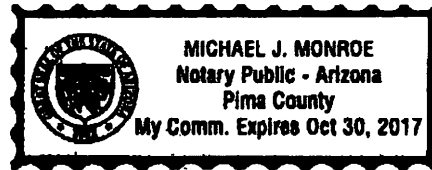
Sherman G. Madere
Sherman G. Madere

State of ARIZONA)
) ss
County of PIMA)

The foregoing instrument was acknowledged before me this 6th day of NOVEMBER, 2014, by Sherman G. Madere.

Witness my hand and official seal.

Michael J. Monroe
Notary Public



My Commission Expires: Oct 17, '17

DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978

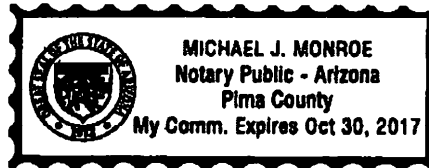
By: [Signature]
Title: TRUSTEE

State of Arizona)
) ss
County of Pima)

The foregoing instrument was acknowledged before me this 6th day of November, 2014, by Emanuel Hellman as trustee of the Dorothea E. Hellman Testamentary Trust U/W Dated December 23, 1978.

Witness my hand and official seal.

Michael J. Monroe
Notary Public



My Commission Expires: Oct 17, '17

EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982

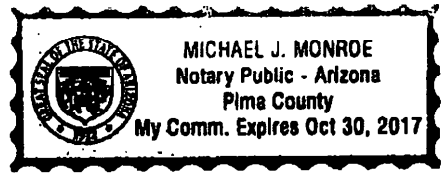
By: Emanuel S Hellman

Title: Trustee

State of Arizona)
County of Pima) ss

The foregoing instrument was acknowledged before me this 6th day of November, 2017, by Emanuel S Hellman as Trustee of the Emanuel S. Hellman Revocable Trust Dated November 18, 1982.

Witness my hand and official seal.
Michael J Monroe
Notary Public



My Commission Expires: Oct 17, '17

SIMONS FAMILY DECEDENTS TRUST DATED MAY 10, 1995

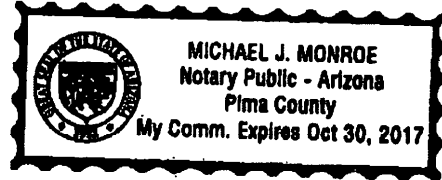
By: Leanne Simons

Title: Trustee

State of Arizona)
County of Pima) ss

The foregoing instrument was acknowledged before me this 6th day of November, 2017, by Leanne Simons as Trustee of the Simons Family Decedents Trust Dated May 10, 1995.

Witness my hand and official seal.
Michael J Monroe
Notary Public



My Commission Expires: Oct 17, '17

EXHIBIT A

EL PASO COUNTY PROJECT NUMBER 229036

PARCEL 7A

SITUATE

THE SOUTH HALF OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M., EL PASO COUNTY, COLORADO

LEGAL DESCRIPTION

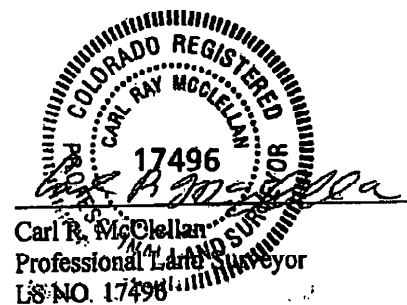
A TRACT OF LAND SITUATED IN THE SOUTH HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO, BEING A PORTION OF THE EL PASO COUNTY, COLORADO ASSESSOR'S PARCEL NUMBER 4200000214, LOCATED AT JUDGE ORR ROAD, C/O SHERMAN G. MADERE AND DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978 AND THE EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982 AND THE RALPH S. SIMONS TRUST DATED JUNE 28, 1994, LEE ANNA SIMONS, TRUSTEE, 6059 NORTH PINCHOT ROAD, TUCSON, ARIZONA 85750-1072, SAID TRACT BEING MORE FULLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SOUTH HALF OF SAID SECTION 34, THENCE;

1. SOUTH 89°59'27" EAST ALONG THE SOUTH LINE THEREOF A DISTANCE OF 3,165.64 FEET, THENCE;
2. NORTH 00°28'13" WEST A DISTANCE OF 30.00 FEET, THENCE;
3. NORTH 89°59'27" WEST A DISTANCE OF 3,165.47 FEET TO THE WEST LINE OF SAID SOUTH HALF OF SAID SECTION 34, THENCE;
4. SOUTH 00°08'45" EAST ALONG SAID WEST LINE A DISTANCE OF 30.00 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 94,966.54 SQUARE FEET, (2.180 ACRES), MORE OR LESS.

ALL BEARINGS ARE BASED ON THE WEST LINE OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, MONUMENTED WITH A FOUND 3/2" ALUMINUM CAP STAMPED CDOT PLS 22103, DATED 2001 ON THE NORTH AND WITH A FOUND 3" ALUMINUM CAP ILLEGIBLE IN A RANGE BOX ON THE SOUTH AND WHICH WAS ASSUMED TO BEAR NORTH 00°08'45" WEST A DISTANCE OF 2,624.28 FEET.



SCALE: NONE DATE: 12/18/13
DRAWING: StapletonEastLegals&Exhibits.dwg BY: NH

EL PASO COUNTY
PUBLIC SERVICES DEPARTMENT

EXHIBIT B
EL PASO COUNTY PROJECT NUMBER 229036
PARCEL 7A

SITUATE
 THE SOUTH HALF OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M., EL PASO
 COUNTY, COLORADO

N0°28'13"W
 30.00'



GRAPHIC SCALE



1 inch = 400 ft.

N89°59'27"W 3,166.47'
 S89°19'27"E 3,165.64'

7A
 Area: 94,966.54 sq. ft.
 (2.180 acres)

PARCEL No. 4200000214
 HELLMAN, EMANUEL S REVOCABLE TRUST
 HELLMAN, DOROTHEA B TESTAMENT TRUST
 MADERE, SHERMAN G
 SIMONS, RALPH S TRUST
 SIMONS, LEE ANNA TRUSTER
 JUDGE ORR ROAD
 MAIL: 6059 N PINCHOT RD
 TUCSON AZ 85750-1072

JUDGE ORR ROAD

Basis of Bearings

W. Line SW ¼ S34
 T12S, R64W

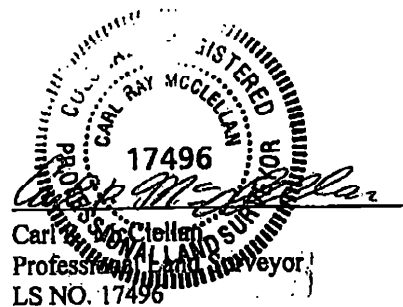
N0°08'45"W 2,624.38'

STAPLETON DRIVE

S0°08'45"E
 30.00'

Point of Beginning
 Fnd 3" Aluminum Cap Illegible
 In Range Box
 SW Cnr S34, T12S, R64W

Fnd 3/4" Aluminum Cap
 Stamped CDOT FLS 22103, Dated 2001
 W ½ Cnr S34, T12S, R64W



SCALE: 1"=400' DATE: 12/18/13
 DRAWING: StapletonEastLegals&Exhibits.dwg BY: NH

EL PASO COUNTY
PUBLIC SERVICES DEPARTMENT

COPY

**JOINT ACCESS EASEMENTS
AND MAINTENANCE AGREEMENT
PE 8 and PE 7A**

THIS JOINT ACCESS EASEMENTS AND MAINTENANCE AGREEMENT ("Agreement"), dated this _____ day of _____, 201__, by and between:

Jane Davis Living Trust, whose mailing address is 9060 Elbert Road, Peyton, CO 80831 for and in consideration of the sum of Ninety-Seven Dollars and No Cents (\$97.00), and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged; and Sherman G. Madere and Dorothea E. Hellman Testamentary Trust U/W dated December 23, 1978 and the Emanuel S. Hellman Revocable Trust Dated November 18, 1982 and the Simons Family Decedents Trust Dated May 10, 1995, whose mailing address is 6059 North Pinchot Road, Tucson, AZ 85750 for and in consideration of the sum of One Hundred Twenty-Seven Dollars and No Cents (\$127.00), and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged. The Joint Access Easement and Maintenance Agreement is based on the following facts:

- A. Jane Davis Living Trust ("Davis") is the record and beneficial owner of the property located in El Paso County, Colorado described as:

S2N2SW4, NW4SE4, ELY 792.0 FEET OF SW4SE4 SEC 34-12-64 (the "Davis Property"), which property is adjacent to the Hellman Property.

- B. Sherman G. Madere and Dorothea E. Hellman Testamentary Trust U/W dated December 23, 1978 and the Emanuel S. Hellman Revocable Trust Dated November 18, 1982 and the Simons Family Decedents Trust Dated May 10, 1995 ("Hellman") is the record and beneficial owner of the property located in El Paso County, Colorado described as:

S2SW4 and W 528.0 FEET OF SW4SE4 SEC 34 T12 R64 (the "Hellman Property"), which property is adjacent to the Davis Property.

- C. Davis and Hellman wish to enter into this Agreement for the purposes of granting to each party a right of access to the other's property for the mutual benefit of both parties, on the terms and conditions contained herein.

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein, the parties hereby agree as follows:

1. Covenants. Davis and Hellman hereby warrant and covenant to the other that they are owners of fee simple title to the Easement Properties more fully described below; they have good and lawful right to grant and convey these easements to the other; and that they will warrant and defend the title and quiet possession thereof against the lawful claims of all persons whomsoever.
2. Creation of Easements. Davis hereby grants to Hellman, and to its invitees, successors and assigns, a perpetual, non-exclusive easement for vehicular and pedestrian ingress and egress over and across that portion of the Davis Property described in **Exhibit A, Non-Exclusive Permanent Easement PE-8** and depicted in **Exhibit B, Non-Exclusive**

Permanent Easement PE-8 attached hereto, and Hellman hereby grants to Davis, and to its invitees, successors and assigns, a perpetual, non-exclusive easement for vehicular and pedestrian ingress and egress over and across that portion of the Hellman Property described in **Exhibit A, Non-Exclusive Permanent Easement PE-7A** and depicted in **Exhibit B, Non-Exclusive Permanent Easement PE-7A** and attached hereto (collectively, "the Easements").

3. **No Public Road.** These Easements are not intended to, and do not, constitute a dedication of the Davis Property or the Hellman Property as a public road.
4. **Use of the Premises.** Use of the Davis Property by its owner is not confined to the present configuration of the property, and the owner of the Davis Property may construct improvements on or otherwise modify or use his/ her property. Use of the Hellman Property by its owner is not confined to the present configuration of the property and the owner of the Hellman Property may construct improvements on or otherwise modify or use his/ her property. However, both the owner of the Davis Property and the owner of the Hellman Property agree to construct no fences or place any other obstructions on their respective properties in a manner which would prevent, or reasonably impede, vehicle or personnel travel across those portions of their respective properties described in **Exhibit A, Non-Exclusive Permanent Easement PE-8** and depicted in **Exhibit B, Non-Exclusive Permanent Easement PE-8** and **Exhibit A, Non-Exclusive Permanent Easement PE-7A**. Otherwise, the owner of the Davis Property and the owner of the Hellman Property each shall have full use and occupancy of land over which the easements pass.
5. **Maintenance.** The owners agree to share equally the cost and expense of maintaining the Easements in good operating condition and to share equally the cost and expense of affecting any repair to said Easements, accruing from and after the date of this Agreement.
6. **Effect of Easement.** This Agreement and the Easements created herein are for the benefit of the owners of the Davis Property and the Hellman Property, and for their respective successors and assigns. This Agreement is a covenant running with the land, and shall remain in effect until a written modification or termination, signed by the then-current owners of the Davis Property and the Hellman Property, as recorded in the real property records of El Paso County, Colorado.

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Signature Pages Follow

IN WITNESS WHEREOF, the parties have executed the Joint Access Easements and Maintenance Agreement as of the date first written above.

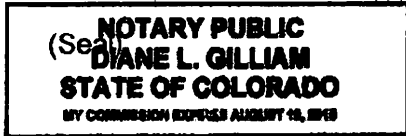
Jane Davis Living Trust

By: Jane Davis this 34 day of September, 2014.

State of Colorado)
County of El Paso) ss

The foregoing instrument was acknowledged before me this 24th day of September, 2014 by Jane Davis as the Trustee authorized to act on behalf of Jane Davis Living Trust.

Witness my hand and official seal.



Diane L. Gilliam
Notary Public

My Commission Expires: 08/18/2015

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Signature Page Follows

Sherman G. Madere and Dorothea E. Hellman Testamentary Trust U/W dated December 23, 1978 and the Emanuel S. Hellman Revocable Trust Dated November 18, 1982 and the Simons Family Decedents Trust Dated May 10, 1995

SHERMAN G. MADERE

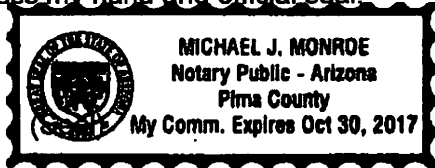
Sherman Madere

Sherman G. Madere

State of Arizona)
County of Pima) ss

The foregoing instrument was acknowledged before me this 6th day of November, 2014, by Sherman G. Madere.

Witness my hand and official seal.



Michael J. Monroe
Notary Public

My Commission Expires: Oct 17 '17

DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978

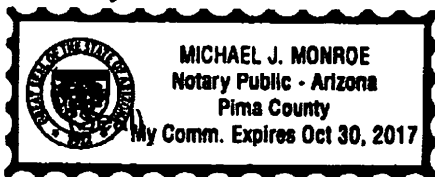
By: *[Signature]*

Title: Trustee

State of Arizona)
County of Pima) ss

The foregoing instrument was acknowledged before me this 6th day of October, 2014, by Emanuel S. Hellman as Trustee of the Dorothea E. Hellman Testamentary Trust U/W Dated December 23, 1978.

Witness my hand and official seal.



Michael J. Monroe
Notary Public

My Commission Expires: Oct 17 '17

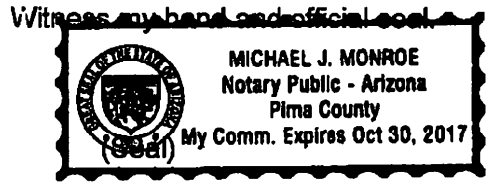
EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982

By: [Signature]

Title: Trustee

State of Arizona)
County of Pima) ss

The foregoing instrument was acknowledged before me this 6th day of November, 2014, by Emanuel S. Hellman as Trustee of the Emanuel S. Hellman Revocable Trust Dated November 18, 1982.



[Signature]
Notary Public

My Commission Expires: October 30, 2017

THE SIMONS FAMILY DECEDENTS TRUST DATED MAY 10, 1995

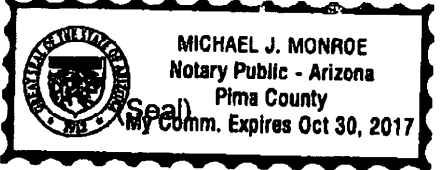
By: [Signature]

Title: Trustee

State of Arizona)
County of Pima) ss

The foregoing instrument was acknowledged before me this 6th day of November, 2014, by Emanuel S. Hellman as Trustee of the Simons Family Decedents Trust Dated May 10, 1995.

Witness my hand and official seal.



[Signature]
Notary Public

My Commission Expires: Oct 17, '17

EXHIBIT A

EL PASO COUNTY PROJECT NUMBER 229036

NON-EXCLUSIVE PERMANENT EASEMENT PE-8

SITUATE

THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M.,
EL PASO COUNTY, COLORADO

LEGAL DESCRIPTION

A TRACT OF LAND SITUATED IN THE SOUTH HALF OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO, BEING A PORTION OF THE EL PASO COUNTY, COLORADO ASSESSOR'S PARCEL NUMBER 4200000378, C/O JANE DAVIS LIVING TRUST, JANE DAVIS, TRUSTEE, 9060 ELBERT ROAD, PEYTON, COLORADO 80831-8319, SAID TRACT BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, THENCE;

1. NORTH 00°08'45" WEST ALONG THE WEST LINE THEREOF A DISTANCE OF 1,312.10 FEET TO THE SOUTHWEST CORNER OF SAID SOUTH HALF OF SAID NORTH HALF OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, THENCE;
2. NORTH 89°54'32" EAST ALONG THE SOUTH LINE OF SAID SOUTH HALF A DISTANCE OF 14.45 FEET FOR THE POINT OF BEGINNING, THENCE;
3. CONTINUING ALONG SAID SOUTH LINE NORTH 89°54'32" EAST A DISTANCE OF 99.95 FEET, THENCE;
4. NORTH 00°05'24" WEST A DISTANCE OF 20.00 FEET, THENCE;
5. SOUTH 89°54'32" WEST A DISTANCE OF 101.81 FEET, THENCE;
6. ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 0°44'24", A RADIUS OF 1,555.00 FEET, AN ARC LENGTH OF 20.09 FEET, A CHORD BEARING OF SOUTH 05°23'29" EAST AND A CHORD LENGTH OF 20.09 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 2,017.19 SQUARE FEET, (0.046 ACRES), MORE OR LESS.

ALL BEARINGS ARE BASED ON THE WEST LINE OF SAID SOUTHWEST QUARTER OF SECTION 34, MONUMENTED WITH A FOUND 3/4" ALUMINUM CAP STAMPED CDOT PLS 22103, DATED 2001 ON THE NORTH AND WITH A FOUND 3" ALUMINUM CAP ILLEGIBLE IN A RANGE BOX ON THE SOUTH AND WHICH WAS ASSUMED TO BEAR NORTH 00°08'45" WEST A DISTANCE OF 2,624.28 FEET.



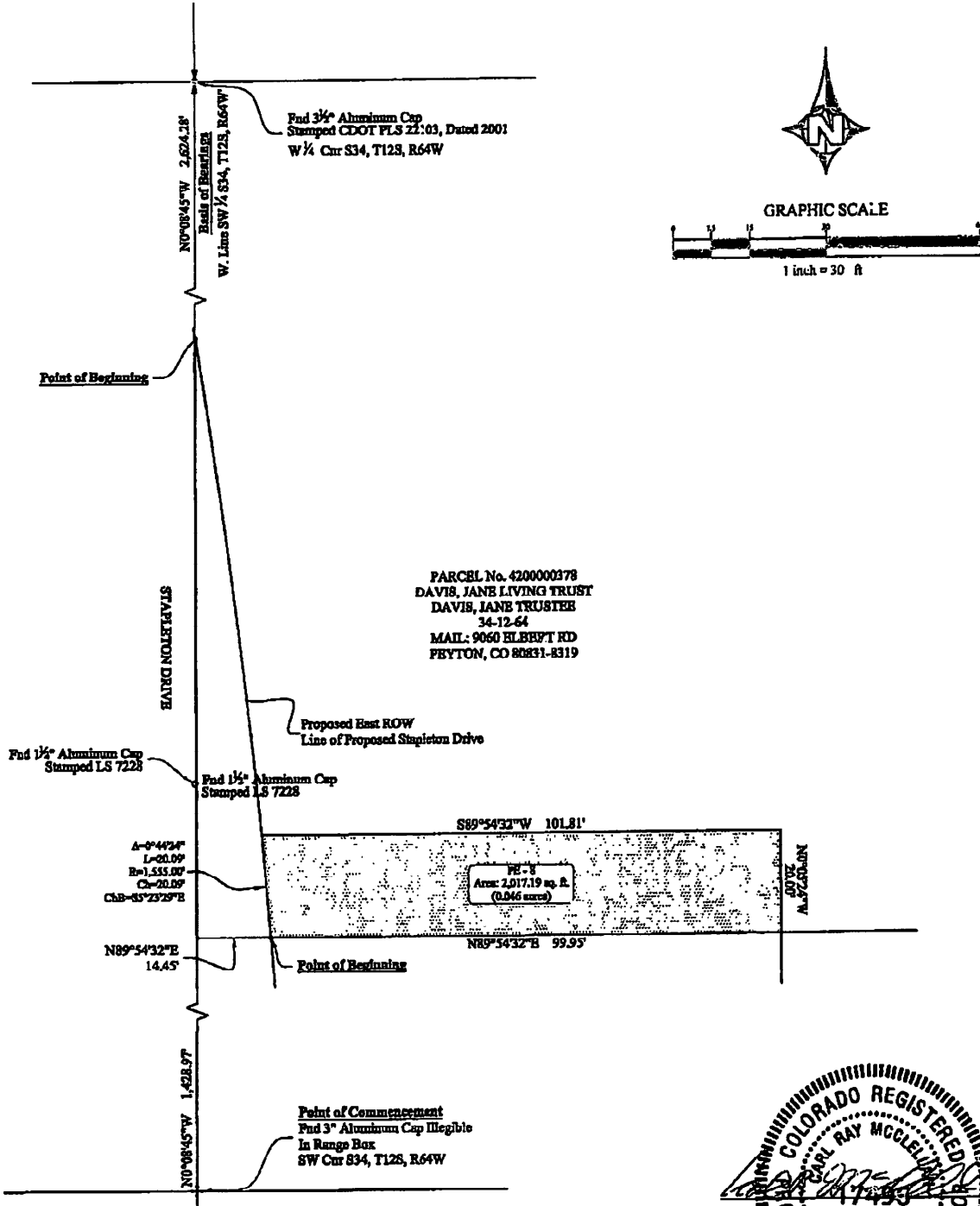
SCALE: NONE DATE: 12/18/13
DRAWING: StapletonEastLegals&Exhibits.dwg BY: NH

EL PASO COUNTY
PUBLIC SERVICES DEPARTMENT

EXHIBIT B

**EL PASO COUNTY PROJECT NUMBER 229036
NON-EXCLUSIVE PERMANENT EASEMENT PE-8**

SITUATE
THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M., EL PASO COUNTY, COLORADO



COLORADO REGISTERED
CARRIE RAY MCCLELLAN
Professional Land Surveyor
LS NO. 10000

SCALE: 1"=30' DATE: 12/18/13
DRAWING: StapletonEastLegals&Exhibits.dwg BY: NH

EL PASO COUNTY
PUBLIC SERVICES DEPARTMENT

EXHIBIT A

EL PASO COUNTY PROJECT NUMBER 229036

NON-EXCLUSIVE PERMANENT EASEMENT PE-7A

SITUATE

THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6th P.M.,
EL PASO COUNTY, COLORADO

LEGAL DESCRIPTION

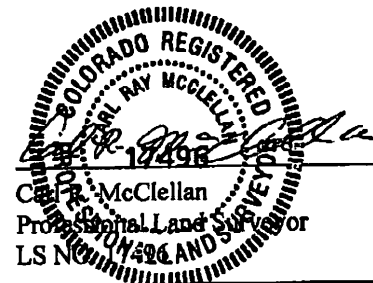
A TRACT OF LAND SITUATED IN THE SOUTH HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO, BEING A PORTION OF THE EL PASO COUNTY, COLORADO ASSESSOR'S PARCEL NUMBER 4200000214, LOCATED AT JUDGE ORR ROAD, C/O SHERMAN G. MADERE AND DOROTHEA E. HELLMAN TESTAMENTARY TRUST U/W DATED DECEMBER 23, 1978 AND THE EMANUEL S. HELLMAN REVOCABLE TRUST DATED NOVEMBER 18, 1982 AND THE RALPH S. SIMONS TRUST DATED JUNE 28, 1994, LEE ANNA SIMONS, TRUSTEE, 6059 NORTH PINCHOT ROAD, TUCSON, ARIZONA 85750-1072, SAID TRACT BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTH HALF OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, THENCE;

1. NORTH 00°08'45" WEST ALONG THE WEST LINE THEREOF A DISTANCE OF 1312.10 FEET TO THE NORTHWEST CORNER OF SAID SOUTH HALF OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, THENCE;
2. NORTH 89°54'32" EAST ALONG THE NORTH LINE OF SAID SOUTH HALF A DISTANCE OF 14.45 FEET FOR THE POINT OF BEGINNING, THENCE;
3. CONTINUING ALONG SAID NORTH LINE NORTH 89°54'32" EAST A DISTANCE OF 99.95 FEET, THENCE;
4. SOUTH 00°05'24" EAST A DISTANCE OF 20.00 FEET, THENCE;
5. SOUTH 89°54'32" WEST A DISTANCE OF 98.36 FEET, THENCE;
6. ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 0°44'21", A RADIUS OF 1,555.00 FEET, AN ARC LENGTH OF 20.06 FEET, A CHORD BEARING OF NORTH 04°39'06" WEST AND A CHORD LENGTH OF 20.06 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 1,982.67 SQUARE FEET, (0.046 ACRES), MORE OR LESS.

ALL BEARINGS ARE BASED ON THE WEST LINE OF SAID SOUTHWEST QUARTER OF SAID SECTION 34, MONUMENTED WITH A FOUND 3½" ALUMINUM CAP STAMPED CDOT PLS 22103, DATED 2001 ON THE NORTH AND WITH A FOUND 3" ALUMINUM CAP ILLEGIBLE IN A RANGE BOX ON THE SOUTH AND WHICH WAS ASSUMED TO BEAR NORTH 00°08'45" WEST A DISTANCE OF 2,624.28 FEET.






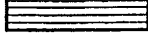



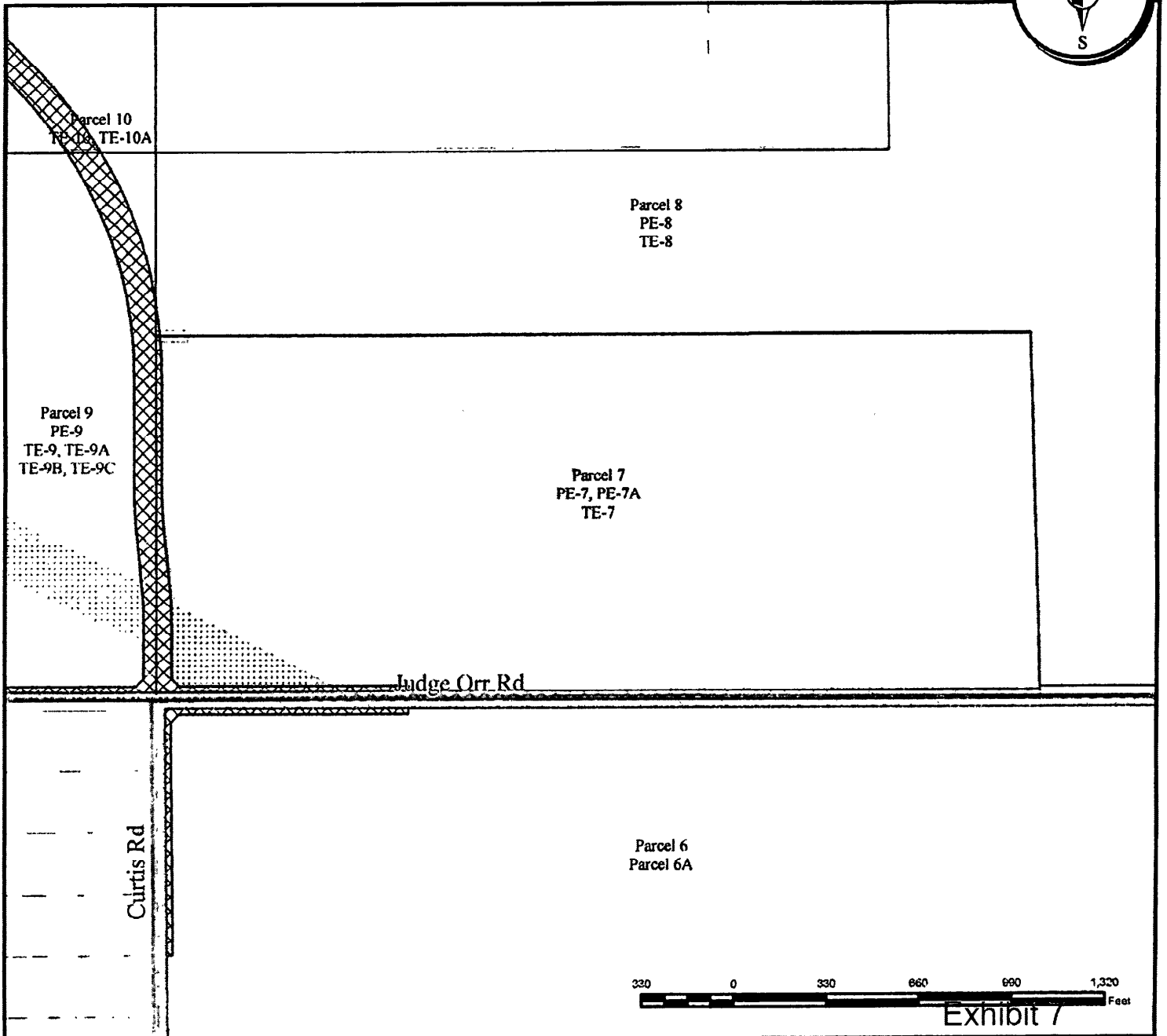
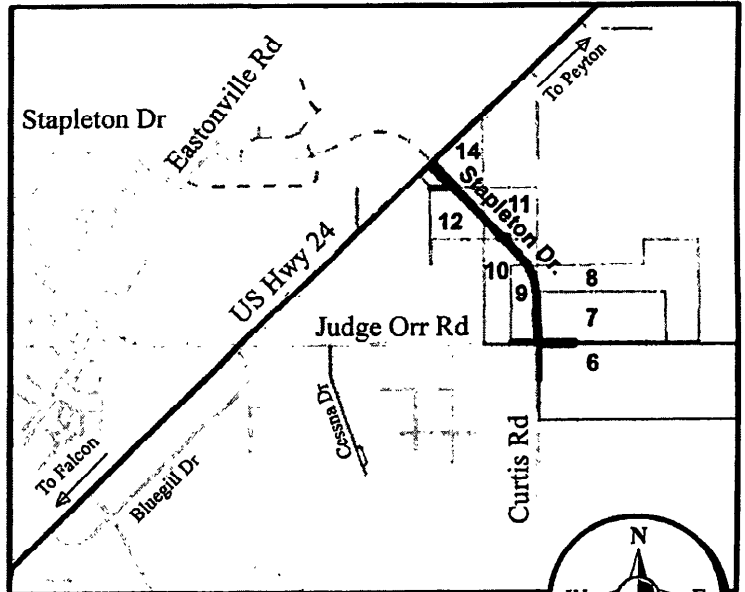
SCALE: NONE DATE: 12/18/13
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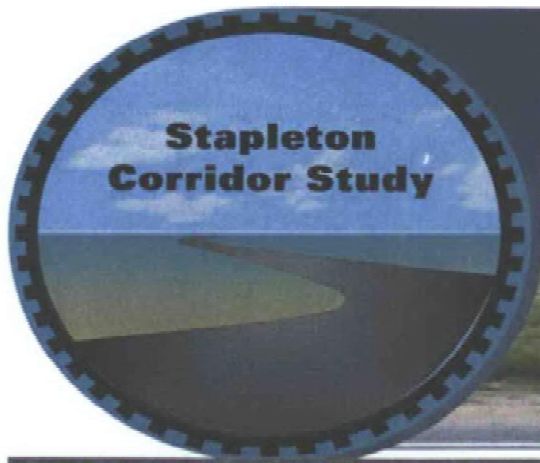
Stapleton Drive Extension Parcel 7, PE-7, PE-7A, TE-7

Legend

-  Affected Properties
-  Subject Property
-  ROW Acquisition
-  Permanent Easement
-  Temporary Easement
-  GIS Parcel Lines
-  Roadways



STAPLETON CORRIDOR STUDY



**Stapleton
Corridor Study**



LEGEND:

- CURRENTLY SIGNALIZED, FULL MOVEMENT
- RIGHT-IN, RIGHT-OUT ONLY (TEMPORARY)
- RIGHT-IN, RIGHT-OUT ONLY
- ACCESS CLOSED
- PREFERRED ALIGNMENT
- PARCEL NO.
- PRIVATE ROAD
- EXISTING PUBLIC ROAD
- FUTURE PUBLIC ROAD
- SCALE IN FEET

As Approved by the
El Paso County Board
of County Commissioners
Date: 12/1/07

Preferred Access Control Concept

AERIAL COURTESY OF URS CORPORATION, DATED MAY 2002