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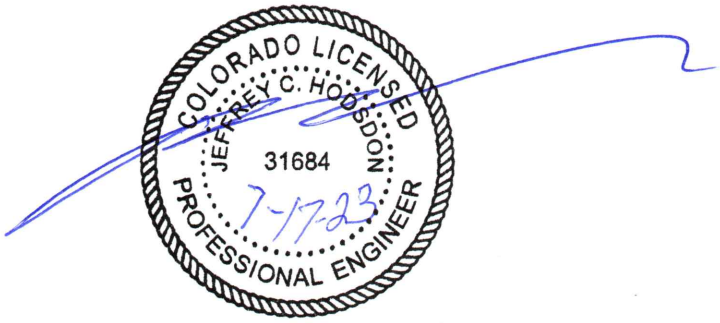
Falcon Storage Expansion
Transportation Memorandum
PCD File Nos: PPR2144, PPR2232, MS232
(LSC #S214430)
July 17, 2023 (with minor revision 12/9/2024)

Traffic Engineer's Statement

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



Developer's Statement

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

7/24/2023
Date

Falcon Storage Expansion

Transportation Memorandum

Prepared for:
Richard A. Graham, Jr.
Graham Investments - General Partner
4615 Northpark Drive, Suite 101
Colorado Springs, CO 80918

JULY 17, 2023 (w/minor revision 12/9/2024)

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

LSC #S214430

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CONTENTS

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July 17, 2023 (w/minor revision 12/9/2024)

Falcon Storage, LLC
c/o Richard A. Graham, Jr.
Graham Investments - General Partner
4615 Northpark Drive, Suite 101
Colorado Springs, CO 80918

RE: Falcon Storage Expansion
Transportation Memorandum
PCD File Nos. PPR2144, PPR2232, MS232
El Paso County, CO
LSC #S214430

Dear Mr. Graham,

LSC Transportation Consultants, Inc. has prepared this Transportation Memorandum for the proposed Falcon Storage expansion in El Paso County, Colorado. The 5-acre expansion site is located on the north side of the existing Falcon Storage facility on the west side of Bent Grass Meadows Drive approximately 1/2-mile north of Woodmen North Frontage Road (El Paso County parcel ID 5301000018). One additional full-movement access point to Bent Grass Meadows Drive is proposed for the property. The existing full-movement access (located 747 feet south of the proposed expansion site access) would remain.

This December 9, 2024 minor revision has been prepared in response to EPC staff comments. The revision includes a restructured trip-generation-estimate table and revised narrative within the "Proposed Land Use", "Trip Generation", "Site-Generated Traffic", and "Estimated Future 2043 Background Traffic Volumes" sections to clarify currently operational vs. additional RV Storage spaces and associated trip generation.

REPORT CONTENTS

The preparation of this report included the following:

- An inventory of existing roadway and traffic conditions on the adjacent and nearby roadway system, including surface conditions, functional classification, jurisdictional control, widths, pavement markings, traffic-control signs, posted speed limits,

intersection and access spacing, roadway and intersection alignments, roadway grades, and auxiliary turn lanes;
- Review of recent traffic reports in the area utilizing data, traffic projections, report findings, etc., as applicable;
- Summary of peak-hour traffic-count data at the existing access point on Bent Grass Meadows;
- Estimates of the average weekday 24-hour and peak-hour trip generation for the proposed RV storage site expansion;
- Estimation of the directional distribution of site-generated vehicle trips to the north and south on Bent Grass Meadows Drive;
- Sight distance analysis at the proposed site-access point to determine if it would meet minimum criteria in El Paso County's *Engineering Criteria Manual* (*ECM*)*;*
- Short-term and long-term projected intersection volumes at the access point to determine the potential need for any new auxiliary right-/left-turn lanes and/or the adequacy of existing lanes, based on the access criteria in the *ECM*;
- Level of Service analysis at the existing and proposed site-access point;
- Evaluation of the proposed site-access point with respect to the *Engineering Criteria Manual* (*ECM*) design criteria contained in Section 2.4.1; and
- Summary of compiled data, analysis, findings, and recommendations.

ROAD AND TRAFFIC CONDITIONS

The attached site plan shows the streets adjacent to and in the vicinity of the site. Adjacent streets serving the site are identified below, followed by a brief description of each:

Bent Grass Meadows Drive is a Non-Residential Collector that currently extends north from the Woodmen North Frontage Road for about 2,000 feet and east to Meridian Road. The posted speed limit is 35 miles per hour (mph) and the street is 52-feet wide (flowline to flowline) adjacent to the proposed north access location.

Meridian Road is shown on *the* El Paso County *2040 Major Transportation Corridors Plan* and the *Preserved Corridor Network Plan* as a four-lane Principal Arterial.

Woodmen Road is shown on the El Paso County *2040 Major Transportation Corridors Plan* and the *Preserved Corridor Network Plan* as a four-lane Expressway in the vicinity of the site. The posted speed limit on Woodmen Road in the vicinity is 55 mph.

Woodmen North Frontage Road is a paved two-lane frontage road along the north side of Woodmen Road. The Woodmen frontage road extends west from just west of Meridian Road to its current terminus west of Golden Sage Road. The Woodmen North Frontage Road will soon be extended east through the Falcon Marketplace development to the intersection of Meridian Road/Eastonville Road.

Existing Traffic Volumes

Vehicular turning-movement counts were conducted at the following intersections, dates, and times:

- Bent Grass Meadows Drive/existing site access
  - Wednesday, May 3, 2023 from 6:30 – 8:30 a.m.
  - Wednesday, May 3, 2023 from 4:00 – 6:00 p.m.
- Bent Grass Meadows Drive/Woodmen Frontage Road
  - Wednesday, May 3, 2023 from 6:30 – 8:30 a.m.
  - Wednesday, May 3, 2023 from 4:00 – 6:00 p.m.

Figure 3 shows these turning-movement volumes, as well as the estimated current average weekday traffic volumes on the study-area streets. Raw count data is attached.

PROPOSED LAND USE

The site-development plan for the subject site (parcel ID 5301000018) shows 170 RV storage spaces. Portions of the existing storage business on parcel no. 5301002005 are currently utilized for RV storage. Additionally, about half of parcel 5301000018 is also being used for RV storage (unofficially). LSC estimated about 79 unofficial storage spaces on parcel 5301000018 and about 140 on parcel 5301002005, for a total of about 219 operating spaces. These were assumed included in the existing traffic counts collected and the baseline/background traffic volumes.

Following site development plan approval, an additional 92 RV storage spaces would be added to the unofficial 79 already in operation, bringing the total for parcel 5301000018 to 170 RV spaces. The parcel was assumed to continue to provide the existing 140 RV storage spaces. The total on **both** parcels would be 310 following site approval and formal development on parcel 5301000018.

SITE ACCESS

The 5-acre site is located on the west side of Bent Grass Meadows Drive approximately 1/2-mile north of Woodmen North Frontage Road (El Paso County parcel ID 5301000018). One additional full-movement, paved access point to Bent Grass Meadows Drive is proposed for the property. The existing full-movement access (located about 375 feet south of the expansion site south property line) would remain. Figure 2 shows the site plan. The proposed access spacing is indicated in Figure 2. A copy of the full site plan is attached for reference.

ACCESS SIGHT DISTANCE

Sight distance field measurements utilized a driver's eye height of 3.5 feet and a height of 3.5 feet for a vehicle traveling along Bent Grass Meadows Drive. The following analysis corresponds

to field-measured sight distances for the proposed site-access driveway with Bent Grass Meadows Drive. Field-measured sight distances for passenger vehicles are as follows:

- North site access
  - To the north: 876 feet
  - To the south: greater than ¼ mile

Bent Grass Meadows Boulevard north and south of the site access has a relatively straight horizontal alignment and no vertical curves within the 350-foot passenger-vehicle and 455-foot single-unit truck requirements for *ECM*-standard sight distance. Site landscaping, signs, buildings, and any other features should not be placed within the *ECM*-required line of sight "triangles" to the north and south of the access points.

TRIP-GENERATION ESTIMATE

Typically, estimates of the vehicle trips projected to be generated by a proposed development are made using the nationally-published average trip-generation rates from the following land-use codes in *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE). However, RV/Boat Storage trip-generation rates are not available for the proposed land use. As such, trip-generation rates for this site have been based on other studies completed for RV-storage facilities. Please refer to Appendix A for details. Existing morning and afternoon peak-hour trip generation, based on count data, has also been included in the table (for reference only).

Additional Trip Generation and "Background" Trip Generation

Table 1 (attached) presents the trip-generation estimate for the site, including trip-generation rates for the proposed land use.

Table 1 shows the proposed 170 RV spaces reflected on the site development plan. The 170 total is the sum of the 91 "proposed additional" spaces on the north half of the subject site – parcel No. 5301000018 and the 79 "unofficial" spaces in operation on the south half of this parcel. The 91 plus 79 spaces and corresponding trips are shown in blue and within the blue border in Table 1. The additional trips for the 91 additional spaces are shown in the top line of the table.

The estimated current trip generation of the operational RV storage spaces on both parcels is shown within the red border in the table. These trips consist of those assumed currently being generated by 79 unofficial spaces on parcel 5301000018 and the current 140 spaces on parcel 5301002005. The total existing in the lower line within the red border are the total trips assumed to be existing and included in the baseline/background traffic volumes – i.e., already included in our traffic counts.

Note: for purposes of the Site Development Plan application, the official number of "new" RV storage spaces requested is 170. The associated trip generation for 170 spaces is the sum of the first two lines of Table 1.

Future Total Trip Generation

As shown in the "Total Site Buildout" section of Table 1, based on the trip-generation estimate for the entire site (both parcels), Falcon Storage would generate about 114 vehicle trips on the average weekday, with half entering and half exiting the site. During the weekday morning peak hour, approximately 4 vehicles would enter and 4 vehicles would exit the site. During the weekday afternoon peak hour, approximately 6 vehicles would enter, and 6 vehicles would exit the site.

Existing Trip Generation Based on Count Data (Provided for Reference Only)

Single-Day Count

The mini-warehouse facility and existing storage facility generated 11 entering and 7 exiting trips during the afternoon peak hour (4:30pm – 5:30pm) on the day which traffic volumes were recorded.

Annual Average

The applicant provided records of all entering and exiting vehicles from the previous 12 months. On average, the mini-warehouse facility and existing storage facility generates 2 entering and 2 exiting trips during the afternoon peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

Estimating the directional distribution of site-generated vehicle trips to the study-area roads and intersections is a necessary component in determining the site's traffic impacts. Figure 4 shows the percentages of the site-generated vehicle trips projected to be oriented to and from the site's major approaches. Estimates have been based on the following factors: the proposed new land use, the area street and road system serving the site, and the site's geographic location relative to the balance of the City of Colorado Springs and the Pikes Peak region.

Site-Generated Traffic

Figure 5 shows the projected "additional" site-generated traffic volumes (generated by the 91 additional spaces), as shown in the first line of Table 1, for the weekday morning and evening peak hours. Additional site-generated traffic volumes at the study-area intersections have been calculated by applying the directional-distribution percentages estimated by LSC (from Figure 4) to the trip-generation estimates (from Table 1).

Existing-Plus-Site-Generated Traffic Volumes

Figure 6 shows the sum of the adjusted existing traffic volumes (from Figure 3) and additional site-generated peak-hour traffic volumes (shown in Figure 5). These volumes represent the projected short-term total traffic, following site buildout.

Estimated Future 2043 Background Traffic Volumes

Figure 7 shows the projected 20-year background traffic volumes for the year 2043. Background volumes include/account for general traffic growth in the area, including trips to be generated by other area future developments on Bent Grass Meadows Drive. Projected additional site-generated trips from the north half of the development site are **not** included in the 2043 Background volume estimates. However, as explained above, the trips assumed generated by all in-operation RV storage spaces have been included in the background traffic.

Future 2043 Total Traffic Volumes

Figure 8 shows the projected 2043 total traffic volumes, which are the sum of 2043 background traffic volumes (from Figure 7) plus the additional site-generated traffic volumes (from Figure 5).

LEVEL OF SERVICE ANALYSIS

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Table 1 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 1: Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections Average Control Delay (Seconds per Vehicle)	Unsignalized Intersections Average Control Delay (Seconds per Vehicle)(1)
A	10.0 sec or less	10.0 sec or less
B	10.1-20.0 sec	10.1-15.0 sec
C	20.1-35.0 sec	15.1-25.0 sec
D	35.1-55.0 sec	25.1-35.0 sec
E	55.1-80.0 sec	35.1-50.0 sec
F	80.1 sec or more	50.1 sec or more

(1) For unsignalized intersections, if V/C ratio is greater than 1.0 the level of service is LOS F, regardless of the projected average control delay per vehicle.

All single-lane approaches and individual turning movements at the study-area intersections currently operate at and are projected to remain at LOS B or better following the addition of site-generated traffic and in the long-term horizon year. Please refer to the attached figures, which graphically show the results. Detailed Synchro reports (attached) contain additional details.

DRIVEWAY ACCESS EVALUATION

ECM Criteria for Driveway Access to a Collector Road

Bent Grass Meadows Drive is a Non-Residential Collector roadway. *ECM* criteria states that driveway access is not permitted. However, this site is not served by any other roadway. There is an existing driveway access to Bent Grass Meadows Drive.

ECM Criteria for Access Design

One additional site-access point/driveway is proposed to Bent Grass Meadows Drive. The following summarizes *Engineering Criteria Manual* Section 2.4.1 access criteria, which states the following five access-design guidelines:

- Adequate spacing
- Proper alignments
- Clear sight distances
- Coordinated widths with its intended use
- Clearances from intersections

The following sections address each of these criteria for the proposed site driveway.

Adequate Spacing

Please refer to Figure 2 for the proposed spacing. *ECM* criteria states that:

> *Accesses shall be separated by a distance equal to the entering sight distance values in Table 2-35. When turn lanes are present or will be needed in the future, the accesses shall be separated by a sufficient distance so that exclusive turn lanes including tapers will not overlap. Access shall not be permitted within a turn lane. Warrant criteria, design, and construction of turn lanes shall be governed by the requirements contained in Section 2.3.7D.*

The spacing to the intersection to the north is 225 feet (Rowena Way). The prescribed minimum "sight distance along the roadway" is 225 feet and the proposed access point would be 225 feet south of the Rowena Way intersection to the north. The spacing to the existing site access to the south is about 770 feet. No turn lanes are required for this proposed access point and Bent Grass Meadows Drive is striped with a two-way, center left-turn lane.

Access Alignment

The site plan shows the proposed additional site-access point aligned at 90 degrees to the adjacent Bent Grass Meadows Drive centerline.

Access Sight Distances

Access sight-distance criteria in section 2.4.1.D would apply:

> *"Any potentially obstructing objects, such as but not limited to advertising signs, structures, trees, and bushes, shall be designed, placed, and maintained at a height not to interfere with the sight distance needed by any vehicle using the access."*

The *ECM*-required entering sight distance would be met at the proposed site-access point. As indicated in the criteria quoted above, site improvements, as well as roadside slopes, walls, etc. should not impede the required sight-distance lines of sight.

Access Width

The site plan (attached) shows a 30-foot-wide driveway width for the proposed north site-access point. Per *ECM* Section 2.4.1.E.1, "two-way commercial or industrial access points shall have a 25-foot minimum and a 40-foot maximum width for Non-Residential Collector roadways."

Access "Throat" Length

LSC recommends a 65-foot stacking distance between the entry gates and the west edge of Bent Grass Meadows Drive. This would allow for a Class-A RV, 30-foot-long single-unit truck, or a 35-foot-long U-Haul truck (largest size), plus an additional 30 feet to allow for a towed utility trailer, moving trailer, or following passenger vehicle.

Access Radii - AutoTurn Vehicle Turning Analysis

LSC has completed an AutoTurn analysis to determine the radii necessary to accommodate the design vehicles at the proposed north site access. Detailed AutoTurn analysis exhibits depicting entering and exiting vehicle-movement wheel paths are attached as AutoTurn Exhibits 1a, 1b, 2a, and 2b. The site plan was revised based on the AutoTurn results.

Clearances from Intersections

The ECM criteria reads as follows:

> *"Access to commercial or industrial parcels fronting Nonresidential Collector roadways shall be located a minimum of 115 - 480 feet from the point of curvature or point of tangency of the curb line at the intersection depending on the sight distance and location with respect to the intersection, intersection control, and posted speed.*
> *In all cases, a minimum corner clearance of 50 feet shall be provided."*

The spacing between the proposed site driveway and the intersection to the north is 225 feet (Rowena Way). Please refer to above paragraph on "Adequate Spacing."

ROADWAY IMPROVEMENTS

- Given the projected low trip generation, auxiliary turn lanes would not be necessary on Bent Grass Meadows Drive with this development. The Non-Residential Collector cross section allows for potential future striping for a center, two-way left-turn lane (or dedicated left-turn lanes). Note: the standard Non-Residential Collector cross-section includes a two-way, center left-turn lane.
- This project may be required to participate in a fair and equitable manner towards future improvements at the following intersections. Any required pro-rata share would be a small amount due to the low relative traffic impacts **(less than one-half of one percent)**
    - Golden Sage/Woodmen Frontage Road
    - Golden Sage/Woodmen Road
    - Woodmen Frontage Road/Bent Grass Meadows Drive

PERCENT IMPACT CALCULATIONS – VERIFICATION OF STUDY AREA

Table 2 presents the percent impact calculations for off-site intersections near the site:

- Projected Falcon Storage expansion traffic would **not** increase existing traffic by 5 percent or more at any off-site intersection with LOS E or F (as shown in LSC's Falcon Meadows at Bent Grass report).
- Projected Falcon Storage expansion traffic would **not** increase existing traffic by 10 percent or more at any off-site intersection with LOS D or better (as shown in LSC's Falcon Meadows at Bent Grass report).

Therefore, the off-site intersection of Meridian Road/Bent Grass Meadows Road (shown in the nearby Falcon Meadows at Bent Grass traffic study report) is **not** required to be added as part of this site's analysis.

Table 2: Percent Impact Calculations (Meridian/Bent Grass Meadows)

Location	Existing		Site-Generated		% Increase vs. Existing	
	AM	PM	AM	PM	AM	PM
SBR	167	134	< 1	1	0.2%	0.4%
SBT	1412	1378			0.0%	0.0%
NBT	576	511			0.0%	0.0%
NBL	81	68	< 1	< 1	0.4%	0.8%
EBR	90	98	< 1	1	0.2%	1.0%
EBL	95	85	< 1	1	0.2%	1.1%
Total	**2421**	**2274**	**< 1**	**3**	**0.0%**	**0.1%**

AUXILIARY TURN-LANE ANALYSIS

Bent Grass Meadows Drive is striped with a center two-way left-turn lane (TWLTL) adjacent to the proposed site access. As such, no modifications would be required to accommodate a northbound left-turn lane. Projected southbound right-turn volumes would not exceed the *ECM* 50-vph threshold, which would not trigger a right-turn lane at the new site-access point.

ROADWAY IMPROVEMENT FEE PROGRAM

This site is located within the Woodmen Road Metropolitan District, and as such will be required to pay applicable Woodmen Road District fees in lieu of participation in the El Paso County Road Improvement Fee Program.

* * * * *

Please contact me if you have any questions.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

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

JCH/JAB:jas

Enclosures: Table 1
Figures 1-8
Traffic Count Reports
Level of Service Reports
AutoTurn Exhibits 1-4
Appendix A
Site Plan

Table 1

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Table 1: Trip-Generation Table

ITE Code	ITE Description	Value	Units [1]	Trip Generation Rates: Average Weekday	A.M. In	A.M. Out	P.M. In	P.M. Out	Total Trips Generated: Average Weekday	A.M. In	A.M. Out	P.M. In	P.M. Out
Trip Generation Estimate Based on ITE Rates[2] and Locally-Derived Rates[3]													
Storage units shown on Site DP (Parcel 5301000018) in blue border													
Proposed Additional RV Storage Spaces on Parcel NORTH - NEW Trip Generation in TIS													
-	RV/Vehicle/Boat Storage	0.91	100 Parking Spaces	12.94	0.50	0.47	0.65	0.80	12	0	0	1	1
Trips Assumed included in Baseline Traffic in red and red border													
Proposed on Site Development Plan (but in-use at the time of the traffic counts) RV Storage Spaces on Parcel 5301000018													
-	RV/Vehicle/Boat Storage	0.79	100 Parking Spaces	12.94	0.50	0.47	0.65	0.80	10	0	0	1	1
Number of Storage units on Site DP (Parcel 5301000018)		1.70	100 Parking Spaces										
Existing RV Spaces and mini-Warehouse on Parcel No.5301002005 (but in-use at the time of the traffic counts)													
-	RV/Vehicle/Boat Storage	1.40	100 Parking Spaces	12.94	0.50	0.47	0.65	0.80	18	1	1	1	1
151	Mini-Warehouse	4.11	HSU	17.96	0.71	0.68	0.98	0.98	74	3	3	4	4
									92	4	3	5	5
Trips Assumed included in Baseline Traffic									102	4	4	5	6
Total Site Buildout on both parcels- 5301000018 and 5301002005													
-	RV/Vehicle/Boat Storage	3.10	100 Parking Spaces	12.94	0.50	0.47	0.65	0.80	40	2	1	2	2
151	Mini-Warehouse	4.11	HSU	17.96	0.71	0.68	0.98	0.98	74	3	3	4	4
								Total	**114**	**4**	**4**	**6**	**6**
FOR REFERENCE ONLY -- Site Existing Trips Based on Actual Falcon Storage Count Data													
Existing Site (Average of Keypad Data from May 2020 to May 2021)													
-	RV/Vehicle/Boat Storage	218	Occ. Spaces	-	-	-	-	-	20	1	1	1	1
151	Mini-Warehouse	4.11	HSU	-	-	-	-	-	21	1	1	1	1
								Total	**41**	**2**	**2**	**2**	**2**
Existing Site (Single-Day Count from 4:30pm to 5:30pm)													
-	RV/Vehicle/Boat Storage	218	Occ. Spaces	-	-	-	-	-	-	-	-	-	-
151	Mini-Warehouse	4.11	HSU	-	-	-	-	-	-	-	-	-	-
								Total	**-**	**-**	**-**	**11**	**7**

[1] HSU = storage units (in 100s)

[2] Source: *Trip Generation* , 10th Edition, 2017, by the Institute of Transportation Engineers (ITE)

[3] "RV/Vehicle Storage" rates - Please refer to Appendix A

Updated by LSC: 12/8/2024 ~~07/14/2023~~

Figures 1-8

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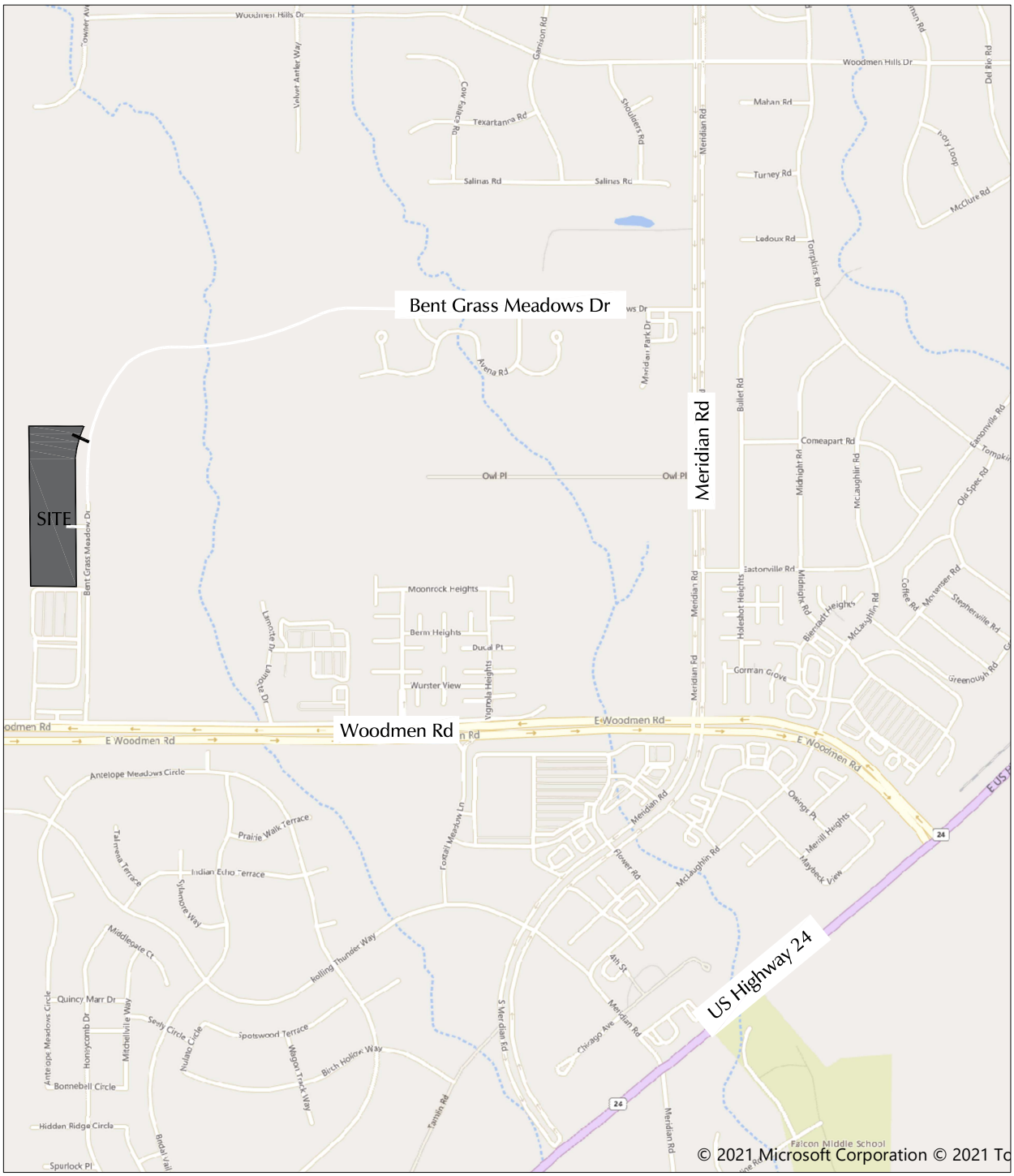

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Figure 1

Vicinity Map

Falcon Storage LLC (LSC #S214430)

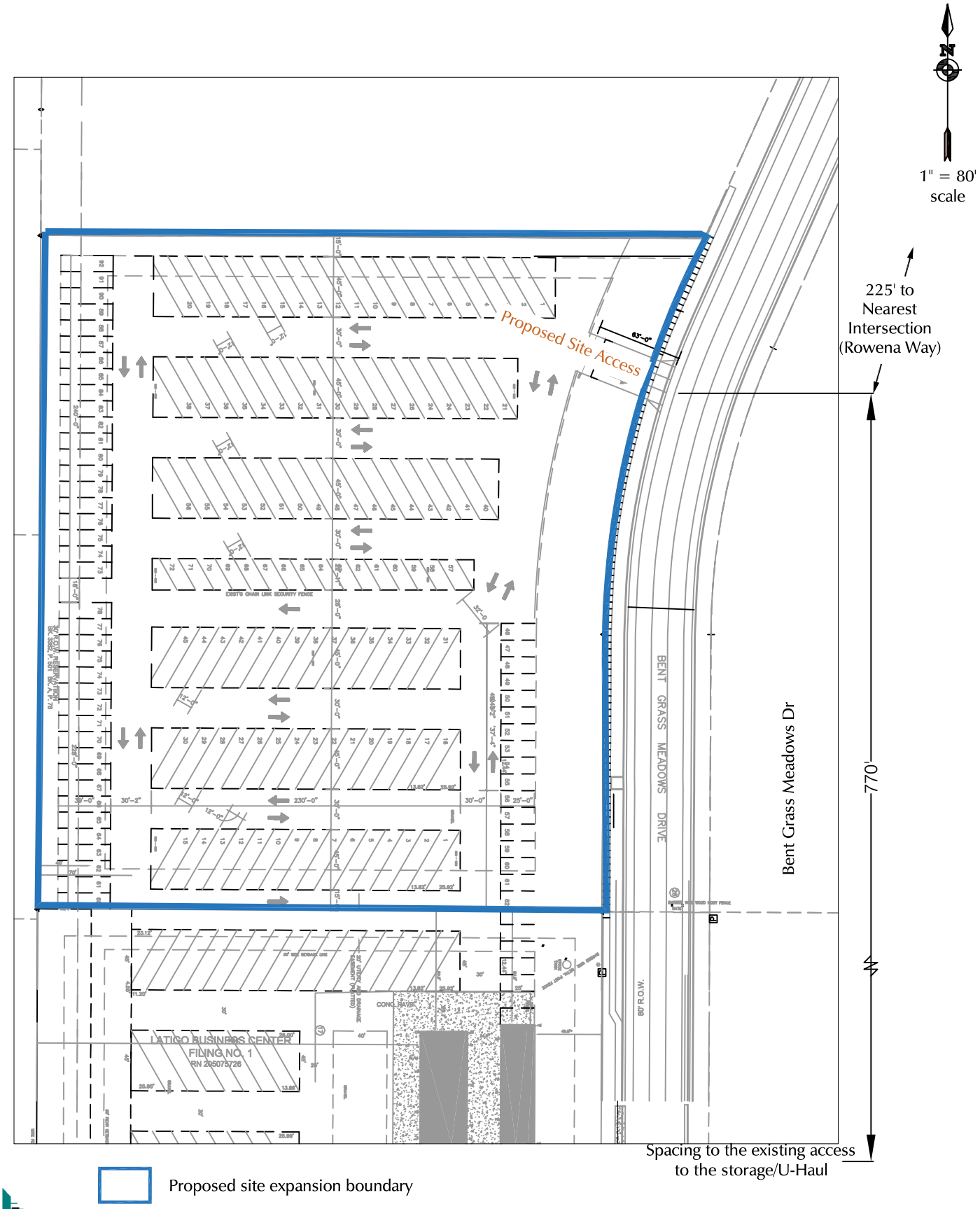

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Figure 2

Site Plan

Falcon Storage LLC (LSC #S214430)

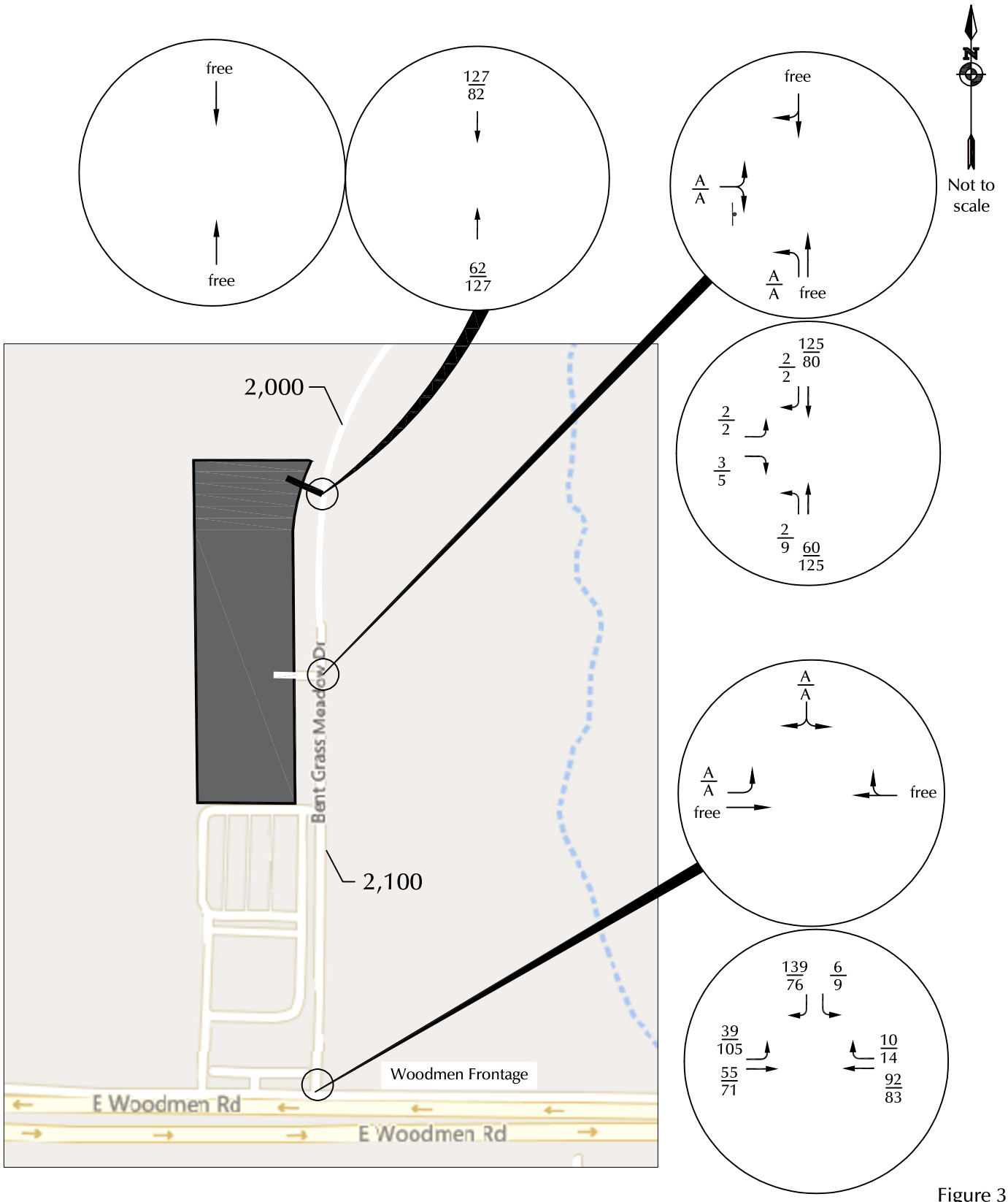


Figure 3

Existing Traffic, Lane Geometry, Traffic Control, and LOS

Falcon Storage LLC (LSC #S214430)

Counts by LSC (May 2023)

⊦	=	Stop Sign
X / X	=	AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS
XX / XX	=	AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)
X,XXX	=	Average Daily Traffic (Vehicles/Day) - Estimated by LSC

TRANSPORTATION CONSULTANTS, INC.

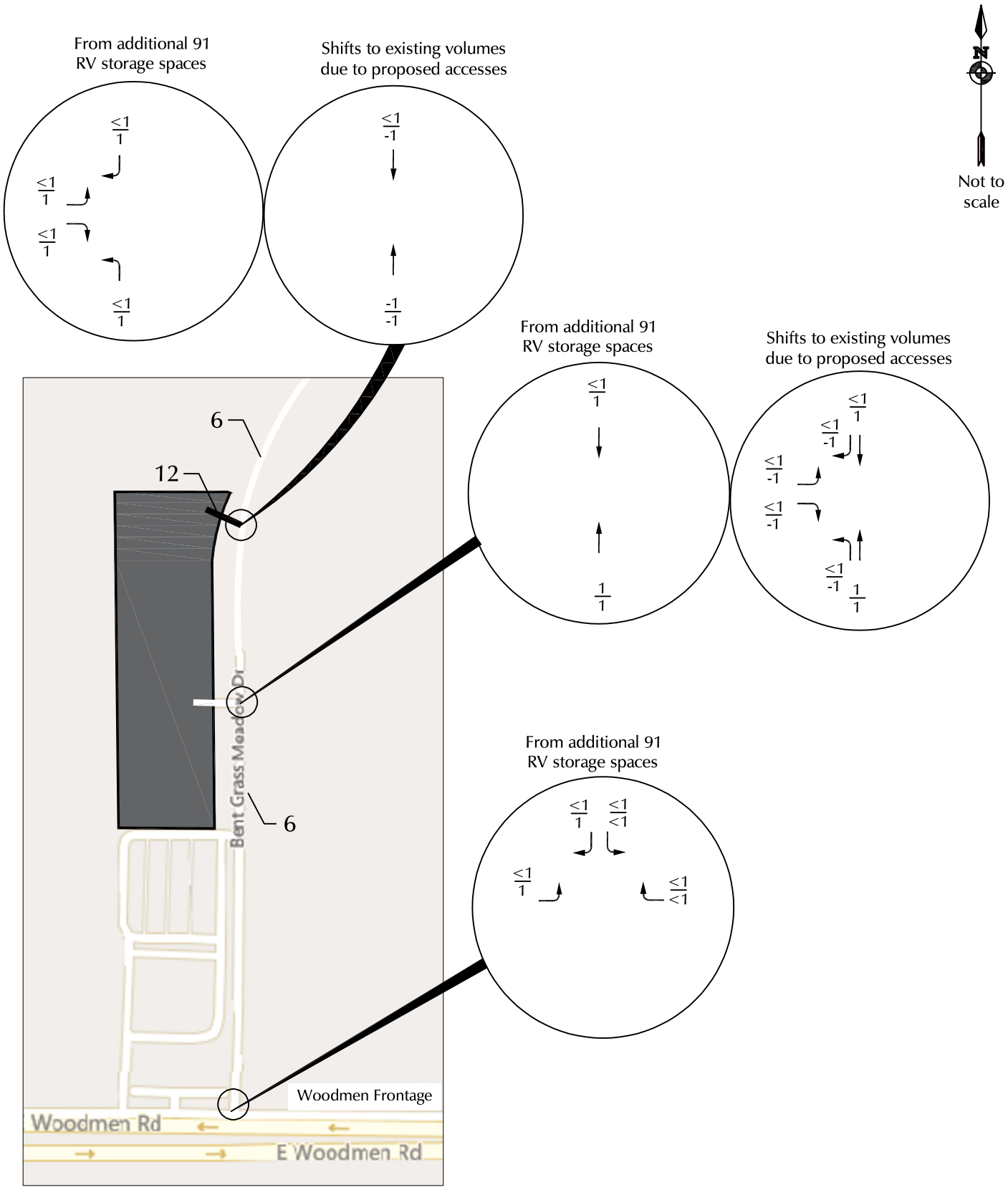
Not to scale

XX% / XX% = A.M. Peak Hour % Distribution / P.M. Peak Hour % Distribution

Figure 4

Directional Distribution

Falcon Storage LLC (LSC #S214430)



* And traffic shift from the existing access point to the new access points

TRANSPORTATION CONSULTANTS, INC.

XX / XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

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

Figure 5

Additional Site-Generated Traffic*

Falcon Storage LLC (LSC #S214430)

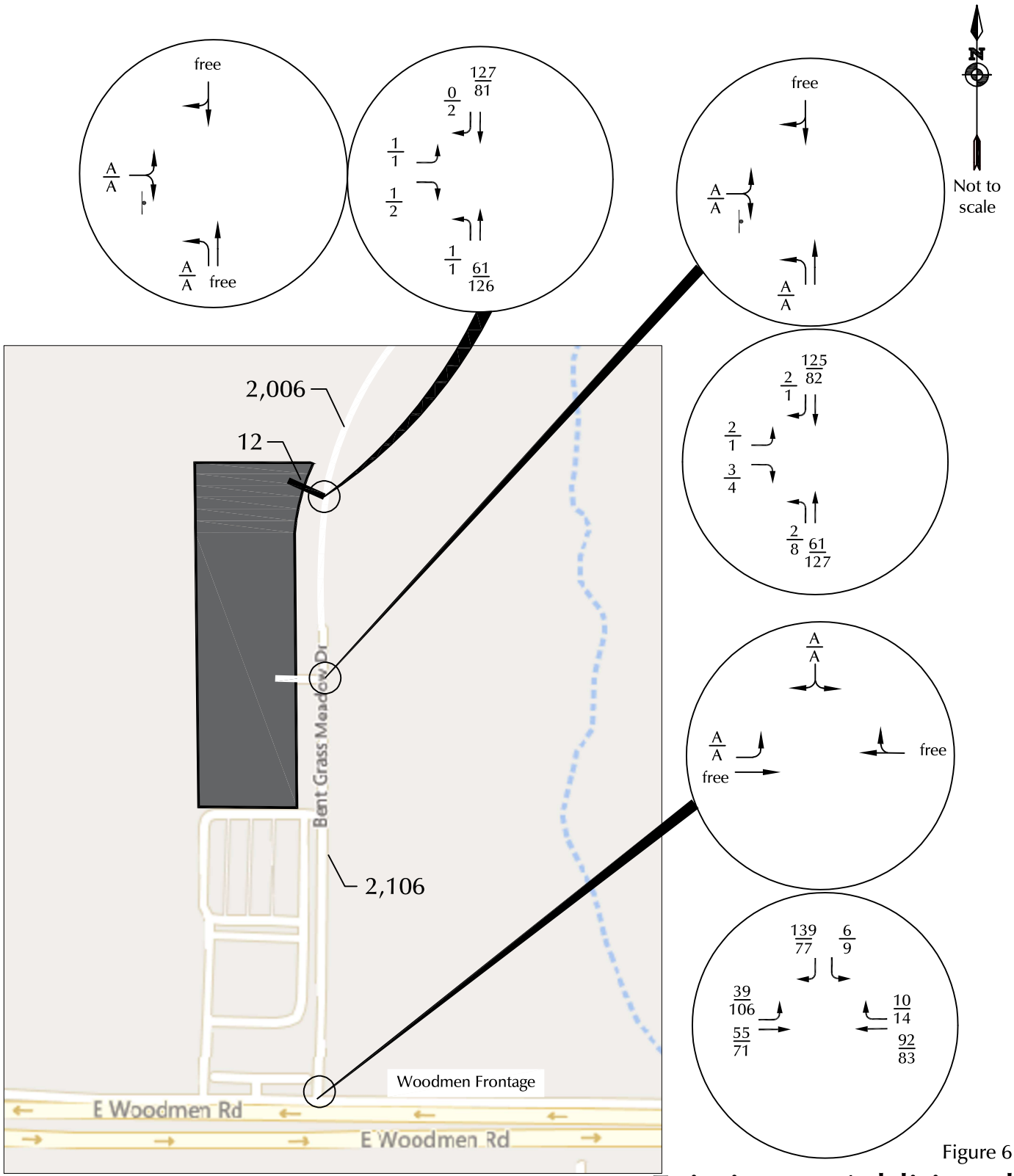


Figure 6

Existing + Additional Site-Generated Traffic, Lane Geometry, Traffic Control, and LOS

Falcon Storage LLC (LSC #S214430)

TRANSPORTATION CONSULTANTS, INC.

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

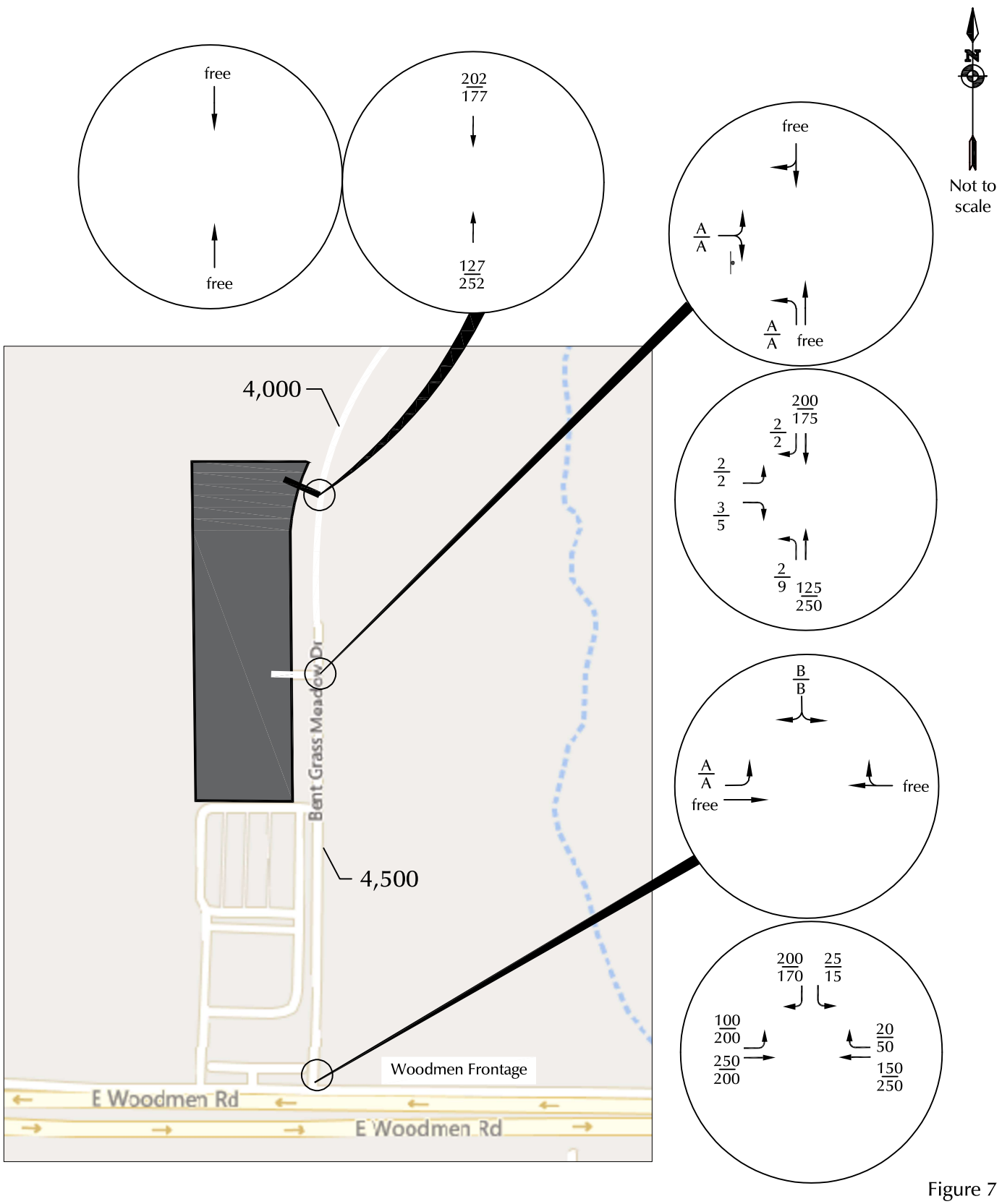


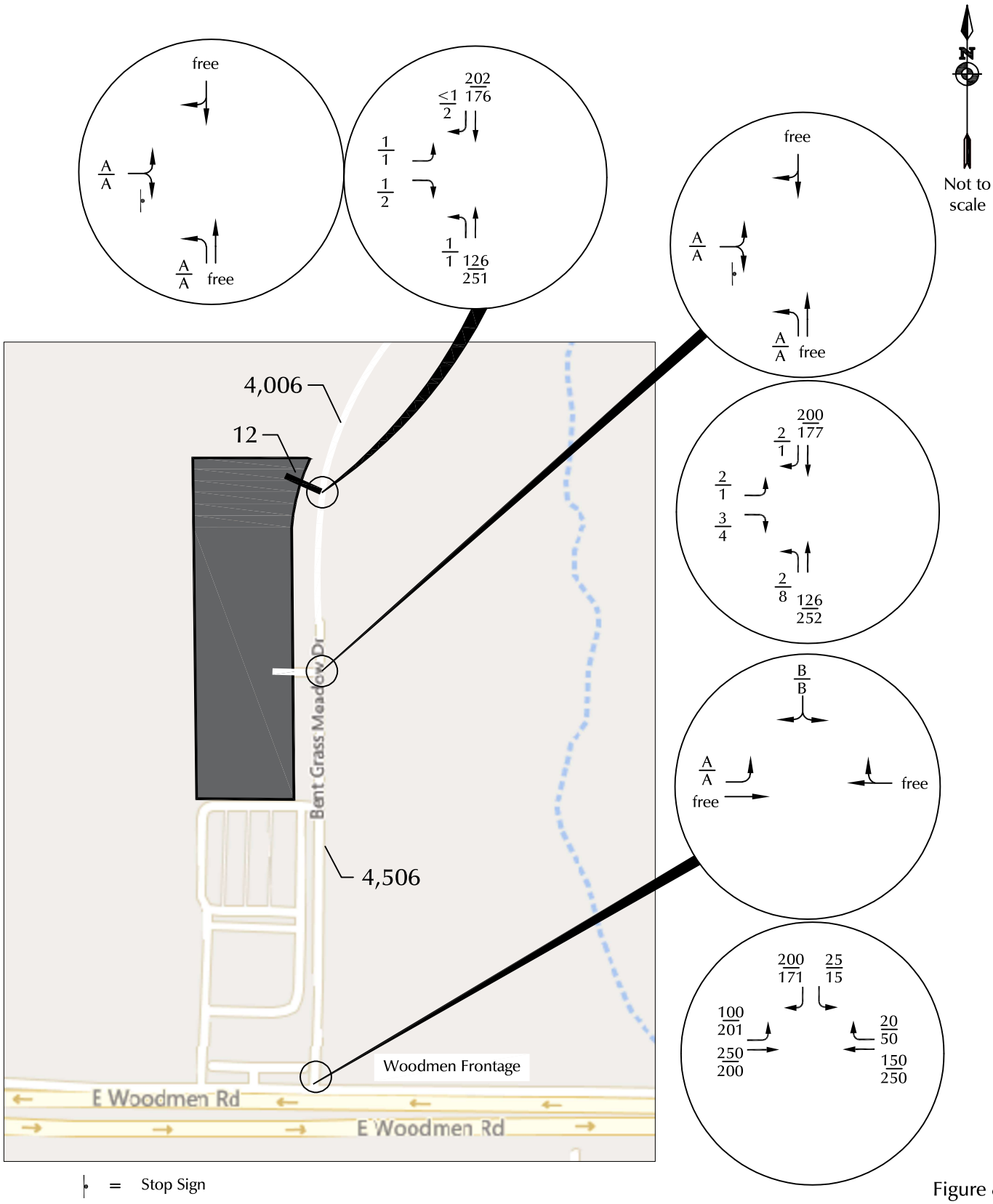
Figure 7

2043 Background Traffic, Lane Geometry, Traffic Control, and LOS

Falcon Storage LLC (LSC #S214430)

TRANSPORTATION CONSULTANTS, INC.

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



⊢	=	Stop Sign
X/X	=	AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS
XX/XX	=	AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)
X,XXX	=	Average Daily Traffic (Vehicles/Day)

TRANSPORTATION CONSULTANTS, INC.

Figure 8

2043 Background + Additional Site Traffic, Lane Geometry, Traffic Control, and LOS

Falcon Storage LLC (LSC #S214430)

Traffic Counts

TRANSPORTATION
CONSULTANTS, INC.

LSC Transportation Consultants, Inc.

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

File Name : Bent Grass Meadows - Woodmen Frontage Rd AM 5-23
Site Code : S214430
Start Date : 5/3/2023
Page No : 1

Groups Printed- Unshifted

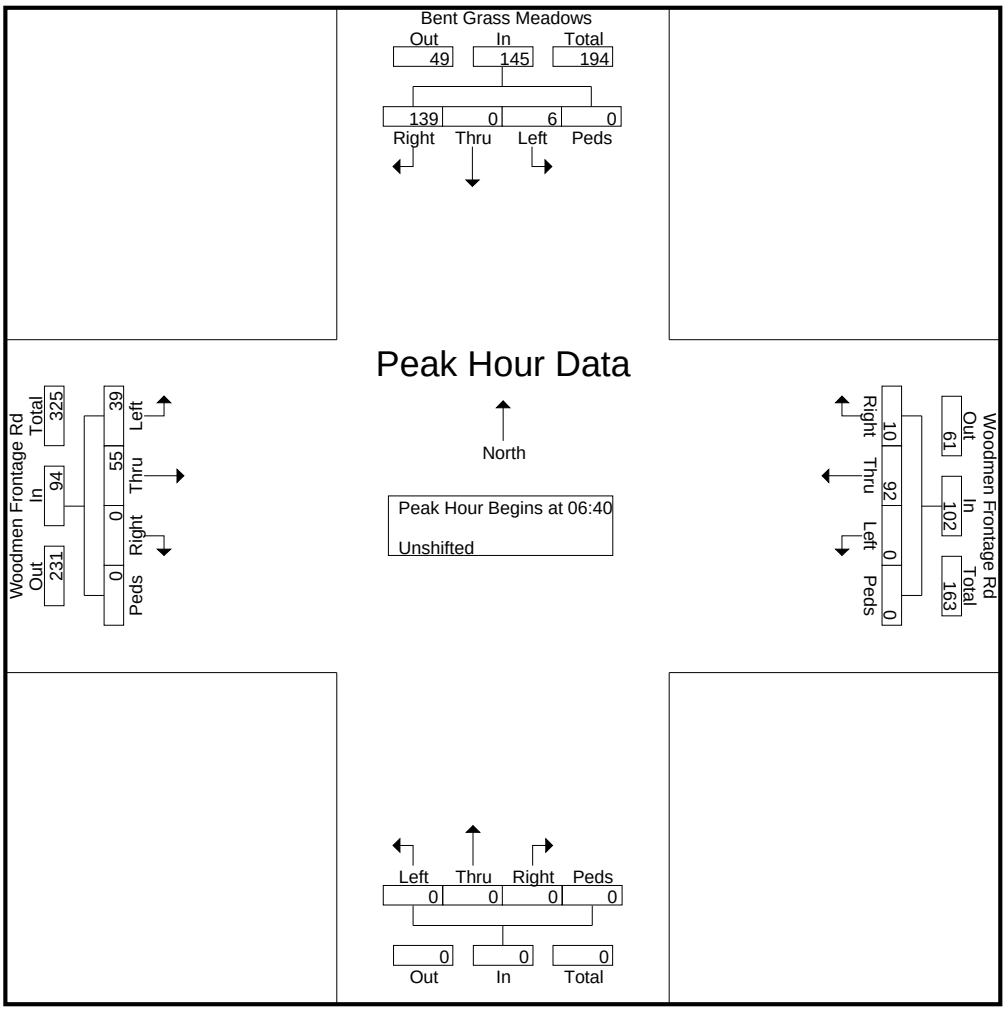
	Bent Grass Meadows Southbound					Woodmen Frontage Rd Westbound					Northbound					Woodmen Frontage Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30	9	0	1	0	10	3	5	0	0	8	0	0	0	0	0	0	8	1	0	9	27
06:35	7	0	2	0	9	2	4	0	0	6	0	0	0	0	0	0	7	2	0	9	24
06:40	10	0	1	0	11	4	4	0	0	8	0	0	0	0	0	0	12	1	0	13	32
06:45	8	0	3	0	11	1	5	0	0	6	0	0	0	0	0	0	10	3	0	13	30
06:50	9	0	0	0	9	1	7	0	0	8	0	0	0	0	0	0	7	2	0	9	26
06:55	9	0	1	0	10	1	5	0	0	6	0	0	0	0	0	0	5	3	0	8	24
Total	52	0	8	0	60	12	30	0	0	42	0	0	0	0	0	0	49	12	0	61	163
07:00	14	0	0	0	14	1	6	0	0	7	0	0	0	0	0	0	6	2	0	8	29
07:05	16	0	0	0	16	0	9	0	0	9	0	0	0	0	0	0	1	6	0	7	32
07:10	14	0	0	0	14	0	10	0	0	10	0	0	0	0	0	0	2	1	0	3	27
07:15	9	0	0	0	9	0	14	0	0	14	0	0	0	0	0	0	3	4	0	7	30
07:20	7	0	0	0	7	0	8	0	0	8	0	0	0	0	0	0	2	3	0	5	20
07:25	15	0	0	0	15	1	8	0	0	9	0	0	0	0	0	0	3	6	0	9	33
07:30	10	0	0	0	10	0	8	0	0	8	0	0	0	0	0	0	2	2	0	4	22
07:35	18	0	1	0	19	1	8	0	0	9	0	0	0	0	0	0	2	6	0	8	36
07:40	13	0	2	0	15	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	27
07:45	9	0	1	0	10	0	3	0	0	3	0	0	0	0	0	0	3	5	0	8	21
07:50	8	0	0	0	8	1	2	0	0	3	0	0	0	0	0	0	3	5	0	8	19
07:55	6	0	1	0	7	0	6	0	0	6	0	0	0	0	0	0	3	3	0	6	19
Total	139	0	5	0	144	4	88	0	0	92	0	0	0	0	0	0	36	43	0	79	315
08:00	7	0	0	0	7	2	12	0	0	14	0	0	0	0	0	0	3	6	0	9	30
08:05	7	0	1	0	8	1	9	0	0	10	0	0	0	0	0	0	3	5	0	8	26
08:10	8	0	0	0	8	1	4	0	0	5	0	0	0	0	0	0	0	4	0	4	17
08:15	8	0	0	0	8	4	3	0	0	7	0	0	0	0	0	0	2	2	0	4	19
08:20	2	0	0	0	2	1	10	0	0	11	0	0	0	0	0	0	2	3	0	5	18
08:25	6	0	0	0	6	1	8	0	0	9	0	0	0	0	0	0	5	2	0	7	22
Grand Total	229	0	14	0	243	26	164	0	0	190	0	0	0	0	0	0	100	77	0	177	610
Apprch %	94.2	0	5.8	0		13.7	86.3	0	0		0	0	0	0		0	56.5	43.5	0		
Total %	37.5	0	2.3	0	39.8	4.3	26.9	0	0	31.1	0	0	0	0	0	0	16.4	12.6	0	29	

LSC Transportation Consultants, Inc.

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

File Name : Bent Grass Meadows - Woodmen Frontage Rd AM 5-23
Site Code : S214430
Start Date : 5/3/2023
Page No : 2

	Bent Grass Meadows Southbound					Woodmen Frontage Rd Westbound					Northbound					Woodmen Frontage Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:40																					
06:40	10	0	1	0	11	**4**	4	0	0	8	0	0	0	0	0	0	**12**	1	0	**13**	32
06:45	8	0	**3**	0	11	1	5	0	0	6	0	0	0	0	0	0	10	3	0	13	30
06:50	9	0	0	0	9	1	7	0	0	8	0	0	0	0	0	0	7	2	0	9	26
06:55	9	0	1	0	10	1	5	0	0	6	0	0	0	0	0	0	5	3	0	8	24
07:00	14	0	0	0	14	1	6	0	0	7	0	0	0	0	0	0	6	2	0	8	29
07:05	16	0	0	0	16	0	9	0	0	9	0	0	0	0	0	0	1	**6**	0	7	32
07:10	14	0	0	0	14	0	10	0	0	10	0	0	0	0	0	0	2	1	0	3	27
07:15	9	0	0	0	9	0	**14**	0	0	**14**	0	0	0	0	0	0	3	4	0	7	30
07:20	7	0	0	0	7	0	8	0	0	8	0	0	0	0	0	0	2	3	0	5	20
07:25	15	0	0	0	15	1	8	0	0	9	0	0	0	0	0	0	3	6	0	9	33
07:30	10	0	0	0	10	0	8	0	0	8	0	0	0	0	0	0	2	2	0	4	22
07:35	**18**	0	1	0	**19**	1	8	0	0	9	0	0	0	0	0	0	2	6	0	8	**36**
Total Volume	139	0	6	0	145	10	92	0	0	102	0	0	0	0	0	0	55	39	0	94	341
% App. Total	95.9	0	4.1	0		9.8	90.2	0	0		0	0	0	0		0	58.5	41.5	0		
PHF	.644	.000	.167	.000	.636	.208	.548	.000	.000	.607	.000	.000	.000	.000	.000	.000	.382	.542	.000	.603	.789

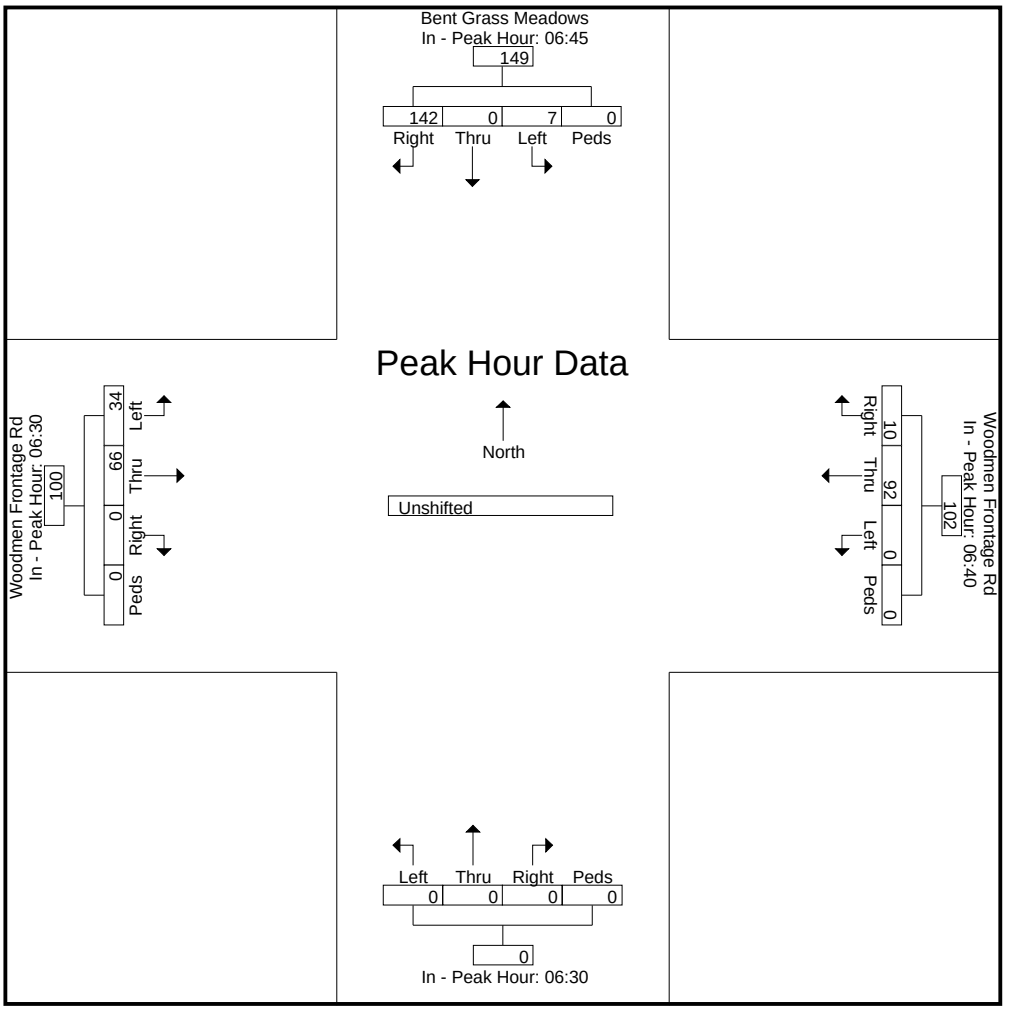


LSC Transportation Consultants, Inc.

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

File Name : Bent Grass Meadows - Woodmen Frontage Rd AM 5-23
Site Code : S214430
Start Date : 5/3/2023
Page No : 3

	Bent Grass Meadows Southbound					Woodmen Frontage Rd Westbound					Northbound					Woodmen Frontage Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	06:45					06:40					06:30					06:30					
+0 mins.	8	0	**3**	0	11	**4**	4	0	0	8	0	0	0	0	0	0	8	1	0	9	
+5 mins.	9	0	0	0	9	1	5	0	0	6	0	0	0	0	0	0	7	2	0	9	
+10 mins.	9	0	1	0	10	1	7	0	0	8	0	0	0	0	0	0	**12**	1	0	**13**	
+15 mins.	14	0	0	0	14	1	5	0	0	6	0	0	0	0	0	0	10	3	0	13	
+20 mins.	16	0	0	0	16	1	6	0	0	7	0	0	0	0	0	0	7	2	0	9	
+25 mins.	14	0	0	0	14	0	9	0	0	9	0	0	0	0	0	0	5	3	0	8	
+30 mins.	9	0	0	0	9	0	10	0	0	10	0	0	0	0	0	0	6	2	0	8	
+35 mins.	7	0	0	0	7	0	**14**	0	0	**14**	0	0	0	0	0	0	1	**6**	0	7	
+40 mins.	15	0	0	0	15	0	8	0	0	8	0	0	0	0	0	0	2	1	0	3	
+45 mins.	10	0	0	0	10	1	8	0	0	9	0	0	0	0	0	0	3	4	0	7	
+50 mins.	**18**	0	1	0	**19**	0	8	0	0	8	0	0	0	0	0	0	2	3	0	5	
+55 mins.	13	0	2	0	15	1	8	0	0	9	0	0	0	0	0	0	3	6	0	9	
Total Volume	142	0	7	0	149	10	92	0	0	102	0	0	0	0	0	0	66	34	0	100	
% App. Total	95.3	0	4.7	0		9.8	90.2	0	0		0	0	0	0		0	66	34	0		
PHF	.657	.000	.194	.000	.654	.208	.548	.000	.000	.607	.000	.000	.000	.000	.000	.000	.458	.472	.000	.641	



LSC Transportation Consultants, Inc.

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

File Name : Bent Grass Meadows - Woodmen Frontage Rd PM 5-23
Site Code : S214430
Start Date : 5/3/2023
Page No : 1

Groups Printed- Unshifted

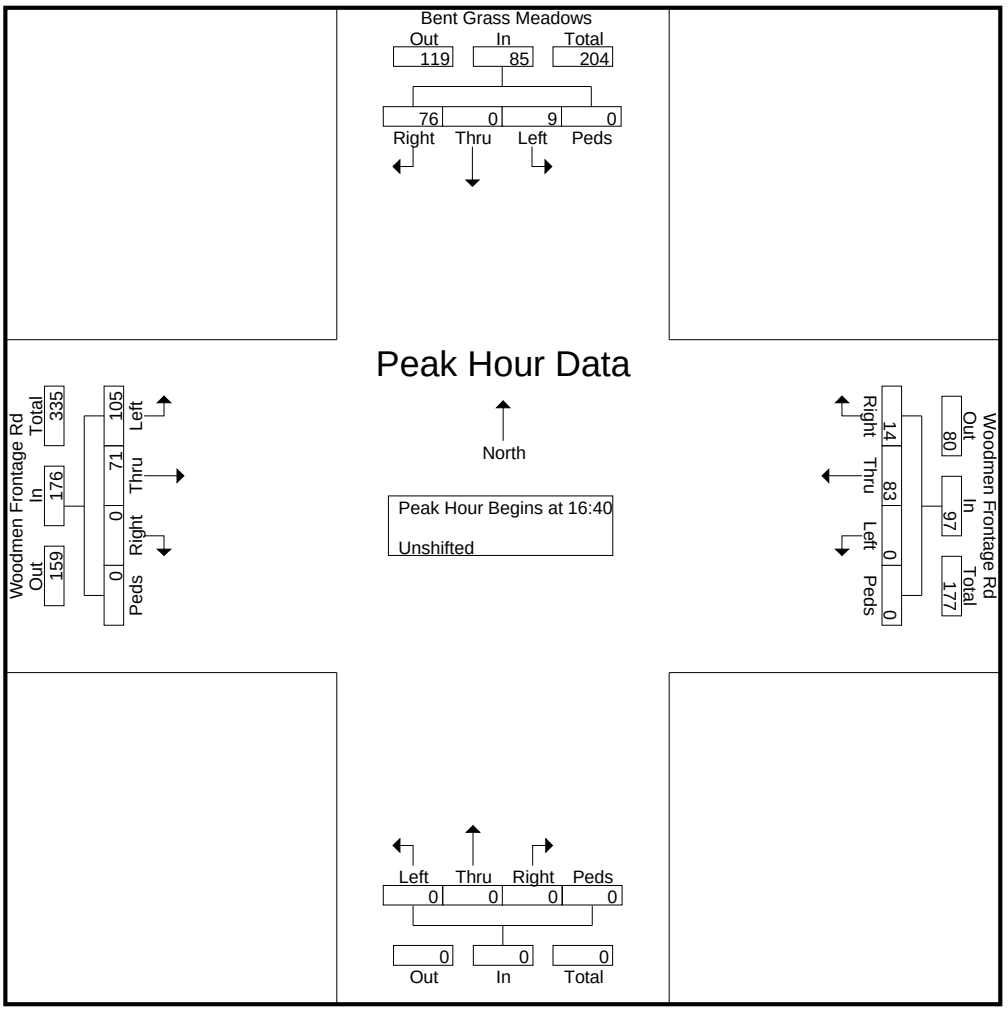
	Bent Grass Meadows Southbound					Woodmen Frontage Rd Westbound					Northbound					Woodmen Frontage Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	5	0	1	0	6	1	3	0	0	4	0	0	0	0	0	0	2	8	0	10	20
16:05	5	0	2	0	7	1	4	0	0	5	0	0	0	0	0	0	8	9	0	17	29
16:10	4	0	1	0	5	0	6	0	0	6	0	0	0	0	0	0	5	11	0	16	27
16:15	2	0	0	0	2	0	15	0	0	15	0	0	0	0	0	0	6	9	0	15	32
16:20	7	0	0	0	7	0	5	0	0	5	0	0	0	0	0	0	4	10	0	14	26
16:25	6	0	1	0	7	2	9	0	0	11	0	0	0	0	0	0	7	7	0	14	32
16:30	3	0	1	0	4	0	10	0	0	10	0	0	0	0	0	0	6	7	0	13	27
16:35	7	0	0	0	7	0	5	0	0	5	0	0	0	0	0	0	4	8	0	12	24
16:40	8	0	1	0	9	0	4	0	0	4	0	0	0	0	0	0	10	11	0	21	34
16:45	8	0	3	0	11	0	9	0	0	9	0	0	0	0	0	0	9	9	0	18	38
16:50	9	0	0	0	9	1	7	0	0	8	0	0	0	0	0	0	7	8	0	15	32
16:55	5	0	1	0	6	2	2	0	0	4	0	0	0	0	0	0	7	8	0	15	25
Total	69	0	11	0	80	7	79	0	0	86	0	0	0	0	0	0	75	105	0	180	346
17:00	5	0	1	0	6	0	5	0	0	5	0	0	0	0	0	0	2	7	0	9	20
17:05	10	0	2	0	12	2	4	0	0	6	0	0	0	0	0	0	5	6	0	11	29
17:10	5	0	0	0	5	0	2	0	0	2	0	0	0	0	0	0	6	11	0	17	24
17:15	2	0	0	0	2	2	5	0	0	7	0	0	0	0	0	0	3	12	0	15	24
17:20	8	0	1	0	9	0	2	0	0	2	0	0	0	0	0	0	9	8	0	17	28
17:25	7	0	0	0	7	2	4	0	0	6	0	0	0	0	0	0	4	5	0	9	22
17:30	4	0	0	0	4	3	15	0	0	18	0	0	0	0	0	0	7	12	0	19	41
17:35	5	0	0	0	5	2	24	0	0	26	0	0	0	0	0	0	2	8	0	10	41
17:40	6	0	0	0	6	1	10	0	0	11	0	0	0	0	0	0	7	6	0	13	30
17:45	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	0	6	5	0	11	18
17:50	2	0	1	0	3	1	8	0	0	9	0	0	0	0	0	0	4	6	0	10	22
17:55	6	0	0	0	6	0	4	0	0	4	0	0	0	0	0	0	6	8	0	14	24
Total	61	0	5	0	66	14	88	0	0	102	0	0	0	0	0	0	61	94	0	155	323
Grand Total	130	0	16	0	146	21	167	0	0	188	0	0	0	0	0	0	136	199	0	335	669
Apprch %	89	0	11	0		11.2	88.8	0	0		0	0	0	0		0	40.6	59.4	0		
Total %	19.4	0	2.4	0	21.8	3.1	25	0	0	28.1	0	0	0	0	0	0	20.3	29.7	0	50.1	

LSC Transportation Consultants, Inc.

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

File Name : Bent Grass Meadows - Woodmen Frontage Rd PM 5-23
Site Code : S214430
Start Date : 5/3/2023
Page No : 2

	Bent Grass Meadows Southbound					Woodmen Frontage Rd Westbound					Northbound					Woodmen Frontage Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:40																					
16:40	8	0	1	0	9	0	4	0	0	4	0	0	0	0	0	0	**10**	11	0	**21**	34
16:45	8	0	**3**	0	11	0	9	0	0	9	0	0	0	0	0	0	9	9	0	18	38
16:50	9	0	0	0	9	1	7	0	0	8	0	0	0	0	0	0	7	8	0	15	32
16:55	5	0	1	0	6	2	2	0	0	4	0	0	0	0	0	0	7	8	0	15	25
17:00	5	0	1	0	6	0	5	0	0	5	0	0	0	0	0	0	2	7	0	9	20
17:05	**10**	0	2	0	**12**	2	4	0	0	6	0	0	0	0	0	0	5	6	0	11	29
17:10	5	0	0	0	5	0	2	0	0	2	0	0	0	0	0	0	6	11	0	17	24
17:15	2	0	0	0	2	2	5	0	0	7	0	0	0	0	0	0	3	**12**	0	15	24
17:20	8	0	1	0	9	0	2	0	0	2	0	0	0	0	0	0	9	8	0	17	28
17:25	7	0	0	0	7	2	4	0	0	6	0	0	0	0	0	0	4	5	0	9	22
17:30	4	0	0	0	4	**3**	15	0	0	18	0	0	0	0	0	0	7	12	0	19	**41**
17:35	5	0	0	0	5	2	**24**	0	0	**26**	0	0	0	0	0	0	2	8	0	10	41
Total Volume	76	0	9	0	85	14	83	0	0	97	0	0	0	0	0	0	71	105	0	176	358
% App. Total	89.4	0	10.6	0		14.4	85.6	0	0		0	0	0	0		0	40.3	59.7	0		
PHF	.633	.000	.250	.000	.590	.389	.288	.000	.000	.311	.000	.000	.000	.000	.000	.000	.592	.729	.000	.698	.728

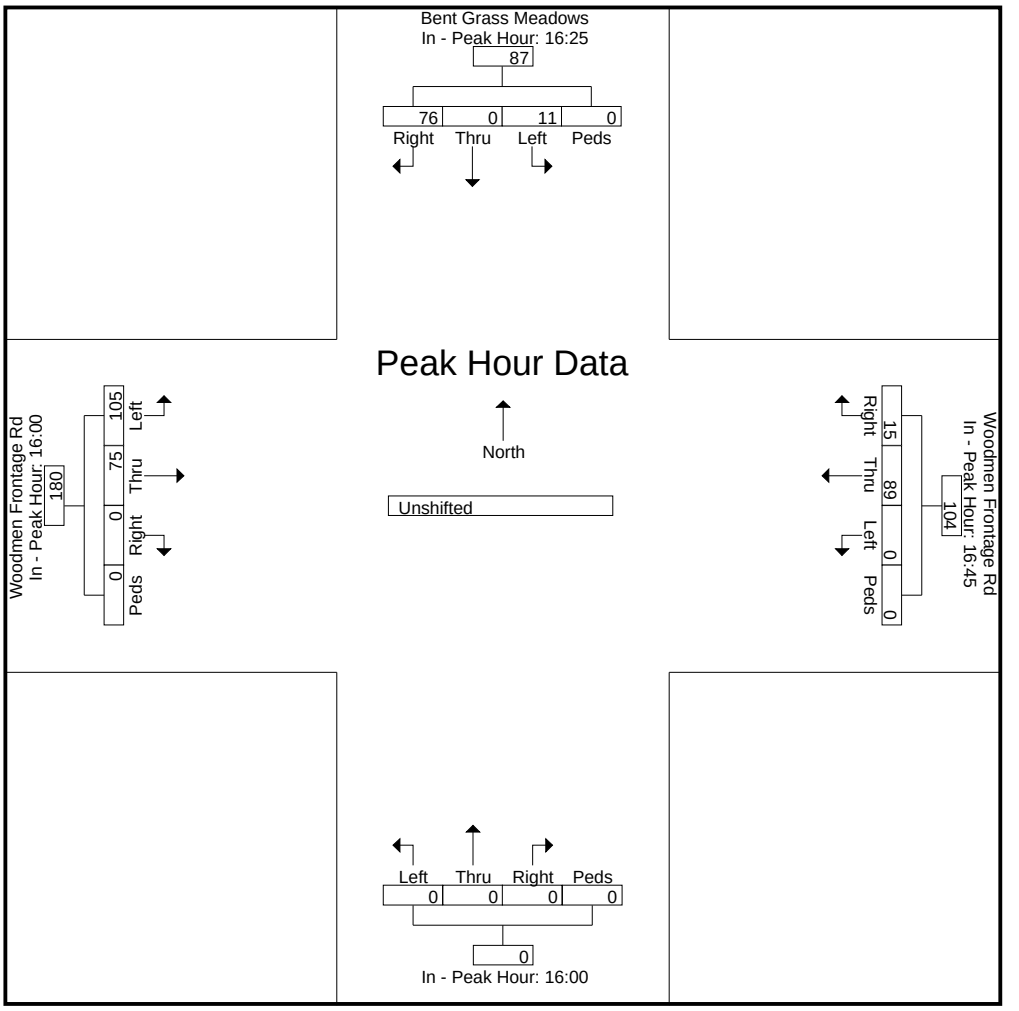


LSC Transportation Consultants, Inc.

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

File Name : Bent Grass Meadows - Woodmen Frontage Rd PM 5-23
Site Code : S214430
Start Date : 5/3/2023
Page No : 3

	Bent Grass Meadows Southbound					Woodmen Frontage Rd Westbound					Northbound					Woodmen Frontage Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:25					16:45					16:00					16:00					
+0 mins.	6	0	1	0	7	0	9	0	0	9	0	0	0	0	0	0	2	8	0	10	
+5 mins.	3	0	1	0	4	1	7	0	0	8	0	0	0	0	0	0	8	9	0	17	
+10 mins.	7	0	0	0	7	2	2	0	0	4	0	0	0	0	0	0	5	**11**	0	16	
+15 mins.	8	0	1	0	9	0	5	0	0	5	0	0	0	0	0	0	6	9	0	15	
+20 mins.	8	0	**3**	0	11	2	4	0	0	6	0	0	0	0	0	0	4	10	0	14	
+25 mins.	9	0	0	0	9	0	2	0	0	2	0	0	0	0	0	0	7	7	0	14	
+30 mins.	5	0	1	0	6	2	5	0	0	7	0	0	0	0	0	0	6	7	0	13	
+35 mins.	5	0	1	0	6	0	2	0	0	2	0	0	0	0	0	0	4	8	0	12	
+40 mins.	**10**	0	2	0	**12**	2	4	0	0	6	0	0	0	0	0	0	**10**	11	0	**21**	
+45 mins.	5	0	0	0	5	**3**	15	0	0	18	0	0	0	0	0	0	9	9	0	18	
+50 mins.	2	0	0	0	2	2	**24**	0	0	**26**	0	0	0	0	0	0	7	8	0	15	
+55 mins.	8	0	1	0	9	1	10	0	0	11	0	0	0	0	0	0	7	8	0	15	
Total Volume	76	0	11	0	87	15	89	0	0	104	0	0	0	0	0	0	75	105	0	180	
% App. Total	87.4	0	12.6	0		14.4	85.6	0	0		0	0	0	0		0	41.7	58.3	0		
PHF	.633	.000	.306	.000	.604	.417	.309	.000	.000	.333	.000	.000	.000	.000	.000	.000	.625	.795	.000	.714	



LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Falcon Storage PM Trucks & Tailers
Site Code : S214430
Start Date : 5/12/2021
Page No : 1

Groups Printed- Bank 1

	Bent Grass Meadows Southbound					Westbound					Bent Grass Meadows Northbound					Falcon Storage Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
*** BREAK ***																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	1	0	3	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Grand Total	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	2	0	2	0	4	7
Apprch %	0	0	100	0		0	0	0	0		100	0	0	0		50	0	50	0		
Total %	0	0	14.3	0	14.3	0	0	0	0	0	28.6	0	0	0	28.6	28.6	0	28.6	0	57.1	

LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Falcon Storage PM Trucks & Tailers
Site Code : S214430
Start Date : 5/12/2021

	Bent Grass Meadows Southbound					Westbound					Bent Grass Meadows Northbound					Falcon Storage Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	1
4:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	**1**	0	**2**	**2**
4:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45:00 PM	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	**2**	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	1	0	3	5
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		66.7	0	33.3	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.500	.000	.250	.000	.375	.625

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719-633-2868

File Name : Falcon Storage PM Trucks & Tailers
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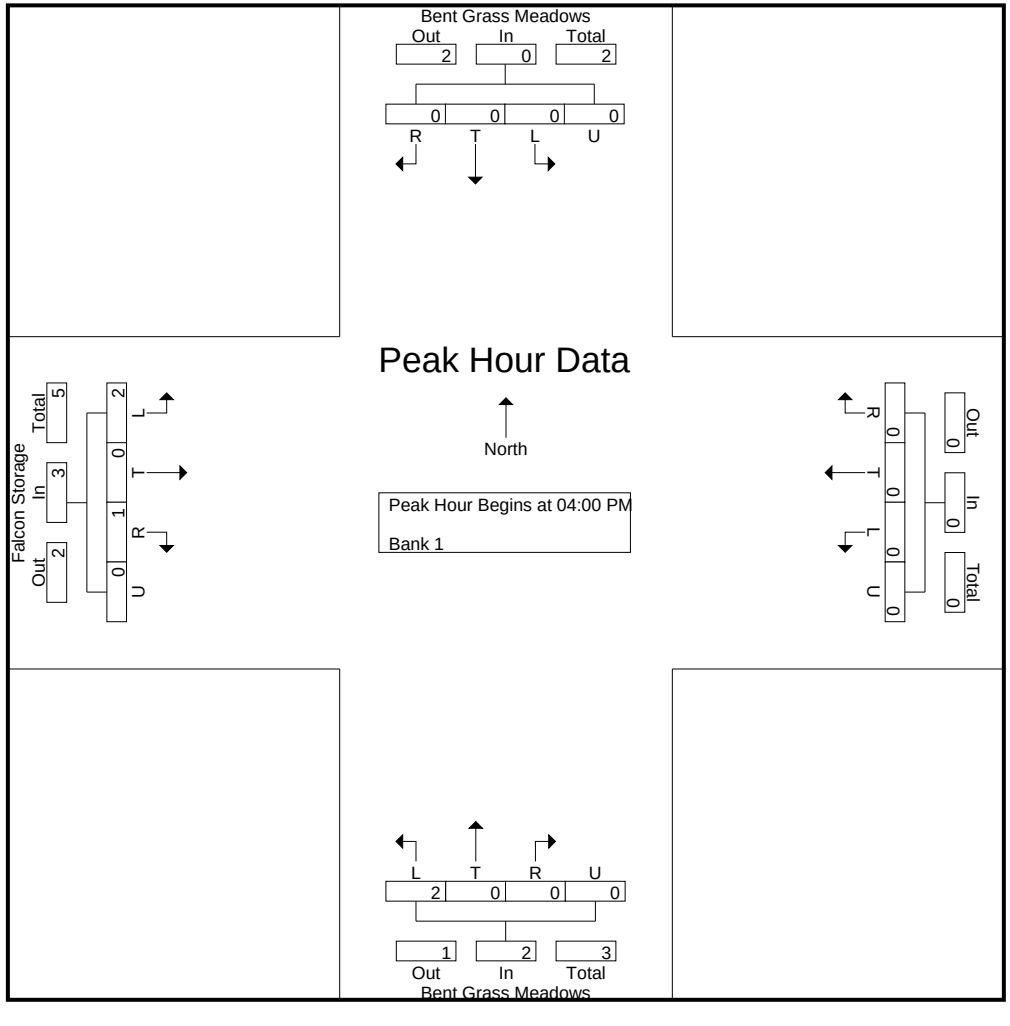

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719-633-2868

File Name : Falcon Storage PM Trucks & Tailers
Site Code : S214430
Start Date : 5/12/2021

	Bent Grass Meadows Southbound					Westbound					Bent Grass Meadows Northbound					Falcon Storage Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:30:00 PM					4:00:00 PM					4:00:00 PM					4:00:00 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	
+5 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	**1**	0	**2**	
+10 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	0	0	**2**	0	0	0	0	0	
Total Volume	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	2	0	1	0	3	
% App. Total	0	0	100	0		0	0	0	0		100	0	0	0		66.7	0	33.3	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.500	.000	.250	.000	.375	

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Site Code : S214430
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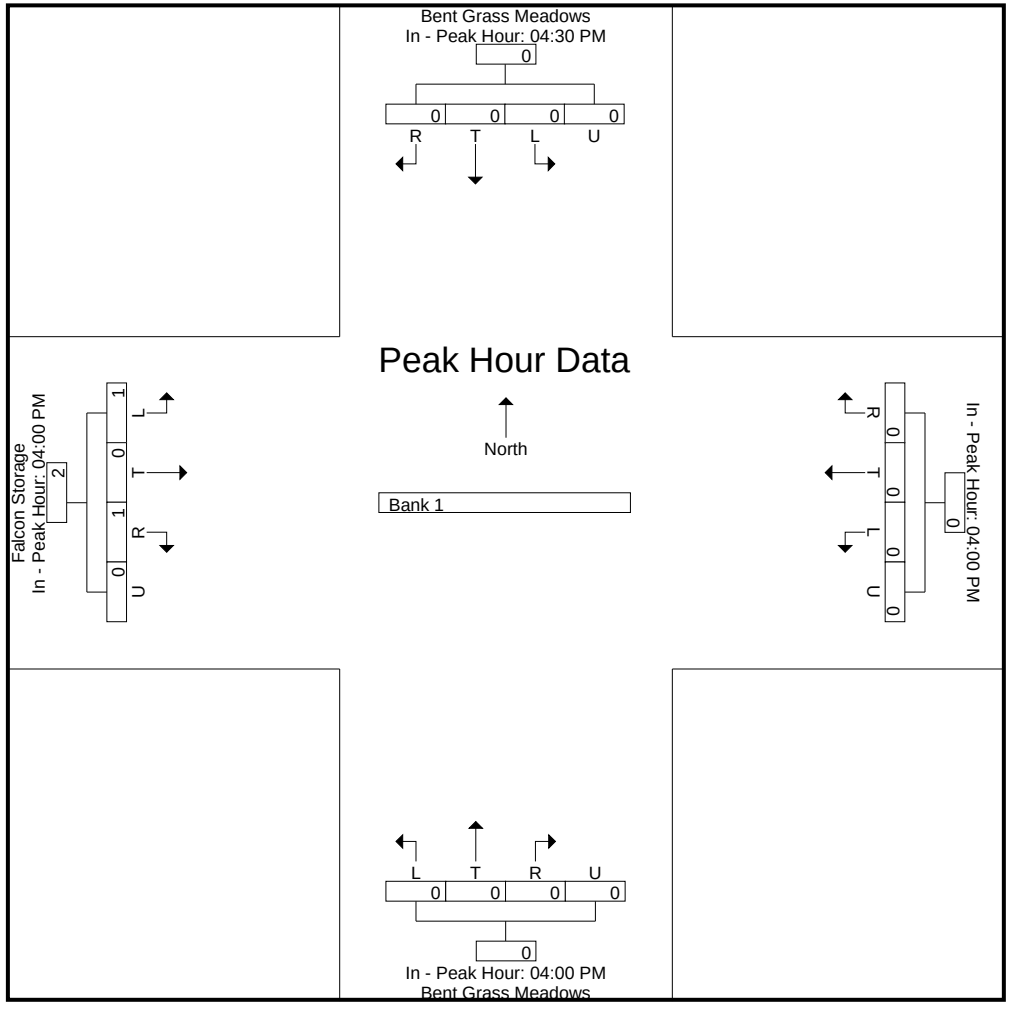

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719-633-2868

File Name : Falcon Storage PM
Site Code : S214430
Start Date : 5/12/2021
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Groups Printed- Unshifted

	Bent Grass Meadows Southbound					Westbound					Bent Grass Meadows Northbound					Falcon Storage Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
04:00 PM	0	11	0	0	11	0	0	0	0	0	1	8	0	0	9	3	0	1	0	4	24
04:15 PM	0	13	0	0	13	0	0	0	0	0	0	9	0	0	9	2	0	2	0	4	26
04:30 PM	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
04:45 PM	0	5	0	0	5	0	0	0	0	0	3	11	0	0	14	0	0	1	0	1	20
Total	0	34	0	0	34	0	0	0	0	0	4	38	0	0	42	5	0	4	0	9	85
05:00 PM	0	5	0	0	5	0	0	0	0	0	3	6	0	0	9	0	0	4	0	4	18
05:15 PM	0	3	2	0	5	0	0	0	0	0	3	10	0	0	13	2	0	0	0	2	20
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	13
05:45 PM	0	4	1	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
Total	0	15	3	0	18	0	0	0	0	0	6	31	0	0	37	2	0	4	0	6	61
Grand Total	0	49	3	0	52	0	0	0	0	0	10	69	0	0	79	7	0	8	0	15	146
Apprch %	0	94.2	5.8	0		0	0	0	0		12.7	87.3	0	0		46.7	0	53.3	0		
Total %	0	33.6	2.1	0	35.6	0	0	0	0	0	6.8	47.3	0	0	54.1	4.8	0	5.5	0	10.3	

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File Name : Falcon Storage PM
Site Code : S214430
Start Date : 5/12/2021

	Bent Grass Meadows Southbound					Westbound					Bent Grass Meadows Northbound					Falcon Storage Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	0	11	0	0	11	0	0	0	0	0	1	8	0	0	9	**3**	0	1	0	**4**	24
4:15:00 PM	0	**13**	0	0	**13**	0	0	0	0	0	0	9	0	0	9	2	0	**2**	0	4	**26**
4:30:00 PM	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
4:45:00 PM	0	5	0	0	5	0	0	0	0	0	**3**	**11**	0	0	**14**	0	0	1	0	1	20
Total Volume	0	34	0	0	34	0	0	0	0	0	4	38	0	0	42	5	0	4	0	9	85
% App. Total	0	100	0	0		0	0	0	0		9.5	90.5	0	0		55.6	0	44.4	0		
PHF	.000	.654	.000	.000	.654	.000	.000	.000	.000	.000	.333	.864	.000	.000	.750	.417	.000	.500	.000	.563	.817

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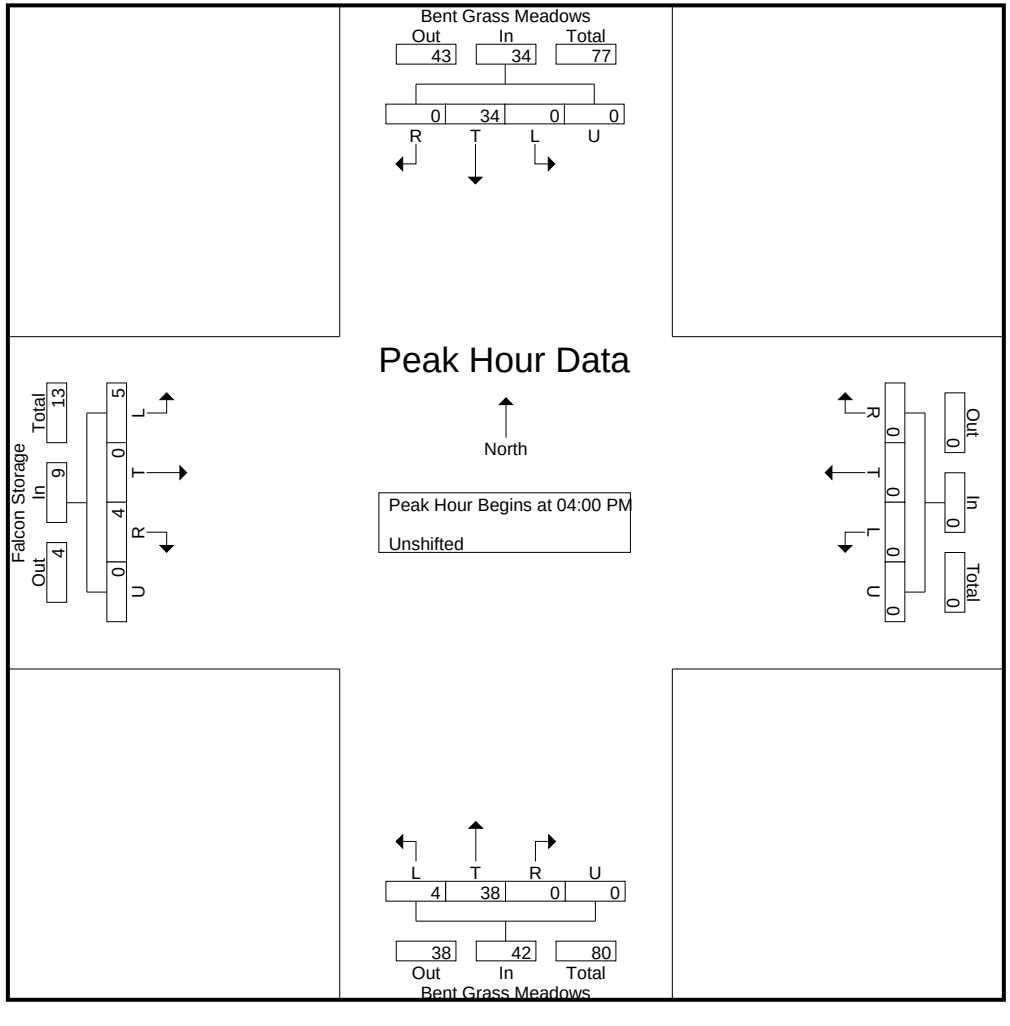

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File Name : Falcon Storage PM
Site Code : S214430
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	Bent Grass Meadows Southbound					Westbound					Bent Grass Meadows Northbound					Falcon Storage Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:00:00 PM					4:00:00 PM					4:30:00 PM					4:00:00 PM					
+0 mins.	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	**3**	0	1	0	**4**	
+5 mins.	0	**13**	0	0	**13**	0	0	0	0	0	**3**	**11**	0	0	**14**	2	0	**2**	0	4	
+10 mins.	0	5	0	0	5	0	0	0	0	0	3	6	0	0	9	0	0	0	0	0	
+15 mins.	0	5	0	0	5	0	0	0	0	0	3	10	0	0	13	0	0	1	0	1	
Total Volume	0	34	0	0	34	0	0	0	0	0	9	37	0	0	46	5	0	4	0	9	
% App. Total	0	100	0	0		0	0	0	0		19.6	80.4	0	0		55.6	0	44.4	0		
PHF	.000	.654	.000	.000	.654	.000	.000	.000	.000	.000	.750	.841	.000	.000	.821	.417	.000	.500	.000	.563	

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File Name : Falcon Storage PM
Site Code : S214430
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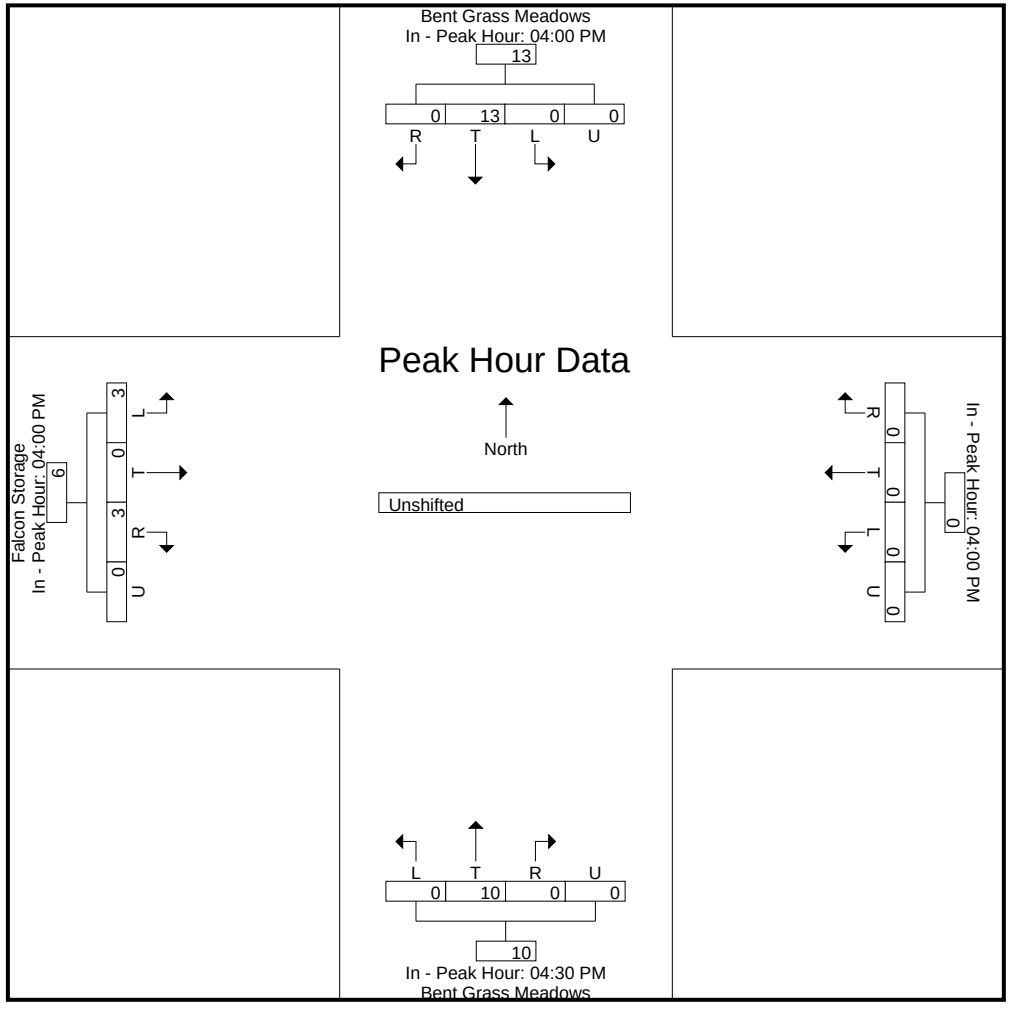
Page No : 5



Level of Service Reports

TRANSPORTATION
CONSULTANTS, INC.

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	55	92	10	6	139
Future Vol, veh/h	39	55	92	10	6	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	66	111	12	7	167

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	123	0	-	0	277	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1464	-	-	-	713	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1464	-	-	-	689	935
Mov Cap-2 Maneuver	-	-	-	-	689	-
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1464	-	-	-	921
HCM Lane V/C Ratio	0.032	-	-	-	0.19
HCM Control Delay (s)	7.5	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	2	60	125	2
Future Vol, veh/h	2	3	2	60	125	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	2	72	151	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	228	152	153	0	-	0
Stage 1	152	-	-	-	-	-
Stage 2	76	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	760	894	1428	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	759	894	1428	-	-	-
Mov Cap-2 Maneuver	758	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	947	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1428	-	834	-	-
HCM Lane V/C Ratio	0.002	-	0.008	-	-
HCM Control Delay (s)	7.5	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	105	71	83	14	9	76
Future Vol, veh/h	105	71	83	14	9	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	82	100	17	11	92

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	117	0	-	0	433	109
Stage 1	-	-	-	-	109	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1471	-	-	-	580	945
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	733	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1471	-	-	-	530	945
Mov Cap-2 Maneuver	-	-	-	-	530	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	733	-

Approach	EB	WB	SB
HCM Control Delay, s	4.6	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1471	-	-	-	873
HCM Lane V/C Ratio	0.082	-	-	-	0.117
HCM Control Delay (s)	7.7	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	5	9	125	80	2
Future Vol, veh/h	2	5	9	125	80	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	6	11	151	96	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	270	97	98	0	-	0
Stage 1	97	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	719	959	1495	-	-	-
Stage 1	927	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	714	959	1495	-	-	-
Mov Cap-2 Maneuver	729	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1495	-	880	-	-
HCM Lane V/C Ratio	0.007	-	0.01	-	-
HCM Control Delay (s)	7.4	-	9.1	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	55	92	10	6	139
Future Vol, veh/h	39	55	92	10	6	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	155	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	66	111	12	7	167

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	123	0	-	0	277	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1464	-	-	-	713	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1464	-	-	-	690	935
Mov Cap-2 Maneuver	-	-	-	-	690	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1464	-	-	-	921
HCM Lane V/C Ratio	0.032	-	-	-	0.19
HCM Control Delay (s)	7.5	-	-	-	9.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	2	61	125	2
Future Vol, veh/h	2	3	2	61	125	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	2	73	151	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	229	152	153	0	-	0
Stage 1	152	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	759	894	1428	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	758	894	1428	-	-	-
Mov Cap-2 Maneuver	758	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	946	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1428	-	834	-	-
HCM Lane V/C Ratio	0.002	-	0.008	-	-
HCM Control Delay (s)	7.5	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	61	127	0
Future Vol, veh/h	1	1	1	61	127	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	73	153	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	228	153	153	0	-	0
Stage 1	153	-	-	-	-	-
Stage 2	75	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	760	893	1428	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	759	893	1428	-	-	-
Mov Cap-2 Maneuver	758	-	-	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	948	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1428	-	820	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s)	7.5	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	106	71	83	14	9	77
Future Vol, veh/h	106	71	83	14	9	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	155	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	82	100	17	11	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	117	0	-	0	435	109
Stage 1	-	-	-	-	109	-
Stage 2	-	-	-	-	326	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1471	-	-	-	578	945
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	731	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1471	-	-	-	530	945
Mov Cap-2 Maneuver	-	-	-	-	530	-
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	731	-

Approach	EB	WB	SB
HCM Control Delay, s	4.6	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1471	-	-	-	873
HCM Lane V/C Ratio	0.083	-	-	-	0.119
HCM Control Delay (s)	7.7	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	5	9	126	81	2
Future Vol, veh/h	2	5	9	126	81	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	6	11	152	98	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	273	99	100	0	-	0
Stage 1	99	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	716	957	1493	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	856	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	711	957	1493	-	-	-
Mov Cap-2 Maneuver	727	-	-	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	856	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1493	-	878	-	-
HCM Lane V/C Ratio	0.007	-	0.01	-	-
HCM Control Delay (s)	7.4	-	9.1	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	2	126	82	1
Future Vol, veh/h	2	1	2	126	82	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1	2	152	99	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	256	100	100	0	-	0
Stage 1	100	-	-	-	-	-
Stage 2	156	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	733	956	1493	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	732	956	1493	-	-	-
Mov Cap-2 Maneuver	742	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	872	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1493	-	802	-	-
HCM Lane V/C Ratio	0.002	-	0.005	-	-
HCM Control Delay (s)	7.4	-	9.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	250	150	20	25	200
Future Vol, veh/h	100	250	150	20	25	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	155	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	272	172	23	29	230

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	195	0	-	0	674	184
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1378	-	-	-	420	858
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	616	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1378	-	-	-	387	858
Mov Cap-2 Maneuver	-	-	-	-	387	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	616	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1378	-	-	-	756
HCM Lane V/C Ratio	0.079	-	-	-	0.342
HCM Control Delay (s)	7.8	-	-	-	12.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.5

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	2	125	200	2
Future Vol, veh/h	2	3	2	125	200	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	2	151	230	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	386	231	232	0	-	0
Stage 1	231	-	-	-	-	-
Stage 2	155	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	617	808	1336	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	616	808	1336	-	-	-
Mov Cap-2 Maneuver	662	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	873	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	742	-	-
HCM Lane V/C Ratio	0.002	-	0.009	-	-
HCM Control Delay (s)	7.7	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	200	200	250	50	15	170
Future Vol, veh/h	200	200	250	50	15	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	155	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	230	230	301	60	18	205

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	361	0	-	0	1021	331
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	690	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1198	-	-	-	262	711
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	498	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1198	-	-	-	212	711
Mov Cap-2 Maneuver	-	-	-	-	212	-
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	498	-

Approach	EB	WB	SB
HCM Control Delay, s	4.4	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1198	-	-	-	597
HCM Lane V/C Ratio	0.192	-	-	-	0.373
HCM Control Delay (s)	8.7	-	-	-	14.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.7	-	-	-	1.7

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	5	9	250	175	2
Future Vol, veh/h	2	5	9	250	175	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	92	92	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	6	10	272	201	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	494	202	203	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	535	839	1369	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	531	839	1369	-	-	-
Mov Cap-2 Maneuver	602	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	758	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1369	-	754	-	-
HCM Lane V/C Ratio	0.007	-	0.012	-	-
HCM Control Delay (s)	7.6	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	250	150	20	25	200
Future Vol, veh/h	100	250	150	20	25	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	155	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	272	172	23	29	230

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	195	0	-	0	674	184
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1378	-	-	-	420	858
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	616	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1378	-	-	-	387	858
Mov Cap-2 Maneuver	-	-	-	-	387	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	616	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1378	-	-	-	756
HCM Lane V/C Ratio	0.079	-	-	-	0.342
HCM Control Delay (s)	7.8	-	-	-	12.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.5

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	2	126	200	2
Future Vol, veh/h	2	3	2	126	200	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	2	152	230	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	387	231	232	0	-	0
Stage 1	231	-	-	-	-	-
Stage 2	156	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	616	808	1336	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	615	808	1336	-	-	-
Mov Cap-2 Maneuver	661	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	872	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	742	-	-
HCM Lane V/C Ratio	0.002	-	0.009	-	-
HCM Control Delay (s)	7.7	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	126	202	0
Future Vol, veh/h	1	1	1	126	202	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	152	232	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	386	232	232	0	-	0
Stage 1	232	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	617	807	1336	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	616	807	1336	-	-	-
Mov Cap-2 Maneuver	662	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	874	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	727	-	-
HCM Lane V/C Ratio	0.001	-	0.004	-	-
HCM Control Delay (s)	7.7	-	10	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	201	200	250	50	15	171
Future Vol, veh/h	201	200	250	50	15	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	155	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	218	217	272	54	17	197

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	326	0	-	0	952	299
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	653	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1234	-	-	-	288	741
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	518	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1234	-	-	-	237	741
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	518	-

Approach	EB	WB	SB
HCM Control Delay, s	4.3	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1234	-	-	-	633
HCM Lane V/C Ratio	0.177	-	-	-	0.338
HCM Control Delay (s)	8.5	-	-	-	13.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.6	-	-	-	1.5

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	5	9	251	176	2
Future Vol, veh/h	2	5	9	251	176	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	6	11	302	212	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	537	213	214	0	-	0
Stage 1	213	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	505	827	1356	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	501	827	1356	-	-	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	816	-	-	-	-	-
Stage 2	733	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1356	-	737	-	-
HCM Lane V/C Ratio	0.008	-	0.012	-	-
HCM Control Delay (s)	7.7	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	2	251	177	1
Future Vol, veh/h	2	1	2	251	177	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	92	92	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1	2	273	203	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	481	204	204	0	-	0
Stage 1	204	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	544	837	1368	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	543	837	1368	-	-	-
Mov Cap-2 Maneuver	611	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1368	-	671	-	-
HCM Lane V/C Ratio	0.002	-	0.006	-	-
HCM Control Delay (s)	7.6	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

AutoTurn Exhibits 1-4

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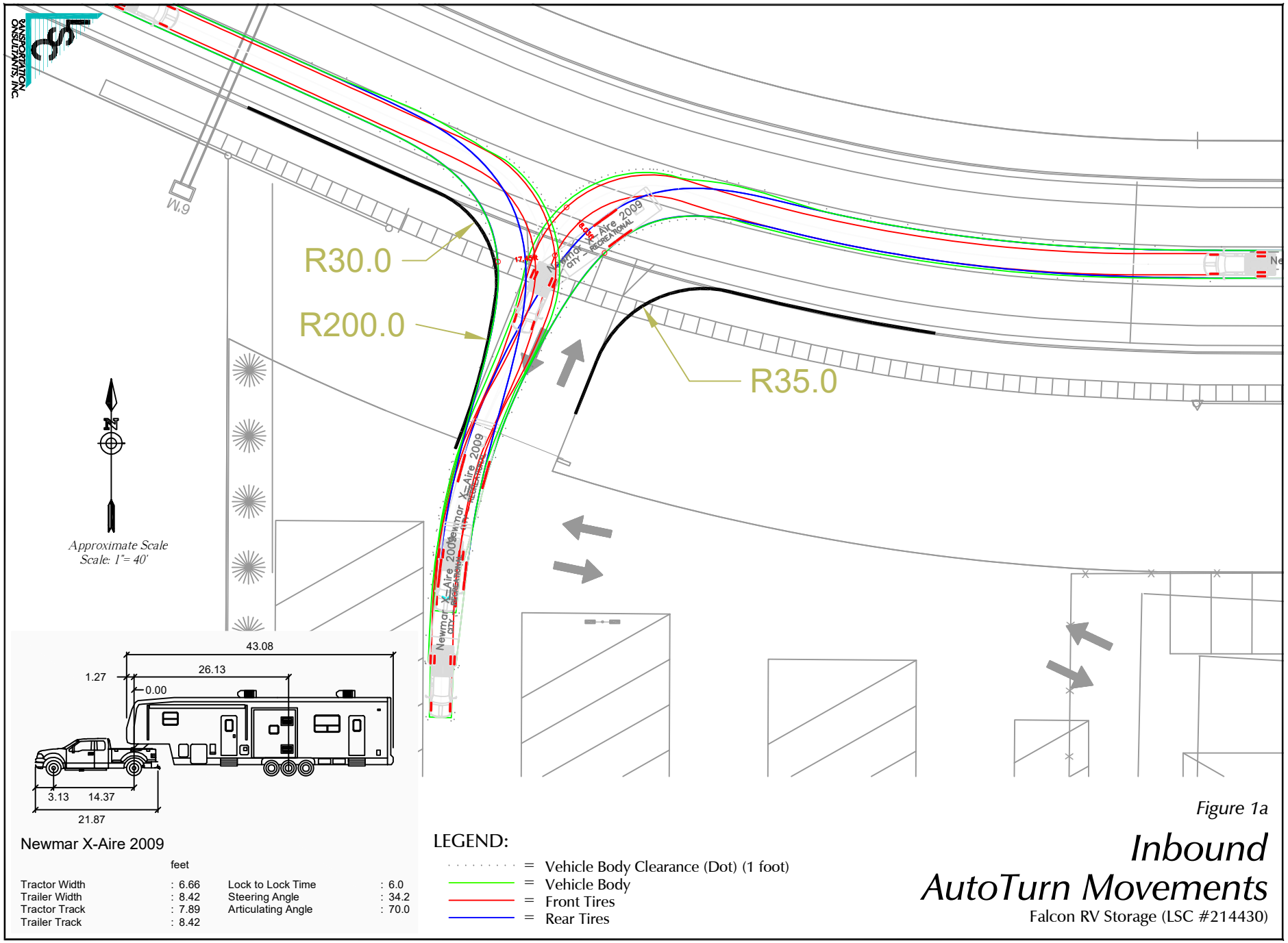
CONSULTANTS, INC.



feet

Tractor Width	: 6.66	Lock to Lock Time	: 6.0
Trailer Width	: 8.42	Steering Angle	: 34.2
Tractor Track	: 7.89	Articulating Angle	: 70.0
Trailer Track	: 8.42		

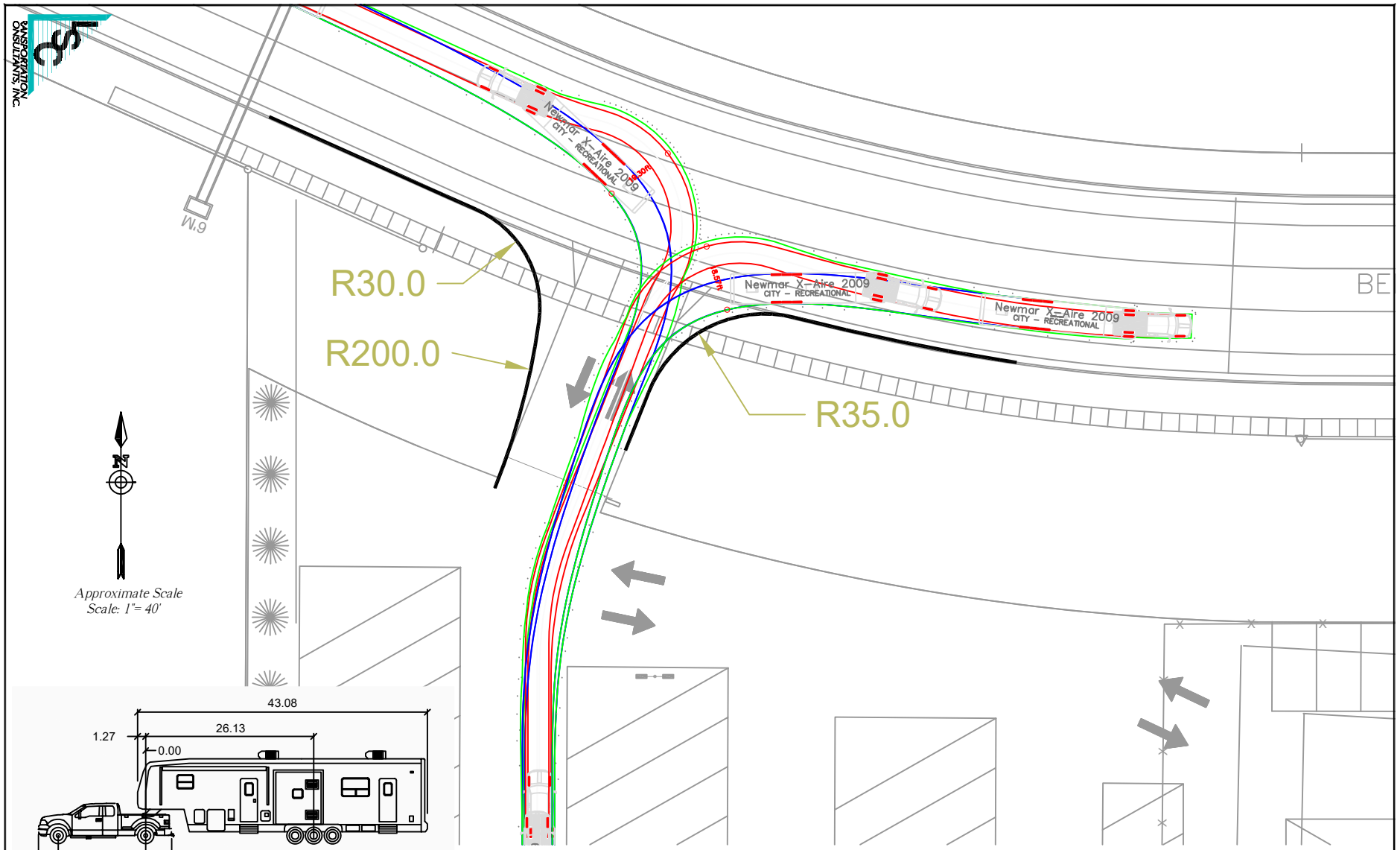
LEGEND:

- . . . . . = Vehicle Body Clearance (Dot) (1 foot)
- ——— = Vehicle Body
- ——— = Front Tires
- ——— = Rear Tires

Figure 1a

Inbound AutoTurn Movements

Falcon RV Storage (LSC #214430)



Newmar X-Aire 2009

	feet		
Tractor Width	: 6.66	Lock to Lock Time	: 6.0
Trailer Width	: 8.42	Steering Angle	: 34.2
Tractor Track	: 7.89	Articulating Angle	: 70.0
Trailer Track	: 8.42		

LEGEND:

- = Vehicle Body Clearance (Dot) (1 foot)
- = Vehicle Body
- = Front Tires
- = Rear Tires

Figure 1b

Outbound AutoTurn Movements

Falcon RV Storage (LSC #214430)

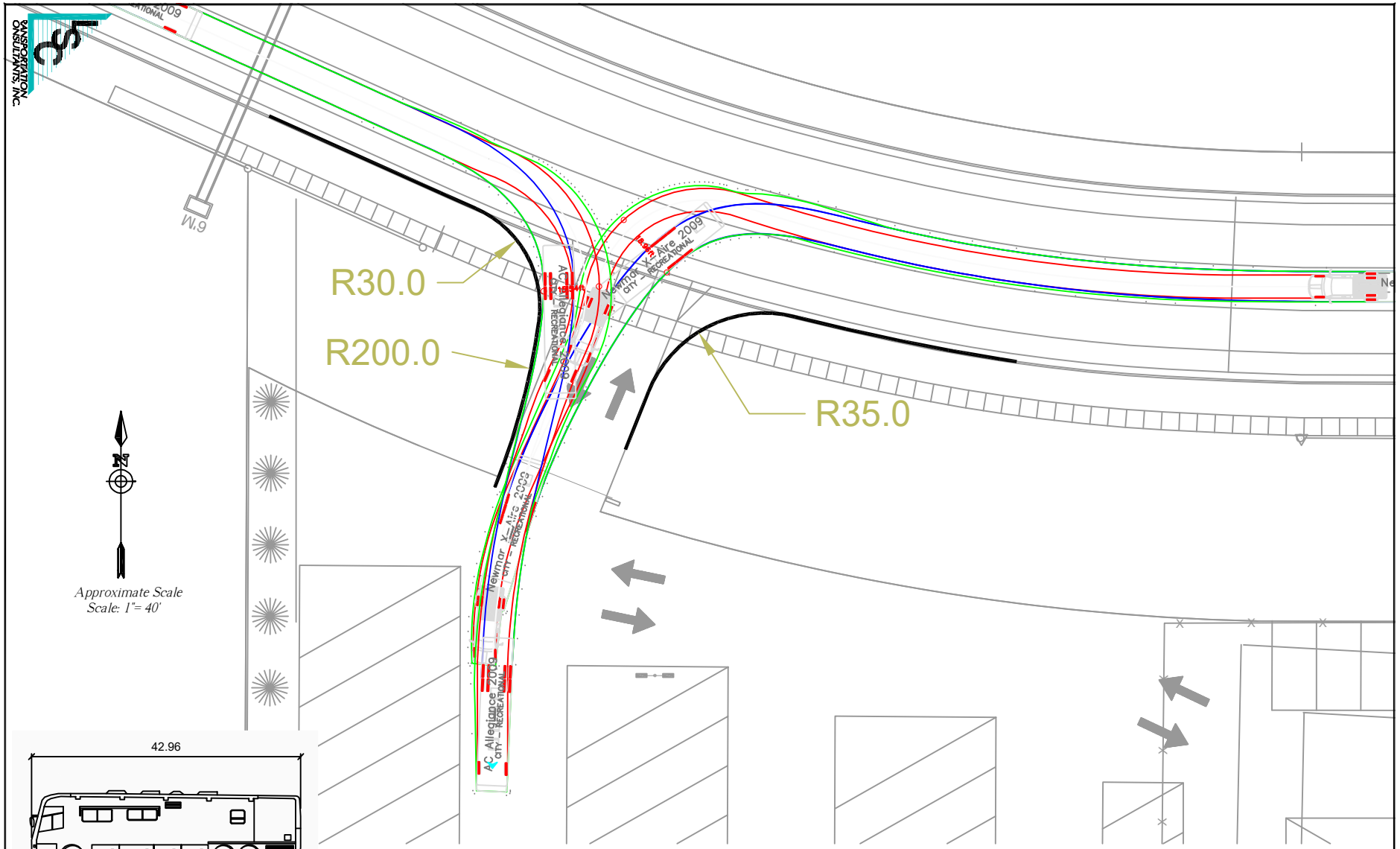


Figure 2a

Inbound AutoTurn Movements

Falcon RV Storage (LSC #214430)

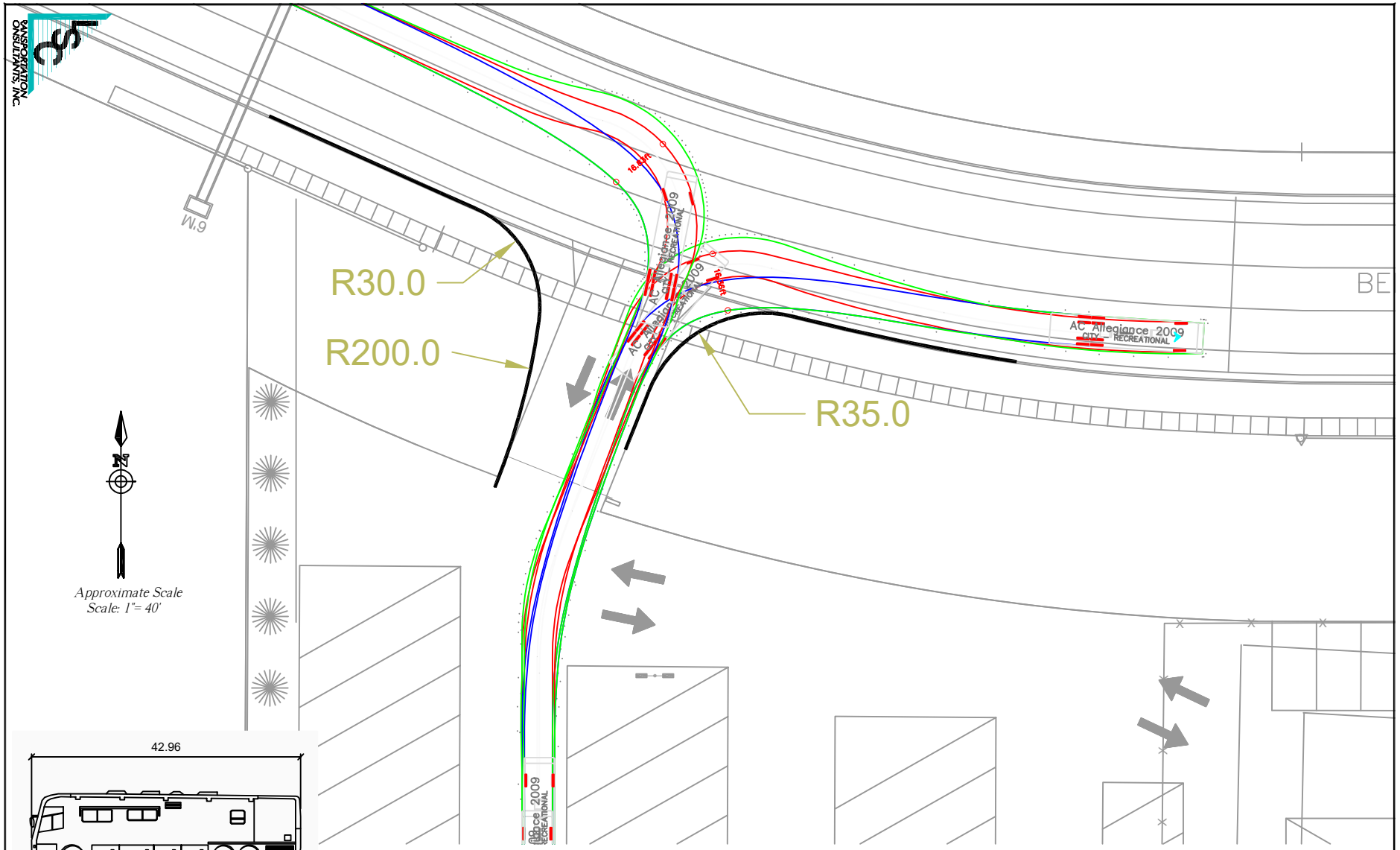


Figure 2b

Outbound AutoTurn Movements

Falcon RV Storage (LSC #214430)

Appendix A

TRANSPORTATION
CONSULTANTS, INC.

Appendix A

Trip Generation Rate Estimate

Land Use: RV & Boat Storage

(LSC Revised 6-15-2023)

LSC estimates of trip-generation rates for the proposed RV & Boat Storage land use for this project have been based on averages of rates from other studies summarized in the following table:

ITE Land Use Code	Land Use	Units [1]	Trip Generation Rates: Average Weekday	Weekday A.M. In	Weekday A.M. Out	Weekday P.M. In	Weekday P.M. Out
RV Storage Trip Generation Report - Valley Park, St. Louis, MO for the RV Storage facility to be located at 802 Forest Avenue by The Traffic Group							
-	RV Storage - Data Point 1	100 Storage Units	10.78				
-	RV Storage - Data Point 2	100 Storage Units	10.8				
-	RV Storage - Data Point 3	100 Storage Units	17.23	(duplicate data point)			
Trip Generation Analysis for the Proposed Self-Storage and RV Storage Facility at 3701 Pacific Place, Long Beach, California, by LSA Associates							
-	RV Storage - Data Point 1	100 Storage Units	17.23	0.50	0.47	0.93	1.12
Route 52 RV Traffic Impact Study in Weld County, CO (2017) -- by Sustainable Traffic Solutions, Inc.							
-	RV Storage - Data Point 1	100 Storage Units				0.36	0.48
	Average Rates		**12.94**	**0.50**	**0.47**	**0.65**	**0.80**

Revised JCH 6-15-2023

LSC estimates of trip-generation rates shown in the table above and used to estimate the trip generation for the proposed RV & Boat Storage land use for this project have been based on averages of rates from the following studies:

Route 52 RV Traffic Impact Study 8/28/2017 by Sustainable Traffic Solutions, Inc.

Outdoor RV Storage Trip Generation

Trip Generation Summary

Location	Area (100 Spaces)	Peak Hour Volume					
		Weekday Evening			Sunday Afternoon		
		Total	In	Out	Total	In	Out
Recreational Storage Solutions	6.92	9	3	6	19	9	10
Brighton Outdoor Storage	9.67	5	3	2	36	20	16
Total	16.59	14	6	8	55	29	26
Average	8.30	7	3	4	28	15	13
Percentage	—	100%	43%	57%	100%	53%	47%
Rates (trips/100 spaces)	—	0.84	0.36	0.48	3.32	1.75	1.57

Data Summary

Recreational Storage Solutions			
Weekday			
Interval	In	Out	Total
1	1	2	
2	0	2	
3	2	2	
4	0	0	9
5	1	1	8
6	1	0	7
7	0	1	4
8	1	1	6
Total	6	9	—

Brighton Outdoor Storage			
Weekday			
Interval	In	Out	Total
1	0	0	
2	2	0	
3	0	1	
4	0	1	4
5	1	0	5
6	0	1	4
7	1	0	4
8	0	1	4
Total	4	4	—

Sunday			
Interval	In	Out	Total
1	2	3	
2	2	2	
3	2	2	
4	3	3	19
5	1	3	18
6	1	2	17
7	1	4	18
8	4	0	16
Total	16	19	—

Sunday			
Interval	In	Out	Total
1	5	0	
2	5	3	
3	6	6	
4	4	7	36
5	3	2	36
6	4	3	35
7	2	2	37
8	3	3	22
Total	32	26	—

Trip-Generation Analysis for the Proposed Self-Storage and RV Storage Facility at 3701 Pacific Place, Long Beach, California*, 2/27/2020 by LSA Associates*

Table B: Project Trip Generation (Gate Trip Rates)

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates[1]									
Self-Storage		100 storage units	12.90	0.53	0.40	0.93	0.93	0.79	1.72
RV Storage		100 RV spaces	17.23	0.50	0.47	0.97	0.93	1.12	2.05
Project Trip Generation									
Self-Storage	11.00	100 storage units	142	6	4	10	10	9	19
RV Storage	5.80	100 RV spaces	100	3	3	6	5	7	12
Total			242	9	7	16	15	16	31

[1] Trip rates developed from gate data for the Moreno Valley Self Storage and Desert Hot Springs Self Storage and RV Storage facilities (November 2019 to January 2020).

ADT = average daily traffic

RV = recreational vehicle

RV Storage Trip Generation Report - Valley Park, St. Louis, MO*, for the RV storage facility to be located at 802 Forest Avenue* 1/6/2022 by The Traffic Group

Source/Land Use		Daily
ITE -151 (Trip Generation Manual, 11th Ed.)		
Trip Rates	Rate per 100 spaces	17.96
RV Storage	265 RV Spaces	48
Fort Collins - 60% Reduction		
Trip Rates	Rate per 100 spaces	10.78
RV Storage	265 RV Spaces	29
McBride Traffic Study		
Trip Rates	Rate per 100 spaces	10.80
RV Storage	265 RV Spaces	29
Long Beach, CA		
Trip Rates	Rate per 100 spaces	17.23
RV Storage	265 RV Spaces	46
Average Trips for 265 RV Spaces		38

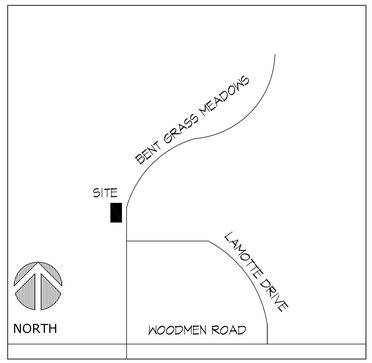
Site Plan

TRANSPORTATION
CONSULTANTS, INC.

MAJOR DEVELOPMENT PLAN AMENDMENT

PART W 1/2 SEC 1, T 13 S, R 65 W, 6th PM

FALCON, COLORADO



VICINITY MAP

NOT TO SCALE

LEGAL DESCRIPTION

A parcel of land being a portion of the West one-half of Section 1, Township 13 South, Range 65 West of the 6th Principal Meridian, situate in El Paso County, Colorado, described as follows: Beginning at the Northwest corner of Latigo Business Center Filing No. 1 (Reception No. 205075726, El Paso County, Colorado records) (all bearings in this description are relative to the West line of the Southwest one-quarter of said Section 1, which bears North 00 degrees 16 minutes 02 seconds East "assumed"); Thence North 00 degrees 16 minutes 02 seconds East along said Section 1's Southwest one-quarter's West line, said line also being coincident with the Northerly extension of the Westerly line of said Filing, 501.15 feet; Thence South 89 degrees 43 minutes 58 seconds East, 493.97 feet to a point on the Westerly right-of-way line of the proposed extension of Bent Grass Meadows Drive (80' r.o.w.), as platted in said Filing; The following three (3) courses are along said Drive's Westerly right-of-way line: 1.) South 24 degrees 14 minutes 14 seconds West, 53.65 feet; 2.) On a curve to the left, said curve having a central angle of 23 degrees 58 minutes 12 seconds, a radius of 605.00 feet, an arc length of 253.11 feet; 3.) South 00 degrees 16 minutes 02 seconds West, 206.48 feet to the Northeast corner of Lot 1, said Filing; Thence North 89 degrees 42 minutes 50 seconds West along the Northerly line of said Lot 1, 420.00 feet to the Point of Beginning, County of El Paso, State of Colorado.
And containing 5.004 acres

SETBACKS

BUILDING SETBACKS
- WOODMEN ROAD: 50 FEET
- BENT GRASS MEADOWS DRIVE: 50 FEET
- ANY OTHER PUBLIC STREET: 25 FEET
- SIDE AND REAR: 5 FEET

LANDSCAPE SETBACKS
- WOODMEN ROAD: 40 FEET
- BENT GRASS MEADOWS DRIVE: 40 FEET
- ANY OTHER PUBLIC STREET: 25 FEET
- SIDE AND REAR: 5 FEET

LOT COVERAGE

BUILDINGS: THERE ARE NO ADDITIONAL NEW BUILDINGS ON THE SITE.
EXISTING BUILDING TOTAL 84,178 S.F.

OPEN SPACE: 5.0036 ACRES

PARKING:

PARKING PROVIDED:
- 3 REGULAR SPACES
- 1 ADA ACCESSIBLE SPACE
- 170 RV SPACES

ZONING

I-2

DEVELOPMENT SCHEDU

FALL 2024

The traffic study indicated that 92 RV spaces are to be added for a total of 310 RV spaces when including the existing lot to the south. Please clarify the discrepancy otherwise provide an updated traffic impact study.

OWNER/DEVELOPER

FALCON STORAGE PARTNERS LLLC
4615 NORTH PARK DRIVE
COLORADO SPRINGS, COLORADO 80918-3857
RICHARD GRAHAM
PHONE: (719) 440-9414
EMAIL: grahaminvestments@gmail.com

APPLICANT

JOHN DAVIS DESIGN GROUP
176 TALAMINE COURT, SUITE 100
COLORADO SPRINGS, COLORADO 80907
JOHN DAVIS
PHONE: (719) 528-1177
EMAIL: john@jddg.info

PLAN PREPARER

JOHN DAVIS DESIGN GROUP
176 TALAMINE COURT, SUITE 100
COLORADO SPRINGS, COLORADO 80907
JOHN DAVIS
PHONE: (719) 528-1177
EMAIL: john@jddg.info

PROJECT ADDRESS:	7630 BENT GRASS MEADOWS DRIVE
TAX SCHEDULE NUMBER:	53010-00-018
EXISTING LAND USE:	STORAGE
PROPOSED LAND USE:	RV STORAGE
MAXIMUM BUILDING HEIGHT:	50 FEET
LOT AREA:	217,957 S.F. (5.0036 ACRES)
	NOTE:
	THERE IS NO ASPHALT PAVEMENT ASSOCIATED WITH THIS PROJECT.
EXISTING BUILDING AREA:	84,178 S.F.
LANDSCAPE AREA:	39,012 S.F. (17.8% COVERAGE)
ASPHALT AREA:	1,514 S.F. (0.69%)

Please remove/revise this note as the driveway is asphalt and an asphalt area is listed below.

INDEX TO DRAWINGS

JOHN DAVIS DESIGN GROUP

ARCHITECTS
INTERIORS
PLANNERS

176 TALAMINE COURT
SUITE 100
COLORADO SPRINGS,
COLORADO 80907
P 719/528-1177
F 719/444-8409

COVER SHEET

NEW RV STORAGE FOR:

FALCON STORAGE

PART W 1/2 SEC 1, T 13 S, R 65 W, 6th PM

PEYTON, COLORADO

PROJECT NO.	20219
DATE	JUNE 21, 2021
DRAWN BY	JRD
CHECKED	JRD
APPROVED	JRD
REVISED	REVISED PER EL PASO COUNTY PLANNING DEPARTMENT COMMENTS OCTOBER 7, 2024
SHEET	SDP1.1

FILE NUMBER PPR2232

where will the gate be? it must be 30 ft from the ROW

NOTE:
THE DRIVEWAY AND ASSOCIATED RADII WILL FIT BETWEEN THE EXISTING STORM SEWER INLET AND OTHER EXISTING FACILITIES ALONG THE WEST SIDE OF BENT GRASS MEADOWS DRIVE

NOTE:
1. ENTRANCE GATE SHALL BE BUILT WITH A FALCON FIRE SPECIFIC PROXIMITY AUTOMATING OPENING DEVICE. CONTACT FALCON FIRE DEPARTMENT FOR GATE PROXIMITY AUTO OPENER SPECIFICATIONS.

2. ELECTRIC GATES SHALL BE EQUIPPED WITH A "KNOX TM) KEY SYSTEM INSTALLED IN AN APPROVED MANNER. ELECTRONICALLY OPERATED GATES SHALL HAVE A FAILSAFE MANUALLY OPERATED KNOX (TM) KEY OVERRIDE SWITCH

NOTE:
THE PARTIES RESPONSIBLE FOR THIS PLAN HAVE FAMILIARIZED THEMSELVES WITH ALL CURRENT ACCESSIBILITY CRITERIA AND SPECIFICATIONS AND THE PROPOSED PLAN REFLECTS ALL SITE REQUIRED BY THE APPLICABLE ada DESIGN STANDARDS AND GUIDELINES AS PUBLISHED BY THE UNITED STATES DEPARTMENT OF JUSTICE. APPROVAL OF THIS PLAN BY EL PASO COUNTY DOES NOT ENSURE COMPLIANCEWITH THE ADA OR ANY REGULATIONS OR GUIDELINES ENACTED OR PROMULGATED UNDER OR WITH RESPECT TO SUCH LAWS.

NOTE:
THERE ARE NOT ANY BUILDINGS ON THIS PORTION OF THE SITE. THEREFORE THE IS NOT ANY OFF-STREET AND HANDICAPPED PARKING SPACES PROVIDED

NOTE:
1. THERE ARE NO WELLS OR SEPTIC SYSTEM ON THE SITE
2. THERE ARE NO FLOODPLAIN AND "NO BUILD" AREAS ON THE SITE
3. THERE ARE NO TRASH ENCLOSURES ON THE SITE
4. REFER TO THE UTILITY PLAN FOR ALL UTILITIES. THEY ARE NOT SHOAN ON THIS PLAN FOR CLARITY

if there is asphalt then that would be considered an impermeable surface, please provide that % on front page

light poles per the lighting plan are 18 ft and this shows 20 ft please revise

APPROXIMATE LOCATION OF END OF CONCRETE SIDEWALK

TYPICAL HANDICAPPED ACCESSIBLE RAMP PER EL PASO COUNTY DESIGN STANDARDS. PROVIDE AT EACH SIDE OF NEW CURB CUT

TYPICAL AUTOMATIC GATE AT DRIVEWAY

TYPICAL ACCESS DRIVE W/ ASPHALT PAVEMENT.

TYPICAL 6'-0" HIGH SPLIT FACE CMU TRASH ENCLOSURE

TYPICAL LANDSCAPE AREA. REFER TO LANDSCAPE PLANS

TYPICAL 25'-0" HIGH LIGHT POLE AND LIGHT FIXTURE ON CONCRETE POLE BASE

NOTE:
CRUSHED CONCRETE IN ALL PARKING AREAS. TYPICAL THROUGHOUT

S24°14'14"W 93.65' Δ=23°58'12"

R=605.00'

L=253.11'

S00°16'02"W 206.48'

NEW HANDICAPPED ACCESSIBLE RAMP PER EL PASO COUNTY SD_2-41

NEW CURB CUT WITH EXISTING DETACHED CONCRETE SIDEWALK PER EL PASO COUNTY SD_2-26

EXISTING DETACHED CONCRETE SIDEWALK TO REMAIN. PROTECT

5 REGULAR (9' X 18') AND 1 HANDICAPPED (8' X 18') PARKING SPACES

6' TALL CHAIN LINK FENCE

50' FRONT SETBACK LINE

NEW RETAINING WALL. REFER TO CIVIL DRAWINGS

DETENTION POND SAND FILTER BASIN

UNPLATTED

R. W. Case

BENT GRASS MEADOWS DRIVE
(80' R.O.W.)

A.C. PAV'T.

CONC. C&G

80' R.O.W.

24' ROP

31.74

CROSS

CROSSWALK

CRUSHED CONCRETE

TYPICAL LANDSCAPE TIMBER PARKING SPACE DIVIDER. ANCHOR INTO THE GROUND.

TYPICAL T-POST AT EACH SPACE TO DESIGNATE SPACE NUMBER.

124'-2"

52'-0"

30'-0"

25'-0"

TYPICAL 20'-0" HIGH LIGHT POLE AND LIGHT FIXTURE ON CONCRETE POLE BASE

420.00'

GRAVEL

CONC. PAV'T.

LONG HOPE JOINT VENTURE LLP
and MARKHEET LODGEMEN
INVEST LLC &
UNPLATTED

15' LANDSCAPE SETBACK LINE

30' SIDE SETBACK LINE

6' TALL CHAIN LINK FENCE

S89°43'58"E 493.97'

15'-0" 45'-0" 30'-0" 45'-0" 30'-0" 45'-0" 30'-0" 45'-0" 22'-11" 28'-0" 30'-0" 45'-0" 30'-0" 45'-0" 15'-0"

RV STORAGE
CRUSHED CONCRETE

CRUSHED CONCRETE GRAVEL

12'-0"

PARCEL TWO
UNPLATTED
(NO BUILDINGS EXIST ON THIS SURVEYED PARCEL)

230'-0"

50' SIDE SETBACK LINE

20' UTILITY AND DRAINAGE EASEMENT (PLATTED)

LATIGO BUSINESS CENTER
FILING NO. 1
RN 2060735726

50' REAR

TYPICAL 20'-0" HIGH LIGHT POLE AND LIGHT FIXTURE ON CONCRETE POLE BASE

TYPICAL LANDSCAPE AREA. REFER TO LANDSCAPE PLANS

TYPICAL LANDSCAPE TIMBER PARKING SPACE DIVIDER. ANCHOR INTO THE GROUND.

CRUSHED CONCRETE

240'-0"

18'-0"

228'-0"

39'-0"

30'-2"

15' LANDSCAPE SETBACK LINE

30' R.O.W. RESERVATIION
BK. 3362, P. 501 BK. A, P. 78

P.O.B.

N89°43'03"W

6' TALL CHAIN LINK FENCE

BARBED WIRE FENCE

N00°16'02"E 501.15'

BASIS OF BEARINGS
BEARING OF RECORD
N 11°16'02" E 501.18'(M)

6' TALL CHAIN LINK FENCE
6' TALL CHAIN LINK FENCE
6' TALL CHAIN LINK FENCE

BARBED WIRE FENCE

S00°16'02"W
"BEARING BASIS"

Lot 9
STERLING TRUST

Lot 8
Ellen Bramnell

THE MEADOWS FILING NO. 1
(Plat Book N-3, Page 125)

Lot 7
Jeffrey Peters

TYPICAL 25'-0" HIGH LIGHT POLE AND LIGHT FIXTURE ON CONCRETE POLE BASE

NORTH

0 15 30 60

20
SDP1 SITE DEVELOPMENT PLAN
SCALE: 1"=30'-0"

FILE NUMBER PPR2232

JOHN DAVIS DESIGN GROUP

ARCHITECTS
INTERIORS
PLANNERS

176 TALAMINE COURT
SUITE 100
COLORADO SPRINGS,
COLORADO 80907
P 719/528-1177
F 719/444-8409

SITE DEVELOPMENT PLAN

NEW RV STORAGE FOR:

FALCON STORAGE

PART W 1/2 SEC 1, T 13 S, R 65 W, 6th PM

PEYTON, COLORADO

PROJECT NO.	202129
DATE	JUNE 21, 2021
DRAWN BY	JRD
CHECKED	JRD
APPROVED	JRD
REVISED	REVISED PER EL PASO COUNTY PLANNING DEPARTMENT COMMENTS OCTOBER 7, 2024

SHEET

SDP1.2

ITE Code	ITE Description	Value	Units [1]	Trip Generation Rates: Average Weekday	A.M. In	A.M. Out	P.M. In	P.M. Out	Total Trips Generated: Average Weekday	A.M. In	A.M. Out	P.M. In	P.M. Out
Trip Generation Estimate Based on ITE Rates[2] and Locally-Derived Rates[3]													
Storage units shown on Site DP (Parcel 5301000018) in blue border													
Proposed Additional RV Storage Spaces on Parcel NORTH - NEW Trip Generation in TIS													
-	RV/Vehicle/Boat Storage	0.91	100 Parking Spaces	12.94	0.50	0.47	0.65	0.80	12	0	0	1	1
Trips Assumed included in Baseline Traffic in red and red border													
Proposed on Site Development Plan (but in-use at the time of the traffic counts) RV Storage Spaces on Parcel 5301000018													
-	RV/Vehicle/Boat Storage	0.79	100 Parking Spaces	12.94	0.50	0.47	0.65	0.80	10	0	0	1	1
Number of Storage units on Site DP (Parcel 5301000018)		1.70	100 Parking Spaces										
Existing RV Spaces and mini-Warehouse on Parcel No.5301002005 (but in-use at the time of the traffic counts)													
-	RV/Vehicle/Boat Storage	1.40	100 Parking Spaces	12.94	0.50	0.47	0.65	0.80	18	1	1	1	1
151	Mini-Warehouse	4.11	HSU	17.96	0.71	0.68	0.98	0.98	74	3	3	4	4
									92	4	3	5	5
Trips Assumed included in Baseline Traffic									102	4	4	5	6
Total Site Buildout on both parcels- 5301000018 and 5301002005													
-	RV/Vehicle/Boat Storage	3.10	100 Parking Spaces	12.94	0.50	0.47	0.65	0.80	40	2	1	2	2
151	Mini-Warehouse	4.11	HSU	17.96	0.71	0.68	0.98	0.98	74	3	3	4	4
								Total	**114**	**4**	**4**	**6**	**6**
FOR REFERENCE ONLY -- Site Existing Trips Based on Actual Falcon Storage Count Data													
Existing Site (Average of Keypad Data from May 2020 to May 2021)													
-	RV/Vehicle/Boat Storage	218	Occ. Spaces	-	-	-	-	-	20	1	1	1	1
151	Mini-Warehouse	4.11	HSU	-	-	-	-	-	21	1	1	1	1
								Total	**41**	**2**	**2**	**2**	**2**
Existing Site (Single-Day Count from 4:30pm to 5:30pm)													
-	RV/Vehicle/Boat Storage	218	Occ. Spaces	-	-	-	-	-	-	-	-	-	-
151	Mini-Warehouse	4.11	HSU	-	-	-	-	-	-	-	-	-	-
								Total	**-**	**-**	**-**	**11**	**7**

[1] HSU = storage units (in 100s)

[2] Source: *Trip Generation* , 10th Edition, 2017, by the Institute of Transportation Engineers (ITE)

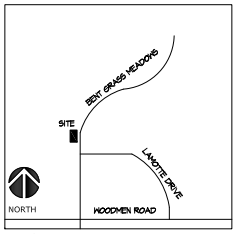
[3] "RV/Vehicle Storage" rates - Please refer to Appendix A

Updated by LSC: 12/8/2024 ~~07/14/2023~~

MAJOR DEVELOPMENT PLAN AMENDMENT

PART W 1/2 SEC 1, T 13 S, R 65 W, 6th PM

FALCON, COLORADO



VICINITY MAP

NOT TO SCALE

LEGAL DESCRIPTION

A parcel of land being a portion of the West one-half of Section 1, Township 13 South, Range 65 West of the 6th Principal Meridian, situate in El Paso County, Colorado, described as follows: Beginning at the Northwest corner of Lettgo Business Center Filing No. 1 (Reception No. 209075726, El Paso County, Colorado records) (all bearings in this description are relative to the West line of the Southwest one-quarter of said Section 1, which bears North 00 degrees 16 minutes 02 seconds East "assumed"); Thence North 89 degrees 16 minutes 02 seconds East along said Section 1's Southwest one-quarter's West line, said line also being coincident with the Northerly extension of the Westerly line of said Filing, 301.15 feet; Thence South 89 degrees 43 minutes 58 seconds East, 495.97 feet to a point on the Westerly right-of-way line of the proposed extension of Bent Grass Meadows Drive (BP r.o.w.), as platted in said Filing; The following three (3) courses are along said Drive's Westerly right-of-way line: 1.) South 24 degrees 14 minutes 14 seconds West, 53.85 feet; 2.) On a curve to the left, said curve having a central angle of 23 degrees 58 minutes 12 seconds, a radius of 605.00 feet, an arc length of 253.11 feet; 3.) South 00 degrees 16 minutes 02 seconds West, 386.48 feet to the Northeast corner of Lot 1, said Filing; Thence North 89 degrees 42 minutes 59 seconds West along the Northerly line of said Lot 1, 450.00 feet to the Point of Beginning, County of El Paso, State of Colorado. And containing 3.804 acres

SETBACKS

BUILDING SETBACKS	LANDSCAPE SETBACKS
WOODMEN ROAD: 50 FEET	WOODMEN ROAD: 40 FEET
BENT GRASS MEADOWS DRIVE: 50 FEET	BENT GRASS MEADOWS DRIVE: 40 FEET
ANY OTHER PUBLIC STREET: 25 FEET	ANY OTHER PUBLIC STREET: 25 FEET
SIDE AND REAR: 5 FEET	SIDE AND REAR: 5 FEET

LOT COVERAGE

BUILDINGS: THERE ARE NO ADDITIONAL NEW BUILDINGS ON THE SITE, EXISTING BUILDING TOTAL 84,178 S.F.

OPEN SPACE: 5.0036 ACRES

PARKING:

PARKING PROVIDED:
3 REGULAR SPACES
1 ADA ACCESSIBLE SPACE
170 RV SPACES

1

ZONING

I-2

DEVELOPMENT SCHEDULE

FALL 2024

OWNER/DEVELOPER

FALCON STORAGE PARTNERS LLLC
4615 NORTH PARK DRIVE
COLORADO SPRINGS, COLORADO 80918-3857
RICHARD GRAHAM
PHONE: (719) 440-9414
EMAIL: grahamInvestments@gmail.com

APPLICANT

JOHN DAVIS DESIGN GROUP
176 TALAMINE COURT, SUITE 100
COLORADO SPRINGS, COLORADO 80907
JOHN DAVIS
PHONE: (719) 528-1177
EMAIL: john@jddg.fnfo

PLAN PREPARER

JOHN DAVIS DESIGN GROUP
176 TALAMINE COURT, SUITE 100
COLORADO SPRINGS, COLORADO 80907
JOHN DAVIS
PHONE: (719) 528-1177
EMAIL: john@jddg.fnfo

PROJECT ADDRESS:	7630 BENT GRASS MEADOWS DRIVE
TAX SCHEDULE NUMBER:	53010-00-018
EXISTING LAND USE:	STORAGE
PROPOSED LAND USE:	RV STORAGE
MAXIMUM BUILDING HEIGHT:	50 FEET
LOT AREA:	217,957 S.F. (5.0036 ACRES)
	NOTE: THERE IS NO ASPHALT PAVEMENT ASSOCIATED WITH THIS PROJECT.
EXISTING BUILDING AREA:	84,178 S.F.
LANDSCAPE AREA:	39,012 S.F. (17.8% COVERAGE)
ASPHALT AREA:	1,514 S.F. (0.69%)

INDEX TO DRAWINGS

FILE NUMBER PPR2232

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COVER SHEET

NEW RV STORAGE FOR:

FALCON STORAGE

PART W 1/2 SEC 1, T 13 S, R 65 W, 6th PM

PEYTON, COLORADO

PROJECT NO.	2021.24
DATE	JUNE 21, 2021
DRAWN BY	JRD
CHECKED	JRD
APPROVED	JRD
REVISED	REVISED PER EL PASO COUNTY PLANNING DEPARTMENT COMMENTS OCTOBER 7, 2024
SHEET	SDP1.1

LSC Responses to EPC DP Review Comments

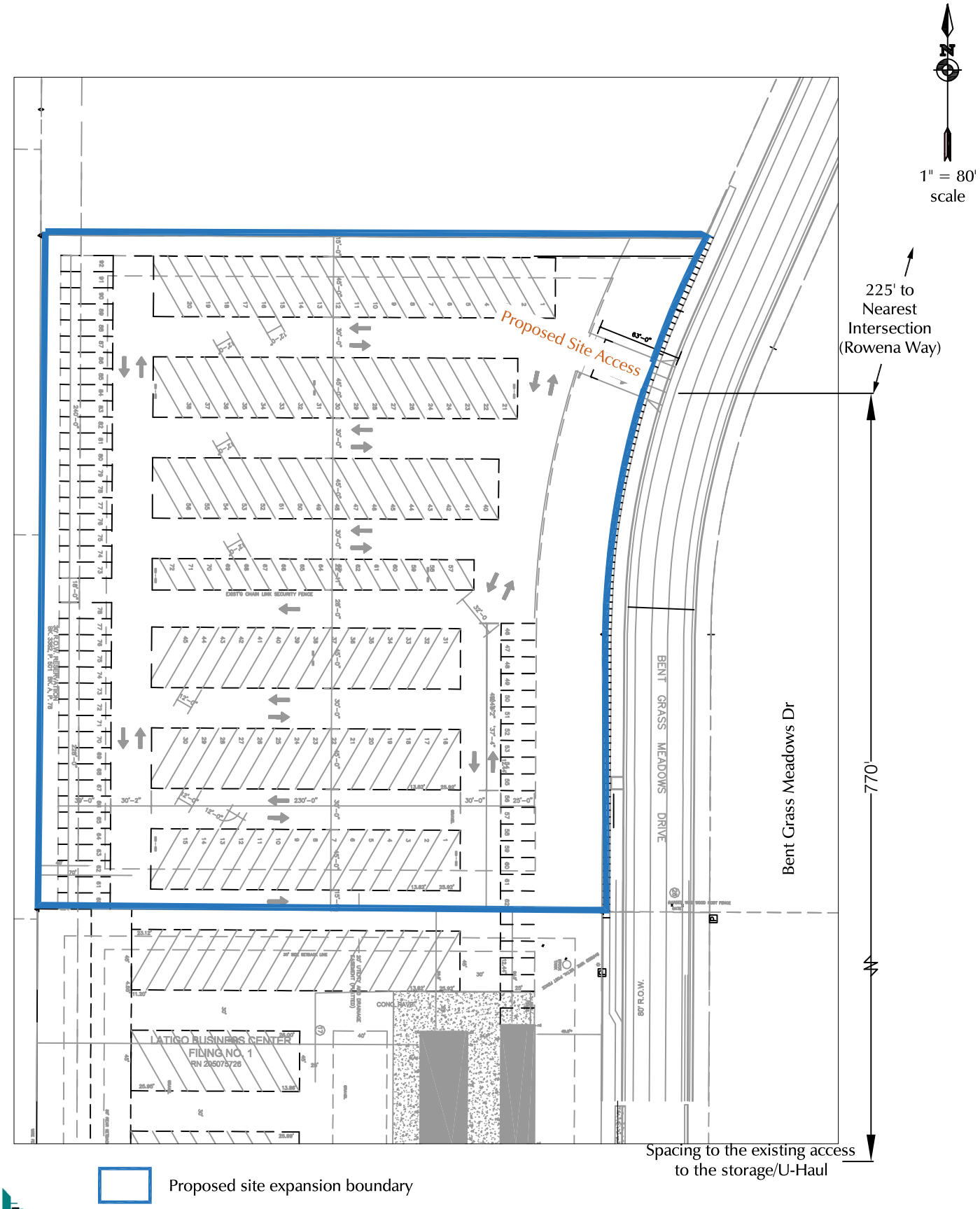
Page: 1

Number: 1 Author: Daniel Torres Subject: Callout Date: 12/9/2024 14:36:36

The traffic study indicated that 92 RV spaces are to be added for a total of 310 RV spaces when including the existing lot to the south. Please clarify the discrepancy otherwise provide an updated traffic impact study.

Author: jchodsdon Subject: Sticky Note Date: 12/9/2024 14:39:22

LSC Response: Please refer to updated TIS ("minor revision") which provides clarification. This minor revision to the TIS now clarifies the current and proposed "new" number of RV spaces. Most importatnly, the revision specifically calls out the 170 RV storage spaces to match this DP sheet.

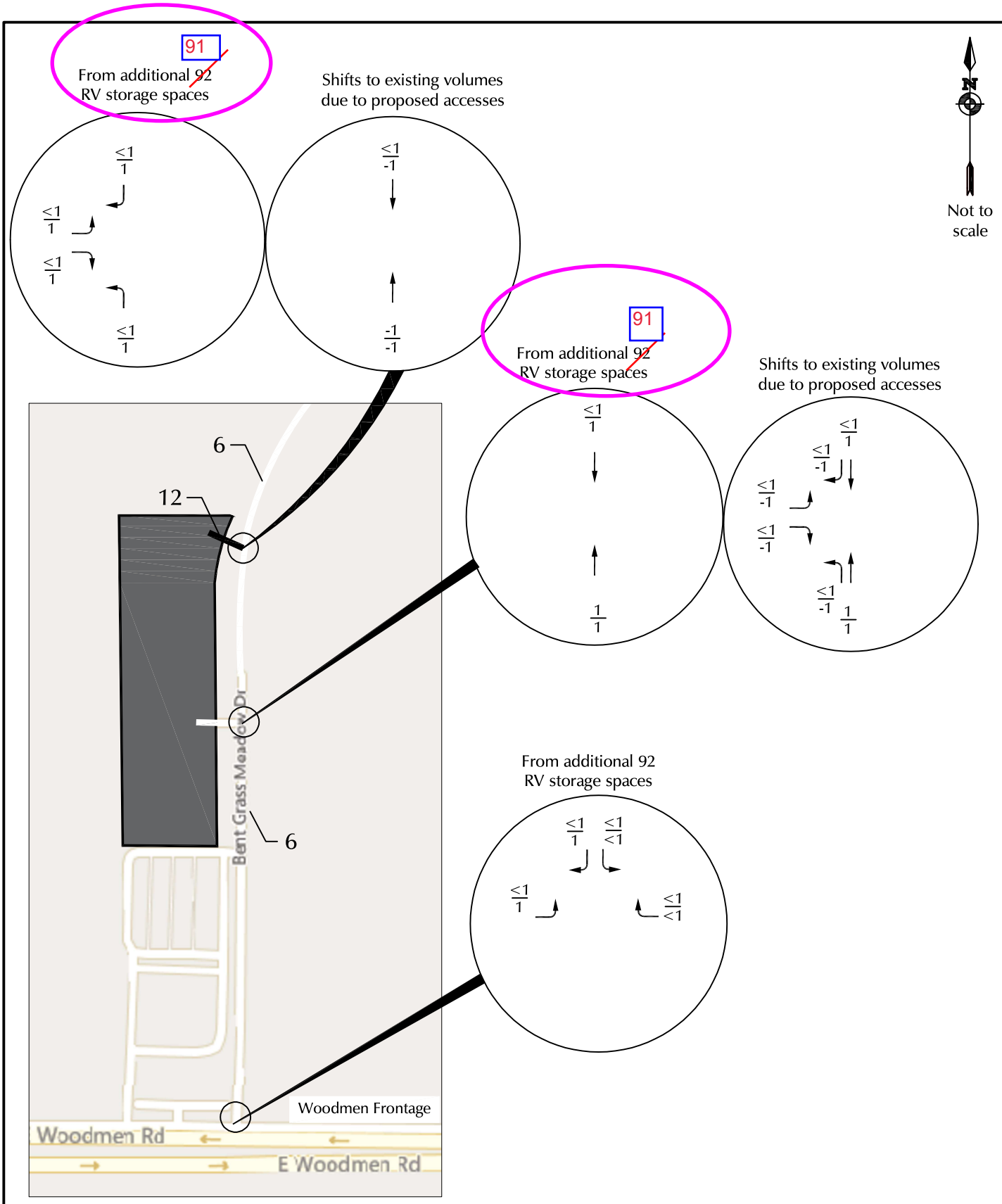


TRANSPORTATION CONSULTANTS, INC.

Figure 2

Site Plan

Falcon Storage LLC (LSC #S214430)



* And traffic shift from the existing access point to the new access points

TRANSPORTATION CONSULTANTS, INC.

XX / XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

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

Figure 5

Additional Site-Generated Traffic*

Falcon Storage LLC (LSC #S214430)