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ABTR Storage Rezone
Traffic Impact Study
PCD File No.: CS232
(LSC #S234070)
September 8, 2023

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.

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke at the end, positioned above a solid horizontal line.

9/11/23
Date

ABTR Storage - Rezone

Transportation Memorandum

Prepared for:
Mike Jacobson
11745 Howells Road
Colorado Springs, CO 80908
Mike@FlyingHorseRealty.com

SEPTEMBER 8, 2023

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

EPC PCD FILE NO.: CS232
LSC #S234070



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September 8, 2023

Mike Jacobson
11745 Howells Road
Colorado Springs, CO 80908
Mike@FlyingHorseRealty.com

RE: ABTR Storage Rezone
Transportation Memorandum
El Paso County, CO
PCD File No.: CS232
LSC # S234070

Dear Mr. Jacobson,

LSC Transportation Consultants, Inc. has prepared this transportation memorandum for the proposed ABTR storage site rezone application in El Paso County, Colorado. The 38.5-acre site is located on the southeast corner of the intersection of State Highway (SH) 94/Franceville Coal Mine Road (El Paso County parcel ID 4400000565).

Access to the site is proposed via a single access driveway on Franceville Coal Mine Road about 1.230 feet south of SH 94 (centerline spacing). No direct access is proposed to SH 94.

Currently, the site is zoned as Residential Rural District 5 (RR-5) but would be rezoned to Commercial Services District (CS) as part of the application process. Approximately 1,000 vehicle parking spaces for RV and boat storage are proposed for the site.

This report has been prepared for resubmittal to El Paso County. The Colorado Department of Transportation (CDOT) reviewed the first submittal of this TIS report and provided comments under the "Site Development Plan" Application (PPR2319). Only the rezone will proceed at this time.

REPORT CONTENTS

The preparation of this report included the following:

- Inventory of existing adjacent and nearby area road system. This included surface conditions, functional classifications, roadway widths, lane configurations, traffic control, posted speed limits, pavement markings, intersection and access spacing, roadway and intersection alignments, auxiliary left- and right-turn lanes, intersection sight distances, etc.;

- Estimates of existing morning and late-afternoon peak-hour turning-movement traffic counts at the “study-area” intersection of SH 94/Franceville Coal Mine Road;
- Review of previously-completed traffic studies in the vicinity of this site for information and findings relative to this development. Other recent studies completed in the area and any applicable data/transferrable information/analysis etc. from previous LSC studies adjacent to the site were also utilized;
- Evaluation of access sight distance at the proposed access-point on Franceville Coal Mine Road, based on current criteria in the County’s *Engineering Criteria Manual (ECM)*;
- Estimates of average weekday and peak-hour trip generation for the proposed RV storage land use;
- Estimation of directional distribution of site-generated vehicle trips on the area road system, at the study-area intersections, and at the proposed site-access point;
- Projections of site-generated turning-movement traffic volumes at the following “study-area” intersections:
 - SH 94/Franceville Coal Mine Road
 - Franceville Coal Mine Road/proposed site access
- Estimates of short- and long-term background traffic volumes at the study-area intersections and access points;
- Total traffic (site traffic plus background traffic) projections at the study-area intersections for the short and long term;
- Level of service (LOS) analysis at the study-area intersections;
- Evaluation of existing, short-term, and long-term projected intersection volumes to determine the potential need for any new auxiliary right-/left-turn lanes on SH 94 and/or Franceville Coal Mine Road, based on the criteria in the *State Highway Access Code* and *ECM.*;
- Estimated average daily traffic (ADT) on Franceville Coal Mine Road and comparison of the “design ADT” for gravel roads in *ECM* section 2.2.7.B *Road Paving Policy*;
- Preliminary estimate of El Paso County Road Impact Fee Program fee amount;
- Other recommended improvements/modifications to study-area roads/intersections; and
- Summary of compiled data, analysis, findings, and recommendations.

LAND USE AND ACCESS

Proposed Land Use

Figure 1 shows the site location of the proposed ABTR storage site in El Paso County, Colorado. The 38.5-acre site is located on the southeast corner of the intersection of State Highway (SH) 94/Franceville Coal Mine Road (El Paso County parcel ID 4400000565). A copy of the parcel boundary map is shown in Figure 2.

Currently, the site is zoned as Residential Rural District 5 (RR-5) but would be rezoned to Commercial Services District (CS) as part of the application process. Approximately 1,000 spaces for RV and boat storage are proposed for the site.

Proposed Site Access

One access point to Franceville Coal Mine Road is proposed for the property, near the southeast corner of the site. The proposed location would be about 1,230 feet south of the intersection of SH 94/Franceville Coal Mine Road (centerline spacing). For reference, this is about 60 feet north of an existing gated access for the property to the south.

ROAD AND TRAFFIC CONDITIONS

Figure 1 shows the roads adjacent to and in the vicinity of the site. Adjacent roads serving the site are identified below followed by a brief description of each:

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

Franceville Coal Mine Road is two-lane rural gravel local roadway that extends south from SH 94 for about three miles, at which point the roadway terminates. The posted speed limit is 35 mph. There are no auxiliary left- and right-turn lanes at the SH 94/Franceville Coal Mine Road intersection and the traffic control is two-way, stop-sign controlled.

Existing Traffic Volumes

Vehicular turning-movement counts were conducted at the State Highway 94/Franceville Coal Mine Road intersection:

- Wednesday, March 1, 2023 from 6:30 to 8:30 a.m.
- Wednesday, March 1, 2023 from 4:00 to 6:00 p.m.

Existing morning and evening weekday peak-hour traffic volumes at this intersection are shown in Figure 3. Raw count reports are attached.

Machine traffic volume counts were also conducted on Franceville Coal Mine Road.

Short-Term Baseline Traffic Volumes

Due to variations in recent count data from March 2023 compared to previous counts at the SH 94/Franceville Coal Mine Road intersection, LSC established “short-term baseline” traffic volumes, as shown on Figure 4. Also, the baseline/background traffic volumes in this report

include the forecasted trip generation for the Gateway Trucking operation. The short- and long-term totals from the recent TIS for that report have been used in the process of developing the baseline/background traffic volumes in this report.

Note: Passenger-car-equivalent volumes at the SH 94/Franceville Coal Mine Road will be included with the TIS for the site development plan.

SIGHT DISTANCE

The site access point location will be determined at the Site Development Plan stage of the process. The attached Appendix A contains evaluation and analysis which will be useful at that time.

TRIP GENERATION

Typically, estimates of the existing and projected vehicle trips to be generated by the site have been made using nationally-published average trip-generation rates for associated land use codes in Trip Generation, 11th Edition, 2021 by the Institute of Transportation Engineers (ITE). However, for this report "RV/Vehicle Storage" rates (shown in the attached Table 1) are estimates by LSC based on other traffic studies utilizing trip generation data collected at RV storage facilities. Please refer to Appendix A (revised version 6-15-2023) for details. LSC has estimated the trip generation rates for this land use, as ITE's Trip Generation, 11th Edition, 2021 does not include trip-generation rates specifically for RV/boat storage businesses.

Table 1 (attached) presents the estimated site trip generation.

Based on the trip generation estimate for the proposed RV Storage development, the site is projected to generate about 129 vehicle trips on the average weekday. During the weekday morning peak hour, approximately 5 vehicles would enter and 5 vehicles would exit the site. Approximately 7 entering vehicles and 8 exiting vehicles are projected for the weekday afternoon peak hour.

Table 2 (attached) presents a trip-generation estimate for the "highest and best use" (provided as required in the EPC comments). The table shows ITE trip generation for a 255,000 square foot shopping center. This estimated square footage is based on 15-percent building coverage on 38.5 acres. A shopping-center land use is a reasonable, general "highest and best use" for a CS Zone district. Based on ITE rates, a shopping center of this size could generate about 9,000 to 12,000 daily trips, with a PM peak-hour trip generation of between 850 and 1,100 hourly trips.

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 5 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 land use, the area road system serving the site, the traffic-count data at the intersection of SH 94/Franceville Coal Mine Road, previously-conducted traffic studies in the area, and the site's geographic location relative to the surrounding area.

Site-Generated Traffic

Figure 6 shows projected short-term site-generated traffic volumes for the weekday morning and evening peak hours. Site-generated traffic volumes at the study-area intersections have been calculated by applying the directional-distribution percentages estimated by LSC (from Figure 5) to the trip-generation estimates (from Table 1). Note: Passenger-car-equivalent volumes at the SH 94/Franceville Coal Mine Road will be included with the TIS for the site development plan.

Existing-Plus-Site-Generated Traffic Volumes

Figure 7 shows the sum of existing traffic volumes (from Figure 3) and site-generated peak-hour traffic volumes (shown in Figure 6). These volumes represent the projected short-term total traffic. Note: Passenger-car-equivalent volumes at the SH 94/Franceville Coal Mine Road will be included with the TIS for the site development plan.

Estimated Future 2043 Background Traffic Volumes

LSC has estimated two future 2043 background traffic scenarios – “high-growth” and “low growth.” The long-term “high-growth” traffic scenario assumes significant background growth on Franceville Coal Mine Road in the vicinity of the site, due to potential additional single-family residential development that might access Franceville Coal Mine Road. Alternatively, the long-term “low-growth” traffic scenario assumes no additional single-family residential development along Franceville Coal Mine Road. The background traffic was taken from LSC's TIS report for Gateway Trucking. The baseline/background traffic volumes in this report include the forecasted trip generation for the Gateway Trucking operation. The short- and long-term totals from the recent TIS for that report have been used in the process of developing the baseline/background traffic volumes in this report.

Figure 8 shows the projected 20-year background traffic volumes for the year 2043. Estimated 2043 background through traffic volumes on SH 94 and Franceville Coal Mine Road account for projected background growth of undeveloped parcels nearby and align with long-term traffic projections from previous LSC traffic studies in the vicinity of the site. Projected 20-year background traffic volumes do **not** include projected traffic to be generated by the proposed ABTR Storage development. Note: Passenger-car-equivalent volumes at the SH 94/Franceville Coal Mine Road will be included with the TIS for the site development plan.

Future 2043 Total Traffic Volumes

Figure 9 shows the projected 2043 total traffic volumes, which are the sum of 2043 background traffic volumes (from Figure 8) plus the site-generated traffic volumes (from Figure 6). Note: Passenger-car-equivalent volumes at the SH 94/Franceville Coal Mine Road will be included with the TIS for the site development plan.

LEVEL OF SERVICE ANALYSIS

The following intersections have been analyzed to determine the projected intersection levels of service for short- and long-term traffic scenarios for the morning and evening peak-hour time periods:

- SH 94/Franceville Coal Mine Road
- Franceville Coal Mine Road/proposed site access

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from “A” to “F.” LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Table 3 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 3: Intersection Levels of Service Delay Ranges

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

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

Detailed Synchro reports are attached. A summary of LOS during the weekday morning and evening peak hours for the following unsignalized intersections is shown in the following figures:

- Figure 3: Existing Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 7: Short-Term Baseline + Site Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 8: 2043 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 9: 2043 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

SH 94/Franceville Coal Mine Road

Short Term

During the short-term baseline scenario, the northbound single-lane approach is projected to operate at LOS F during the morning peak hour and LOS E during the afternoon peak hour. The northbound single-lane approach is projected to operate at LOS F during both peak hours for the short-term total traffic scenario.

Long Term

The long-term “high-growth” traffic scenario assumes significant background growth on Franceville Coal Mine Road in the vicinity of the site, likely due to additional single-family residential development. Alternatively, no additional single-family residential development along Franceville Coal Mine Road was assumed for the long-term “low-growth” traffic scenario. LSC has assumed that SH 94 would be improved to a four-lane highway by 2043. Both long-term scenarios were analyzed with LOS results and assumed laneage shown on Figure 8 and Figure 9.

During the 2043 “low-growth” scenario, the northbound single-lane approach is projected to operate at LOS E or LOS F during both peak hours, with or without the addition of site traffic.

During the 2043 “high-growth” scenario, the northbound approach is projected to operate at LOS F during both peak hours, with or without the addition of site-generated traffic.

Franceville Coal Mine Road/Proposed Site Access

All individual turning movements at the proposed site-access intersection with Franceville Coal Mine Road are projected to operate at LOS A during all short-term and long-term scenarios following the addition of site-generated traffic.

AUXILIARY TURN-LANE NEEDS ANALYSIS

The *Engineering Criteria Manual* contains turning-volume thresholds which require auxiliary left- or right-turn lanes by roadway classifications.

- SH 94 – NR-A, Non-Rural Principal Highway
- Franceville Coal Mine Road – Local

SH 94/Franceville Coal Mine Road Intersection (CDOT)

CDOT provided comments on the submitted site development plan application (Note: only the rezone is being resubmitted at this time), including requirements for additional auxiliary turn lanes and technical adjustments to the design volume calculation and operations analysis. These

details and the CDOT comments will be addressed with the site development plan TIS. CDOT has indicated “no comments” on the rezone application.

Westbound-Left-Turn Deceleration Lane

Left-turn deceleration auxiliary turn lanes are required on an NR-A highway with a projected peak-hour left-ingress turning volume of 10 vph or greater. The westbound-left-turn volume is **not** projected to exceed this 10-vph threshold during either peak hour following the completion of the ABTR Storage development (short-term scenario) or the long-term, “low-growth” scenario. This is based on volumes shown in the figures. Passenger-car-equivalent (adjusted) volumes at the SH 94/Franceville Coal Mine Road will be included with the TIS for the site development plan, and revised findings and recommendations will be presented. The long-term, high-growth volumes are shown to exceed the 10 vph threshold for the background (and total) traffic volumes. Updated analysis and recommendations for auxiliary turn lanes at SH 94/Franceville Coal Mine Road will be included in the TIS for the site-development plan.

Eastbound-Right-Turn Deceleration Lane

Right-turn deceleration auxiliary turn lanes are required for an NR-A access with a projected peak-hour right-ingress turning volume of 25 vph or greater. The eastbound-right-turn volume currently exceeds this 25-vph threshold during the PM peak hour (based on April 2021 counts), with or without the completion of the ABTR Storage residential development. As such, an eastbound-right-turn deceleration lane would be required on the eastbound approach on SH 94 approaching Franceville Coal Mine Road. The details of the design elements can be confirmed or otherwise addressed with additional detail at the site-development plan stage, but the following is based on the current information in this report:

1. This lane should be 500 feet long plus a 300-foot transition taper. A four-foot paved shoulder will be required adjacent to this turn lane. This turn lane will extend back across an existing access on the south side of SH 94, as that access is located about 400 feet west of the west edge of Franceville Coal Mine Road.
2. The radius at the end of this eastbound-right-turn lane will need to be designed to accommodate regular use by multi-unit trucks (currently using Franceville Coal Mine Road), RVs, and vehicles towing large trailers. Use of three centered compound curves or spiral curves rather than simple radius will likely provide the best and least costly design – especially given the existing topography/slopes on the southwest corner of the intersection. The design should allow trucks, RVs, and vehicles towing large trailers to turn from the new eastbound right-turn lane into the southbound through lane of Franceville Coal Mine Road without encroachment into the other highway travel lanes or the northbound lane of Franceville Coal Mine Road.

Northbound-to-Eastbound-Right-Turn Acceleration Lane

Per *State Highway Access Code* criteria, a right-turn acceleration lane is required for any access with a projected peak-hour right-turning volume of 50 vph or greater when the posted speed on the roadway is greater than 40 mph. The northbound-to-eastbound-right-turn volume is **not** projected to exceed this 50-vph threshold during either peak hour following the completion of the ABTR Storage residential development. This is based on volumes shown in the figures. Passenger-car-equivalent (adjusted) volumes at the SH 94/Franceville Coal Mine Road will be included with the TIS for the site development plan, and revised findings and recommendations will be presented.

Northbound-to-Westbound-Left-Turn Acceleration Lane

Per *State Highway Access Code* criteria, a left-turn acceleration lane is required for any access “if it would be a benefit to the safety and operation of the roadway.” The potential need for this improvement will be evaluated at the site-development plan stage.

Proposed Site Access/Franceville Coal Mine Road Intersection (El Paso County)

Right-turn deceleration lanes are typically required on Minor Arterials (or lower classifications, such as Franceville Coal Mine Road (Collector)) for accesses with an ingress volume greater than 50 vph. The northbound-right-turn volume is not projected to exceed this 50-vph threshold during either peak hour following the completion of the ABTR Storage development. Similarly, the southbound-left-turn volume is not projected to exceed 25 vph. As such, no auxiliary turn lanes would be required at the proposed Franceville Coal Mine Road/site-access intersection. This can be revisited and confirmed at the site-development plan stage.

AVERAGE DAILY TRAFFIC IMPACTS RELATIVE TO ROADWAY DESIGN ADT BY CLASSIFICATION

Franceville Coal Mine Road – El Paso County

The projected buildout average daily traffic (ADT) impacts have been compared to the roadway design ADTs shown in Tables 2-4 and 2-5 of the *Engineering Criteria Manual (ECM)*. Actual current roadway capacities for specific roadway segments may differ from these *ECM*-identified “Design-ADT” values for County-standard roadways by classification.

Existing and Short Term

Franceville Coal Mine Road is classified by the MTCP as a Local roadway. Any development that causes an existing gravel roadway to exceed 200 vehicles per day (the design ADT for this type of roadway) shall require the gravel roadway to be paved, per *ECM* criteria.

Figure 3 shows the existing average **weekday** traffic AWT (260 vehicles per day) and Figure 4 shows the Short-Term Baseline AWT (540 vehicles per day). the Short-Term Baseline -plus site scenario projects an ADT of 670 vehicles per day on Franceville Coal Mine Road between SH 94 and the proposed site access (shown in Figure 7).

Long Term

The long-term background projections consider projections developed with the *MTCP*. Map 2 of the 2043 *MTCP* shows “Low Growth” for residential households in the vicinity of the site. Locally, the volumes take into consideration the partially developed Franceville Coal Mine Ranch subdivision on the east side of SH 94. Figure 8 shows LSC’s estimates of 2043 background volumes on SH 94 and Franceville Coal Mine Road. Future turning-movement volumes at Franceville Coal Mine/SH 94 are relatively light and may vary significantly depending on additional area subdivisions and/or other development served by Franceville Coal Mine Road. Any future changes in area roadway conditions may also have an effect on these projected volumes.

The section of Franceville Coal Mine Road between SH 94 and the proposed site access, at 260 vehicles per day (Average Weekday Traffic), exceeds the 200 ADT threshold for paving, **without** the proposed ABTR Storage residential development.

RECOMMENDATIONS

SH 94/Franceville Coal Mine Road Intersection – CDOT

- At the site development plan stage, a Colorado State Highway Access Permit application will need to be submitted to CDOT. The County Engineer signature will be needed on the application form.
- The site-development plan TIS report will reevaluate the auxiliary turn lane needs. Passenger-car-equivalent (adjusted) volumes at the SH 94/Franceville Coal Mine Road will be included in that TIS report and findings and recommendations will be presented.

Please refer to Appendix B for details of potential improvements which would be addressed at the Site Development Plan stage.

Appendix B is summarized as follows:

1. As called out in this report, an eastbound right-turn deceleration lane on SH 94 at Franceville Coal Mine Road will be needed.
2. Other auxiliary turn-lane needs will be revisited at the site development plan stage. CDOT provided comments on the submitted site development plan application, including requirements for additional auxiliary turn lanes and technical adjustments to the design volume calculation and operations analysis. These will be addressed with the site development plan TIS.

3. The radius at the end of the recommended eastbound right-turn lane will need to be designed to accommodate regular use by RVs, vehicles towing trailers, and multi-unit trucks.
4. Please refer to Appendix B regarding other design details.
5. LSC recommends that the civil engineer investigate and evaluate the feasibility of approach roadway grade improvements given the constraints identified above - at site development plan stage.

Franceville Coal Mine Road – El Paso County

The following improvement alternatives are based on the traffic projections in the section above entitled “AVERAGE DAILY TRAFFIC IMPACTS RELATIVE TO ROADWAY DESIGN ADT BY CLASSIFICATION”

- Under the high growth scenario, upgrade to a Rural Minor Collector cross section, based on the potential ADT between 750 and 1,500 would meet criteria.
- However, as potential growth is unknown and ROW is limited, LSC recommends planning to achieve upgrade to the Rural Local cross section to the extent possible as described in Section 6.
- As the roadway exceeds the gravel roadway design ADT of 200 vehicles per day. Options for consideration at the site development plan stage may include:
 - Paving to a Rural Local standard width (28 feet) with 2' gravel shoulders on each side.
 - Paving the 24'-wide roadway (if available ROW and necessary drainage structures limit cross-section widening).
 - The pavement design should consider annual average daily-truck volume and empty-truck weight (Gateway Trucking haul trucks are empty when traveling along Franceville Coal Mine Road) and RVs.

Note that a significant portion of the vehicles on Franceville Coal Mine Road on weekday off-peak workday hours are commercial vehicles (between 40 and 50 percent based on the count data). The weekend volumes are lower, absent these commercial vehicles. Thus, average daily traffic (7-day average) is lower than the average weekday volume.

POTENTIAL PARTICIPATION IN ROADWAY IMPROVEMENTS

At the site development plan stage, this project will potentially be required to participate on a pro-rata basis for roadway paving and potentially roadway section upgrades to Franceville Coal Mine Road for the portion between Highway 94 and the site access. Fair share participation in intersection improvements at SH 94/Franceville Coal Mine Road may also be required.

LSC has previously recommended consideration of a planned and phased overall solution for potential future improvements at the SH 94/Franceville Coal Mine intersection and a cooperative approach to funding the planning, design, and implementation of an attainable and practical

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

MAJOR TRANSPORTATION CORRIDORS PLAN (MTCP)

Reimbursable Improvements

The following roadway improvement projects have been identified as being needed by the year 2043 per Map 13 and Table 4 of El Paso County's 2016 *MTCP*:

- SH1 – SH 94 from Colorado Springs city limits to Slocum Line (\$31,129,000)
- Existing conditions – 2-lane Rural Principal Arterial
- Future conditions – 2-lane Rural Principal Arterial

See the attached *MTCP* maps for reference. Note: SH 94 is a CDOT facility and improvements to SH 94 are underway.

COUNTY ROAD IMPROVEMENT FEE PROGRAM

Transportation Impact Fees

This project will be required to participate in the El Paso County Road Improvement Fee Program. The details would be addressed at the site-development plan stage. The project is only at the zoning stage.

MULTI-MODAL TRANSPORTATION AND TDM OPPORTUNITIES

The following multi-modal improvement projects have been identified as being needed by the year 2043 per Map 15 and Table 5 of El Paso County's 2016 *MTCP*:

- Proposed Secondary Regional Trail on SH 94 adjacent to Franceville Coal Mine Road

No sidewalks would be required on Franceville Coal Mine Road, as all study-area roadways are Rural roadways.

EL PASO COUNTY DEVIATIONS

No transportation-related deviations to *ECM* design criteria are requested at this time, but the need for any deviations could be reevaluated at the site development plane stage.

SUMMARY OF FINDINGS

- The proposed development is projected to generate about 129 vehicle trips on the average weekday.
- During the AM peak hour, 5 vehicles would enter the site while 5 vehicles would exit.
- During the PM peak hour, 7 vehicles would enter the site while 8 vehicles would exit.
- The trip generation section also presents a trip generation estimate of a “highest and best use” scenario.
- The level of service analysis indicates peak-period delays in the LOS F range for the northbound approach to SH 94/Franceville Coal Mine Road intersection. This is primarily due to high peak-period traffic volumes on SH 94. Please refer to the “Level of Service” section above for detailed LOS analysis results.
- Based on existing eastbound-right-turn movement volume at the SH 94/Franceville Coal Mine intersection, an eastbound-right-turn lane is currently prescribed by *State Highway Access Code* criteria. Please refer to the “Auxiliary Turn Lane Analysis” section above for more details.
- At the site development plan stage, this project will potentially be required to participate on a pro-rata basis for roadway paving and potentially roadway-section upgrades to Franceville Coal Mine Road for the portion between Highway 94 and the site access. (Note: County staff comments dated June 12, 2023 indicate that paving will be required). Fair share participation in intersection improvements at SH 94/Franceville Coal Mine Road may also be required. Please refer to the “Recommendations” section above and Appendix B.
- LSC recommends a classification of Rural Local for Franceville Coal Mine Road, with corridor **preservation** for a potential future Rural Minor Collector 80’ ROW plus additional preservation to accommodate auxiliary turn lanes (or preservation for an Urban Non-Residential Collector along the site frontage, plus 6 feet of additional preservation on the approach to SH 94).
- This project will be required to participate in the El Paso County Road Improvement Fee Program.

* * * * *

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

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

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

JCH/JAB:jas

Enclosures: Table 1 and Table 2
Figure 1 - Figure 9
Traffic Counts
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Appendices A - C

Table 1 and Table 2



Table 1: Trip Generation Estimate

ITE		Value	Units ¹	Trip Generation Rates ²				Trips Generated					
Code	Description			Average Weekday	A.M. Peak		P.M. Peak		Average Weekday	A.M. Peak		P.M. Peak	
				In	Out	In	Out		In	Out	In	Out	
n/a	RV/Vehicle/Boat Storage	10	100 Parking Spaces	12.94	0.50	0.47	0.65	0.80	129	5	5	7	8
¹ 100 Parking Spaces = each 100 RV and boat storage spaces ² "RV/Vehicle Storage" rates based on RV storage facility traffic studies. See Appendix A (rev. 6-15-2023). Rev 8-27-2023													

Table 2: Trip Generation Estimate – Hypothetical “Highest and Best Use” in CS Zone

ITE		Value	Units ¹	Trip Generation Rates ²						Trips Generated			
Code	Description			Average Weekd	A.M. Peak		P.M. Peak		Average Weekd	A.M. Peak		P.M. Peak	
				In	Out	In	Out		In	Out	In	Out	
820	Shopping Center (>150k)	255	KSF	49.11	0.69	0.42	2.09	2.25	12522	176	108	532	575

¹ KSF = Thousand square feet of floor area

² *Trip Generation Manual*, 11th Edition, 2021 by the Institute of Transportation Engineers

9/1/2023

Figure 1 - Figure 10





Not to scale

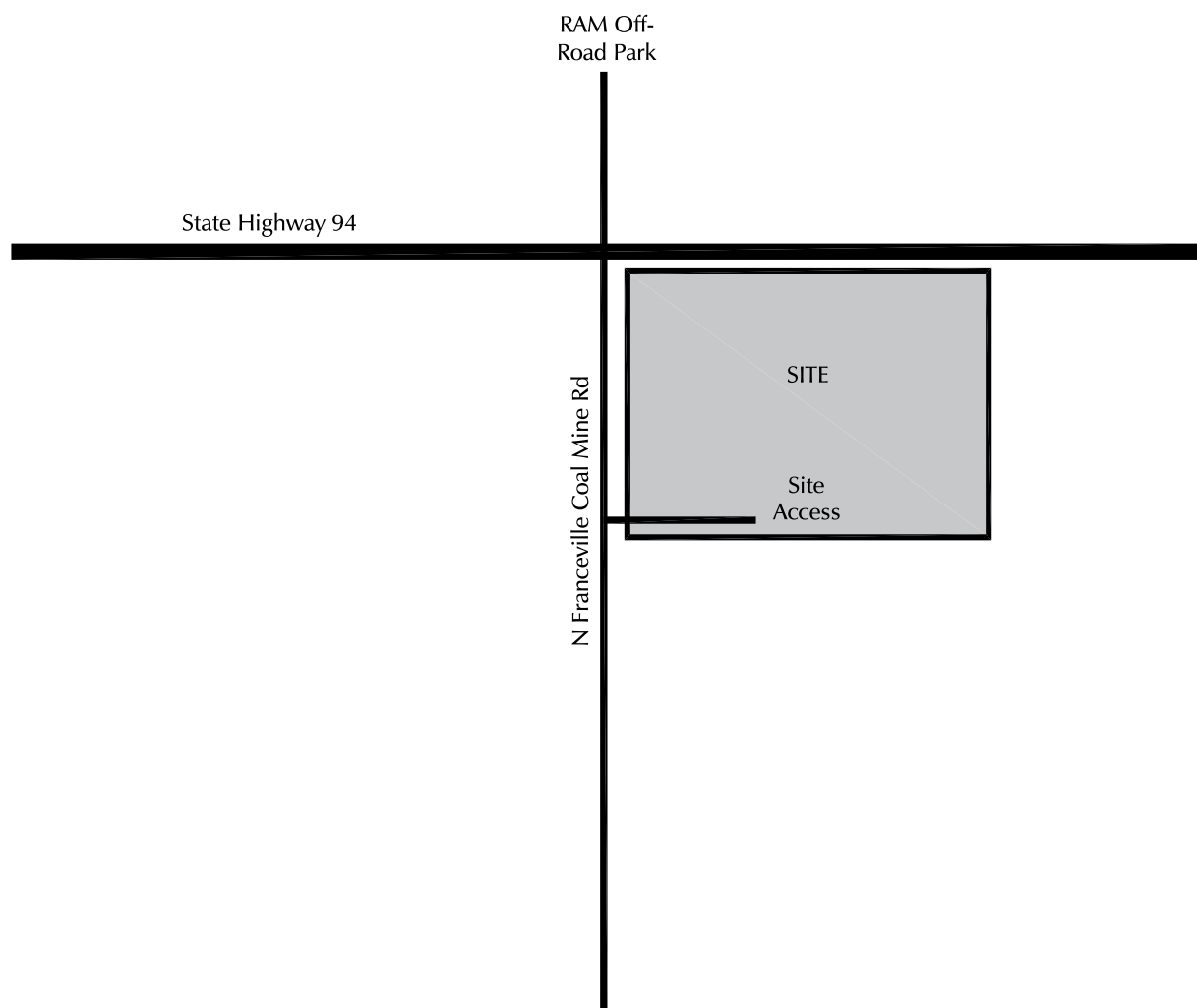
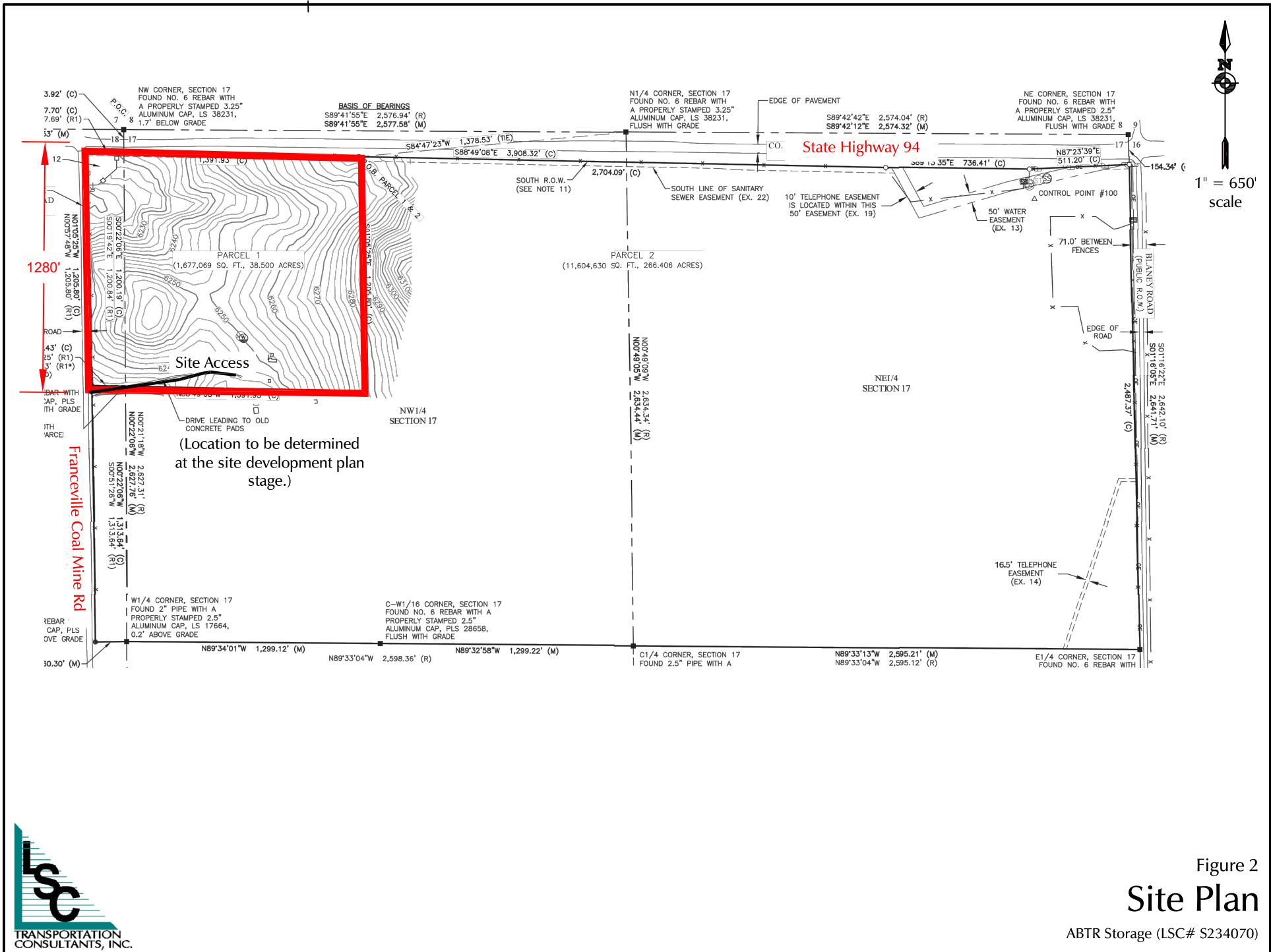
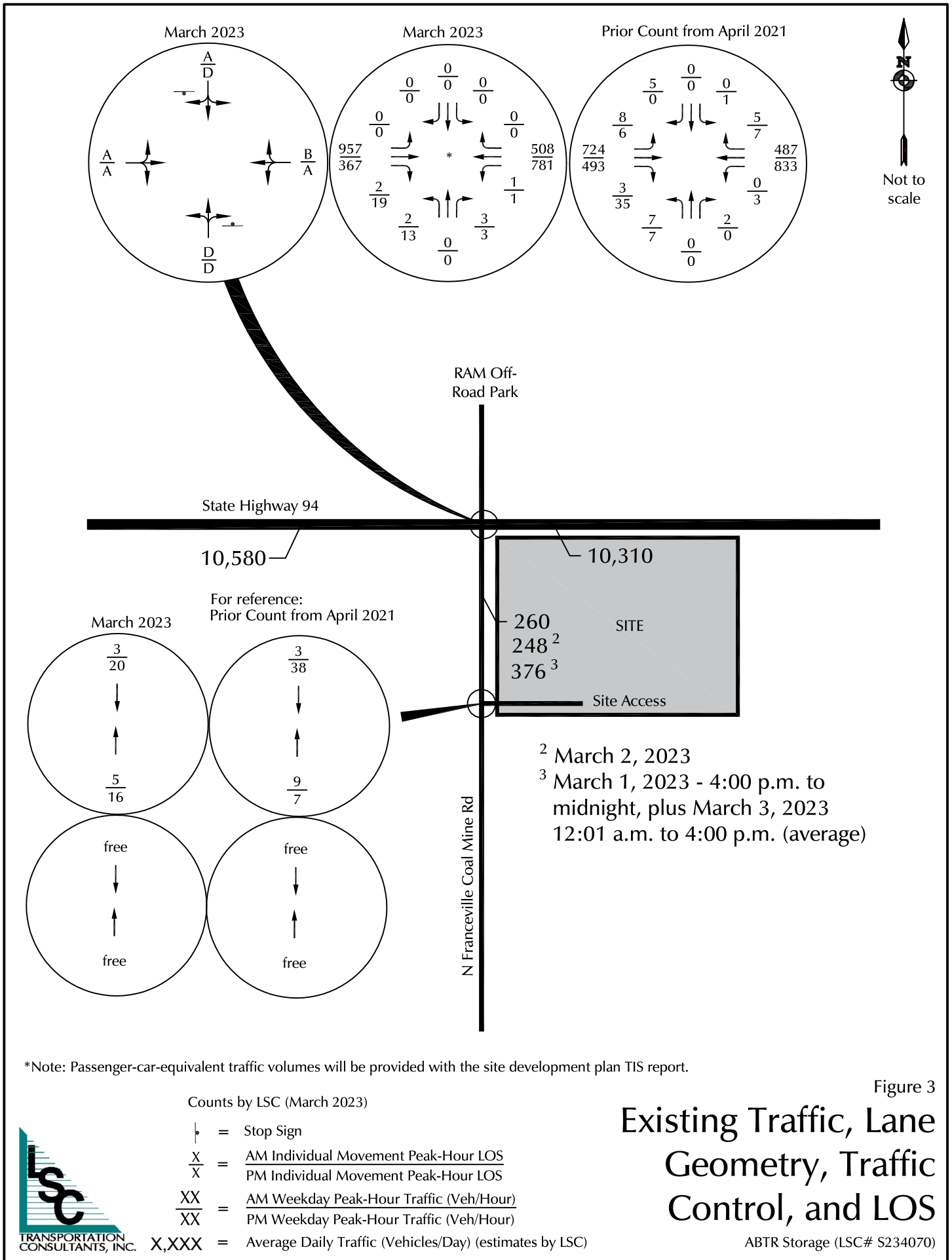
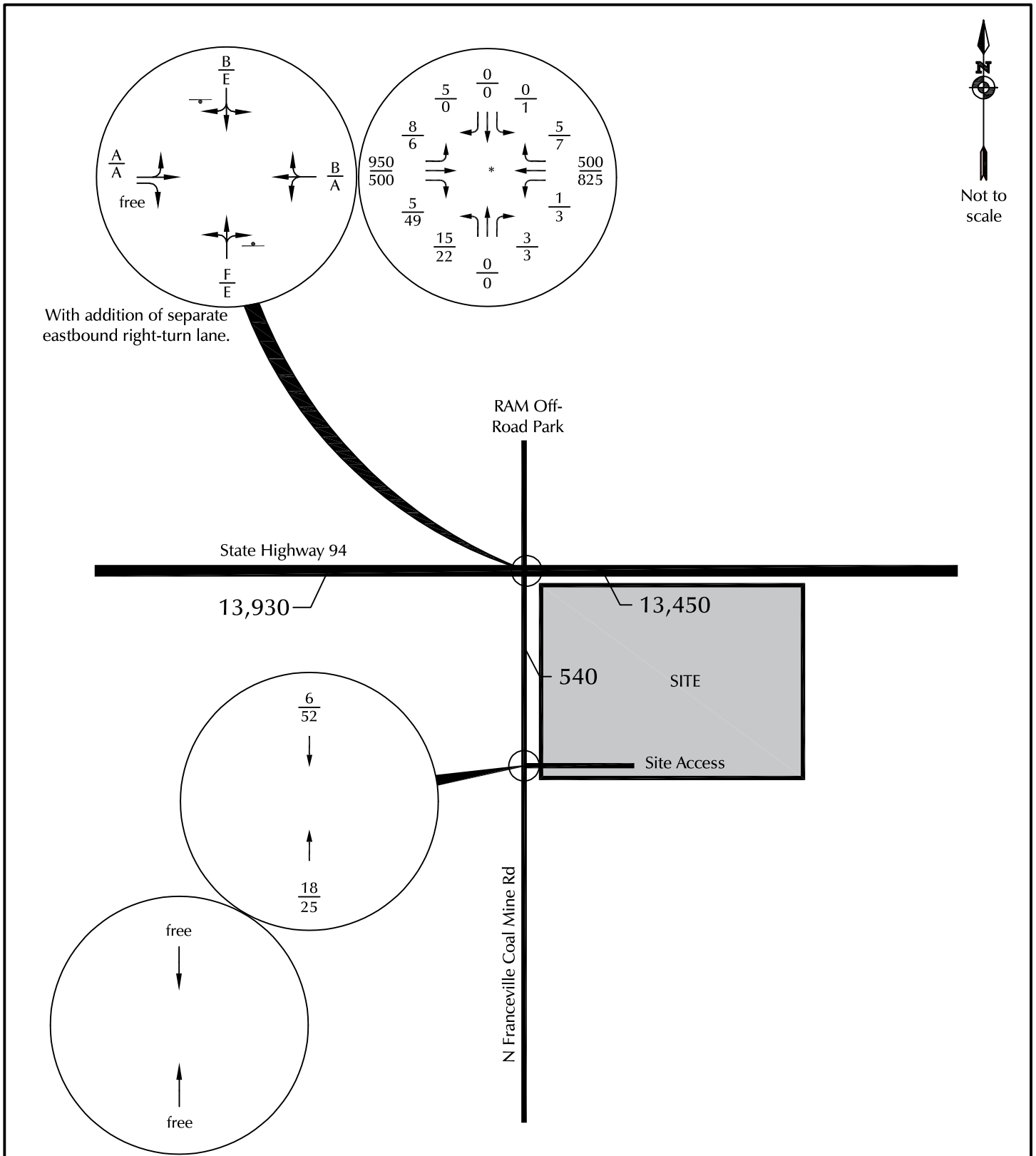


Figure 1
Vicinity Map
ABTR Storage (LSC# S234070)







With addition of separate eastbound right-turn lane.

*Note: Passenger-car-equivalent traffic volumes will be provided with the site development plan TIS report.

Figure 4

Short-Term Baseline Traffic, Lane Geometry, Traffic Control, and LOS

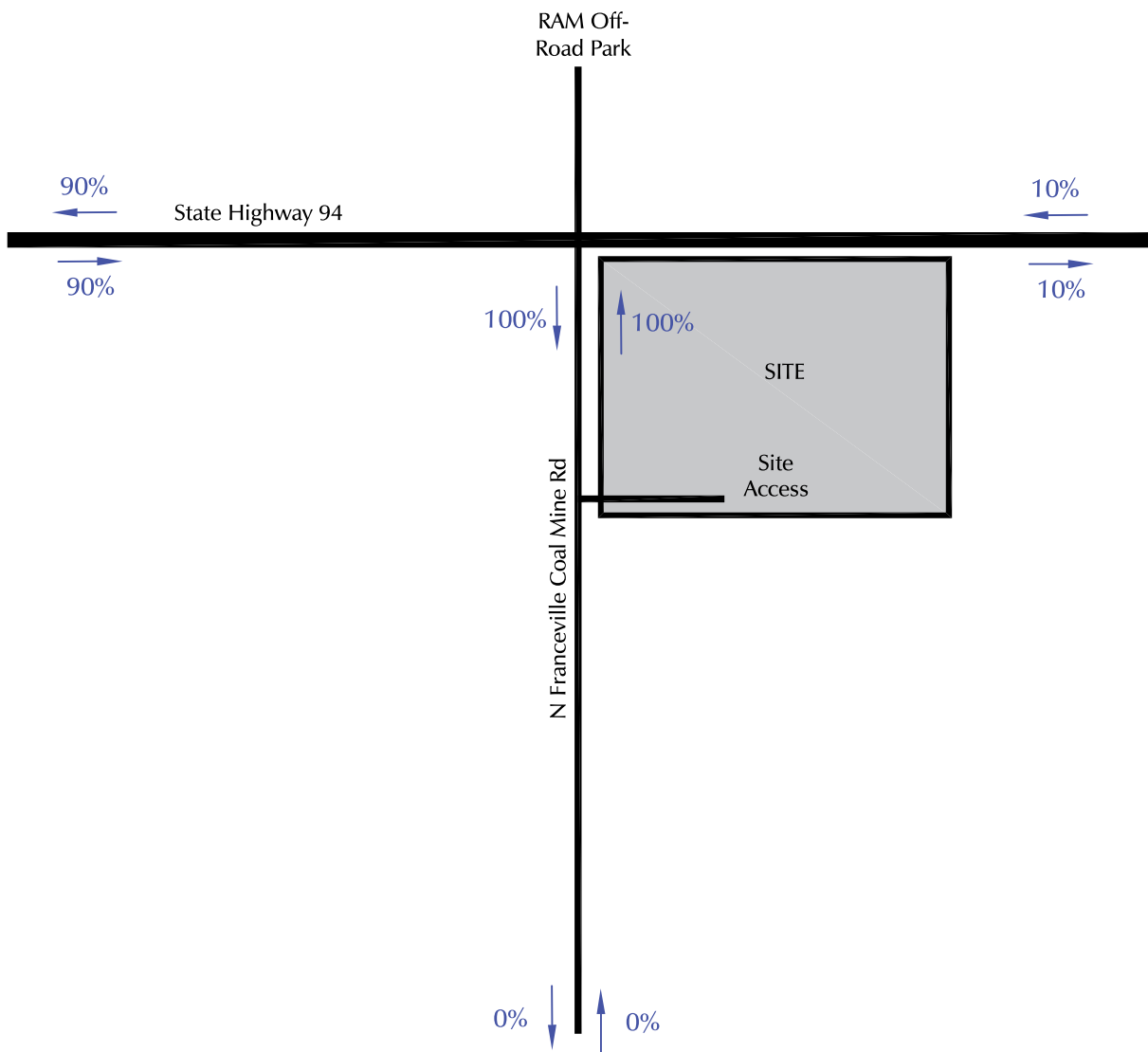
ABTR Storage (LSC# S234070)



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



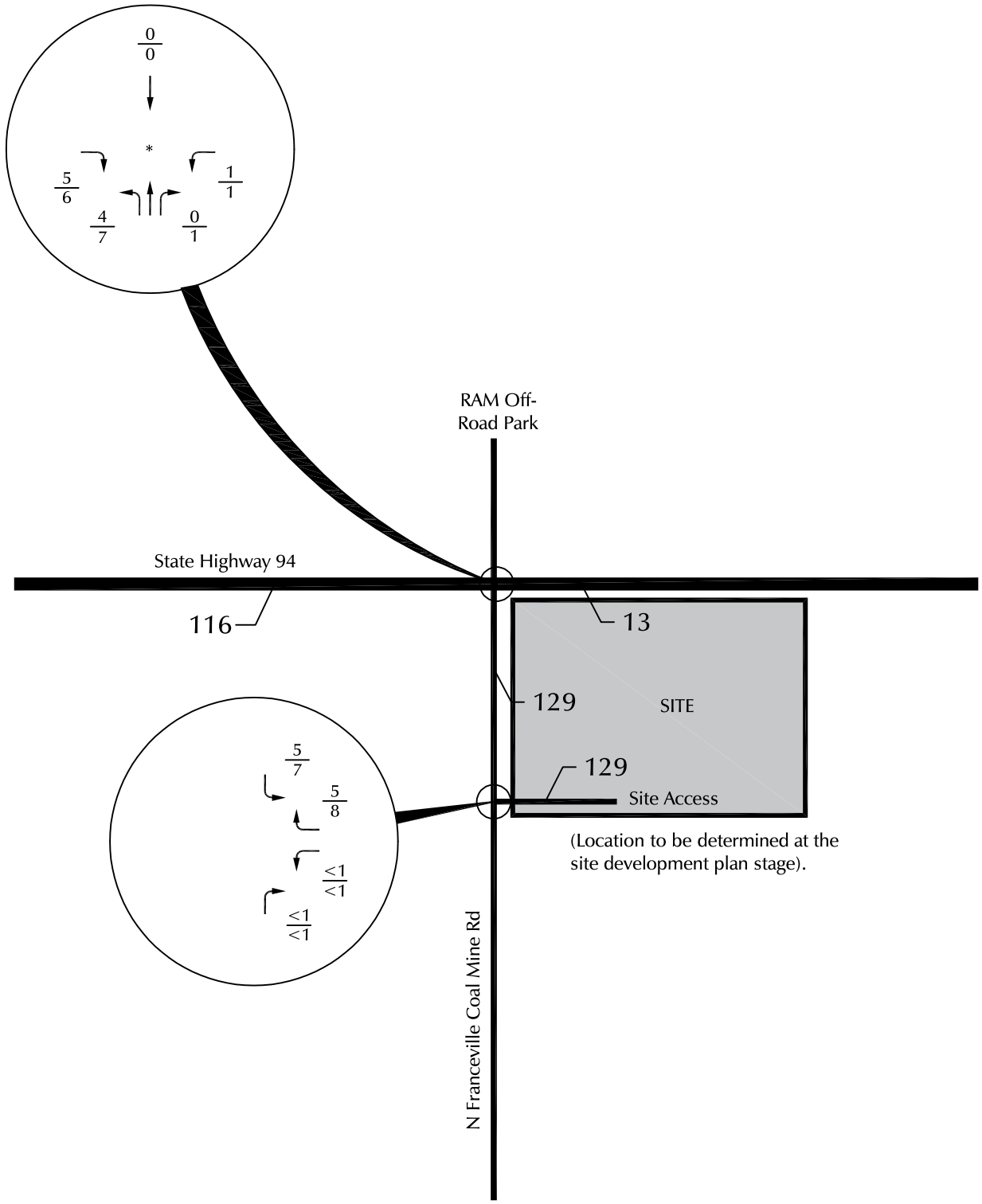
Not to scale



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

Figure 5
Directional Distribution

ABTR Storage (LSC# S234070)



(Location to be determined at the site development plan stage).

*Note: Passenger-car-equivalent traffic volumes will be provided with the site development plan TIS report.

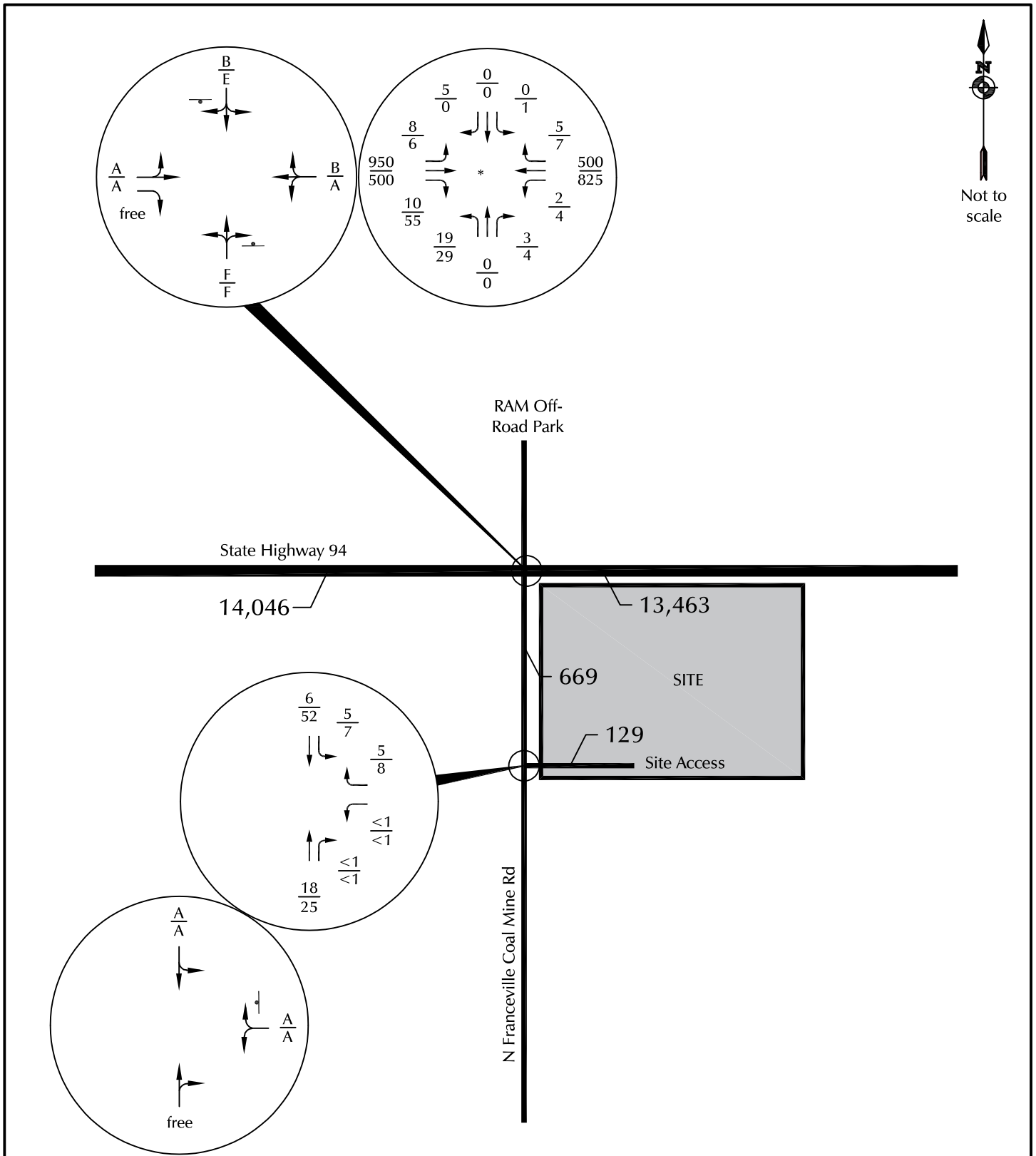
AM peak hour = 6:40am - 7:40am
 PM peak hour = 4:00pm - 5:00pm

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

Figure 6
Site-Generated Traffic

ABTR Storage (LSC# S234070)





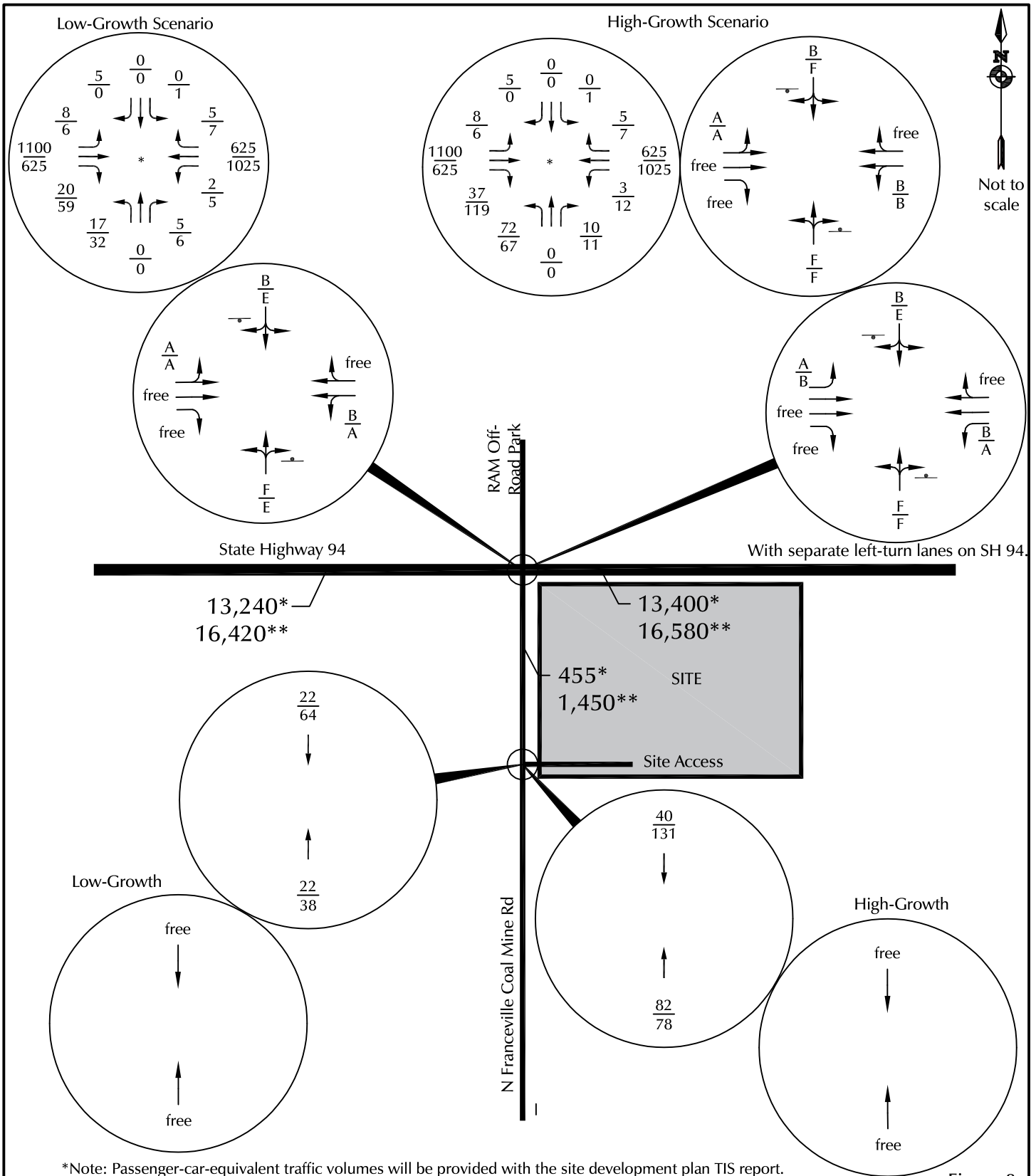
*Note: Passenger-car-equivalent traffic volumes will be provided with the site development plan TIS report.

Figure 7

Short-Term Baseline + Site Traffic, Lane Geometry, Traffic Control, and LOS



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



*Note: Passenger-car-equivalent traffic volumes will be provided with the site development plan TIS report.

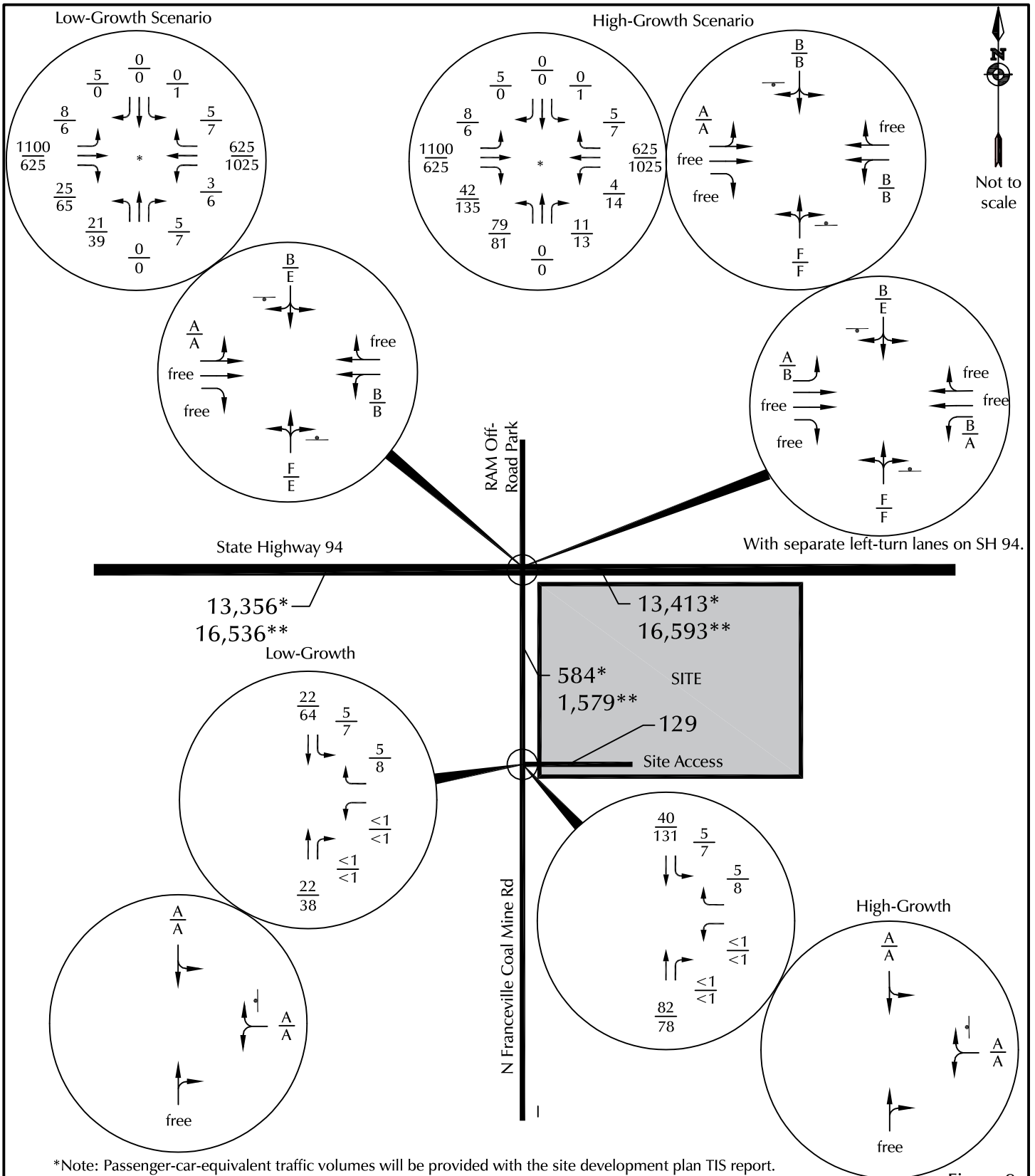
Figure 8

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

ABTR Storage (LSC# S234070)



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



*Note: Passenger-car-equivalent traffic volumes will be provided with the site development plan TIS report.

Figure 9

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

ABTR Storage (LSC# S234070)

* Low-Growth ADT

** High-Growth ADT

= Stop Sign

$\frac{X}{X}$ = AM Individual Movement Peak-Hour LOS
PM Individual Movement Peak-Hour LOS

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

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



Traffic Counts



Traffic Count Data Sheets



LSC Transportation Consultants, Inc.

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

File Name : Franceville Coal Mine Rd - Hwy 94 AM

Site Code : S234070

Start Date : 3/1/2023

Page No : 1

Groups Printed- Unshifted

Start Time	Southbound					Hwy 94 Westbound					Franceville Coal Mine Rd Northbound					Hwy 94 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30	0	0	0	0	0	0	34	0	0	34	1	0	0	0	1	0	52	0	0	52	87
06:35	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	67	0	0	67	100
06:40	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	0	69	0	0	69	98
06:45	0	0	0	0	0	0	48	0	0	48	0	0	0	0	0	1	69	0	0	70	118
06:50	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	1	69	0	0	70	101
06:55	0	0	0	0	0	0	41	0	0	41	0	0	1	0	1	0	57	0	0	57	99
Total	0	0	0	0	0	0	216	0	0	216	1	0	1	0	2	2	383	0	0	385	603
07:00	0	0	0	0	0	0	36	0	0	36	2	0	0	0	2	0	81	0	0	81	119
07:05	0	0	0	0	0	0	55	1	0	56	0	0	0	0	0	1	80	0	0	81	137
07:10	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	0	87	0	0	87	138
07:15	0	0	0	0	0	0	58	0	0	58	0	0	0	0	0	1	77	0	0	78	136
07:20	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	0	90	0	0	90	128
07:25	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	70	0	0	70	103
07:30	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	91	0	0	91	128
07:35	0	0	0	0	0	0	57	0	0	57	0	0	1	0	1	0	90	0	0	90	148
07:40	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	0	70	0	0	70	99
07:45	0	0	0	0	0	0	42	0	0	42	1	0	0	0	1	0	69	0	0	69	112
07:50	0	0	0	0	0	0	21	0	0	21	0	0	1	0	1	0	82	0	0	82	104
07:55	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	0	70	0	0	70	121
Total	0	0	0	0	0	0	508	1	0	509	3	0	2	0	5	2	957	0	0	959	1473
08:00	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	1	61	0	0	62	91
08:05	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	1	44	0	0	45	86
08:10	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	1	44	0	0	45	67
08:15	0	0	0	0	0	0	27	1	0	28	0	0	1	0	1	0	29	0	0	29	58
08:20	0	0	0	0	0	0	25	1	0	26	0	0	0	0	0	2	57	0	0	59	85
08:25	0	0	0	0	0	0	30	1	0	31	0	0	0	0	0	0	28	0	0	28	59
Grand Total	0	0	0	0	0	0	898	4	0	902	4	0	4	0	8	9	1603	0	0	1612	2522
Apprch %	0	0	0	0	0	0	99.6	0.4	0		50	0	50	0		0.6	99.4	0	0		
Total %	0	0	0	0	0	0	35.6	0.2	0	35.8	0.2	0	0.2	0	0.3	0.4	63.6	0	0	63.9	

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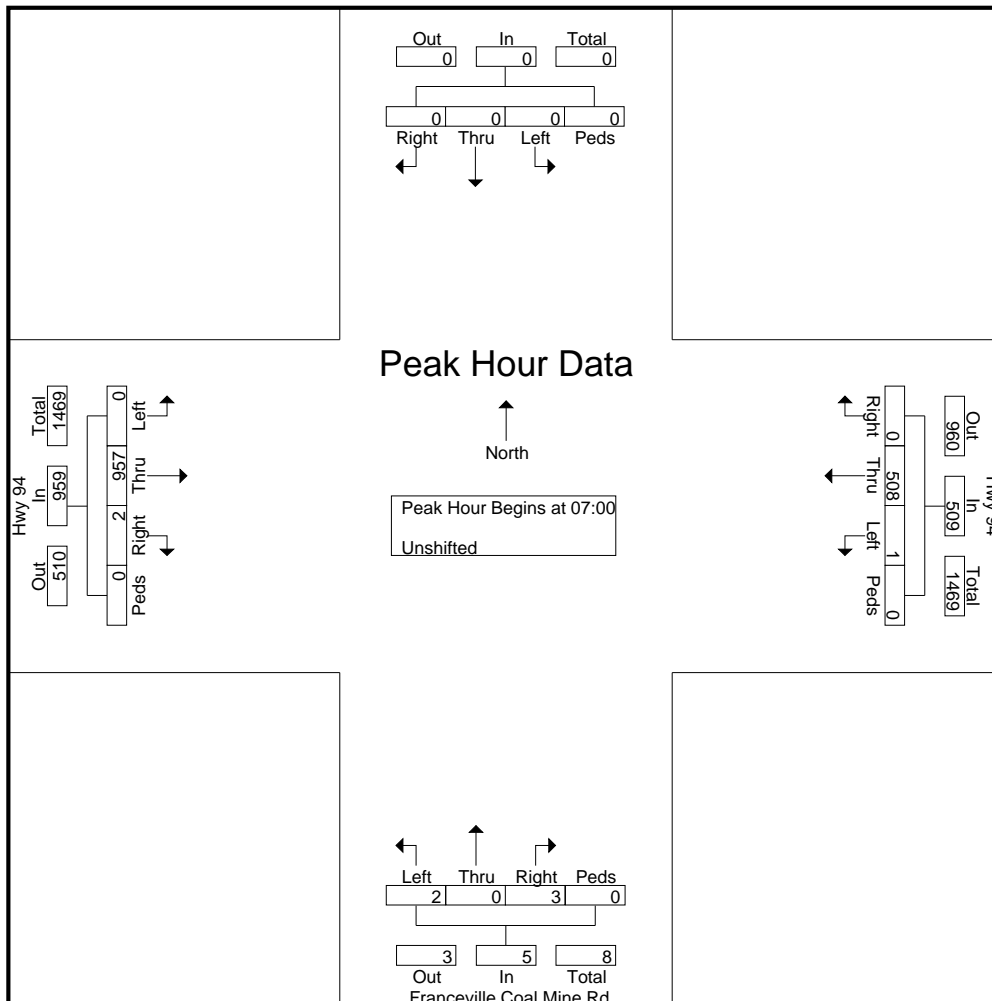
File Name : Franceville Coal Mine Rd - Hwy 94 AM

Site Code : S234070

Start Date : 3/1/2023

Page No : 2

Start Time	Southbound					Hwy 94 Westbound					Franceville Coal Mine Rd Northbound					Hwy 94 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	36	0	0	36	2	0	0	0	2	0	81	0	0	81	119
07:05	0	0	0	0	0	0	55	1	0	56	0	0	0	0	0	1	80	0	0	81	137
07:10	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	0	87	0	0	87	138
07:15	0	0	0	0	0	0	58	0	0	58	0	0	0	0	0	1	77	0	0	78	136
07:20	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	0	90	0	0	90	128
07:25	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	70	0	0	70	103
07:30	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	91	0	0	91	128
07:35	0	0	0	0	0	0	57	0	0	57	0	0	1	0	1	0	90	0	0	90	148
07:40	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	0	70	0	0	70	99
07:45	0	0	0	0	0	0	42	0	0	42	1	0	0	0	1	0	69	0	0	69	112
07:50	0	0	0	0	0	0	21	0	0	21	0	0	1	0	1	0	82	0	0	82	104
07:55	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	0	70	0	0	70	121
Total Volume	0	0	0	0	0	0	508	1	0	509	3	0	2	0	5	2	957	0	0	959	1473
% App. Total	0	0	0	0	0	0	99.8	0.2	0		60	0	40	0		0.2	99.8	0	0		
PHF	.000	.000	.000	.000	.000	.000	.730	.083	.000	.731	.125	.000	.167	.000	.208	.167	.876	.000	.000	.878	.829



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File Name : Franceville Coal Mine Rd - Hwy 94 AM

Site Code : S234070

Start Date : 3/1/2023

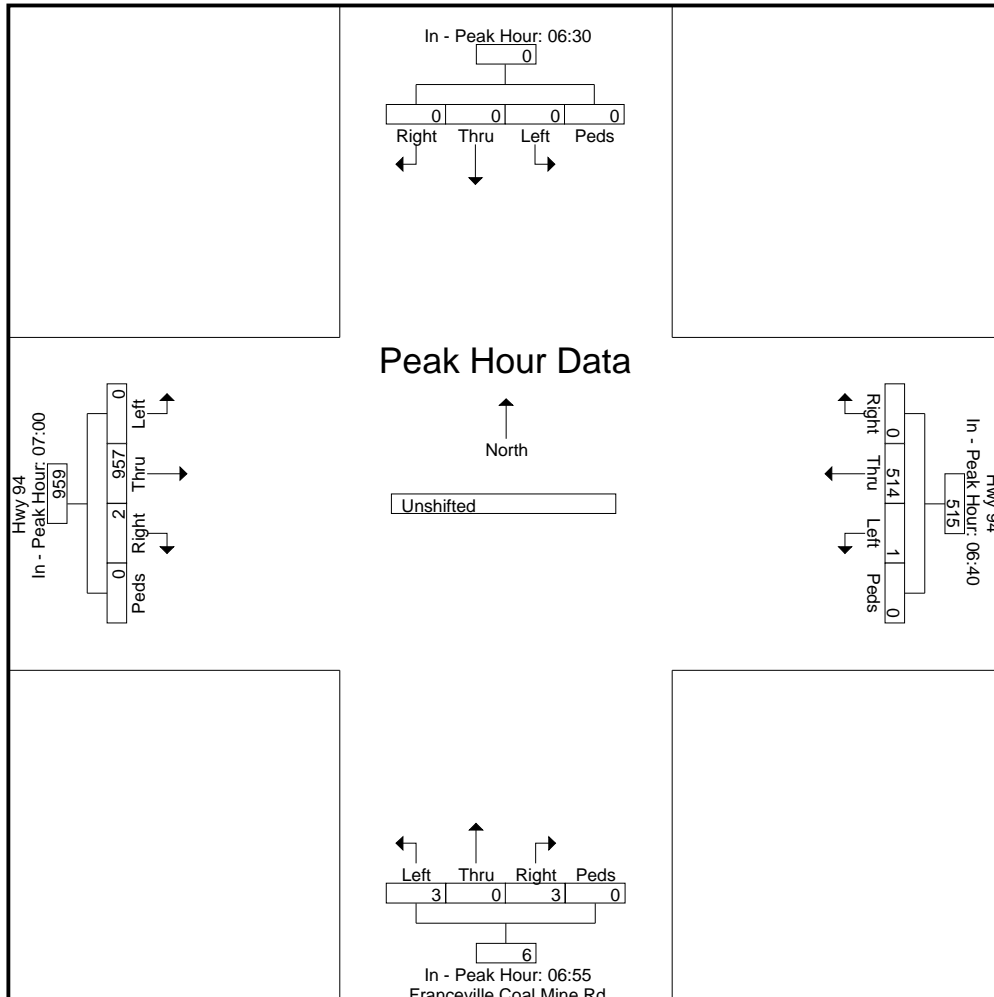
Page No : 3

Start Time	Southbound					Hwy 94 Westbound					Franceville Coal Mine Rd Northbound					Hwy 94 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:30					06:40					06:55					07:00				
+0 mins.	0	0	0	0	0	0	29	0	0	29	0	0	1	0	1	0	81	0	0	81
+5 mins.	0	0	0	0	0	0	48	0	0	48	2	0	0	0	2	1	80	0	0	81
+10 mins.	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	87	0	0	87
+15 mins.	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	1	77	0	0	78
+20 mins.	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	90	0	0	90
+25 mins.	0	0	0	0	0	0	55	1	0	56	0	0	0	0	0	0	70	0	0	70
+30 mins.	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	0	91	0	0	91
+35 mins.	0	0	0	0	0	0	58	0	0	58	0	0	0	0	0	0	90	0	0	90
+40 mins.	0	0	0	0	0	0	38	0	0	38	0	0	1	0	1	0	70	0	0	70
+45 mins.	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	69	0	0	69
+50 mins.	0	0	0	0	0	0	37	0	0	37	1	0	0	0	1	0	82	0	0	82
+55 mins.	0	0	0	0	0	0	57	0	0	57	0	0	1	0	1	0	70	0	0	70
Total Volume	0	0	0	0	0	0	514	1	0	515	3	0	3	0	6	2	957	0	0	959
% App. Total	0	0	0	0	0	0	99.8	0.2	0	515	50	0	50	0	6	0.2	99.8	0	0	959
PHF	.000	.000	.000	.000	.000	.000	.739	.083	.000	.740	.125	.000	.250	.000	.250	.167	.876	.000	.000	.878



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 719-633-2868

File Name : Franceville Coal Mine Rd - Hwy 94 PM

Site Code : S234070

Start Date : 3/1/2023

Page No : 1

Groups Printed- Unshifted

Start Time	Southbound					Hwy 94 Westbound					Franceville Coal Mine Rd Northbound					Hwy 94 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
16:05	0	0	0	0	0	0	59	0	0	59	0	0	2	0	2	2	30	0	0	32	93
16:10	0	0	0	0	0	0	72	0	0	72	1	0	1	0	2	5	27	0	0	32	106
16:15	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	3	36	0	0	39	101
16:20	0	0	0	0	0	0	85	0	0	85	0	0	0	0	0	1	37	0	0	38	123
16:25	0	0	0	0	0	0	72	0	0	72	0	0	1	0	1	0	26	0	0	26	99
16:30	0	0	0	0	0	0	79	0	0	79	0	0	1	0	1	3	30	0	0	33	113
16:35	0	0	0	0	0	0	78	0	0	78	0	0	2	0	2	0	31	0	0	31	111
16:40	0	0	0	0	0	0	68	0	0	68	0	0	1	0	1	0	33	0	0	33	102
16:45	0	0	0	0	0	0	58	0	0	58	0	0	1	0	1	0	31	0	0	31	90
16:50	0	0	0	0	0	0	56	0	0	56	2	0	1	0	3	2	36	0	0	38	97
16:55	0	0	0	0	0	0	51	1	0	52	0	0	1	0	1	1	19	0	0	20	73
Total	0	0	0	0	0	0	740	1	0	741	3	0	11	0	14	17	336	0	0	353	1108
17:00	0	0	0	0	0	0	41	0	0	41	0	0	2	0	2	2	31	0	0	33	76
17:05	0	0	0	0	0	0	38	0	0	38	2	0	6	0	8	0	20	0	0	20	66
17:10	0	0	0	0	0	0	45	0	0	45	1	0	7	0	8	1	42	0	0	43	96
17:15	0	0	0	0	0	0	49	0	0	49	2	0	2	0	4	1	43	0	0	44	97
17:20	0	0	0	0	0	0	38	0	0	38	1	0	3	0	4	0	38	0	0	38	80
17:25	0	0	0	0	0	0	36	0	0	36	1	0	0	0	1	0	30	0	0	30	67
17:30	0	0	0	0	0	0	41	0	0	41	1	0	1	0	2	1	55	0	0	56	99
17:35	0	0	0	0	0	0	28	0	0	28	0	0	1	0	1	0	30	0	0	30	59
17:40	0	0	0	0	0	0	25	0	0	25	0	0	2	0	2	0	24	0	0	24	51
17:45	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	2	34	0	0	36	68
17:50	0	0	0	0	0	0	30	0	0	30	0	0	1	0	1	0	24	0	0	24	55
17:55	0	0	0	0	0	0	25	1	0	26	0	0	0	0	0	0	37	0	0	37	63
Total	0	0	0	0	0	0	428	1	0	429	8	0	25	0	33	7	408	0	0	415	877
Grand Total	0	0	0	0	0	0	1168	2	0	1170	11	0	36	0	47	24	744	0	0	768	1985
Apprch %	0	0	0	0	0	0	99.8	0.2	0		23.4	0	76.6	0		3.1	96.9	0	0		
Total %	0	0	0	0	0	0	58.8	0.1	0	58.9	0.6	0	1.8	0	2.4	1.2	37.5	0	0	38.7	

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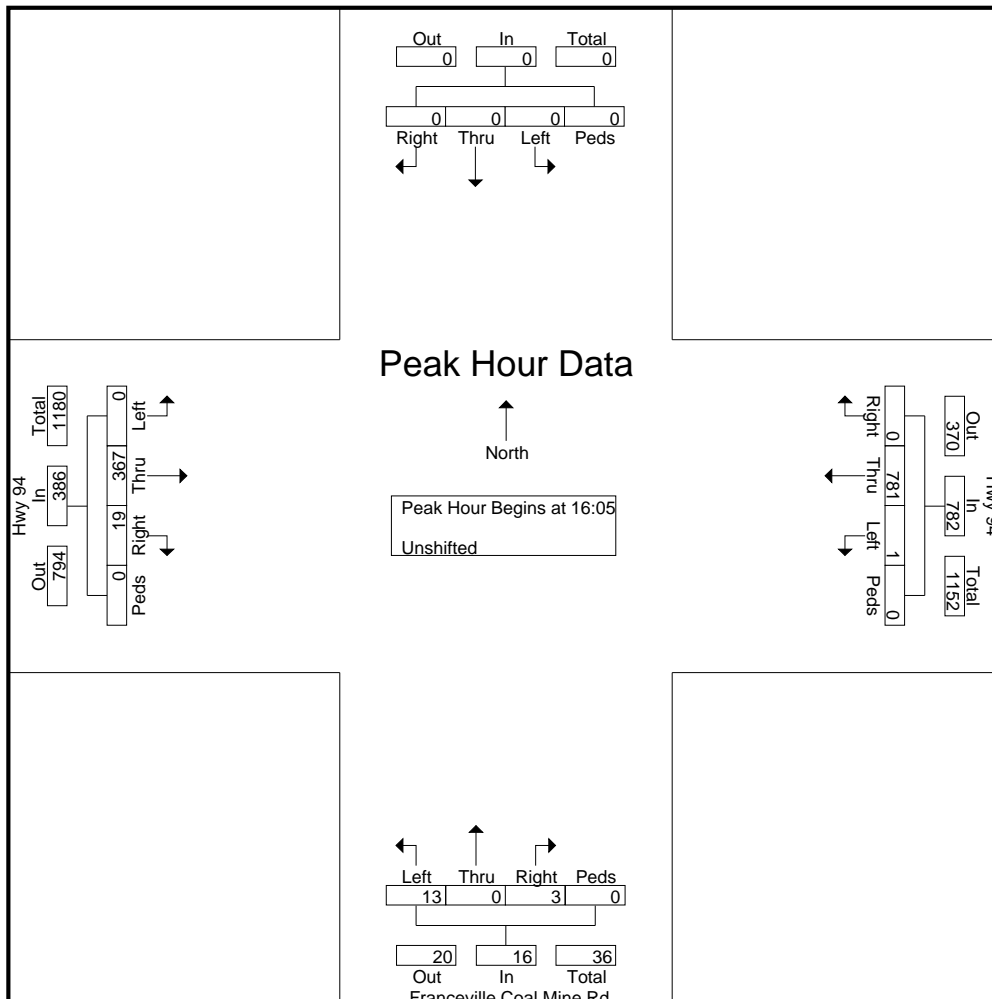
File Name : Franceville Coal Mine Rd - Hwy 94 PM

Site Code : S234070

Start Date : 3/1/2023

Page No : 2

Start Time	Southbound					Hwy 94 Westbound					Franceville Coal Mine Rd Northbound					Hwy 94 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 16:05 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:05																					
16:05	0	0	0	0	0	0	59	0	0	59	0	0	2	0	2	2	30	0	0	32	93
16:10	0	0	0	0	0	0	72	0	0	72	1	0	1	0	2	5	27	0	0	32	106
16:15	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	3	36	0	0	39	101
16:20	0	0	0	0	0	0	85	0	0	85	0	0	0	0	0	1	37	0	0	38	123
16:25	0	0	0	0	0	0	72	0	0	72	0	0	1	0	1	0	26	0	0	26	99
16:30	0	0	0	0	0	0	79	0	0	79	0	0	1	0	1	3	30	0	0	33	113
16:35	0	0	0	0	0	0	78	0	0	78	0	0	2	0	2	0	31	0	0	31	111
16:40	0	0	0	0	0	0	68	0	0	68	0	0	1	0	1	0	33	0	0	33	102
16:45	0	0	0	0	0	0	58	0	0	58	0	0	1	0	1	0	31	0	0	31	90
16:50	0	0	0	0	0	0	56	0	0	56	2	0	1	0	3	2	36	0	0	38	97
16:55	0	0	0	0	0	0	51	1	0	52	0	0	1	0	1	1	19	0	0	20	73
17:00	0	0	0	0	0	0	41	0	0	41	0	0	2	0	2	2	31	0	0	33	76
Total Volume	0	0	0	0	0	0	781	1	0	782	3	0	13	0	16	19	367	0	0	386	1184
% App. Total	0	0	0	0	0	0	99.9	0.1	0		18.8	0	81.2	0		4.9	95.1	0	0		
PHF	.000	.000	.000	.000	.000	.000	.766	.083	.000	.767	.125	.000	.542	.000	.444	.317	.827	.000	.000	.825	.802



LSC Transportation Consultants, Inc.

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

File Name : Franceville Coal Mine Rd - Hwy 94 PM

Site Code : S234070

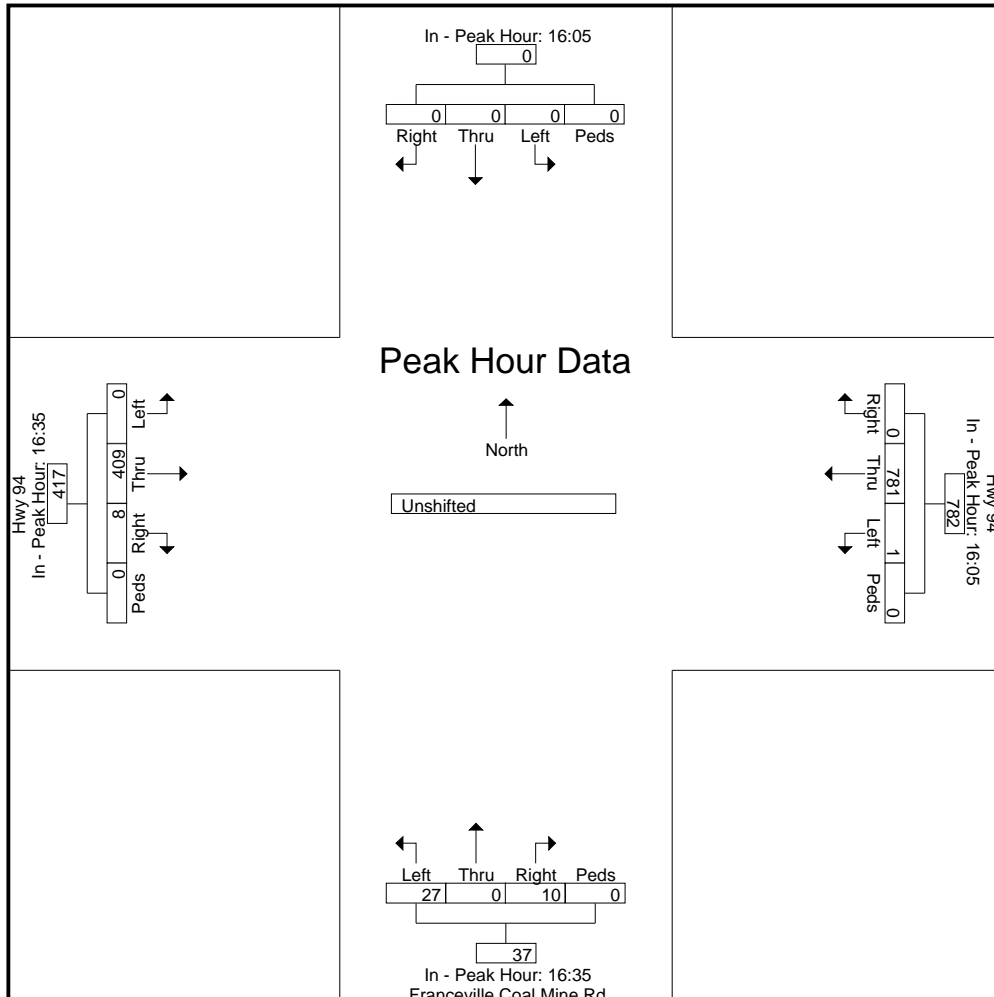
Start Date : 3/1/2023

Page No : 3

Start Time	Southbound					Hwy 94 Westbound					Franceville Coal Mine Rd Northbound					Hwy 94 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 16:05 to 17:55 - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	16:05					16:05					16:35					16:35				
+0 mins.	0	0	0	0	0	0	59	0	0	59	0	0	2	0	2	0	31	0	0	31
+5 mins.	0	0	0	0	0	0	72	0	0	72	0	0	1	0	1	0	33	0	0	33
+10 mins.	0	0	0	0	0	0	62	0	0	62	0	0	1	0	1	0	31	0	0	31
+15 mins.	0	0	0	0	0	0	85	0	0	85	2	0	1	0	3	2	36	0	0	38
+20 mins.	0	0	0	0	0	0	72	0	0	72	0	0	1	0	1	1	19	0	0	20
+25 mins.	0	0	0	0	0	0	79	0	0	79	0	0	2	0	2	2	31	0	0	33
+30 mins.	0	0	0	0	0	0	78	0	0	78	2	0	6	0	8	0	20	0	0	20
+35 mins.	0	0	0	0	0	0	68	0	0	68	1	0	7	0	8	1	42	0	0	43
+40 mins.	0	0	0	0	0	0	58	0	0	58	2	0	2	0	4	1	43	0	0	44
+45 mins.	0	0	0	0	0	0	56	0	0	56	1	0	3	0	4	0	38	0	0	38
+50 mins.	0	0	0	0	0	0	51	1	0	52	1	0	0	0	1	0	30	0	0	30
+55 mins.	0	0	0	0	0	0	41	0	0	41	1	0	1	0	2	1	55	0	0	56
Total Volume	0	0	0	0	0	0	781	1	0	782	10	0	27	0	37	8	409	0	0	417
% App. Total	0	0	0	0	0	0	99.9	0.1	0		27	0	73	0		1.9	98.1	0	0	
PHF	.000	.000	.000	.000	.000	.000	.766	.083	.000	.767	.417	.000	.321	.000	.385	.333	.620	.000	.000	.621



LSC Transportation Consultants, Inc.

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

File Name : SH 94 - Franceville Coal Mine Rd AM
 Site Code : S214360
 Start Date : 4/7/2021
 Page No : 1

Groups Printed- All Vehicles

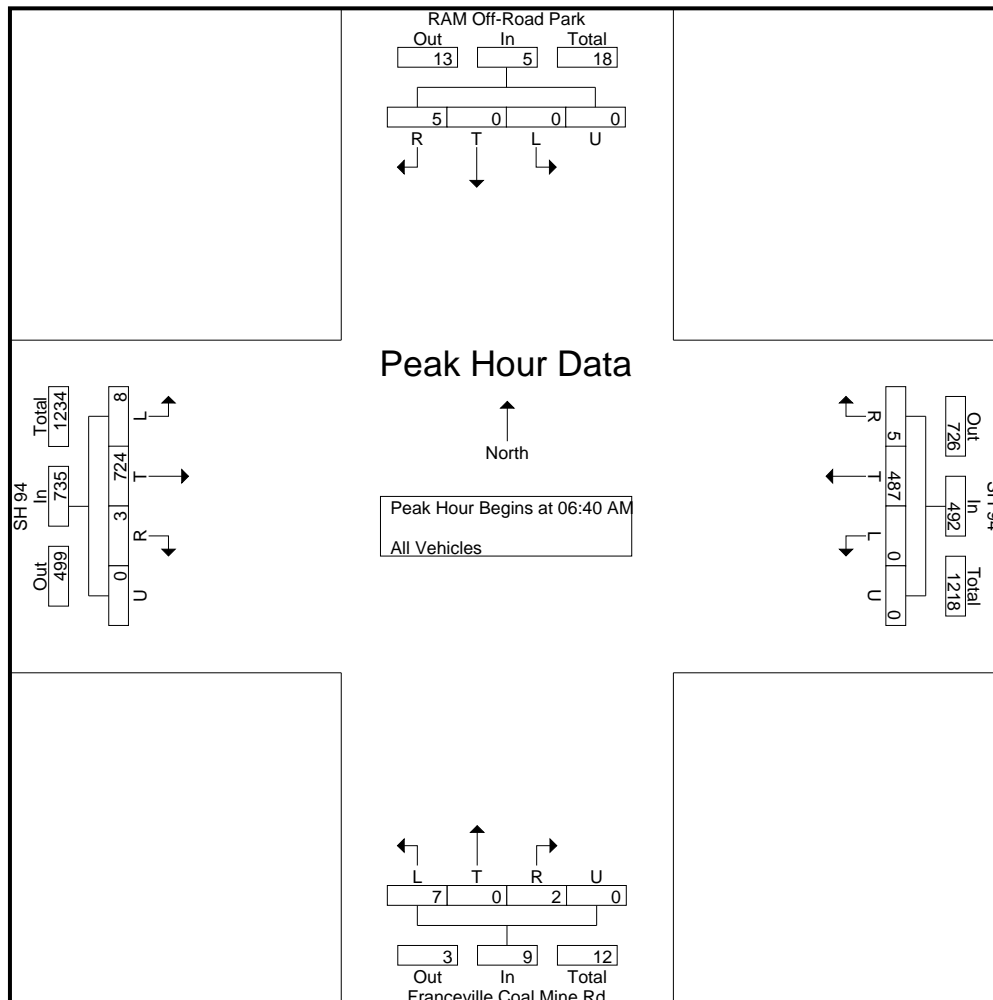
Start Time	RAM Off-Road Park Southbound					SH 94 Westbound					Franceville Coal Mine Rd Northbound					SH 94 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	33	1	0	34	56
06:35 AM	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	0	33	0	0	33	75
06:40 AM	0	0	0	0	0	0	30	0	0	30	2	0	0	0	2	3	66	0	0	69	101
06:45 AM	0	0	1	0	1	0	54	0	0	54	0	0	0	0	0	0	53	0	0	53	108
06:50 AM	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	1	53	2	0	56	99
06:55 AM	0	0	2	0	2	0	26	0	0	26	0	0	0	0	0	0	51	1	0	52	80
Total	0	0	3	0	3	0	217	0	0	217	2	0	0	0	2	4	289	4	0	297	519
07:00 AM	0	0	0	0	0	0	37	0	0	37	1	0	1	0	2	1	64	0	0	65	104
07:05 AM	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	0	42	0	0	42	71
07:10 AM	0	0	0	0	0	0	30	1	0	31	1	0	1	0	2	0	49	0	0	49	82
07:15 AM	0	0	1	0	1	0	43	1	0	44	1	0	0	0	1	0	66	0	0	66	112
07:20 AM	0	0	0	0	0	0	58	3	0	61	2	0	0	0	2	1	82	0	0	83	146
07:25 AM	0	0	1	0	1	0	55	0	0	55	0	0	0	0	0	0	63	0	0	63	119
07:30 AM	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	59	0	0	59	94
07:35 AM	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	2	76	0	0	78	125
07:40 AM	0	0	1	0	1	0	48	0	0	48	0	0	0	0	0	0	52	0	0	52	101
07:45 AM	0	0	1	0	1	0	31	0	0	31	0	0	0	0	0	0	41	0	0	41	73
07:50 AM	0	0	0	0	0	0	20	0	0	20	1	0	0	0	1	0	46	0	0	46	67
07:55 AM	0	0	0	0	0	0	32	1	0	33	0	0	0	0	0	0	41	0	0	41	74
Total	0	0	4	0	4	0	465	6	0	471	6	0	2	0	8	4	681	0	0	685	1168
08:00 AM	0	0	0	0	0	0	22	1	0	23	0	0	0	0	0	0	38	1	0	39	62
08:05 AM	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	48	1	0	49	82
08:10 AM	0	0	0	0	0	0	35	1	0	36	0	0	0	0	0	0	40	0	0	40	76
08:15 AM	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	47	1	0	48	87
08:20 AM	0	0	0	0	0	0	18	1	0	19	0	0	0	0	0	0	37	0	0	37	56
08:25 AM	0	0	0	0	0	1	43	0	0	44	0	0	0	0	0	0	49	0	0	49	93
08:30 AM	0	0	0	0	0	0	24	1	0	25	0	0	0	0	0	0	23	0	0	23	48
08:35 AM	0	0	1	0	1	1	22	0	0	23	0	0	0	0	0	0	30	1	0	31	55
Grand Total	0	0	8	0	8	2	918	10	0	930	8	0	2	0	10	8	1282	8	0	1298	2246
Apprch %	0	0	100	0		0.2	98.7	1.1	0		80	0	20	0		0.6	98.8	0.6	0		
Total %	0	0	0.4	0	0.4	0.1	40.9	0.4	0	41.4	0.4	0	0.1	0	0.4	0.4	57.1	0.4	0	57.8	

LSC Transportation Consultants, Inc.

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

File Name : SH 94 - Franceville Coal Mine Rd AM
 Site Code : S214360
 Start Date : 4/7/2021
 Page No : 2

Start Time	RAM Off-Road Park Southbound					SH 94 Westbound					Franceville Coal Mine Rd Northbound					SH 94 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 06:30 AM to 08:35 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:40 AM																					
06:40 AM	0	0	0	0	0	0	30	0	0	30	2	0	0	0	2	3	66	0	0	69	101
06:45 AM	0	0	1	0	1	0	54	0	0	54	0	0	0	0	0	0	53	0	0	53	108
06:50 AM	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	1	53	2	0	56	99
06:55 AM	0	0	2	0	2	0	26	0	0	26	0	0	0	0	0	0	51	1	0	52	80
07:00 AM	0	0	0	0	0	0	37	0	0	37	1	0	1	0	2	1	64	0	0	65	104
07:05 AM	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	0	42	0	0	42	71
07:10 AM	0	0	0	0	0	0	30	1	0	31	1	0	1	0	2	0	49	0	0	49	82
07:15 AM	0	0	1	0	1	0	43	1	0	44	1	0	0	0	1	0	66	0	0	66	112
07:20 AM	0	0	0	0	0	0	58	3	0	61	2	0	0	0	2	1	82	0	0	83	146
07:25 AM	0	0	1	0	1	0	55	0	0	55	0	0	0	0	0	0	63	0	0	63	119
07:30 AM	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	59	0	0	59	94
07:35 AM	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	2	76	0	0	78	125
Total Volume	0	0	5	0	5	0	487	5	0	492	7	0	2	0	9	8	724	3	0	735	1241
% App. Total	0	0	100	0		0	99	1	0		77.8	0	22.2	0		1.1	98.5	0.4	0		
PHF	.000	.000	.208	.000	.208	.000	.700	.139	.000	.672	.292	.000	.167	.000	.375	.222	.736	.125	.000	.738	.708



LSC Transportation Consultants, Inc.

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

File Name : SH 94 - Franceville Coal Mine Rd AM
 Site Code : S214360
 Start Date : 4/7/2021
 Page No : 1

Groups Printed- Heavy Vehicles Only

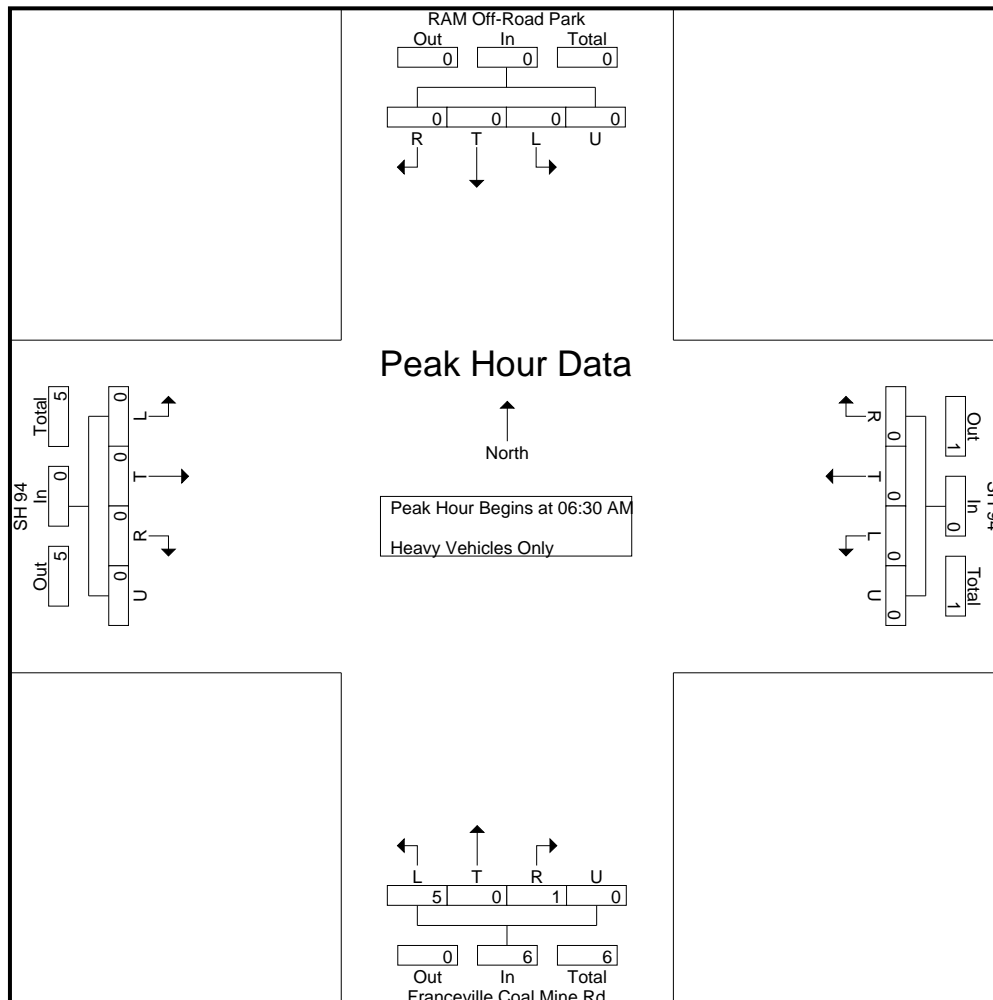
Start Time	RAM Off-Road Park Southbound					SH 94 Westbound					Franceville Coal Mine Rd Northbound					SH 94 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:40 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:20 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
07:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	1	0	1	0	0	0	0	0	6	0	1	0	7	0	0	0	0	0	8
Apprch %	0	0	100	0		0	0	0	0		85.7	0	14.3	0		0	0	0	0		
Total %	0	0	12.5	0	12.5	0	0	0	0	0	75	0	12.5	0	87.5	0	0	0	0	0	

LSC Transportation Consultants, Inc.

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

File Name : SH 94 - Franceville Coal Mine Rd AM
 Site Code : S214360
 Start Date : 4/7/2021
 Page No : 2

Start Time	RAM Off-Road Park Southbound					SH 94 Westbound					Franceville Coal Mine Rd Northbound					SH 94 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 06:30 AM to 08:35 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:40 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:20 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
07:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6	0	0	0	0	0	6
% App. Total	0	0	0	0	0	0	0	0	0	0	83.3	0	16.7	0		0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.208	.000	.083	.000	.250	.000	.000	.000	.000	.000	.250



LSC Transportation Consultants, Inc.

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

File Name : SH 94 - Franceville Coal Mine Rd PM
 Site Code : S214360
 Start Date : 4/7/2021
 Page No : 1

Groups Printed- All Vehicles

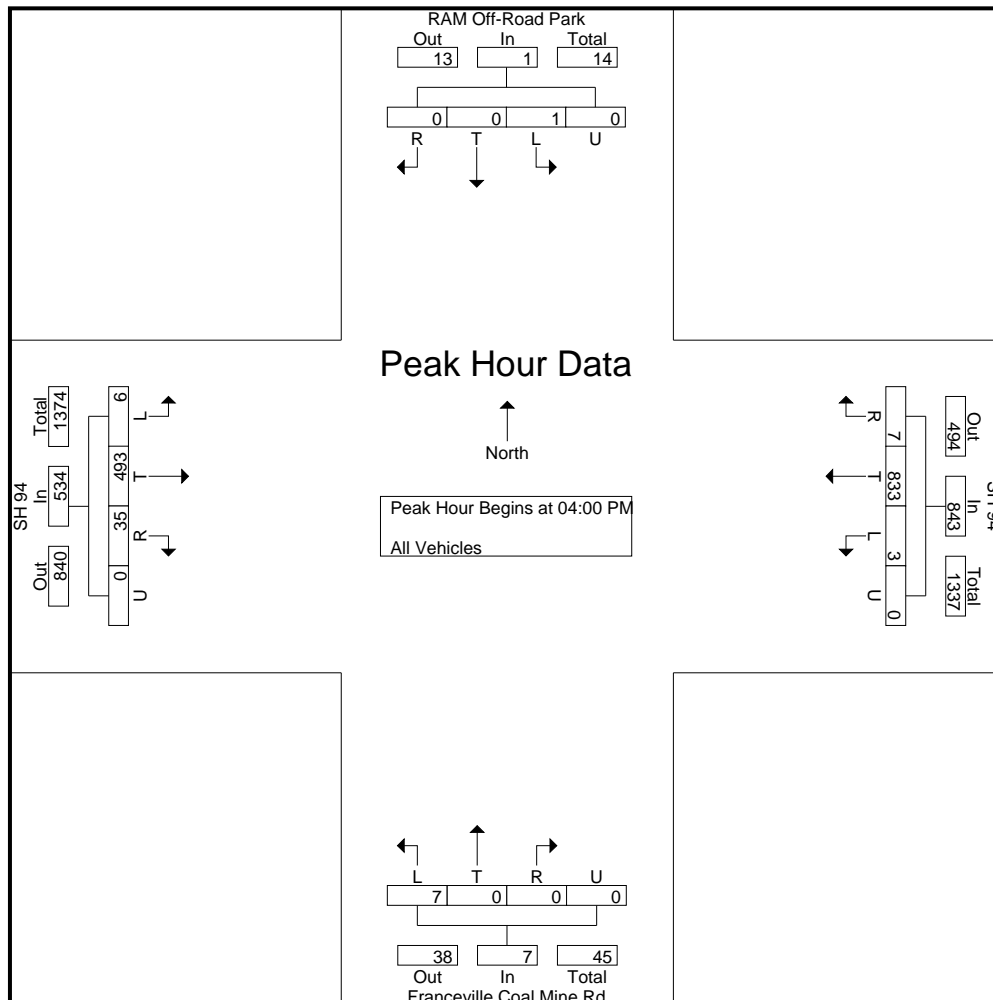
Start Time	RAM Off-Road Park Southbound					SH 94 Westbound					Franceville Coal Mine Rd Northbound					SH 94 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
03:30 PM	0	0	2	0	2	0	44	0	0	44	0	0	2	0	2	3	34	5	0	42	90
03:35 PM	0	0	0	0	0	0	71	0	0	71	0	0	0	0	0	0	60	6	0	66	137
03:40 PM	0	0	0	0	0	0	66	0	0	66	1	0	0	0	1	0	47	2	0	49	116
03:45 PM	0	0	1	0	1	0	46	0	0	46	0	0	1	0	1	0	41	1	0	42	90
03:50 PM	0	0	0	0	0	1	48	0	0	49	0	0	0	0	0	3	46	0	0	49	98
03:55 PM	1	0	2	0	3	0	49	0	0	49	2	0	0	0	2	0	23	1	0	24	78
Total	1	0	5	0	6	1	324	0	0	325	3	0	3	0	6	6	251	15	0	272	609
04:00 PM	0	0	0	0	0	0	64	0	0	64	0	0	0	0	0	0	47	0	0	47	111
04:05 PM	0	0	0	0	0	0	69	1	0	70	1	0	0	0	1	0	51	5	0	56	127
04:10 PM	1	0	0	0	1	0	68	0	0	68	0	0	0	0	0	2	53	6	0	61	130
04:15 PM	0	0	0	0	0	0	83	2	0	85	4	0	0	0	4	0	24	0	0	24	113
04:20 PM	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	0	51	1	0	52	157
04:25 PM	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	24	5	0	29	76
04:30 PM	0	0	0	0	0	0	66	0	0	66	0	0	0	0	0	1	43	4	0	48	114
04:35 PM	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	0	65	2	0	67	128
04:40 PM	0	0	0	0	0	2	61	1	0	64	0	0	0	0	0	0	32	0	0	32	96
04:45 PM	0	0	0	0	0	0	68	1	0	69	0	0	0	0	0	1	26	8	0	35	104
04:50 PM	0	0	0	0	0	1	67	1	0	69	1	0	0	0	1	0	40	1	0	41	111
04:55 PM	0	0	0	0	0	0	74	1	0	75	1	0	0	0	1	2	37	3	0	42	118
Total	1	0	0	0	1	3	833	7	0	843	7	0	0	0	7	6	493	35	0	534	1385
05:00 PM	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	0	25	4	0	29	71
05:05 PM	0	0	0	0	0	0	74	0	0	74	4	0	1	0	5	0	28	8	0	36	115
05:10 PM	1	0	1	0	2	0	55	0	0	55	0	0	0	0	0	0	34	1	0	35	92
05:15 PM	0	0	0	0	0	0	54	0	0	54	2	0	0	0	2	0	35	7	0	42	98
05:20 PM	1	0	0	0	1	0	67	4	0	71	1	0	0	0	1	3	38	2	0	43	116
05:25 PM	0	0	0	0	0	0	43	0	0	43	1	0	0	0	1	0	35	3	0	38	82
05:30 PM	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	32	1	0	33	69
Grand Total	4	0	6	0	10	4	1528	11	0	1543	18	0	4	0	22	15	971	76	0	1062	2637
Apprch %	40	0	60	0		0.3	99	0.7	0		81.8	0	18.2	0		1.4	91.4	7.2	0		
Total %	0.2	0	0.2	0	0.4	0.2	57.9	0.4	0	58.5	0.7	0	0.2	0	0.8	0.6	36.8	2.9	0	40.3	

LSC Transportation Consultants, Inc.

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

File Name : SH 94 - Franceville Coal Mine Rd PM
 Site Code : S214360
 Start Date : 4/7/2021
 Page No : 2

Start Time	RAM Off-Road Park Southbound					SH 94 Westbound					Franceville Coal Mine Rd Northbound					SH 94 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 03:30 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	64	0	0	64	0	0	0	0	0	0	47	0	0	47	111
04:05 PM	0	0	0	0	0	0	69	1	0	70	1	0	0	0	1	0	51	5	0	56	127
04:10 PM	1	0	0	0	1	0	68	0	0	68	0	0	0	0	0	2	53	6	0	61	130
04:15 PM	0	0	0	0	0	0	83	2	0	85	4	0	0	0	4	0	24	0	0	24	113
04:20 PM	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	0	51	1	0	52	157
04:25 PM	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	24	5	0	29	76
04:30 PM	0	0	0	0	0	0	66	0	0	66	0	0	0	0	0	1	43	4	0	48	114
04:35 PM	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	0	65	2	0	67	128
04:40 PM	0	0	0	0	0	2	61	1	0	64	0	0	0	0	0	0	32	0	0	32	96
04:45 PM	0	0	0	0	0	0	68	1	0	69	0	0	0	0	0	1	26	8	0	35	104
04:50 PM	0	0	0	0	0	1	67	1	0	69	1	0	0	0	1	0	40	1	0	41	111
04:55 PM	0	0	0	0	0	0	74	1	0	75	1	0	0	0	1	2	37	3	0	42	118
Total Volume	1	0	0	0	1	3	833	7	0	843	7	0	0	0	7	6	493	35	0	534	1385
% App. Total	100	0	0	0		0.4	98.8	0.8	0		100	0	0	0		1.1	92.3	6.6	0		
PHF	.083	.000	.000	.000	.083	.125	.661	.292	.000	.669	.146	.000	.000	.000	.146	.250	.632	.365	.000	.664	.735



LSC Transportation Consultants, Inc.

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

File Name : SH 94 - Franceville Coal Mine Rd PM
 Site Code : S214360
 Start Date : 4/7/2021
 Page No : 1

Groups Printed- Heavy Vehicles Only

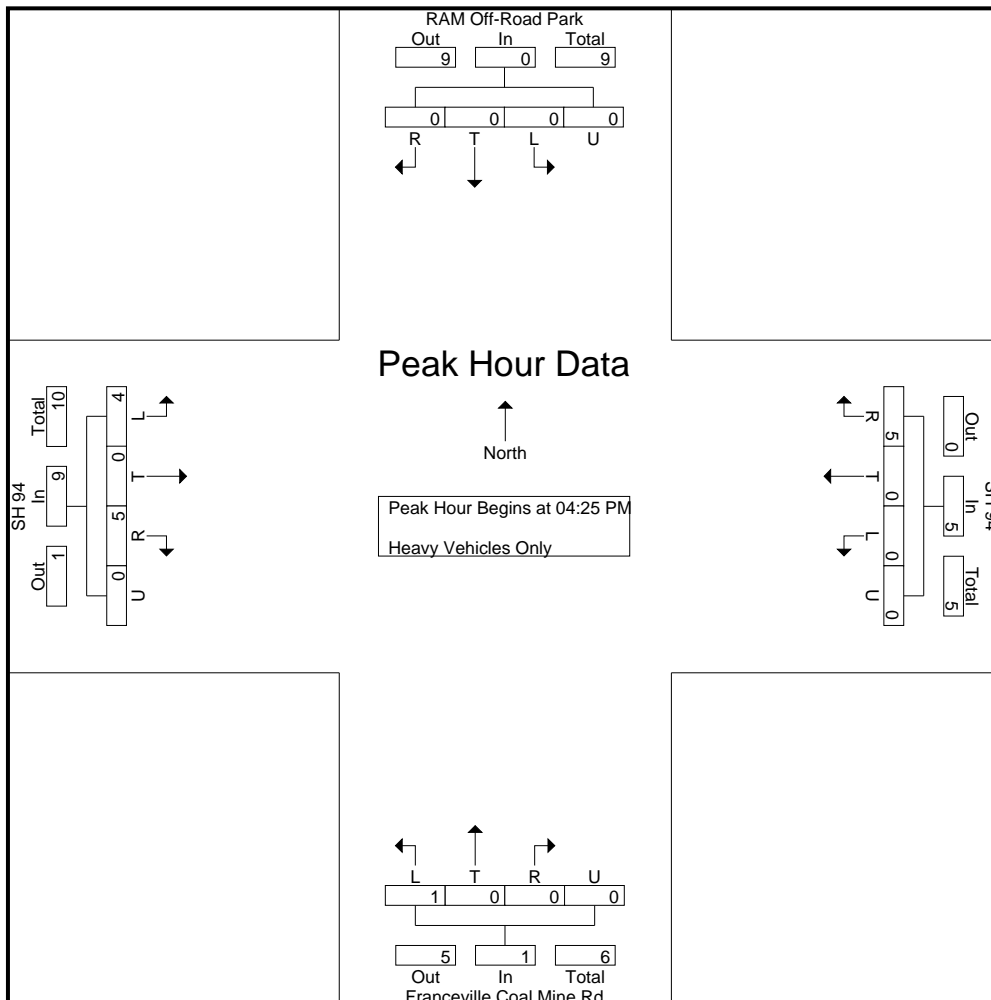
Start Time	RAM Off-Road Park Southbound					SH 94 Westbound					Franceville Coal Mine Rd Northbound					SH 94 Eastbound					Int. Total	
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total		
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:55 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
04:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
04:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:55 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	2	3
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	4	4	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2
05:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	2	3
05:20 PM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	0	0	0	2	6
05:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	1	0	2	0	0	5	0	5	1	0	0	0	1	4	0	6	0	10	10	18
Apprch %	50	0	50	0		0	0	100	0		100	0	0	0		40	0	60	0			
Total %	5.6	0	5.6	0	11.1	0	0	27.8	0	27.8	5.6	0	0	0	5.6	22.2	0	33.3	0	55.6		

LSC Transportation Consultants, Inc.

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

File Name : SH 94 - Franceville Coal Mine Rd PM
 Site Code : S214360
 Start Date : 4/7/2021
 Page No : 2

Start Time	RAM Off-Road Park Southbound					SH 94 Westbound					Franceville Coal Mine Rd Northbound					SH 94 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 03:30 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:25 PM																					
04:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:55 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	3
05:20 PM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	0	0	2	6
Total Volume	0	0	0	0	0	0	0	5	0	5	1	0	0	0	1	4	0	5	0	9	15
% App. Total	0	0	0	0	0	0	0	100	0	100	100	0	0	0	100	44.4	0	55.6	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.104	.000	.104	.083	.000	.000	.000	.083	.167	.000	.208	.000	.375	.208



Default Report Title
 Use Preferences to Define Titles

Site Code: 00000001
 Station ID:
 Location 1:
 Location 2:
 Location 3:
 Location 4:

Franceville Coal Mine Road
 South of SH 94

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

7/19/2022	Unknown, 1	Unknown, 2	Total
Time			
12:00 AM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	*	*	0
11:00	*	*	0
12:00 PM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	1	0	1
6:00	47	7	54
7:00	5	8	13
8:00	2	19	21
9:00	2	0	2
10:00	1	0	1
11:00	0	0	0
Total	58	34	92
Percent	63.0%	37.0%	
AM Peak			
Volume			
PM Peak	6:00	8:00	6:00
Volume	47	19	54

Default Report Title
 Use Preferences to Define Titles

Site Code: 00000001
 Station ID:
 Location 1:
 Location 2:
 Location 3:
 Location 4:

Southbound

Northbound

Franceville Coal Mine Road South of SH 94

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

7/20/2022 Time	Unknown, 1	Unknown, 2	Total
12:00 AM	1	0	1
1:00	0	0	0
2:00	0	0	0
3:00	1	1	2
4:00	0	2	2
5:00	2	3	5
6:00	5	4	9
7:00	7	11	18
8:00	30	2	32
9:00	26	9	35
10:00	15	18	33
11:00	17	28	45
12:00 PM	12	21	33
1:00	11	12	23
2:00	31	37	68
3:00	32	21	53
4:00	34	9	43
5:00	37	28	65
6:00	25	40	65
7:00	5	27	32
8:00	2	27	29
9:00	1	0	1
10:00	0	0	0
11:00	1	0	1
Total	295	300	595
Percent	49.6%	50.4%	
AM Peak	8:00	11:00	11:00
Volume	30	28	45
PM Peak	5:00	6:00	2:00
Volume	37	40	68

Default Report Title
 Use Preferences to Define Titles

Site Code: 00000001
 Station ID:
 Location 1:
 Location 2:
 Location 3:
 Location 4:

Franceville Coal Mine Road
 South of SH 94

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

7/21/2022 Time	Unknown, 1	Unknown, 2	Total
12:00 AM	0	0	0
1:00	0	0	0
2:00	0	1	1
3:00	0	1	1
4:00	1	3	4
5:00	1	2	3
6:00	6	4	10
7:00	9	6	15
8:00	2	15	17
9:00	8	4	12
10:00	5	3	8
11:00	6	7	13
12:00 PM	6	9	15
1:00	13	6	19
2:00	3	6	9
3:00	54	23	77
4:00	17	8	25
5:00	9	17	26
6:00	8	3	11
7:00	2	3	5
8:00	7	5	12
9:00	0	3	3
10:00	1	2	3
11:00	0	0	0
Total	158	131	289
Percent	54.7%	45.3%	
AM Peak	7:00	8:00	8:00
Volume	9	15	17
PM Peak	3:00	3:00	3:00
Volume	54	23	77

Default Report Title
 Use Preferences to Define Titles

Site Code: 00000001
 Station ID:
 Location 1:
 Location 2:
 Location 3:
 Location 4:

Franceville Coal Mine Road
 South of SH 94

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

7/22/2022	Unknown, 1	Unknown, 2	Total
Time			
12:00 AM	1	0	1
1:00	0	0	0
2:00	0	0	0
3:00	1	2	3
4:00	1	3	4
5:00	16	1	17
6:00	9	14	23
7:00	6	11	17
8:00	23	9	32
9:00	28	12	40
10:00	14	10	24
11:00	10	24	34
12:00 PM	8	32	40
1:00	8	11	19
2:00	9	17	26
3:00	15	14	29
4:00	20	13	33
5:00	8	14	22
6:00	5	3	8
7:00	1	0	1
8:00	4	3	7
9:00	2	2	4
10:00	2	0	2
11:00	1	1	2
Total	192	196	388
Percent	49.5%	50.5%	
AM Peak	9:00	11:00	9:00
Volume	28	24	40
PM Peak	4:00	12:00 PM	12:00 PM
Volume	20	32	40

Default Report Title
 Use Preferences to Define Titles

Site Code: 00000001
 Station ID:
 Location 1:
 Location 2:
 Location 3:
 Location 4:

Southbound

Northbound

Franceville Coal Mine Road South of SH 94

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

7/23/2022 Time	Unknown, 1	Unknown, 2	Total
12:00 AM	1	0	1
1:00	0	0	0
2:00	0	0	0
3:00	0	0	0
4:00	0	1	1
5:00	1	1	2
6:00	6	2	8
7:00	19	9	28
8:00	57	6	63
9:00	20	9	29
10:00	11	17	28
11:00	11	23	34
12:00 PM	7	8	15
1:00	8	8	16
2:00	11	46	57
3:00	96	23	119
4:00	6	22	28
5:00	4	27	31
6:00	8	9	17
7:00	6	0	6
8:00	0	2	2
9:00	2	2	4
10:00	1	4	5
11:00	1	1	2
Total	276	220	496
Percent	55.6%	44.4%	
AM Peak	8:00	11:00	8:00
Volume	57	23	63
PM Peak	3:00	2:00	3:00
Volume	96	46	119

Default Report Title
 Use Preferences to Define Titles

Site Code: 00000001
 Station ID:
 Location 1:
 Location 2:
 Location 3:
 Location 4:

Southbound

Northbound

Franceville Coal Mine Road South of SH 94

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

7/24/2022 Time	Unknown, 1	Unknown, 2	Total
12:00 AM	1	1	2
1:00	1	0	1
2:00	0	0	0
3:00	0	0	0
4:00	0	0	0
5:00	0	1	1
6:00	2	1	3
7:00	19	2	21
8:00	36	3	39
9:00	14	7	21
10:00	12	8	20
11:00	7	17	24
12:00 PM	7	15	22
1:00	13	13	26
2:00	10	24	34
3:00	10	32	42
4:00	6	9	15
5:00	61	57	118
6:00	19	22	41
7:00	1	2	3
8:00	3	3	6
9:00	3	1	4
10:00	3	0	3
11:00	2	1	3
Total	230	219	449
Percent	51.2%	48.8%	
AM Peak	8:00	11:00	8:00
Volume	36	17	39
PM Peak	5:00	5:00	5:00
Volume	61	57	118

Default Report Title
 Use Preferences to Define Titles

Site Code: 00000001
 Station ID:
 Location 1:
 Location 2:
 Location 3:
 Location 4:

Southbound

Northbound

Franceville Coal Mine Road South of SH 94

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

7/25/2022	Unknown, 1	Unknown, 2	Total
Time			
12:00 AM	0	3	3
1:00	0	0	0
2:00	0	0	0
3:00	1	2	3
4:00	4	4	8
5:00	4	4	8
6:00	6	6	12
7:00	1	12	13
8:00	7	7	14
9:00	4	2	6
10:00	2	5	7
11:00	5	4	9
12:00 PM	6	6	12
1:00	8	7	15
2:00	6	13	19
3:00	10	46	56
4:00	31	90	121
5:00	8	3	11
6:00	3	6	9
7:00	2	21	23
8:00	3	1	4
9:00	5	2	7
10:00	0	0	0
11:00	0	0	0
Total	116	244	360
Percent	32.2%	67.8%	
AM Peak	8:00	7:00	8:00
Volume	7	12	14
PM Peak	4:00	4:00	4:00
Volume	31	90	121

Default Report Title
 Use Preferences to Define Titles

Site Code: 00000001
 Station ID:
 Location 1:
 Location 2:
 Location 3:
 Location 4:

Franceville Coal Mine Road
 South of SH 94

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

7/26/2022	Unknown, 1	Unknown, 2	Total
Time			
12:00 AM	1	0	1
1:00	1	0	1
2:00	0	0	0
3:00	1	2	3
4:00	3	1	4
5:00	7	4	11
6:00	4	15	19
7:00	5	5	10
8:00	14	5	19
9:00	6	1	7
10:00	6	8	14
11:00	5	10	15
12:00 PM	7	4	11
1:00	5	5	10
2:00	5	16	21
3:00	6	6	12
4:00	17	5	22
5:00	53	15	68
6:00	4	156	160
7:00	20	112	132
8:00	2	1	3
9:00	0	1	1
10:00	*	*	0
11:00	*	*	0
Total	172	372	544
Percent	31.6%	68.4%	
AM Peak	8:00	6:00	6:00
Volume	14	15	19
PM Peak	5:00	6:00	6:00
Volume	53	156	160
Grand Total	1497	1716	3213
Percent	46.6%	53.4%	
ADT		ADT: 441	AADT: 441

LENGTH DATA ANALYSIS

Location



Latitude: 0.000000
Longitude: 0.000000

Franceville Coal Mine Road
South of SH 94

Analysis Time Period



Start	End
3/1/2023 12:00 AM	3/3/2023 5:27 PM

Vehicles Analyzed



664

0 to 8'

0 to 8'
Volume: 4
Average Speed: 25 MPH
Average Length: 2' 6"

>8 to 20'

>8 to 20'
Volume: 499
Average Speed: 36 MPH
Average Length: 13' 11"

>20 to 40'

>20 to 40'
Volume: 127
Average Speed: 30 MPH
Average Length: 26' 0"

>40 to 70'

>40 to 70'
Volume: 34
Average Speed: 31 MPH
Average Length: 57' 2"

>70'

>70'
Volume: 0
Average Speed: 0 MPH
Average Length: 0' 0"

Default Report Title
 Use Preferences to Define Titles

Site Code: 00234070
 Station ID:
 Location 1:
 Location 2:
 Location 3:
 Location 4:

Southbound

Northbound

Franceville Coal Mine Road
 South of SH 94

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

3/1/2023 Time	Unknown, 1	Unknown, 2	Total
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	0	0	0
Percent	-	-	
Peak			
Volume			
Peak Factor			

Default Report Title
 Use Preferences to Define Titles

Site Code: 00234070

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Southbound

Northbound

Franceville Coal Mine Road
 South of SH 94

Comment 1:

Comment 2:

Comment 3:

Comment 4:

Latitude: 0.000000

Longitude: 0.000000

3/1/2023	Unknown, 1	Unknown, 2	Total
Time			
12:00 PM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	1	0	1
4:00	7	5	12
4:15	6	1	7
4:30	3	4	7
4:45	3	5	8
5:00	4	19	23
5:15	1	9	10
5:30	1	5	6
5:45	2	2	4
6:00	3	2	5
6:15	0	1	1
6:30	0	1	1
6:45	0	0	0
7:00	0	2	2
7:15	0	0	0
7:30	1	0	1
7:45	0	0	0
8:00	0	1	1
8:15	0	0	0
8:30	0	0	0
8:45	0	0	0
9:00	0	0	0
9:15	0	0	0
9:30	0	0	0
9:45	0	0	0
10:00	0	0	0
10:15	0	0	0
10:30	1	0	1
10:45	0	0	0
11:00	0	0	0
11:15	0	0	0
11:30	0	0	0
11:45	0	0	0
Total	33	57	90
Percent	36.7%	63.3%	
Peak	4:00	4:45	4:30
Volume	19	38	48
Peak Factor	0.679	0.500	0.522

Default Report Title
 Use Preferences to Define Titles

Site Code: 00234070
 Station ID:
 Location 1:
 Location 2:
 Location 3:
 Location 4:

Franceville Coal Mine Road
 South of SH 94

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

3/2/2023 Time	Unknown, 1	Unknown, 2	Total
12:00 AM	0	0	0
12:15	0	0	0
12:30	0	0	0
12:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	3	0	3
5:00	1	0	1
5:15	2	2	4
5:30	3	2	5
5:45	3	0	3
6:00	1	9	10
6:15	1	13	14
6:30	3	2	5
6:45	2	1	3
7:00	0	4	4
7:15	1	2	3
7:30	1	3	4
7:45	1	0	1
8:00	2	0	2
8:15	2	1	3
8:30	2	1	3
8:45	1	5	6
9:00	1	1	2
9:15	0	0	0
9:30	2	0	2
9:45	2	1	3
10:00	6	3	9
10:15	1	5	6
10:30	1	5	6
10:45	1	2	3
11:00	4	2	6
11:15	2	1	3
11:30	3	4	7
11:45	0	2	2
Total	52	71	123
Percent	42.3%	57.7%	
Peak	9:30	6:00	5:30
Volume	11	25	32
Peak Factor	0.458	0.481	0.571

Default Report Title
 Use Preferences to Define Titles

Site Code: 00234070
 Station ID:
 Location 1:
 Location 2:
 Location 3:
 Location 4:

Southbound

Northbound

Franceville Coal Mine Road
 South of SH 94

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

3/2/2023 Time	Unknown, 1	Unknown, 2	Total
12:00 PM	2	3	5
12:15	1	0	1
12:30	0	1	1
12:45	3	2	5
1:00	3	1	4
1:15	6	3	9
1:30	0	4	4
1:45	2	2	4
2:00	1	0	1
2:15	3	2	5
2:30	1	2	3
2:45	2	1	3
3:00	1	1	2
3:15	3	6	9
3:30	2	1	3
3:45	2	0	2
4:00	4	2	6
4:15	5	2	7
4:30	4	2	6
4:45	2	0	2
5:00	1	4	5
5:15	1	4	5
5:30	0	1	1
5:45	2	6	8
6:00	1	3	4
6:15	2	1	3
6:30	1	1	2
6:45	0	0	0
7:00	0	0	0
7:15	3	2	5
7:30	1	0	1
7:45	0	1	1
8:00	1	1	2
8:15	0	1	1
8:30	1	0	1
8:45	1	0	1
9:00	1	1	2
9:15	0	1	1
9:30	0	0	0
9:45	0	0	0
10:00	0	0	0
10:15	0	0	0
10:30	0	0	0
10:45	0	0	0
11:00	0	0	0
11:15	0	0	0
11:30	0	0	0
11:45	0	0	0
Total	63	62	125
Percent	50.4%	49.6%	
Peak	3:45	5:00	12:45
Volume	15	15	22
Peak Factor	0.750	0.625	0.611

Default Report Title
 Use Preferences to Define Titles

Site Code: 00234070
 Station ID:
 Location 1:
 Location 2:
 Location 3:
 Location 4:

Franceville Coal Mine Road
 South of SH 94

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

3/3/2023 Time	Unknown, 1	Unknown, 2	Total
12:00 AM	0	0	0
12:15	0	0	0
12:30	0	0	0
12:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	1	0	1
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	2	0	2
5:15	0	2	2
5:30	2	0	2
5:45	5	0	5
6:00	0	1	1
6:15	3	13	16
6:30	2	2	4
6:45	3	0	3
7:00	3	2	5
7:15	1	11	12
7:30	0	2	2
7:45	5	2	7
8:00	3	2	5
8:15	4	3	7
8:30	2	6	8
8:45	8	1	9
9:00	2	1	3
9:15	6	1	7
9:30	5	1	6
9:45	7	2	9
10:00	4	3	7
10:15	4	5	9
10:30	3	4	7
10:45	5	3	8
11:00	1	3	4
11:15	2	0	2
11:30	2	3	5
11:45	0	12	12
Total	85	85	170
Percent	50.0%	50.0%	
Peak	9:15	11:00	9:45
Volume	22	18	32
Peak Factor	0.786	0.375	0.889

Default Report Title
 Use Preferences to Define Titles

Site Code: 00234070
 Station ID:
 Location 1:
 Location 2:
 Location 3:
 Location 4:

Franceville Coal Mine Road
 South of SH 94

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

3/3/2023 Time	Unknown, 1	Unknown, 2	Total
12:00 PM	7	8	15
12:15	6	1	7
12:30	3	8	11
12:45	4	3	7
1:00	5	6	11
1:15	1	5	6
1:30	2	3	5
1:45	1	4	5
2:00	3	3	6
2:15	1	5	6
2:30	6	4	10
2:45	1	3	4
3:00	3	2	5
3:15	6	2	8
3:30	1	3	4
3:45	5	1	6
4:00	2	2	4
4:15	3	2	5
4:30	4	6	10
4:45	7	3	10
5:00	0	10	10
5:15	1	0	1
5:30	0	0	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	72	84	156
Percent	46.2%	53.8%	
Peak	12:00 PM	12:30	12:00 PM
Volume	20	22	40
Peak Factor	0.714	0.688	0.667
Grand Total	305	359	664
Percent	45.9%	54.1%	
AADT		ADT: 314	AADT: 314

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304

Colorado Springs, CO 80909

719-633-2868

COUNTER MEASURES INC.

Location: FRANCEVILLE COAL MINE RD S-O HWY 94 **1889 YORK STREET**
 City: COLORADO SPRINGS **DENVER, COLORADO 80206**
 County: EL PASO **303-333-7409**
 Direction: NORTH/SOUTH

Site Code: 210608
 Station ID: 210608

NORTHBOUND

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/07/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:45	1	0	0	0	0	1	0	0	5	0	0	0	0	0	7
06:00	1	0	0	0	1	1	0	0	5	0	0	0	0	0	8
06:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	1	0	1	0	0	0	0	2	0	0	0	0	0	2
07:00	0	1	1	1	0	0	0	0	2	0	0	0	0	0	5
07:15	0	2	0	0	0	1	0	0	1	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:00	0	2	0	0	0	2	0	0	1	0	0	0	0	0	5
08:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
09:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
09:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
09:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
10:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
10:30	0	3	4	0	0	0	0	0	0	0	0	0	0	2	9
10:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15	0	2	1	0	1	1	0	0	0	0	0	0	0	0	5
11:30	0	8	5	0	1	1	0	0	0	0	0	0	0	2	17
11:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
Total	1	29	13	1	2	4	0	0	8	0	0	0	0	2	60
Percent	1.7%	48.3%	21.7%	1.7%	3.3%	6.7%	0.0%	0.0%	13.3%	0.0%	0.0%	0.0%	0.0%	3.3%	

COUNTER MEASURES INC.

Location: FRANCEVILLE COAL MINE RD S-O HWY 94 **1889 YORK STREET**
 City: COLORADO SPRINGS **DENVER, COLORADO 80206**
 County: EL PASO **303-333-7409**
 Direction: NORTH/SOUTH

Site Code: 210608
 Station ID: 210608

NORTHBOUND

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/08/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:30	2	0	1	0	0	2	0	0	1	0	0	0	0	0	6
05:45	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
06:00	2	2	1	0	0	2	0	0	4	0	0	0	0	0	11
06:15	0	0	0	0	0	2	0	0	1	0	0	0	0	0	1
06:30	0	0	1	0	0	0	0	0	2	0	0	0	0	0	2
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	1	0	0	2	0	0	3	0	0	0	0	0	6
07:15	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
07:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	2	3	1	0	0	0	0	0	0	0	0	0	0	6
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
08:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:15	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
09:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
09:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
11:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	17	12	1	2	4	0	0	7	0	0	0	0	0	45
Percent	4.4%	37.8%	26.7%	2.2%	4.4%	8.9%	0.0%	0.0%	15.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

COUNTER MEASURES INC.

Location: FRANCEVILLE COAL MINE RD S-O HWY 94 **1889 YORK STREET**
 City: COLORADO SPRINGS **DENVER, COLORADO 80206**
 County: EL PASO **303-333-7409**
 Direction: NORTH/SOUTH

Site Code: 210608
 Station ID: 210608

NORTHBOUND

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/09/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
05:30	0	0	1	0	0	0	0	0	2	0	0	0	0	0	3
05:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:00	0	0	1	0	0	0	0	0	6	0	0	0	0	0	7
06:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:30	0	0	1	0	0	1	0	0	2	0	0	0	0	0	2
06:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:00	0	1	1	0	0	2	0	0	3	0	0	0	0	0	6
07:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
07:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
08:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	2
08:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
09:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
09:15	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
09:30	0	1	1	0	1	0	0	0	1	0	0	0	0	0	4
09:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
10:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	8	4	0	1	0	0	0	1	0	0	0	0	0	14
10:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
10:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
11:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	2	1	0	0	0	0	0	0	0	0	0	0	3
Percent	0.0%	24	14	1	3	2	0	0	10	0	0	0	0	0	54
		44.4%	25.9%	1.9%	5.6%	3.7%	0.0%	0.0%	18.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

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 County: EL PASO **303-333-7409**
 Direction: NORTH/SOUTH

Site Code: 210608
 Station ID: 210608

NORTHBOUND

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
12:15	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	8	4	0	1	0	0	0	0	0	0	0	0	0	13
13:00	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4
13:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
13:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	0	9	2	0	0	2	0	0	0	0	0	0	0	0	13
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
14:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	2	4	0	0	0	0	0	0	0	0	0	0	2	8
15:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
15:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
15:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
15:45	1	2	0	0	0	1	0	0	0	0	0	0	0	0	4
	1	12	3	0	0	1	0	0	0	0	0	0	0	0	17
16:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
17:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
17:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
17:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
17:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	49	18	0	1	3	0	0	1	0	0	0	0	2	75
Percent	1.3%	65.3%	24.0%	0.0%	1.3%	4.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	2.7%	

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 Direction: NORTH/SOUTH

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NORTHBOUND

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/10/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	1	0	0	0	0	0	0	7	0	0	0	0	0	8
05:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:00	0	1	1	0	0	0	0	0	8	0	0	0	0	0	10
06:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	1	1	0	0	1	0	0	1	0	0	0	0	0	4
08:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
09:00	0	3	2	0	0	0	0	0	1	0	0	0	0	0	6
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
09:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
10:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
10:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
11:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
11:30	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
11:45	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
11:45	0	9	9	0	0	0	0	0	0	0	0	0	0	0	18
Total	0	32	16	0	1	1	0	0	11	0	0	0	0	0	61
Percent	0.0%	52.5%	26.2%	0.0%	1.6%	1.6%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

COUNTER MEASURES INC.

Location: FRANCEVILLE COAL MINE RD S-O HWY 94
 City: COLORADO SPRINGS
 County: EL PASO
 Direction: NORTH/SOUTH

1889 YORK STREET
DENVER, COLORADO 80206
303-333-7409

Site Code: 210608
 Station ID: 210608

NORTHBOUND

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
12:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
12:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
12:45	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	0	11	8	0	0	0	0	0	0	0	0	0	0	0	19
13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
13:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
13:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
13:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
14:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
14:15	0	5	2	0	0	0	0	1	0	0	0	0	0	0	8
14:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
14:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	15	6	0	0	0	0	1	0	0	0	0	0	0	22
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
15:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
15:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
16:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
16:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
16:45	0	4	5	0	0	0	0	0	0	0	0	0	0	0	9
	0	16	5	0	0	0	0	0	0	0	0	0	0	0	21
17:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
17:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
18:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
18:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	79	31	0	0	0	0	1	0	0	0	0	0	0	111
Percent	0.0%	71.2%	27.9%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	5	447	183	3	19	20	0	1	37	0	0	0	0	5	720
Percent	0.7%	62.1%	25.4%	0.4%	2.6%	2.8%	0.0%	0.1%	5.1%	0.0%	0.0%	0.0%	0.0%	0.7%	

COUNTER MEASURES INC.

Location: FRANCEVILLE COAL MINE RD S-O HWY 94 **1889 YORK STREET**
 City: COLORADO SPRINGS **DENVER, COLORADO 80206**
 County: EL PASO **303-333-7409**
 Direction: NORTH/SOUTH

Site Code: 210608
 Station ID: 210608

SOUTHBOUND

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/07/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
05:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:30	0	2	2	0	2	0	0	1	0	0	0	0	0	0	7
08:45	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
	0	4	4	0	4	0	0	1	0	0	0	0	0	0	13
09:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
09:15	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
09:30	0	1	3	0	3	0	0	0	0	0	0	0	0	0	7
09:45	0	2	0	0	3	0	0	0	1	0	0	0	0	0	6
	0	8	8	0	6	0	0	0	1	0	0	0	0	0	23
10:00	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
10:15	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
10:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	4	7	0	2	0	0	0	0	0	0	0	0	0	13
11:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
11:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
Total	0	27	24	1	16	0	0	1	1	0	0	0	0	0	70
Percent	0.0%	38.6%	34.3%	1.4%	22.9%	0.0%	0.0%	1.4%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

COUNTER MEASURES INC.

Location: FRANCEVILLE COAL MINE RD S-O HWY 94 **1889 YORK STREET**
 City: COLORADO SPRINGS **DENVER, COLORADO 80206**
 County: EL PASO **303-333-7409**
 Direction: NORTH/SOUTH

Site Code: 210608
 Station ID: 210608

SOUTHBOUND

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
	0	2	1	0	3	0	0	0	0	0	0	0	0	0	6
13:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
13:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	3	2	0	0	1	0	0	0	0	0	0	0	0	6
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
15:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
15:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	2	3	0	2	0	0	0	0	0	0	0	0	0	7
16:00	1	1	0	1	0	1	0	0	0	0	0	0	0	0	4
16:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
	1	1	0	2	1	2	0	0	1	0	0	0	0	0	8
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
17:30	1	0	0	1	1	1	0	0	0	0	0	0	0	0	4
17:45	1	0	0	2	0	0	0	0	1	1	0	0	0	1	6
	2	2	0	3	2	1	0	1	1	1	0	0	0	1	14
18:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
18:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	17	9	5	13	4	0	1	2	1	0	0	0	1	56
Percent	5.4%	30.4%	16.1%	8.9%	23.2%	7.1%	0.0%	1.8%	3.6%	1.8%	0.0%	0.0%	0.0%	1.8%	

COUNTER MEASURES INC.

Location: FRANCEVILLE COAL MINE RD S-O HWY 94 **1889 YORK STREET**
 City: COLORADO SPRINGS **DENVER, COLORADO 80206**
 County: EL PASO **303-333-7409**
 Direction: NORTH/SOUTH

Site Code: 210608
 Station ID: 210608

SOUTHBOUND

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
12:45	0	1	1	0	1	0	0	1	0	0	0	0	0	0	4
	0	2	1	0	2	1	0	1	0	0	0	0	0	0	7
13:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
13:15	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
13:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
13:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	6	1	1	1	1	0	0	0	0	0	0	0	0	10
14:00	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
14:45	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
	0	1	3	0	4	0	0	0	1	0	0	0	0	0	9
15:00	0	3	4	0	0	0	0	1	0	0	0	0	0	2	10
15:15	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
15:30	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
15:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	7	5	1	0	1	0	1	0	0	0	0	0	2	17
16:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:45	2	1	1	3	1	1	0	0	0	0	0	0	0	0	9
	2	1	2	4	2	1	0	0	0	0	0	0	0	0	12
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:15	0	2	0	1	2	0	0	0	0	0	0	0	0	1	6
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	0	1	2	0	0	0	1	0	0	0	0	1	10
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	30	13	8	12	4	0	2	2	0	0	0	0	3	76
Percent	2.6%	39.5%	17.1%	10.5%	15.8%	5.3%	0.0%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	3.9%	

COUNTER MEASURES INC.

Location: FRANCEVILLE COAL MINE RD S-O HWY 94 **1889 YORK STREET**
 City: COLORADO SPRINGS **DENVER, COLORADO 80206**
 County: EL PASO **303-333-7409**
 Direction: NORTH/SOUTH

Site Code: 210608
 Station ID: 210608

SOUTHBOUND

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	1	4
12:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
12:30	0	1	1	0	3	0	0	0	0	0	0	0	0	0	5
12:45	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
	0	5	5	0	5	0	0	0	0	0	0	0	0	1	16
13:00	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
13:15	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
13:30	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
13:45	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
	0	8	8	0	4	0	0	0	0	0	0	0	0	0	20
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
14:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
15:00	0	0	2	0	1	0	0	0	0	0	0	0	0	1	4
15:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
15:45	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
	0	5	3	1	3	0	0	0	0	0	0	0	0	1	13
16:00	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3
16:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
16:45	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
	0	1	3	0	4	1	0	0	1	0	0	0	0	0	10
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	0	2	0	0	0	0	2	0	0	0	0	0	4
17:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	0	0	0	6	0	0	0	0	2	0	0	0	0	0	8
18:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
18:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	26	22	7	20	1	0	0	3	0	0	0	0	2	81
Percent	0.0%	32.1%	27.2%	8.6%	24.7%	1.2%	0.0%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	2.5%	

COUNTER MEASURES INC.

Location: FRANCEVILLE COAL MINE RD S-O HWY 94 **1889 YORK STREET**
 City: COLORADO SPRINGS **DENVER, COLORADO 80206**
 County: EL PASO **303-333-7409**
 Direction: NORTH/SOUTH

Site Code: 210608
 Station ID: 210608

SOUTHBOUND

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
12:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
12:30	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
12:45	0	4	0	0	0	0	0	0	0	0	0	0	0	1	5
	0	8	3	0	4	0	0	0	0	0	0	0	0	1	16
13:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
13:15	0	2	1	0	3	0	0	0	0	0	0	0	0	0	6
13:30	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
13:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	8	1	0	5	1	0	0	0	0	0	0	0	0	15
14:00	0	2	0	0	3	0	0	0	0	0	0	0	0	0	5
14:15	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
14:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
14:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	9	2	0	3	0	0	0	0	0	0	0	0	1	15
15:00	0	1	2	0	2	0	0	0	0	0	0	0	0	0	5
15:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
15:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
15:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	6	6	0	2	0	0	0	0	0	0	0	0	0	14
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
17:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	1	0	0	0	1	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
22:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	35	17	0	18	1	0	0	1	0	0	0	0	2	74
Percent	0.0%	47.3%	23.0%	0.0%	24.3%	1.4%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	2.7%	
Grand Total	6	277	179	33	186	18	0	4	10	1	0	0	0	13	727
Percent	0.8%	38.1%	24.6%	4.5%	25.6%	2.5%	0.0%	0.6%	1.4%	0.1%	0.0%	0.0%	0.0%	1.8%	

Levels of Service



Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	957	2	1	508	0	2	0	3	0	0	0
Future Vol, veh/h	0	957	2	1	508	0	2	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1029	2	1	552	0	3	0	4	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	552	0	0	1031	0	0	1584	1584	1030	1586	1585	552
Stage 1	-	-	-	-	-	-	1030	1030	-	554	554	-
Stage 2	-	-	-	-	-	-	554	554	-	1032	1031	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1018	-	-	674	-	-	88	108	283	87	108	533
Stage 1	-	-	-	-	-	-	282	311	-	517	514	-
Stage 2	-	-	-	-	-	-	517	514	-	281	310	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1018	-	-	674	-	-	88	108	283	86	108	533
Mov Cap-2 Maneuver	-	-	-	-	-	-	88	108	-	86	108	-
Stage 1	-	-	-	-	-	-	282	311	-	517	513	-
Stage 2	-	-	-	-	-	-	516	513	-	277	310	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			30.1			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	150	1018	-	-	674	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-	0.002	-	-	-
HCM Control Delay (s)	30.1	0	-	-	10.3	0	-	0
HCM Lane LOS	D	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	367	19	1	781	1	13	0	3	1	0	0
Future Vol, veh/h	0	367	19	1	781	1	13	0	3	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	399	21	1	840	1	17	0	4	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	841	0	0	420	0	0	1253	1253	410	1255	1263	841
Stage 1	-	-	-	-	-	-	410	410	-	843	843	-
Stage 2	-	-	-	-	-	-	843	843	-	412	420	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	794	-	-	1139	-	-	149	172	642	148	170	365
Stage 1	-	-	-	-	-	-	619	595	-	358	380	-
Stage 2	-	-	-	-	-	-	358	380	-	617	589	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	794	-	-	1139	-	-	149	172	642	147	170	365
Mov Cap-2 Maneuver	-	-	-	-	-	-	149	172	-	147	170	-
Stage 1	-	-	-	-	-	-	619	595	-	358	379	-
Stage 2	-	-	-	-	-	-	357	379	-	613	589	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			28.4			29.7		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	174	794	-	-	1139	-	-	147
HCM Lane V/C Ratio	0.118	-	-	-	0.001	-	-	0.009
HCM Control Delay (s)	28.4	0	-	-	8.2	0	-	29.7
HCM Lane LOS	D	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	950	5	1	500	5	15	0	3	0	0	5
Future Vol, veh/h	0	950	5	1	500	5	15	0	3	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1022	5	1	543	5	19	0	4	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	548	0	0	1027	0	0	1576	1575	1025	1575	1575	546
Stage 1	-	-	-	-	-	-	1025	1025	-	548	548	-
Stage 2	-	-	-	-	-	-	551	550	-	1027	1027	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1021	-	-	676	-	-	89	110	285	89	110	538
Stage 1	-	-	-	-	-	-	284	312	-	521	517	-
Stage 2	-	-	-	-	-	-	519	516	-	283	312	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1021	-	-	676	-	-	88	110	285	88	110	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	88	110	-	88	110	-
Stage 1	-	-	-	-	-	-	284	312	-	521	516	-
Stage 2	-	-	-	-	-	-	512	515	-	279	312	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			52.1			11.8		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	1021	-	-	676	-	-	538
HCM Lane V/C Ratio	0.233	-	-	-	0.002	-	-	0.012
HCM Control Delay (s)	52.1	0	-	-	10.3	0	-	11.8
HCM Lane LOS	F	A	-	-	B	A	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	500	49	3	825	7	22	0	3	1	0	0
Future Vol, veh/h	6	500	49	3	825	7	22	0	3	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	543	53	3	887	8	28	0	4	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	895	0	0	596	0	0	1481	1485	570	1483	1507	891
Stage 1	-	-	-	-	-	-	584	584	-	897	897	-
Stage 2	-	-	-	-	-	-	897	901	-	586	610	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	758	-	-	980	-	-	103	125	521	103	121	341
Stage 1	-	-	-	-	-	-	498	498	-	334	358	-
Stage 2	-	-	-	-	-	-	334	357	-	496	485	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	758	-	-	980	-	-	101	123	521	101	119	341
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	123	-	101	119	-
Stage 1	-	-	-	-	-	-	491	491	-	329	356	-
Stage 2	-	-	-	-	-	-	332	355	-	485	478	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	49.6	41.1
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	112	758	-	-	980	-	-	101
HCM Lane V/C Ratio	0.286	0.009	-	-	0.003	-	-	0.013
HCM Control Delay (s)	49.6	9.8	0	-	8.7	0	-	41.1
HCM Lane LOS	E	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	1.1	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	8	950	10	2	500	5	19	0	3	0	0	5
Future Vol, veh/h	8	950	10	2	500	5	19	0	3	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	800	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1022	11	2	543	5	24	0	4	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	548	0	0	1033	0	0	1593	1592	1022	1598	1601	546
Stage 1	-	-	-	-	-	-	1040	1040	-	550	550	-
Stage 2	-	-	-	-	-	-	553	552	-	1048	1051	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1021	-	-	673	-	-	86	107	287	86	106	538
Stage 1	-	-	-	-	-	-	278	307	-	519	516	-
Stage 2	-	-	-	-	-	-	517	515	-	275	304	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1021	-	-	673	-	-	83	104	287	83	103	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	83	104	-	83	103	-
Stage 1	-	-	-	-	-	-	272	301	-	508	514	-
Stage 2	-	-	-	-	-	-	509	513	-	266	298	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			60.6			11.8		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	92	1021	-	-	673	-	-	538
HCM Lane V/C Ratio	0.307	0.008	-	-	0.003	-	-	0.012
HCM Control Delay (s)	60.6	8.6	0	-	10.4	0	-	11.8
HCM Lane LOS	F	A	A	-	B	A	-	B
HCM 95th %tile Q(veh)	1.2	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	18	0	5	6
Future Vol, veh/h	0	5	18	0	5	6
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	6	23	0	6	8

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	43	23	0	0	23	0
Stage 1	23	-	-	-	-	-
Stage 2	20	-	-	-	-	-
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	968	1054	-	-	1592	-
Stage 1	1000	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	964	1054	-	-	1592	-
Mov Cap-2 Maneuver	964	-	-	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	3.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1054	1592
HCM Lane V/C Ratio	-	-	0.006	0.004
HCM Control Delay (s)	-	-	8.4	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	6	500	55	4	825	7	29	0	4	1	0	0
Future Vol, veh/h	6	500	55	4	825	7	29	0	4	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	800	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	543	60	4	887	8	37	0	5	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	895	0	0	603	0	0	1456	1460	543	1489	1516	891
Stage 1	-	-	-	-	-	-	557	557	-	899	899	-
Stage 2	-	-	-	-	-	-	899	903	-	590	617	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	758	-	-	975	-	-	108	129	540	102	119	341
Stage 1	-	-	-	-	-	-	515	512	-	334	358	-
Stage 2	-	-	-	-	-	-	334	356	-	494	481	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	758	-	-	975	-	-	106	126	540	99	116	341
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	126	-	99	116	-
Stage 1	-	-	-	-	-	-	508	505	-	329	355	-
Stage 2	-	-	-	-	-	-	331	353	-	482	474	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	52.3	41.8
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	117	758	-	-	975	-	-	99
HCM Lane V/C Ratio	0.362	0.009	-	-	0.004	-	-	0.013
HCM Control Delay (s)	52.3	9.8	0	-	8.7	0	-	41.8
HCM Lane LOS	F	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	1.5	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	25	0	7	52
Future Vol, veh/h	0	8	25	0	7	52
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	32	0	9	67

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	117	32	0	0	32	0
Stage 1	32	-	-	-	-	-
Stage 2	85	-	-	-	-	-
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	879	1042	-	-	1580	-
Stage 1	991	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	874	1042	-	-	1580	-
Mov Cap-2 Maneuver	874	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	932	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1042	1580
HCM Lane V/C Ratio	-	-	0.01	0.006
HCM Control Delay (s)	-	-	8.5	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕↕			↕↕	
Traffic Vol, veh/h	8	1100	20	2	625	5	17	0	5	0	0	5
Future Vol, veh/h	8	1100	20	2	625	5	17	0	5	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	800	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1158	21	2	672	5	22	0	6	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	677	0	0	1179	0	0	1514	1855	579	1274	1874	339
Stage 1	-	-	-	-	-	-	1174	1174	-	679	679	-
Stage 2	-	-	-	-	-	-	340	681	-	595	1195	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	911	-	-	588	-	-	82	73	458	124	71	657
Stage 1	-	-	-	-	-	-	204	264	-	408	449	-
Stage 2	-	-	-	-	-	-	648	448	-	458	258	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	911	-	-	588	-	-	79	71	458	119	69	657
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	71	-	119	69	-
Stage 1	-	-	-	-	-	-	199	257	-	397	447	-
Stage 2	-	-	-	-	-	-	638	446	-	440	251	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			56.7			10.5		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	97	911	-	-	588	-	-	657
HCM Lane V/C Ratio	0.291	0.009	-	-	0.004	-	-	0.01
HCM Control Delay (s)	56.7	9	0.1	-	11.1	0	-	10.5
HCM Lane LOS	F	A	A	-	B	A	-	B
HCM 95th %tile Q(veh)	1.1	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	10.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↕		↕↕			↕↕			↕↕	
Traffic Vol, veh/h	8	1100	37	3	625	5	72	0	5	0	0	5
Future Vol, veh/h	8	1100	37	3	625	5	72	0	5	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	800	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	93	93	93	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1158	39	3	672	5	87	0	6	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	677	0	0	1197	0	0	1516	1857	579	1276	1894	339
Stage 1	-	-	-	-	-	-	1174	1174	-	681	681	-
Stage 2	-	-	-	-	-	-	342	683	-	595	1213	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	911	-	-	579	-	-	~ 82	73	458	124	69	657
Stage 1	-	-	-	-	-	-	204	264	-	407	448	-
Stage 2	-	-	-	-	-	-	646	447	-	458	253	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	911	-	-	579	-	-	~ 79	70	458	119	67	657
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 79	70	-	119	67	-
Stage 1	-	-	-	-	-	-	198	257	-	396	444	-
Stage 2	-	-	-	-	-	-	635	443	-	440	246	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			224.9			10.5		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	83	911	-	-	579	-	-	657
HCM Lane V/C Ratio	1.118	0.009	-	-	0.006	-	-	0.01
HCM Control Delay (s)	224.9	9	0.1	-	11.3	0	-	10.5
HCM Lane LOS	F	A	A	-	B	A	-	B
HCM 95th %tile Q(veh)	6.5	0	-	-	0	-	-	0

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

Intersection												
Int Delay, s/veh	10.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↕			↕	
Traffic Vol, veh/h	8	1100	37	3	625	5	72	0	5	0	0	5
Future Vol, veh/h	8	1100	37	3	625	5	72	0	5	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	800	-	800	800	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	93	93	93	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1158	39	3	672	5	87	0	6	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	677	0	0	1197	0	0	1516	1857	579	1276	1894	339
Stage 1	-	-	-	-	-	-	1174	1174	-	681	681	-
Stage 2	-	-	-	-	-	-	342	683	-	595	1213	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	911	-	-	579	-	-	~ 82	73	458	124	69	657
Stage 1	-	-	-	-	-	-	204	264	-	407	448	-
Stage 2	-	-	-	-	-	-	646	447	-	458	253	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	911	-	-	579	-	-	~ 80	72	458	121	68	657
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 80	72	-	121	68	-
Stage 1	-	-	-	-	-	-	202	262	-	403	446	-
Stage 2	-	-	-	-	-	-	636	445	-	448	251	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			213.6			10.5		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	85	911	-	-	579	-	-	657
HCM Lane V/C Ratio	1.091	0.009	-	-	0.006	-	-	0.01
HCM Control Delay (s)	213.6	9	-	-	11.3	-	-	10.5
HCM Lane LOS	F	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	6.4	0	-	-	0	-	-	0

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

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕↕			↕↕	
Traffic Vol, veh/h	6	625	59	5	1025	7	32	0	5	1	0	0
Future Vol, veh/h	6	625	59	5	1025	7	32	0	5	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	800	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	672	63	5	1102	8	41	0	6	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1110	0	0	735	0	0	1245	1804	336	1464	1863	555
Stage 1	-	-	-	-	-	-	684	684	-	1116	1116	-
Stage 2	-	-	-	-	-	-	561	1120	-	348	747	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	625	-	-	866	-	-	130	79	660	90	72	475
Stage 1	-	-	-	-	-	-	405	447	-	221	281	-
Stage 2	-	-	-	-	-	-	480	280	-	641	418	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	625	-	-	866	-	-	127	77	660	87	70	475
Mov Cap-2 Maneuver	-	-	-	-	-	-	127	77	-	87	70	-
Stage 1	-	-	-	-	-	-	399	440	-	217	277	-
Stage 2	-	-	-	-	-	-	473	276	-	625	411	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			42.2			47		
HCM LOS							E			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	143	625	-	-	866	-	-	87
HCM Lane V/C Ratio	0.332	0.01	-	-	0.006	-	-	0.015
HCM Control Delay (s)	42.2	10.8	0.1	-	9.2	0.1	-	47
HCM Lane LOS	E	B	A	-	A	A	-	E
HCM 95th %tile Q(veh)	1.3	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕↕			↕↕	
Traffic Vol, veh/h	6	625	119	12	1025	7	67	0	11	1	0	0
Future Vol, veh/h	6	625	119	12	1025	7	67	0	11	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	800	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	672	128	13	1102	8	86	0	14	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1110	0	0	800	0	0	1261	1820	336	1480	1944	555
Stage 1	-	-	-	-	-	-	684	684	-	1132	1132	-
Stage 2	-	-	-	-	-	-	577	1136	-	348	812	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	625	-	-	819	-	-	127	77	660	87	64	475
Stage 1	-	-	-	-	-	-	405	447	-	216	276	-
Stage 2	-	-	-	-	-	-	469	275	-	641	390	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	625	-	-	819	-	-	121	73	660	81	60	475
Mov Cap-2 Maneuver	-	-	-	-	-	-	121	73	-	81	60	-
Stage 1	-	-	-	-	-	-	398	439	-	212	265	-
Stage 2	-	-	-	-	-	-	450	264	-	616	383	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			81.5			50.2		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	137	625	-	-	819	-	-	81
HCM Lane V/C Ratio	0.73	0.01	-	-	0.016	-	-	0.016
HCM Control Delay (s)	81.5	10.8	0.1	-	9.5	0.2	-	50.2
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	4.2	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↔			↔	
Traffic Vol, veh/h	6	625	119	12	1025	7	67	0	11	1	0	0
Future Vol, veh/h	6	625	119	12	1025	7	67	0	11	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	800	-	800	800	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	672	128	13	1102	8	86	0	14	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1110	0	0	800	0	0	1261	1820	336	1480	1944	555
Stage 1	-	-	-	-	-	-	684	684	-	1132	1132	-
Stage 2	-	-	-	-	-	-	577	1136	-	348	812	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	625	-	-	819	-	-	127	77	660	87	64	475
Stage 1	-	-	-	-	-	-	405	447	-	216	276	-
Stage 2	-	-	-	-	-	-	469	275	-	641	390	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	625	-	-	819	-	-	125	75	660	84	62	475
Mov Cap-2 Maneuver	-	-	-	-	-	-	125	75	-	84	62	-
Stage 1	-	-	-	-	-	-	401	443	-	214	272	-
Stage 2	-	-	-	-	-	-	462	271	-	621	386	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			76.6			48.5		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	141	625	-	-	819	-	-	84
HCM Lane V/C Ratio	0.709	0.01	-	-	0.016	-	-	0.015
HCM Control Delay (s)	76.6	10.8	-	-	9.5	-	-	48.5
HCM Lane LOS	F	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	4.1	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕↕			↕↕	
Traffic Vol, veh/h	8	1100	25	3	625	5	21	0	5	0	0	5
Future Vol, veh/h	8	1100	25	3	625	5	21	0	5	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	800	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1158	26	3	672	5	27	0	6	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	677	0	0	1184	0	0	1516	1857	579	1276	1881	339
Stage 1	-	-	-	-	-	-	1174	1174	-	681	681	-
Stage 2	-	-	-	-	-	-	342	683	-	595	1200	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	911	-	-	586	-	-	82	73	458	124	70	657
Stage 1	-	-	-	-	-	-	204	264	-	407	448	-
Stage 2	-	-	-	-	-	-	646	447	-	458	256	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	911	-	-	586	-	-	79	71	458	119	68	657
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	71	-	119	68	-
Stage 1	-	-	-	-	-	-	199	257	-	396	444	-
Stage 2	-	-	-	-	-	-	635	443	-	440	249	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			63			10.5		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	94	911	-	-	586	-	-	657
HCM Lane V/C Ratio	0.355	0.009	-	-	0.006	-	-	0.01
HCM Control Delay (s)	63	9	0.1	-	11.2	0	-	10.5
HCM Lane LOS	F	A	A	-	B	A	-	B
HCM 95th %tile Q(veh)	1.4	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	22	0	5	22
Future Vol, veh/h	0	5	22	0	5	22
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	6	28	0	6	28

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	68	28	0	0	28
Stage 1	28	-	-	-	-
Stage 2	40	-	-	-	-
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	937	1047	-	-	1585
Stage 1	995	-	-	-	-
Stage 2	982	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	933	1047	-	-	1585
Mov Cap-2 Maneuver	933	-	-	-	-
Stage 1	995	-	-	-	-
Stage 2	978	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1047	1585
HCM Lane V/C Ratio	-	-	0.006	0.004
HCM Control Delay (s)	-	-	8.5	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	14.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↕		↕↕			↕↕			↕↕	
Traffic Vol, veh/h	8	1100	42	4	625	5	79	0	11	0	0	5
Future Vol, veh/h	8	1100	42	4	625	5	79	0	11	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	800	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	93	93	93	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1158	44	4	672	5	95	0	13	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	677	0	0	1202	0	0	1518	1859	579	1278	1901	339
Stage 1	-	-	-	-	-	-	1174	1174	-	683	683	-
Stage 2	-	-	-	-	-	-	344	685	-	595	1218	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	911	-	-	576	-	-	~ 82	73	458	123	68	657
Stage 1	-	-	-	-	-	-	204	264	-	405	447	-
Stage 2	-	-	-	-	-	-	645	447	-	458	251	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	911	-	-	576	-	-	~ 79	70	458	116	65	657
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 79	70	-	116	65	-
Stage 1	-	-	-	-	-	-	198	257	-	394	442	-
Stage 2	-	-	-	-	-	-	632	442	-	433	244	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			257.6			10.5		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	88	911	-	-	576	-	-	657
HCM Lane V/C Ratio	1.232	0.009	-	-	0.007	-	-	0.01
HCM Control Delay (s)	257.6	9	0.1	-	11.3	0.1	-	10.5
HCM Lane LOS	F	A	A	-	B	A	-	B
HCM 95th %tile Q(veh)	7.8	0	-	-	0	-	-	0

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




Intersection												
Int Delay, s/veh	13.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↕			↕	
Traffic Vol, veh/h	8	1100	42	4	625	5	79	0	11	0	0	5
Future Vol, veh/h	8	1100	42	4	625	5	79	0	11	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	800	-	800	800	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	93	93	93	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1158	44	4	672	5	95	0	13	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	677	0	0	1202	0	0	1518	1859	579	1278	1901	339
Stage 1	-	-	-	-	-	-	1174	1174	-	683	683	-
Stage 2	-	-	-	-	-	-	344	685	-	595	1218	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	911	-	-	576	-	-	~ 82	73	458	123	68	657
Stage 1	-	-	-	-	-	-	204	264	-	405	447	-
Stage 2	-	-	-	-	-	-	645	447	-	458	251	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	911	-	-	576	-	-	~ 80	72	458	118	67	657
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 80	72	-	118	67	-
Stage 1	-	-	-	-	-	-	202	262	-	401	444	-
Stage 2	-	-	-	-	-	-	634	444	-	441	249	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			251.4			10.5		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	89	911	-	-	576	-	-	657
HCM Lane V/C Ratio	1.218	0.009	-	-	0.007	-	-	0.01
HCM Control Delay (s)	251.4	9	-	-	11.3	-	-	10.5
HCM Lane LOS	F	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	7.7	0	-	-	0	-	-	0

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

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	82	0	5	40
Future Vol, veh/h	0	5	82	0	5	40
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	6	99	0	6	51

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	162	99	0
Stage 1	99	-	-
Stage 2	63	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	829	957	-
Stage 1	925	-	-
Stage 2	960	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	826	957	-
Mov Cap-2 Maneuver	826	-	-
Stage 1	925	-	-
Stage 2	956	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	957	1494
HCM Lane V/C Ratio	-	-	0.007	0.004
HCM Control Delay (s)	-	-	8.8	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↕		↕↕			↕↕			↕↕	
Traffic Vol, veh/h	6	625	65	6	1025	7	39	0	7	1	0	0
Future Vol, veh/h	6	625	65	6	1025	7	39	0	7	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	800	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	672	70	6	1102	8	47	0	8	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1110	0	0	742	0	0	1247	1806	336	1466	1872	555
Stage 1	-	-	-	-	-	-	684	684	-	1118	1118	-
Stage 2	-	-	-	-	-	-	563	1122	-	348	754	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	625	-	-	861	-	-	130	78	660	89	71	475
Stage 1	-	-	-	-	-	-	405	447	-	221	281	-
Stage 2	-	-	-	-	-	-	478	279	-	641	415	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	625	-	-	861	-	-	127	75	660	86	69	475
Mov Cap-2 Maneuver	-	-	-	-	-	-	127	75	-	86	69	-
Stage 1	-	-	-	-	-	-	398	439	-	217	276	-
Stage 2	-	-	-	-	-	-	469	274	-	622	408	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			44.4			47.5		
HCM LOS							E			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	145	625	-	-	861	-	-	86
HCM Lane V/C Ratio	0.382	0.01	-	-	0.007	-	-	0.015
HCM Control Delay (s)	44.4	10.8	0.1	-	9.2	0.1	-	47.5
HCM Lane LOS	E	B	A	-	A	A	-	E
HCM 95th %tile Q(veh)	1.6	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	38	0	7	64
Future Vol, veh/h	0	8	38	0	7	64
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	49	0	8	77

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	142	49	0	0	49
Stage 1	49	-	-	-	-
Stage 2	93	-	-	-	-
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	851	1020	-	-	1558
Stage 1	973	-	-	-	-
Stage 2	931	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	847	1020	-	-	1558
Mov Cap-2 Maneuver	847	-	-	-	-
Stage 1	973	-	-	-	-
Stage 2	926	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1020	1558
HCM Lane V/C Ratio	-	-	0.01	0.005
HCM Control Delay (s)	-	-	8.6	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕↕			↕↕	
Traffic Vol, veh/h	6	625	135	14	1025	7	81	0	13	1	0	0
Future Vol, veh/h	6	625	135	14	1025	7	81	0	13	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	800	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	672	145	15	1102	8	98	0	16	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1110	0	0	817	0	0	1265	1824	336	1484	1965	555
Stage 1	-	-	-	-	-	-	684	684	-	1136	1136	-
Stage 2	-	-	-	-	-	-	581	1140	-	348	829	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	625	-	-	807	-	-	126	76	660	87	62	475
Stage 1	-	-	-	-	-	-	405	447	-	215	275	-
Stage 2	-	-	-	-	-	-	467	274	-	641	383	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	625	-	-	807	-	-	120	71	660	81	58	475
Mov Cap-2 Maneuver	-	-	-	-	-	-	120	71	-	81	58	-
Stage 1	-	-	-	-	-	-	398	439	-	211	262	-
Stage 2	-	-	-	-	-	-	444	261	-	615	376	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			102.1			50.2		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	135	625	-	-	807	-	-	81
HCM Lane V/C Ratio	0.839	0.01	-	-	0.019	-	-	0.016
HCM Control Delay (s)	102.1	10.8	0.1	-	9.5	0.2	-	50.2
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	5.3	0	-	-	0.1	-	-	0

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↔			↔	
Traffic Vol, veh/h	6	625	135	14	1025	7	81	0	13	1	0	0
Future Vol, veh/h	6	625	135	14	1025	7	81	0	13	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	800	-	800	800	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	672	145	15	1102	8	98	0	16	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1110	0	0	817	0	0	1265	1824	336	1484	1965	555
Stage 1	-	-	-	-	-	-	684	684	-	1136	1136	-
Stage 2	-	-	-	-	-	-	581	1140	-	348	829	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	625	-	-	807	-	-	126	76	660	87	62	475
Stage 1	-	-	-	-	-	-	405	447	-	215	275	-
Stage 2	-	-	-	-	-	-	467	274	-	641	383	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	625	-	-	807	-	-	123	74	660	83	60	475
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	74	-	83	60	-
Stage 1	-	-	-	-	-	-	401	443	-	213	270	-
Stage 2	-	-	-	-	-	-	458	269	-	620	379	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			95.2			49.1		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	139	625	-	-	807	-	-	83
HCM Lane V/C Ratio	0.815	0.01	-	-	0.019	-	-	0.015
HCM Control Delay (s)	95.2	10.8	-	-	9.5	-	-	49.1
HCM Lane LOS	F	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	5.1	0	-	-	0.1	-	-	0

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	FF		FB			FB
Traffic Vol, veh/h	0	8	78	0	7	131
Future Vol, veh/h	0	8	78	0	7	131
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	-	-	-	-	-
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	0	10	94	0	8	158

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	268	94	0	0	94
Stage 1	94	-	-	-	-
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	721	963	-	-	1500
Stage 1	930	-	-	-	-
Stage 2	856	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	717	963	-	-	1500
Mov Cap-2 Maneuver	717	-	-	-	-
Stage 1	930	-	-	-	-
Stage 2	851	-	-	-	-

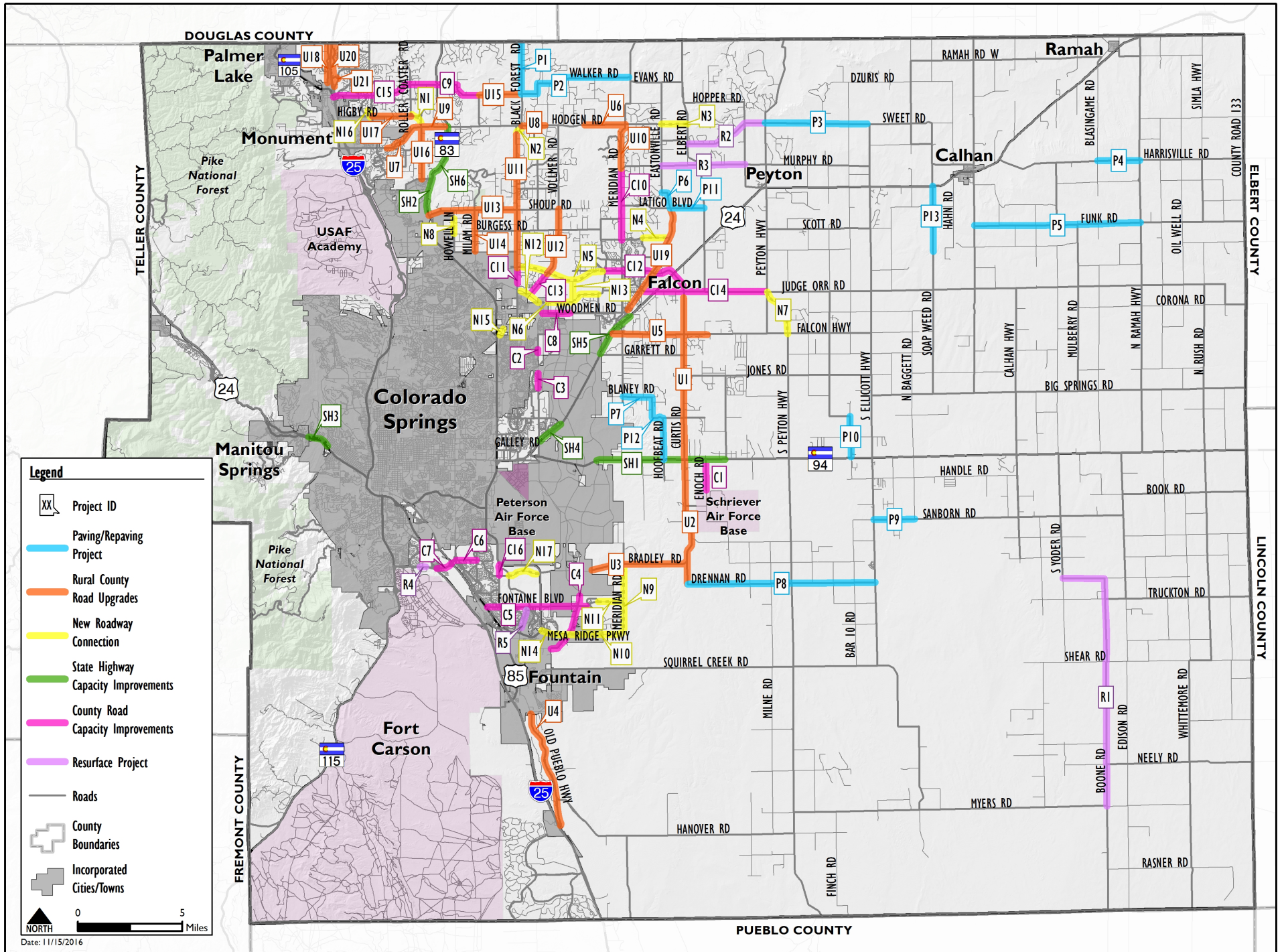
Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.4
HCM LOS	A		

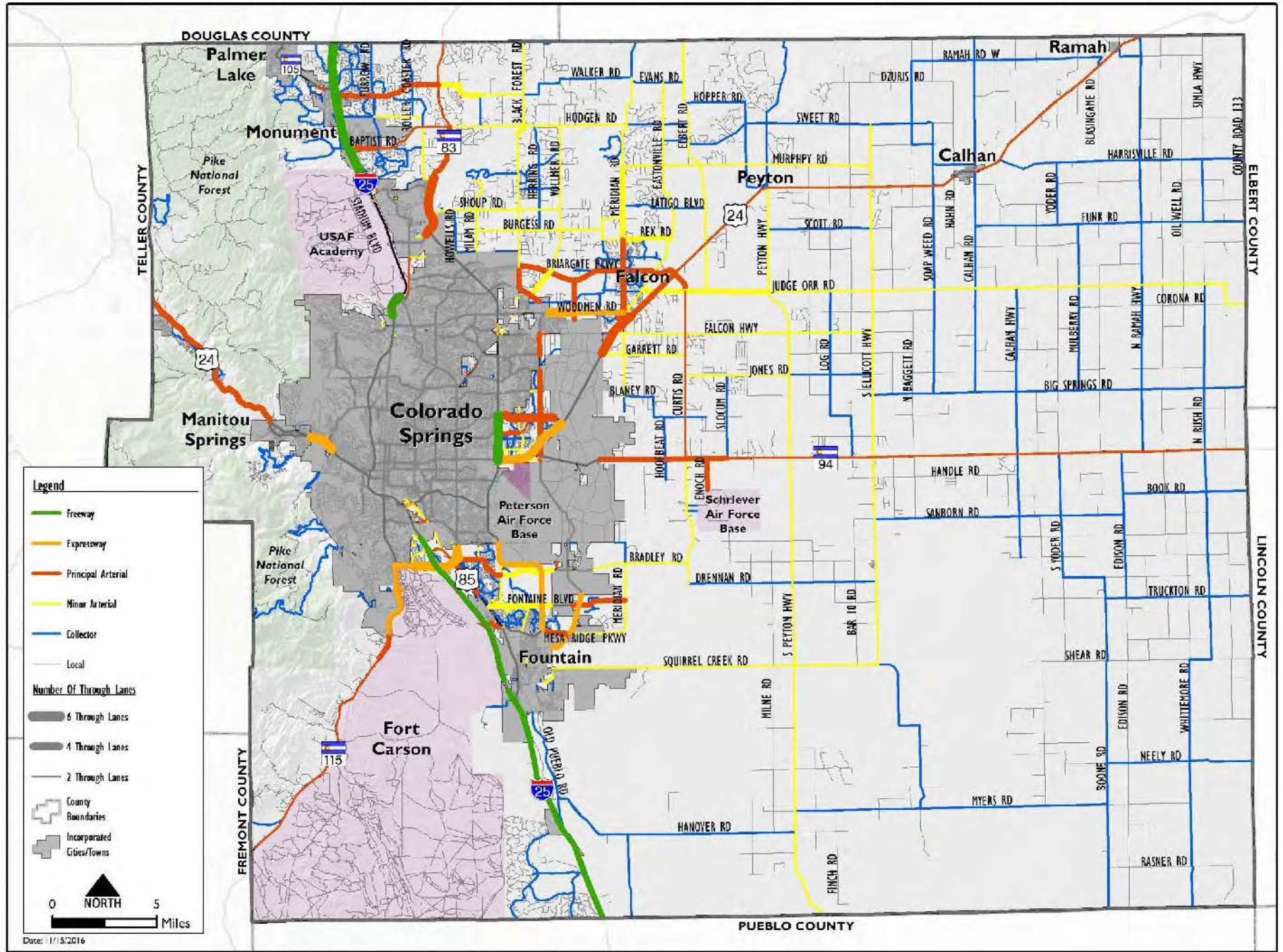
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	963	1500
HCM Lane V/C Ratio	-	-	0.011	0.006
HCM Control Delay (s)	-	-	8.8	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

MTCP Maps



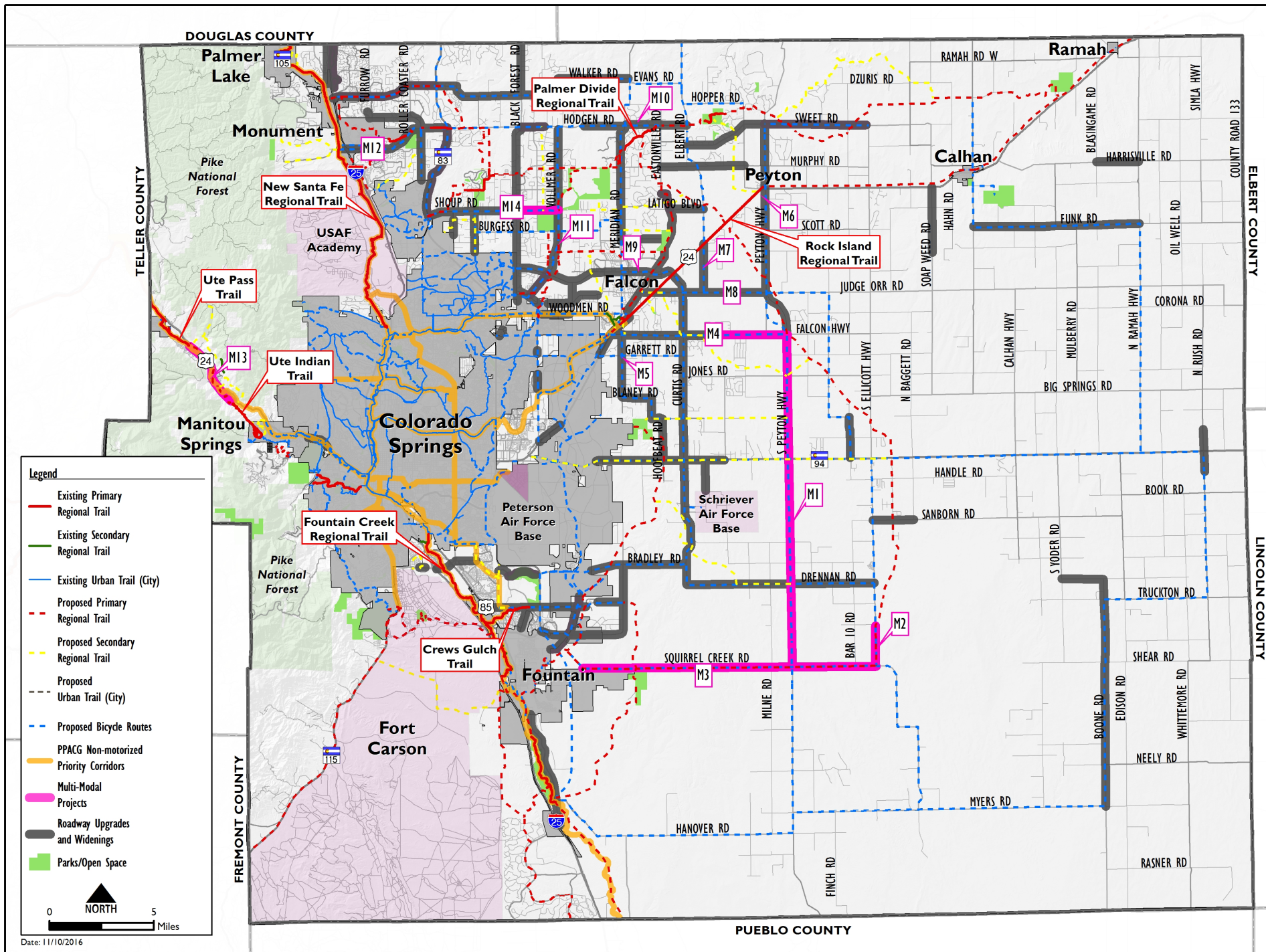
Map 13: Improvements Map





Map 14: 2040 Roadway Plan (Classification and Lanes)

Map 15: Multimodal Improvements



Appendix A



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.		Weekday P.M.	
				In	Out	In	Out
<u>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</u>							
-	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)			
<u>Trip Generation Analysis for the Proposed Self-Storage and RV Storage Facility at 3701 Pacific Place, Long Beach, California, by LSA Associates</u>							
-	RV Storage - Data Point 1	100 Storage Units	17.23	0.50	0.47	0.93	1.12
<u>Route 52 RV Traffic Impact Study in Weld County, CO (2017) -- by Sustainable Traffic Solutions, Inc.</u>							
-	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	6.52	9	3	6	19	9	10
Brighton Outdoor Storage	9.67	5	3	2	36	25	16
Total	16.59	14	6	8	55	29	26
Average	8.30	7	3	4	28	15	13
Percentage	---	100%	43%	57%	100%	52%	47%
Rates (trips/100 spaces)	---	0.84	0.36	0.48	3.32	1.75	1.57

Data Summary

Recreational Storage Solutions				Brighton Outdoor Storage			
Weekday				Weekday			
Interval	In	Out	Total	Interval	In	Out	Total
1	1	2		1	0	0	
2	0	2		2	2	0	
3	2	2		3	0	1	
4	0	0	3	4	0	1	4
5	1	1	8	5	1	0	5
6	1	0	7	6	0	1	4
7	0	1	4	7	1	0	4
8	1	1	5	8	0	1	4
Total	6	9	---	Total	4	4	---
Sunday				Sunday			
Interval	In	Out	Total	Interval	In	Out	Total
1	2	3		1	5	0	
2	2	2		2	5	3	
3	2	2		3	6	6	
4	3	3	19	4	4	7	36
5	1	3	18	5	3	2	36
6	1	2	17	6	4	3	35
7	1	4	18	7	2	2	37
8	4	0	16	8	3	3	22
Total	16	19	---	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 Rates¹									
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

Appendix B



APPENDIX B – IMPROVEMENT RECOMMENDATIONS
Highway 94 & Franceville Coal Mine Road (CDOT)

DETAILS FOR CONSIDERATION AT THE SITE-DEVELOPMENT PLAN STAGE

- An eastbound right-turn deceleration lane should be constructed on SH 94. This lane should be 500 feet long plus a 300-foot transition taper. A four-foot paved shoulder will be required adjacent to this turn lane. This turn lane will extend back across an existing access on the south side of SH 94, as the access is located about 400 feet west of the west edge of Franceville Coal Mine Road. The radius at the end of this right-turn lane will need to be designed to accommodate regular use by RVs, vehicles towing trailers, and multi-unit trucks. Use of three-centered compound curves or spiral curves rather than simple radius will likely provide the best and least costly design – especially given the existing topography/slopes on the southwest corner of the intersection. The design should allow trucks to turn from the new eastbound right-turn lane into the southbound through lane of Franceville Coal Mine Road without encroachment into the other highway travel lanes or the northbound lane of Franceville Coal Mine Road.
- The intersection approach grade on the northbound approach does not meet CDOT standards. However, correction to meet standard may not be feasible given the drop in elevation and associated existing roadway centerline profile between the edge of SH 94 and the drainage crossing to the south, the available right-of-way, and current foreslopes. There are already relatively steep foreslopes with significant elevation difference between the edges of the roadway and the bottom of these slopes. Also, there is an existing driveway on the east side of the roadway that would likely be impacted and any significant raising of the roadway, with profile regrading, at the low point south of SH 94 would likely be infeasible. Any significant regrading of the roadway to mitigate the intersection approach grade may not be feasible given the foregoing. LSC recommends repaving and extending the pavement “apron” on the south side of the intersection to meet CDOT standards for extent of paving. This will help mitigate the approach grades by improving passenger-vehicle, RV, and truck-tractor traction for accelerating from a stop condition and turning onto SH 94 from the stop-sign-controlled approach.
- LSC recommends that the civil engineer investigate and evaluate the feasibility of approach roadway grade improvements given the constraints identified above. Also, if significant improvement in the approach grade proves not to be feasible, LSC recommends consideration of the use of pavement material designed for increased traction. The intersection approach slopes down to the south, which is beneficial for melting snow and ice. Keeping the pavement surface free of sand and gravel (that may have been tracked onto the pavement) when not needed for traction on snow and ice will also help mitigate the effect of the relatively steep approach grade.

Appendix C



SIGHT DISTANCE APPENDIX

LSC conducted a field evaluation to check the proposed access location, determine the optimal location, and evaluate a couple of other alternate locations with respect to entering sight distance. This was completed because there is a vertical curve on Franceville Coal Mine Road in the vicinity of the proposed site-access location. Sight-distance field measurements utilized a driver's-eye height of 3.5 feet and a height of 3.5 feet for vehicles approaching from the north and south. The drivers' eye of 3.5 feet is for passenger vehicles. RVs will also regularly utilize the access. Larger RVs typically have a higher drivers' eye. Passenger vehicles towing trailers are most often pickup trucks or SUVs, which may have a higher drivers' eye than 3.5 feet, in which case the 3.5 feet is conservative.

Field measurements recorded the following sight distances looking to the north from several locations, in order to determine the ideal proposed site-access location:

- 396 feet – existing gated access (used as a reference point, but not an access for this property - located just south of the south property line of this property)
- 391 feet – 60 feet north of existing gated access (proposed access location)
- 517 feet – 115 feet north of existing gated access
- 557 feet – 245 feet north of existing gated access

Please refer to the attached exhibit which shows these graphically.

Sight distance to the south from each of these locations is over 1,000 feet.

El Paso County Requirements

Access points must meet *Engineering Criteria Manual (ECM)* standards for sight distance. The criteria is in *ECM* Section 2.4.1.D and two sight-distance metrics need to be met - entering sight distance and sight distance along the roadway.

Entering Sight Distance for Driveways

With a 35-mile-per-hour posted speed limit on Franceville Coal Mine Road, the prescribed entering sight distance looking to the north and south from the proposed site-access location is 350 feet for passenger vehicles and 455 feet for single-unit trucks (and RVs) (per Table 2-35 of the County's *Engineering Criteria Manual*).

Sight Distance along the Roadway

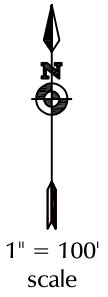
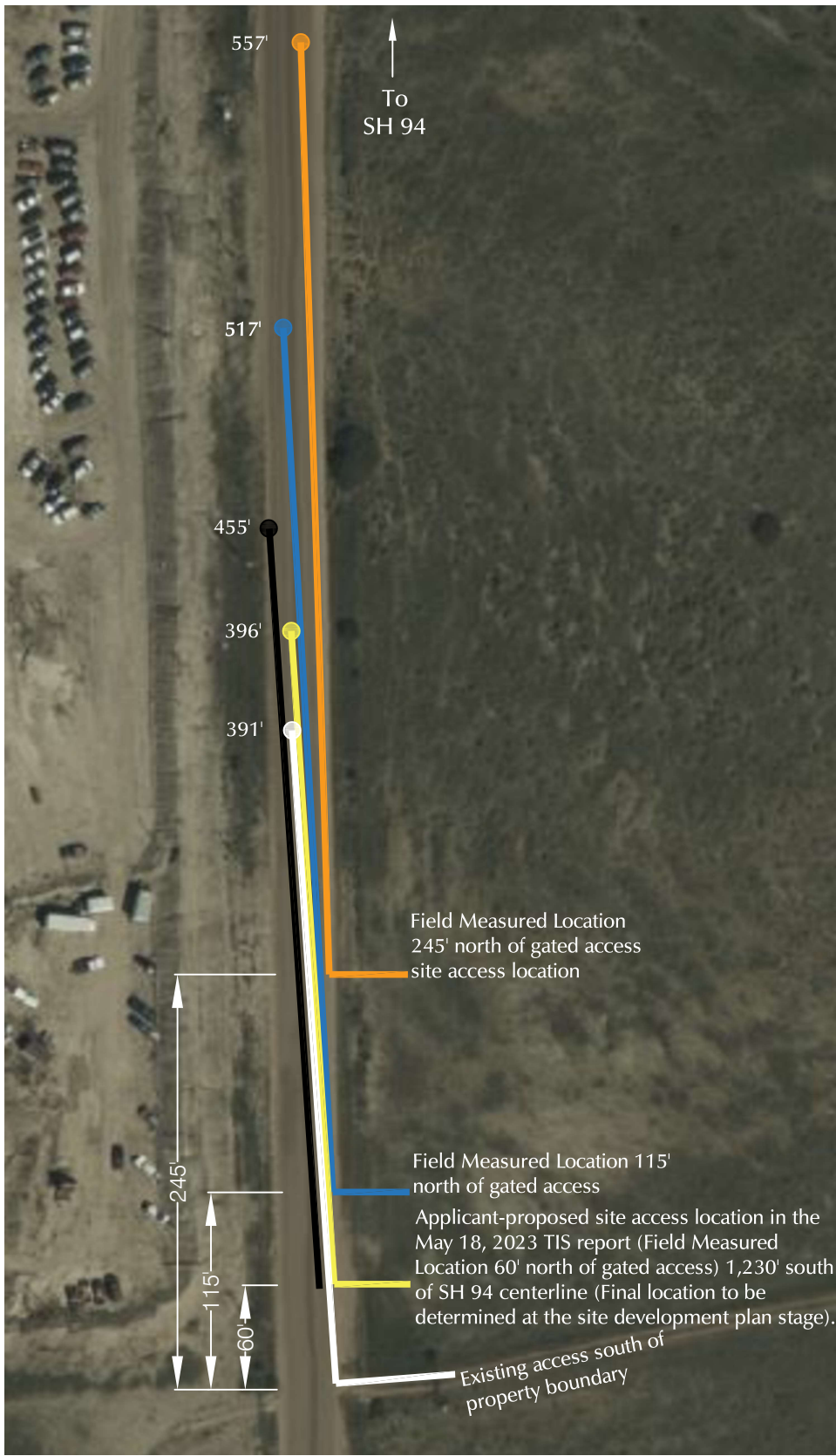
The prescribed, unadjusted sight distance along the roadway for both approaches to the proposed site-access location on Franceville Coal Mine Road is 300 feet (per Table 2-33 of the County's *Engineering Criteria Manual*). Spot measurements of the roadway gradient adjacent to the proposed site-access locations varied from 2.8 – 3.9 percent. As such, a roadway grade adjustment factor of 1.20 (per *ECM* Table 2-34) is reflected in the 300-foot sight distance value.

Findings

As seen above, the site access would need to be at least about 115 feet north of the existing gated access (based on the potential locations from which measurements were taken) in order to meet minimum *ECM* entering sight distance to the north. Based on the field evaluation, the location at the crest of the hill (located approximately 245 feet north of the existing gated access just south of the property line) on Franceville Coal Mine Road near the southwest corner of the property would maximize sight distance in both directions.

However, the optimal location for sight distance is not optimal for the site layout. The site access is 1,230 feet south of SH 94 (centerline spacing). Please refer to Figure 10 for an exhibit with more details.

As the field-measured sight distance to the north would be short of the *ECM* standard for single-unit trucks, RVs, etc., LSC recommends that only the right-turn movement out of the site onto northbound Franceville Coal Mine Road be permitted (sight distance is acceptable looking south to approaching northbound vehicles). This should not be problematic as Franceville Coal Mine Road terminates to the south, with all but a very infrequent reason for vehicles to turn south – the gun club is located to the south. A right-turn-only sign should be placed at the site access.



XXX' = field-measured sight distance

ECM-required entering sight distance (per Table 2-35):
 350' - PU Trucks
 455' - SU Trucks, RVs, PC and PU Towing Trailers

Sight Distance along the Roadway
 ECM Table 2-33 (with grade adjustment from ECM table 2-34) $250' \times 1.2 = 300'$

Note: Sight Distance looking south is greater than 1,000'



Sight Distance Analysis

Exhibit 1
 ABTR Storage (LSC# S234070)