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## Gateway Trucking Transportation Memorandum (LSC #S214360) May 20, 2021

### 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.

\_\_\_\_\_

\_\_\_\_\_

Date

# Gateway Trucking

## Transportation Memorandum

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

MAY 20, 2021

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

LSC #S214360



## **CONTENTS**

<b>SECTION 1 – REPORT CONTENTS</b> .....	<b>5</b>
1.1 - EXISTING CONDITIONS & Identification of road deficiencies .....	5
1.2 - CDOT ACCESS PERMIT APPLICATION.....	5
1.3 - FUTURE CONDITIONS & escrow for road segment improvements.....	5
<b>SECTION 2 – LAND USE AND ACCESS</b> .....	<b>6</b>
<b>SECTION 3 – CURRENT ROADWAY AND TRAFFIC CONDITIONS &amp; PRIOR DATA ANALYSIS</b> .....	<b>7</b>
3.1 - AREA ROADWAYS.....	7
3.2 - EXISTING (2021) TRAFFIC DATA.....	7
3.3 - 2016 & 2017 TRAFFIC DATA & aNALYSIS.....	7
3.4 - LEVEL OF SERVICE .....	9
<b>SECTION 4 – GATEWAY TRUCKING TRIP GENERATION &amp; TRIP DISTRIBUTION</b> .....	<b>11</b>
<b>SECTION 5 – STUDY AREA INTERSECTION AND ROADWAY SEGMENT ANALYSIS</b> .....	<b>13</b>
5.1 - SH 94/FRANCEVILLE COAL MINE ROAD INTERSECTION ANALYSIS .....	13
5.1.1 - Volume Analysis .....	13
5.1.2 - Projected Level of Service Analysis.....	14
5.1.2.1 - Long Term .....	15
5.2 - FRANCEVILLE COAL MINE ROAD – ROAD SEGMENT ANALYSIS .....	15
5.2.1 - Traffic Volumes .....	15
<b>SECTION 6 – IDENTIFICATION OF ROAD DEFICIENCIES</b> .....	<b>17</b>
6.1 - DEVELOPMENT AGREEMENT #2 LANGUAGE .....	17
6.2 - EXISTING CONDITIONS ANALYSIS - AS REQUIRED IN THE DEVELOPMENT AGREEMENT PART 2A.....	17
6.2.1 - Comparison to El Paso County Standard Gravel Road Criteria .....	17
6.3 - IDENTIFICATION OF EXISTING DEFICIENCIES OF Franceville Coal Mine Road – El Paso County.....	19
6.4 - MITIGATION MEASURES FOR EXISTING DEFICIENCIES - AS REQUIRED IN THE DEVELOPMENT AGREEMENT PART 2B & 2C.....	20
6.4.1 - Franceville Coal Mine Road – El Paso County.....	20
6.4.2 - Preliminary Cost Estimates to Mitigate/Repair the Identified Deficiencies.....	20
6.4.3 - Developer’s Percentage of Franceville Coal Mine Road Improvements .....	21
<b>SECTION 7 – ESCROW FOR ROAD SEGMENT IMPROVEMENTS (El Paso County)</b> .....	<b>22</b>
7.1 - DEVELOPMENT AGREEMENT #2 LANGUAGE .....	22

7.2 - FUTURE ANALYSIS – (ADDRESSES PART 5 OF THE DEVELOPMENT AGREEMENT) .....	22
7.2.1 - Analysis of current Road Segment use and traffic patterns .....	22
7.2.1.1 - 2021 Traffic Data .....	22
7.2.2 - Future Projected Traffic Volumes.....	23
7.2.3 - Future Improvements .....	23
7.2.3.1 - Road Segment – Franceville Coal Mine Road .....	24
<b>SECTION 8 – SH 94/FRANCEVILLE COAL MINE ROAD INTERSECTION – CDOT.....</b>	<b>25</b>
8.1 - DEVELOPMENT AGREEMENT #2 LANGUAGE .....	25
8.2 - Existing Deficiencies.....	25
8.3 - SH 94/Franceville Coal Mine Road Intersection – CDOT - Improvements .....	27
8.4 - Potential FUTURE IMPROVEMENTS - CDOT Intersection: Highway 94 & Franceville Coal Mine Road.....	28
<b>SECTION 9 – Recommendations Summary.....</b>	<b>30</b>
9.1 - Franceville Coal Mine Road – El Paso County.....	30
9.1.1 - Short Term .....	30
9.1.2 - Long Term .....	30
9.2 - State Highway 94/Franceville Coal Mine Intersection - CDOT.....	31
9.2.1 - Short Term .....	31
9.2.2 - Long Term .....	31
Enclosures: .....	32
Figure 1 – Figure 9	
Traffic Counts	
Synchro LOS Reports	



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May 20, 2021

Cris Wilson  
Gateway Trucking  
235 Franceville Coal Mine Road  
Colorado Springs, CO 80929

RE: Gateway Trucking  
El Paso County, Colorado  
Transportation Memorandum  
LSC # S214360

Dear Ms. Wilson:

LSC Transportation Consultants, Inc. has prepared this Transportation Memorandum for the Gateway Trucking operation. The site is located on the east side of Franceville Coal Mine Road about one mile south of State Highway (SH) 94 in El Paso County, Colorado. The site access is shown on Figure 1. This report is being prepared to address County requirements per the EA meeting, including the requirement for completion of an updated Transportation Memo and the development agreement requirements. The agreement is dated March 28, 2017.

This memo is a follow-up submittal to the previous memo by LSC (dated April 2, 2018). For reference, prior memoranda/reports were dated July 14, 2017 and February 8, 2016, which was the most recent prior transportation memo.

This memo combines the content from the April 2, 2018 memo and the February 8, 2016 memo. The April 2018 memo primarily contained info pertinent to Development Agreement Condition No. 2.

For quick reference, Section 9 presents a summary of recommendations.

## **SECTION 1 – REPORT CONTENTS**

### **1.1 - EXISTING CONDITIONS & IDENTIFICATION OF ROAD DEFICIENCIES**

- Inclusion of the information contained in the previous LSC reports dated April 2, 2018 and February 8, 2016. The April 2, 2018 memo was primarily intended to directly address Item 2 of the Development Agreement.
- Description of the condition of Franceville Coal Mine Road from SH 94 to the entrance of the property and the identification of deficiencies.
- Percentage impact by Gateway Trucking based on traffic data.
- Developer's proportionate share based on current traffic volumes and proposed use.
- An analysis of current road segment use and traffic patterns, as required per **Item 5a** of the Development agreement.

### **1.2 - CDOT ACCESS PERMIT APPLICATION**

- The CDOT Access Permit Application is necessary step for Item No. 3 of the Development Agreement. A copy is attached to this report.
- This report includes content from the previous LSC report dated February 8, 2016, which addressed future conditions.
- Updated evaluation and recommendations for the intersection of Franceville Coal Mine Road and SH 94.

### **1.3 - FUTURE CONDITIONS & ESCROW FOR ROAD SEGMENT IMPROVEMENTS**

- This section addresses Items 5b, 5c, and 5d of the Development Agreement "Escrow for Road Segment Improvements."
- Estimate of future road segment use and traffic patterns, as required per Item 5b of the Development Agreement.
- An identification of future improvements to the road segment necessary to accommodate such future use and traffic patterns and the trigger event therefore, as required per Item 5c of the Development Agreement.
- An estimate of the cost of such future road improvements and the developer's proportionate share thereof, as required per Item 5d of the Development Agreement.

## **SECTION 2 – LAND USE AND ACCESS**

The applicant's approximately 42.3-acre property is located east of Franceville Coal Mine Road about one mile south of SH 94. The site consists of about 10 acres of the overall property used as an overnight parking area for multi-unit aggregate trucks and single-unit trucks. Site access is to Franceville Coal Mine Road.

The applicant's property and the site are shown in Figure 2. Employees/truck drivers travel to the site via their own vehicles between 5:00 and 7:00 a.m. and depart in the company trucks to the job site(s). The employees return the company trucks to the site between 3:30 and 6:00 p.m. and then leave the site in their own vehicles.

Some Gateway Trucking contracts are local with trucks parked at the site each night and dispatched to local job sites during the workday. Other contracts are for projects out of the local area. With these contracts, trucks travel out of the state or county for jobs that require them to remain off site for several days or longer periods. The drivers and their trucks are often contracted for out-of-state or out-of-county jobs that require them to remain off site for weeks or months at a time. This is most common during the summer months. For example, the owner had a contract for summer 2015 for ten trucks to be in Lamar, Colorado for three months. During the winter when there are fewer jobs, trucks may remain parked on site for several months. During winter 2014, there was a two-month period where none of the trucks left the site. However, this analysis assumes all the trucks are used for local jobs and leave and return to the site each day.

## SECTION 3 – CURRENT ROADWAY AND TRAFFIC CONDITIONS & PRIOR DATA ANALYSIS

### 3.1 - AREA ROADWAYS

The area roadways in the site's vicinity are described below.

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

**Franceville Coal Mine Road** is two-lane gravel roadway that extends south from SH 94 for about three miles. The posted speed limit is 35 mph. There are no auxiliary left- and right-turn lanes at the SH 94/Franceville Coal Mine Road intersection and the traffic control is two-way, stop-sign controlled. Additional information regarding road conditions on Franceville Road is contained later in this memo in the sub-section entitled "FRANCEVILLE COAL MINE ROAD – ROAD SEGMENT ANALYSIS"

### 3.2 - EXISTING (2021) TRAFFIC DATA

LSC has conducted current traffic counts for purposes of having current volumes as well as for comparison to total traffic volumes on SH 94 and Franceville Coal Mine Road to the prior reports.

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

- State Highway 94/Franceville Coal Mine Road
  - Wednesday, April 7, 2021 from 6:30 – 8:30 a.m.
  - Wednesday, April 7, 2021 from 3:30 – 5:30 p.m.

**Figure 3** shows these turning-movement volumes, as well as the average weekday traffic volumes. This figure also shows the results of 2021 daily machine counts conducted on Franceville Coal Mine Road south of SH 94. Raw count data is attached.

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

### 3.3 - 2016 & 2017 TRAFFIC DATA & ANALYSIS

Prior counts on Franceville Coal Mine Road are attached for reference and comparison. Please refer to Table 1 and Table 2 - the prior analysis of the traffic data and estimated relative impact by the developer's operation on the days counted.

The count data sheets are attached. Note: the gun club is only open certain weekdays (Wednesday and Friday) and, as such, volumes vary.

**Table 1: Three-Hour Afternoon Traffic Counts (2016)**

Roadway Approach	January 28, 2016				January 29, 2016			
	Passenger Vehicles/ Pick-Ups	Trucks	Other <sup>1</sup>	Total	Passenger Vehicles/ Pick-Ups	Trucks	Other <sup>1</sup>	Total
<b>Southbound -- North of the Gun Club Access (IN)</b>								
To the Gun Club	4	0	0	4	12	0	0	12
To the Gateway Trucking storage site	1	1	0	2	0	7	0	7
To a destination south of the Gateway trucking storage site access point	4	0	1	5	5	0	0	5
			<b>Total <sup>2</sup></b>	<b>11</b>			<b>Total <sup>2</sup></b>	<b>24</b>
<b>Northbound -- North of the Gun Club Access (OUT)</b>								
From the Gun Club	8	1	0	9	18	0	0	18
From the Gateway Trucking storage site	0	0	0	0	4	1	0	5
From a destination south of the Gateway trucking storage site access point	5	0	2	7	4	0	1	5
			<b>Total <sup>2</sup></b>	<b>16</b>			<b>Total <sup>2</sup></b>	<b>28</b>
Note: Time interval for "Four-Hour Afternoon Traffic Counts" is 2:30-5:30 p.m.								
Location of traffic counts is Franceville Coal Mine Rd, just north of the Gun Club access point								
<sup>1</sup> "Other" indicates school bus (2 trips on 1/28) or pickup truck towing a horse trailer (one trip each day).								
<sup>2</sup> Total 3-hour directional volume								

**Table 2: Four-Hour Afternoon Traffic Counts (2017)**

Roadway Approach	May 24, 2017				Traffic Percentages			
	Passenger Vehicles/ Pick-Ups	Trucks	Other	Total	Passenger Vehicles/ Pick-Ups	Trucks	Other	Total
<b>Southbound -- North of the Gun Club Access (IN)</b>								
To the Gun Club	32	0	0	32	58%	0%	0%	58%
To the Gateway Trucking storage site	6	7	0	13	11%	13%	0%	24%
To a destination south of the Gateway trucking storage site access point	10	0	0	10	18%	0%	0%	18%
			<b>Total <sup>1</sup></b>	<b>55</b>			<b>Total <sup>1</sup></b>	<b>100%</b>
<b>Northbound -- North of the Gun Club Access (OUT)</b>								
From the Gun Club	33	0	0	33	63%	0%	0%	63%
From the Gateway Trucking storage site	11	2	0	13	21%	4%	0%	25%
From a destination south of the Gateway trucking storage site access point	5	0	1	6	10%	0%	2%	12%
			<b>Total <sup>1</sup></b>	<b>52</b>			<b>Total <sup>1</sup></b>	<b>100%</b>
Note: Time interval for "Four-Hour Afternoon Traffic Counts" is 2:30-6:15 p.m.								
Location of traffic counts is Franceville Coal Mine Rd, just north of the Gun Club access point								
<sup>1</sup> Total 3.75-hour directional volume								

### 3.4 - LEVEL OF SERVICE

The intersection of Highway 94 & Franceville Coal Mine Road has been analyzed to determine the **current** levels of service during the morning and afternoon peak hours based on the unsignalized method of analysis procedures outlined in the *Highway Capacity Manual*, 2010 Edition by the Transportation Research Board.

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

**Table 3: Intersection Levels of Service Delay Ranges**

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

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

Detailed Synchro reports are attached. A summary of LOS during the weekday morning and evening peak hours is shown in Figure 3.

- Figure 3: Existing Traffic, Lane Geometry, Traffic Control, and LOS

All single-lane approaches and individual turn lanes would operate at LOS D or better during the short-term morning peak hour, with or without the addition of additional site-generated traffic. During the short-term afternoon peak hour, the northbound and southbound approaches would operate at LOS E, with or without the addition of additional site-generated traffic.

## SECTION 4 – GATEWAY TRUCKING TRIP GENERATION & TRIP DISTRIBUTION

The site-generated vehicle trips are typically estimated using the nationally published trip-generation rates from Trip Generation, 9th Edition, 2012 by the Institute of Transportation Engineers (ITE). However, due to the unique operational nature of the trucking business, LSC has made a customized trip-generation estimate presented in Table 4.

**Table 4: Trip Generation Estimate for Gateway Trucking**

ITE Code	Description	Value	Units	Trip Generation Rates <sup>1</sup>				External Trips Generated					
				Average Weekday	A.M. <sup>3</sup> In	A.M. <sup>3</sup> Out	P.M. <sup>4</sup> In	P.M. <sup>4</sup> Out	Average Weekday	A.M. <sup>3</sup> In	A.M. <sup>3</sup> Out	P.M. <sup>4</sup> In	P.M. <sup>4</sup> Out
<b>"Maximum" Trips Generated<sup>2</sup></b>													
---	Gateway Trucking	20	Trucks	4.00	0.00	0.15	0.75	0.65	80	0	3	15	13
<b>"Average" Trips Generated Based on ITE Trip Generation Rates</b>													
110	General Light Industrial	20	Employees	3.02	0.37	0.07	0.09	0.33	60	7	1	2	7

<sup>1</sup> Estimate by LSC. Assumes all employees enter prior to the morning peak hour and 85% of trucks leave prior to morning peak hour and 25% of trucks enter before or after the afternoon peak hour and 35% of employees leave before or after the afternoon peak hour.

<sup>2</sup> "Maximum" trip generation represents the highest trip generation for the site is estimated to occur on days when all trucks are used for local jobs. Trucks are often contracted for out-of-county or out-of-state jobs that take them off site for days or weeks at a time. During the winter months trucks may remain parked on site for extended periods of time.

<sup>3</sup> AM peak hour occurs from 6:45 to 7:45 a.m.

<sup>4</sup> PM peak hour occurs from 4:00 to 5:00 p.m.

Table 4 shows the number of vehicle trips estimated by LSC to be generated by the site, based on the information provided in the Land Use and Access section above. Table 4 shows the site's "maximum" weekday, morning peak-hour, and afternoon peak-hour trip-generation estimates. This "maximum" estimate represents the scenario when the maximum number, or all twenty available trucks, are used for local area jobs and therefore leave from and then return to the site each day.

During the morning peak hour, it was assumed that all employees arrive on-site in their own vehicles prior to the 6:45 to 7:45 a.m. morning peak hour of traffic at the intersection of SH 94/Franceville Coal Mine Road. It was assumed that about 85 percent of these employees then exit the site in a company truck prior to 6:45 a.m. The remaining 15 percent were assumed to exit the site during the morning peak hour.

The afternoon peak hour for traffic on SH 94 occurs from 4:00 to 5:00 p.m. As the company trucks arrive back on site between 3:30 and 6:00 p.m., it was assumed that about 25 percent of the trucks arrive back on site before or after the afternoon peak hour and 75 percent arrive

back on site during the afternoon peak hour. It was also assumed that about 35 percent of the employees leave the site before or after the afternoon peak hour and 65 percent leave during the afternoon peak hour.

LSC estimates that during the peak season, when all 20 trucks are used for local projects, the site generates about 80 vehicle trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. During the morning peak hour, it is estimated that no vehicles currently enter the site and three vehicles currently exit the site. During the afternoon peak hour of traffic, it is estimated that about 15 vehicles currently enter and 13 vehicles currently exit the site.

## SECTION 5 – STUDY AREA INTERSECTION AND ROADWAY SEGMENT ANALYSIS

### 5.1 - SH 94/Franceville Coal Mine Road Intersection Analysis

#### 5.1.1 - Volume Analysis

Table 5 shows the results of the analysis of SH 94/Franceville Coal Mine Road based on the maximum site-generated trip estimate. The first row shows the directional distribution estimate for site-generated traffic. The directional distribution of the site-generated traffic volumes on the area roadways is an important factor in determining the site’s traffic impacts. The estimates have been based on the following factors: the site’s location with respect to the nearby residential, employment, commercial, and activity centers and information from the client regarding typical locations of jobs for which the trucks are contracted. As shown in the table, about 95 percent of the site-generated trips are estimated to travel to/from the west, with all of the trucks estimated to travel to/from the west.

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

Row	Scenario	A.M. Peak Hour				P.M. Peak Hour			
		In		Out		In		Out	
		EBR	WBL	NBL	NBR	EBR	WBL	NBL	NBR
1	Directional Distribution of Site-Generated Traffic (%)	95%	5%	95%	5%	95%	5%	95%	5%
2	Total "Maximum" Site-Generated Vehicle-Trips (vph)	0	0	3	0	14	1	12	1
3	Existing Turning Movements (vph) <sup>1</sup>	3	0	7	2	35	3	7	0
4	Estimated Existing Site-Generated Total Vehicle-Trips (vph) <sup>2</sup>	2	0	5	0	2	0	2	0
5	Estimated "Maximum" Existing Vehicle-Trips (vph) <sup>3</sup>	5	0	15	2	49	4	22	2
6	Area Low-Growth Additional Background Vehicle-Trips (vph)	3	0	7	1	8	1	5	1
7	Area High-Growth Additional Background Vehicle-Trips (vph)	20	2	62	6	68	8	40	4
8	Area Low-Growth Total Vehicle-Trips (vph) <sup>4</sup>	4	0	12	3	57	5	21	2
9	Area High-Growth Total Vehicle-Trips (vph) <sup>5</sup>	21	2	67	8	117	12	56	4

<sup>1</sup> Based on turning movement counts by LSC (April 2021)  
<sup>2</sup> Estimated by LSC based on number of "heavy vehicles" recorded during manual turning movement count observations  
 Note: May include non-Gateway Trucking truck trips.  
<sup>3</sup> Estimated "Maximum" 2021 Vehicle Trips = Existing Turning Movements + "Maximum" Site-Generated Vehicle-Trips - Estimated Existing Site-Generated Vehicle-Trips  
<sup>4</sup> Area Low-Growth Total = Existing Turning Movements + "Maximum" Site-Generated Vehicle-Trips - Estimated Existing Site-Generated Vehicle Trips + Low-Growth Additional Background Vehicle-Trips  
<sup>5</sup> Area High-Growth Total = Existing Turning Movements + "Maximum" Site-Generated Vehicle-Trips - Estimated Existing Site-Generated Vehicle Trips + High-Growth Additional Background Vehicle-Trips

The second row shows the total “maximum” site-generated traffic volumes for each turning movement at the intersection of SH 94/Franceville Coal Mine Road. These estimates were made by applying the distribution percentages in the first row to the “maximum” trip

generation estimates shown in Table 4. The distribution percentages are also depicted graphically in Figure 4. The maximum site-generated volumes are also shown in Figure 6.

The third row of Table 5 shows the existing turning movements at the intersection of SH 94/Franceville Coal Mine Road in April 2021. As the trucking business was operating at the time of the counts, some of the turning movements counted by LSC were to/from the site. These volumes are also shown in Figure 5.

The fourth row of Table 5 is an estimate of the April 2021 turning movements attributable to the trucking business on the day in April 2021 when the intersection was counted. Note: As the count did not distinguish between Gateway Trucking trucks and non-Gateway Trucking trucks, these volumes may include volumes attributable to other trucking activity.

Row 5 of Table 5 shows the estimated “maximum 2021” turning movements at the intersection of SH 94/Franceville Coal Mine Road. These volumes are the sum of the existing volumes from row 3 plus the “maximum” site-generated volumes from row 2 minus the existing site-generated turning movements from row 4. These are also shown in Figure 7.

The sixth and seventh rows show estimates of the additional background traffic estimated to be generated by the development of other parcels on Franceville Coal Mine Road. Row 6 shows the lowest expected additional traffic volumes and row 7 shows the highest expected additional traffic volumes. These volumes are also shown in Figure 8.

Rows 8 and 9 show the estimated buildout turning movements at the intersection of SH 94/Franceville Coal Mine Road. Row 8 shows the buildout volumes assuming the lowest expected additional background traffic volumes and row 9 shows the buildout volumes assuming the highest expected background traffic volumes. Rows 8 and 9 also show the projected level of service for the northbound approach at this intersection for each scenario. Projected intersection levels of service for the various scenarios are also shown in Table 5. These volumes are also shown in Figure 9.

### **5.1.2 - Projected Level of Service Analysis**

The intersection of Highway 94/Franceville Coal Mine Road has been analyzed to determine the projected future levels of service during the morning and afternoon peak hours based on the unsignalized method of analysis procedures outlined in the *Highway Capacity Manual*, 2010 Edition by the Transportation Research Board.

Detailed Synchro reports are attached. A summary of projected **future** LOS during the weekday morning and evening peak hours for the Highway 94/Franceville Coal Mine Road intersection is shown in the following figures:

- Figure 8: 2041 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 9: 2041 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

#### 5.1.2.1 - Long Term

##### Low-Growth Scenario

The long-term “low-growth” traffic scenario assumes minimal additional background growth on Franceville Coal Mine Road in the vicinity of the site.

If SH 94 were to remain a two-lane roadway through 2041, the northbound approach would operate at LOS F during the both long-term peak hours, with or without the addition of additional site-generated traffic.

If SH 94 were to be converted to a four-lane roadway by 2041, the northbound approach would operate at LOS E during the both long-term peak hours, with or without the addition of additional site-generated traffic.

##### High-Growth Scenario

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.

If SH 94 were to remain a two-lane roadway through 2041, the northbound approach would operate at LOS F during the both long-term peak hours, with or without the addition of additional site-generated traffic.

If SH 94 were to be converted to a four-lane roadway by 2041, the northbound approach would operate at LOS F during the both long-term peak hours, with or without the addition of additional site-generated traffic.

## 5.2 - FRANCEVILLE COAL MINE ROAD – ROAD SEGMENT ANALYSIS

### 5.2.1 - Traffic Volumes

Table 6 shows the estimated daily traffic volumes on Franceville Coal Mine Road just south of SH 94 assuming the maximum site-generated traffic volumes. The rows on this table are similar to those described for Table 5. Franceville Coal Mine Road is already exceeding the County

200-vehicle-perday threshold for paving. The count from April 2021 showed a weekday average of 289 vehicles per day. This operation with 20 trucks in service on local jobs is estimated to currently represent 80 vehicles per day (on maximum trip-generation days) on this roadway. With future development and other growth, these volumes would increase as estimated in Table 5.

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

Scenario	Franceville Coal Mine Rd South of SH 94 (Veh/Day)
Total "Maximum" Site-Generated Vehicle-Trips (veh/day)	80
Existing ADT (veh/day) <sup>1</sup>	250
Estimated Existing Site-Generated Vehicle-Trips (veh/day) <sup>2</sup>	50
Estimated "Maximum" Vehicle-Trips (veh/day) <sup>3</sup>	280
Area Low-Growth Additional Background Vehicle-Trips (veh/day)	145
Area High-Growth Additional Background Vehicle-Trips (veh/day)	1,140
Area Low-Growth Total Vehicle-Trips (veh/day) <sup>4</sup>	486
Area High-Growth Total Vehicle-Trips (veh/day) <sup>5</sup>	1,481
<sup>1</sup> Based on tube counts by LSC (April 2021) and estimates by LSC <sup>2</sup> These are estimates of existing daily site-generated trips on the roadway at the time the machine counts were conducted. <sup>3</sup> Estimated "Maximum" Vehicle-Trips = Existing Turning Movements + "Maximum" Site-Generated Vehicle Trips - Estimated Existing Site-Generated Vehicle-Trips <sup>4</sup> Area Low-Growth Total = Existing Turning Movements + "Maximum" Site-Generated Vehicle-Trips - Estimated Existing Site-Generated Vehicle-Trips + Low Growth Additional Background Vehicle-Trips <sup>5</sup> Area High-Growth Total = Existing Turning Movements + "Maximum" Site-Generated Vehicle-Trips - Estimated Existing Site-Generated Vehicle-Trips + High Growth Additional Background Vehicle-Trips	

## SECTION 6 – IDENTIFICATION OF ROAD DEFICIENCIES

### 6.1 - DEVELOPMENT AGREEMENT #2 LANGUAGE

2. Identification of Road Deficiencies. Within sixty (60) days of the Effective Date of this Agreement, Developer shall submit to County staff the following documents prepared by a professional engineer: a) a report describing the condition of Franceville Coal Mine Road from State Highway 94 to the entrance of the Property (the “Road Segment”), b) an estimate of the cost to repair any deficiency in the existing Road Segment, and c) a determination of Developer’s proportionate share of such cost based upon existing traffic conditions and Developer’s proposed use of the Property. Within thirty (30) days of approval of the above documents by the County Engineer, Developer shall pay his share of the cost to repair existing deficiencies in the Road Segment to the County. The acceptance of such funds by the County does not impose a duty to repair the Road Segment within a specified period of time.

### 6.2 - EXISTING CONDITIONS ANALYSIS - AS REQUIRED IN THE DEVELOPMENT AGREEMENT PART 2A

#### 6.2.1 - Comparison to El Paso County Standard Gravel Road Criteria

It is our understanding that the developer is not being required to upgrade the entire road to County gravel road standards or higher standard such as a Rural Local or Rural Minor Collector, rather identify deficiencies in the existing road segment, identify mitigation measures, quantify the cost of mitigation, and estimate the applicant’s fair share. The following design elements of a County standard gravel roadway are included for reference. The design speed prescribed in the *Engineering Criteria Manual (ECM)* for a County standard gravel roadway is 50 mph (45 mph posted) and some of the design elements include:

- Two 12-foot lanes plus four-foot shoulders (32-foot total width);
- Centerline grade of 1 percent to 8 percent;
- Intersection grade of 1 to 4 percent;
- A 12-foot clear zone;
- Please refer to standard cross section. (Note: the traveled way is shown as 34 feet, however the current ECM design table reflects a 32-foot traveled way);
- The standard ditch sections are shown in the ECM standard cross section; and
- **Design ADT of 200 vehicles per day.**

The following is based on field measurements by LSC:

- The shoulder width is narrower than the standard cross section. However, the speed limit is posted at 35 mph (compared to the standard 45 mph). AASHTO identifies a clear zone of 7 to 10 feet for a 40-mph design speed and an ADT of less than 750.
- In general, the traveled way width of Franceville Coal Mine Road is at least 24 feet plus a combination of gravel shoulder and/or what appears to be recoverable foreslopes of varying width. There do not appear to be any sections significantly narrower than others. The cross-sectional width appears generally consistent. The only exception is identified below under “deficiencies.”
- The subject roadway segment has no horizontal curvature.
- Attached are pages from the *ECM* containing criteria for gravel roads. A geotechnical evaluation of the gravel roadway surface/structure is forthcoming. At the date of this memo, the gravel surface was not quite as smooth as a newly resurfaced gravel road. On the day of the site visit in April 2021, there appeared to be minimal dust generated.
- The foreslopes/ditch sections appeared to be well maintained and the roadway appeared to have a satisfactory crown. Confirmation from the project consulting civil/drainage engineer that the existing drainage infrastructure is adequate to convey stormwater from the roadway in accordance with County requirements may or may not be necessary.
- The vertical profile is generally level to rolling. LSC completed spot-checks of what appeared to be the steepest roadway grade between SH 94 and the site. Aside from the northbound approach to SH 94, the other grades appear to meet the County standard of eight percent. LSC spot-measured centerline roadway grades of 3 percent and 8 percent were recorded on the roadway segments south of the two significant drainage crossings.
- The field-measured spot roadway grades from SH 94 to the drainage located just south of Highway 94 are presented in Table 7. These measurements identify relatively steep roadway grades immediately south of the intersection with SH 94. As such, the intersection grades are further addressed in the Identification of Existing Deficiencies section of this report under the CDOT subsection of this report as this intersection is under the jurisdiction of CDOT.

**Table 7: Field-Measured Roadway Grades on Franceville Coal Mine Road**

Segment	Feet from SH 94 Edge of Pavement	Percent Grade
1	10	11.6%
2	10	11.5%
3	10	10.4%
4	25	7.9%
5	25	7.5%
6	25	5.7%
7	25	3.8%
8	25	3.6%
9	25	2.5%
10	25	1.9%
11	25	1.0%
12	25	0.3%
13	25	0.0%

- There is one drainage crossing at which a guardrail has been installed and another crossing at which it appears that a guardrail is needed because the edges of the roadway above the culvert are within the clear zone. This is addressed in the Identification of Existing Deficiencies section.

### **6.3 - IDENTIFICATION OF EXISTING DEFICIENCIES OF FRANCEVILLE COAL MINE ROAD – EL PASO COUNTY**

This section addresses DEVELOPMENT AGREEMENT PART 2a

- In general, the traveled way width of Franceville Coal Mine Road is at least 24 feet plus a combination of gravel shoulder and/or what appear to be recoverable foreslopes of varying width. There did not appear to be any sections significantly narrower than others. The cross-sectional width appears consistent.
- The crossing over the drainage located 1,700 feet south of SH 94 does not have guardrails. The west edge of the roadway is about three or four feet from the traveled way. The east edge of the roadway is about 17 feet from the approximate roadway centerline. The west edge of the roadway is about 13 feet from the approximate roadway centerline. The vertical drop-offs at the edge of the roadway are hazards within the clear zone. Guardrails on each side should be added at this crossing location.
- As mentioned above, confirmation of the adequacy of the existing drainage and roadway surface infrastructure would need confirmation by the civil and geotechnical engineers,

respectively, and any additional deficiencies and associated necessary mitigation measures will be identified.

#### **6.4 - MITIGATION MEASURES FOR EXISTING DEFICIENCIES - AS REQUIRED IN THE DEVELOPMENT AGREEMENT PART 2B & 2C**

##### **6.4.1 - Franceville Coal Mine Road – El Paso County**

LSC recommends a guardrail be constructed on both sides of the roadway at the first significant crossing located south of SH 94. This would be similar to the guardrail located at the second significant crossing south of SH 94. The length of the guardrail would be about 100 linear feet on each side, but this would be confirmed with design.

The roadway exceeds the gravel roadway design ADT of 200 vehicles per day. Options include:

- Paving to a Rural Local standard width (28 feet) with 2' gravel shoulders each side.
- Paving the 24' wide roadway (if available ROW and necessary drainage structures limit cross section widening).

Regarding the pavement design:

- The pavement design should consider annual average daily-truck volume and empty-truck weight (Gateway Trucking haul trucks are empty when traveling along Franceville Coal Mine Road).

##### **6.4.2 - Preliminary Cost Estimates to Mitigate/Repair the Identified Deficiencies**

*Per the development agreement, the Determination of developer's proportionate share of cost based on existing traffic conditions and proposed use of the property. (Within 30 days of approval of the above documents by the County engineer), developer shall pay his share of the cost to repair existing deficiencies on the road segment.*

The cost to complete the upgrade of the one-mile subject section of Franceville Coal Mine Road to a Rural Local road with up to 28 feet of pavement width is about **\$790,000** based on the Countywide fee program unit cost calculation for a Rural Minor Collector adjusted for up to 28-feet of pavement instead of 32-feet of pavement, and not including the unit cost portion for right-of-way. This unit cost may be conservative as the roadway is already graded.

The cost of the guard rail will need to be based on a preliminary design due to the installation at the drainage crossing.

#### **6.4.3 - Developer's Percentage of Franceville Coal Mine Road Improvements**

As show in Table 6, the applicant's share based on ADT would be about 29 percent, not considering any additional development, and about 9 percent assuming about 60 additional single-family homes served by the subject section of Franceville Coal Mine Road.

## SECTION 7 – ESCROW FOR ROAD SEGMENT IMPROVEMENTS (El Paso County)

### 7.1 - DEVELOPMENT AGREEMENT #2 LANGUAGE

5. Escrow for Road Segment Improvements. Within one (1) year of the Effective Date, Developer shall provide to County staff a traffic report prepared by a professional engineer containing the following: (a) an analysis of current Road Segment use and traffic patterns (b) an estimate of future Road Segment use and traffic patterns, (c) an identification of future improvements to the Road Segment necessary to accommodate such future use and traffic patterns and the trigger event therefor, and (d) an estimate of the cost of such future road improvements and Developer's proportionate share thereof. Within thirty (30) days of approval of such traffic report by the County Engineer, Developer shall tender to El Paso County, in the form of cash or a letter of credit, his proportionate share of the cost of future improvements to the Road Segment. Such funds shall be kept separate from all other County funds and used only at such time as the need for the identified improvements to the Road Segment has been triggered and the County intends to construct or require construction of such improvements. If the County does not formally initiate construction of improvements to the Road Segment within fifteen (15) years of the Effective Date, either by entering into a contract for such construction or requiring such construction as part of a land use approval, the escrowed funds shall be returned to Developer with any accrued interest.

### 7.2 - FUTURE ANALYSIS – (ADDRESSES PART 5 OF THE DEVELOPMENT AGREEMENT)

#### 7.2.1 - Analysis of current Road Segment use and traffic patterns

##### 7.2.1.1 - 2021 Traffic Data

Figure 3 shows recorded April 2021 data and roadway usage.

**Error! Reference source not found.** below shows the 2021 classification volume count data and percent trucks.

**Table 8: Traffic Count Data (2021 Data) and Percent Trucks**

Vehicle Type by Approach and Type	April 2021					Daily Average Total
	W	R	F	Sa	Su	
	7	8	9	10	11	
<b>Trucks (Northbound)</b>	16	14	17	12	2	
Buses						
Single-Unit Trucks						
Multi-Unit Trucks						
<b>Southbound (assume same as NB)</b>	16	14	17	12	2	
<b>Traffic Volume Summary</b>						
All Vehicles on Roadway	366	175	262	360	284	289
Trucks ONLY	33	29	36	24	4	25
Percent Trucks						9%

Based on the percent truck calculations shown in Table 8, the truck percentage (9 percent) is significantly lower than in the 2017 data, which showed 19 percent trucks.

### 7.2.2 - Future Projected Traffic Volumes

Estimate of future road segment use and traffic patterns was presented in the traffic analysis section of the report. Please refer to section 5.1 of the report with Table 5 and Table 6 volumes – high growth, low growth, etc. in lines 6, 7, 8, and 9 of Table 5.

### 7.2.3 - Future Improvements

This section presents identification of future improvements to the Road Segment necessary to accommodate such future use and traffic patterns and the trigger event therefor.

#### 7.2.3.1 - Road Segment – Franceville Coal Mine Road

- This subsection is intended to address Development Agreement Item 5c.
- 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.

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

This section is associated with Development Agreement #3

### 8.1 - DEVELOPMENT AGREEMENT #2 LANGUAGE

3. CDOT Access Permit. Within sixty (60) days of the Effective Date of this Agreement, Developer shall obtain an access permit from the Colorado Department of Transportation for the Franceville Coal Mine Road intersection with State Highway 94 and shall comply with all conditions of such permit, all at Developer's sole expense.

### 8.2 - EXISTING DEFICIENCIES

- An access permit application is attached to this report and will be submitted to CDOT. The County Engineer signature is needed on the application form.
- An eastbound right-turn deceleration lane is currently warranted on SH 94. This lane should be 500 feet long plus a 300-foot transition taper. A four-foot paved shoulder will be required adjacent to this turn lane. This turn lane will extend back across an existing access on the south side of SH 94 as the access is located about 400 feet west of the west edge of Franceville Coal Mine Road.
- According to criteria in the *State Highway Access Code*, exclusive left-turn auxiliary lanes shall be provided for any access on an R-A highway with a projected peak-hour ingress exceeding 10 vehicles per hour (vph). Fewer than 10 vph currently make a westbound left-turning movement during either peak hour, which does not exceed the 10-vph left-turn lane threshold in the *State Highway Access Code*. Based on the combination of operations for heavy-vehicle and existing passenger-vehicle traffic volumes turning from SH 94 onto Franceville Coal Mine Road from the east, a westbound left-turn lane would **not** be required, based on the *State Highway Access Code* turning-volume threshold.
- The code indicates the "access width" (the width of Franceville Coal Mine) at SH 94 should be 25 to 40 feet (also, the code recommends a width no less than 36 feet exclusive of radii). The current width is about 26 to 27 feet.
- Radii should accommodate a multi-unit truck. The following applies:

*4.6.3 For any access where multi-unit vehicles, or single unit vehicles exceeding 30 feet in length, are intended to use the access on a daily basis, the radii of the access should be determined using the minimum turning path for the larger vehicle. It is desirable to use equivalent three-centered compound curves or*

*spiral curves rather than simple radii when designing for larger vehicles. The curves used should ensure safe turning movements without encroachment onto other highway travel lanes.*

*4.6.4 If the frequency of multi-unit vehicles or single unit vehicles over 30 feet in length is such that two such vehicles may be reasonably anticipated to use the access at the same time, one entering and one exiting, radii should be adequate to accommodate both vehicles with no turning conflicts and without undue slowing.*

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

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

The spot-grades taken using a SmartLevel tool on Franceville Coal Mine Road just south of SH 94 are shown in Table 7. As these grades exceed CDOT standards, this approach is an existing deficiency that will require mitigation.

- The Code requires paving for a distance of 50 feet from the traveled way of SH 94. The asphalt paving currently extends 20 feet back from the edge of the eight-foot paved shoulder on SH 94. This is an existing deficiency.
- NOTE: Regarding CDOT comment number 4 in the May 13, 2015 comment letter from CDOT. This comment calls out the need for right- and left-turn deceleration lanes on SH 94. This memo recommends construction of the eastbound right-turn deceleration lane. Regarding the left-turn lane requirement in the CDOT comment, it is our understanding that nearly all the truck trips are oriented to/from the west. The site-generated trip estimate, in the April 10, 2015 (and February 8, 2016) LSC memorandum, of one vehicle-per-hour was intended to represent the potential for a **passenger vehicle** traveling to Gateway from the east. Based on this and the latest traffic count data, the threshold for a westbound left-turn lane is not currently met.

### **8.3 - SH 94/Franceville Coal Mine Road Intersection – CDOT - Improvements**

- An eastbound right-turn deceleration lane should be constructed on SH 94. This lane should be 500 feet long plus a 300-foot transition taper. 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 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 and truck-tractor traction for accelerating 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.

- The cost of the right-turn lane on SH 94, and approach leg grade improvements (as feasible), will need to be based on a preliminary design.

#### **8.4 - POTENTIAL FUTURE IMPROVEMENTS - CDOT INTERSECTION: HIGHWAY 94 & FRANCEVILLE COAL MINE ROAD**

- Westbound left-turn deceleration lane
  - Trigger: westbound left turning volume over 10 vph. Currently not met.
  - May be met in the future with:
    - Additional development along Franceville Coal Mine Road and-or increased trip generation by the existing generators, including Gateway Trucking.
    - Change in existing or projected traffic patterns
    - Crash history or other CDOT directives
- Other potential auxiliary lanes- such as WB LT accel lane or EB RT accel lane.
- Levels of Service: A solution to improve the level of service for the northbound approach
  - Trigger: Once LOS drops below D and/or when a signal warrant is met.
- Potential NB approach widening sufficient to create a two-lane approach – if helps operations, avoids the need for a signal, improves deficient LOS.
- Accomplishing the above while considering and accommodating the existing land uses abutting SH 94 and their SH 94 access points in the vicinity of the SH 94/Franceville Coal Mine Road intersection

Given the difficult combination of the following, LSC recommends consideration of a planned and phased overall solution for this area and a cooperative approach to funding the planning, design, and implementation of an attainable and practical phased improvement plan.

- Existing land uses in the area are already generating intersection/access turning traffic at and near the Highway 94/Franceville Coal Mine Road intersection.
- The relatively low thresholds/triggers in the criteria for the above potential improvements.
- The likely high cost of the improvements listed above given the length of Franceville Coal Mine
- Road, the 65-mph speed on SH 94, and complexity due to other access points nearby on SH 94
- The limited capability of small-scale projects/land uses (as is the case with this applicant) to fund, even collectively, the potentially extensive and costly list of improvements required by criteria.

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

## SECTION 9 – Recommendations Summary

The following summarizes recommendations for the short and long term on the Franceville Coal Mine roadway segment (El Paso County) and the State Highway 94/Franceville Coal Mine Intersection (CDOT).

### 9.1 - FRANCEVILLE COAL MINE ROAD – EL PASO COUNTY

#### 9.1.1 - Short Term

- LSC recommends a guardrail be constructed on both sides of the roadway at the first significant crossing located south of SH 94.
- The roadway exceeds the gravel roadway design ADT of 200 vehicles per day. Options include:
  - Paving to a Rural Local standard width (28 feet) with 2' gravel shoulders each side.
  - Paving the 24' wide roadway (if available ROW and necessary drainage structures limit cross section widening).
  - The pavement design should consider annual average daily-truck volume and empty-truck weight (Gateway Trucking haul trucks are empty when traveling along Franceville Coal Mine Road).
- The cost to complete the upgrade of the one-mile subject section of Franceville Coal Mine Road to a Rural Local road with up to 28 feet of pavement width is about **\$790,000**. Please refer to the report section for details.
- The cost of the guard rail will need to be based on a preliminary design due to the installation at the drainage crossing.

#### 9.1.2 - Long Term

- 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.
- Based on the impact calculations shown in Table 6, the applicant's share based on ADT would be about 29 percent, not considering any additional development, and about

9 percent assuming about 60 additional single-family homes served by the subject section of Franceville Coal Mine Road.

## **9.2 - STATE HIGHWAY 94/FRANCEVILLE COAL MINE INTERSECTION - CDOT**

### **9.2.1 - Short Term**

- An access permit application is attached to this report and will be submitted to CDOT. The County Engineer signature is needed on the application form.
- An eastbound right-turn deceleration lane is currently warranted on SH 94. This lane should be 500 feet long plus a 300-foot transition taper. A four-foot paved shoulder will be required adjacent to this turn lane. This turn lane will extend back across an existing access on the south side of SH 94 as the access is located about 400 feet west of the west edge of Franceville Coal Mine Road
- Other “access” geometric improvements at the intersection proper are outlined in Section 8.2. Please refer to this section for details.

### **9.2.2 - Long Term**

- Section 8.4 identifies potential future intersection improvements. Please refer to this section for details.
- LSC recommends consideration of a planned and phased overall solution for potential future improvements at this intersection and a cooperative approach to funding the planning, design, and implementation of an attainable and practical phased improvement plan.
- The approach to developing such a plan and its funding should be fair for both current and future applicants and based on relative traffic impacts and should consider the extent to which those traffic impacts are causing the need for certain components of the improvement plan. Such an approach could be to create a local improvement or special district or to create a program using a combination of advance escrow of funds for future improvements and/or cost recovery mechanisms (for improvements completed in earlier phases of said program).

\* \* \* \* \*

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

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

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

JCH:JAB:jas

Enclosures: Figure 1 - Figure 9  
Traffic Counts  
Synchro LOS Reports

# Figures 1-9

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Not to scale

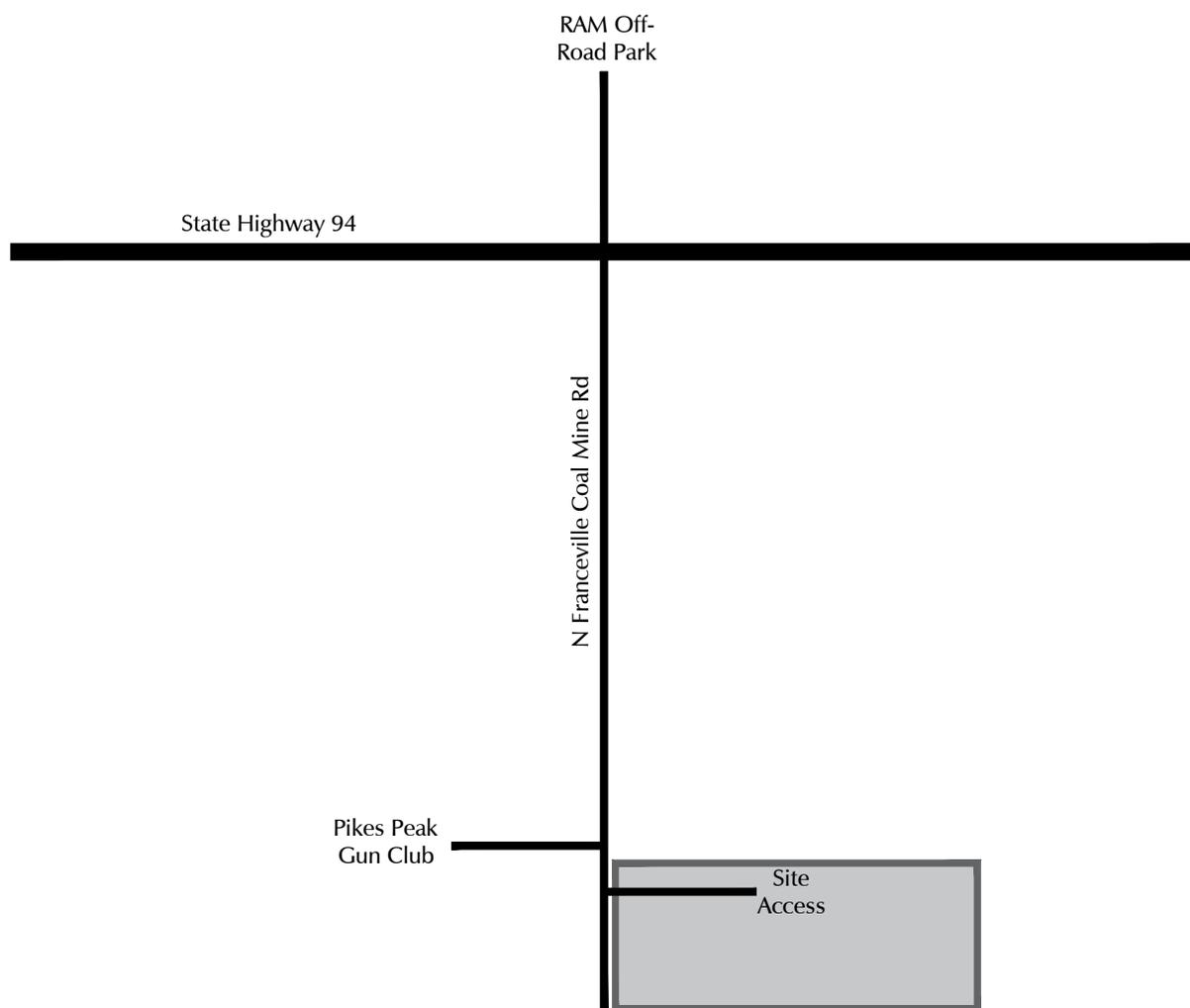


Figure 1  
**Vicinity Map**  
Gateway Trucking (LSC # S214360)



1" = 150'  
scale

To SH 94  
↑

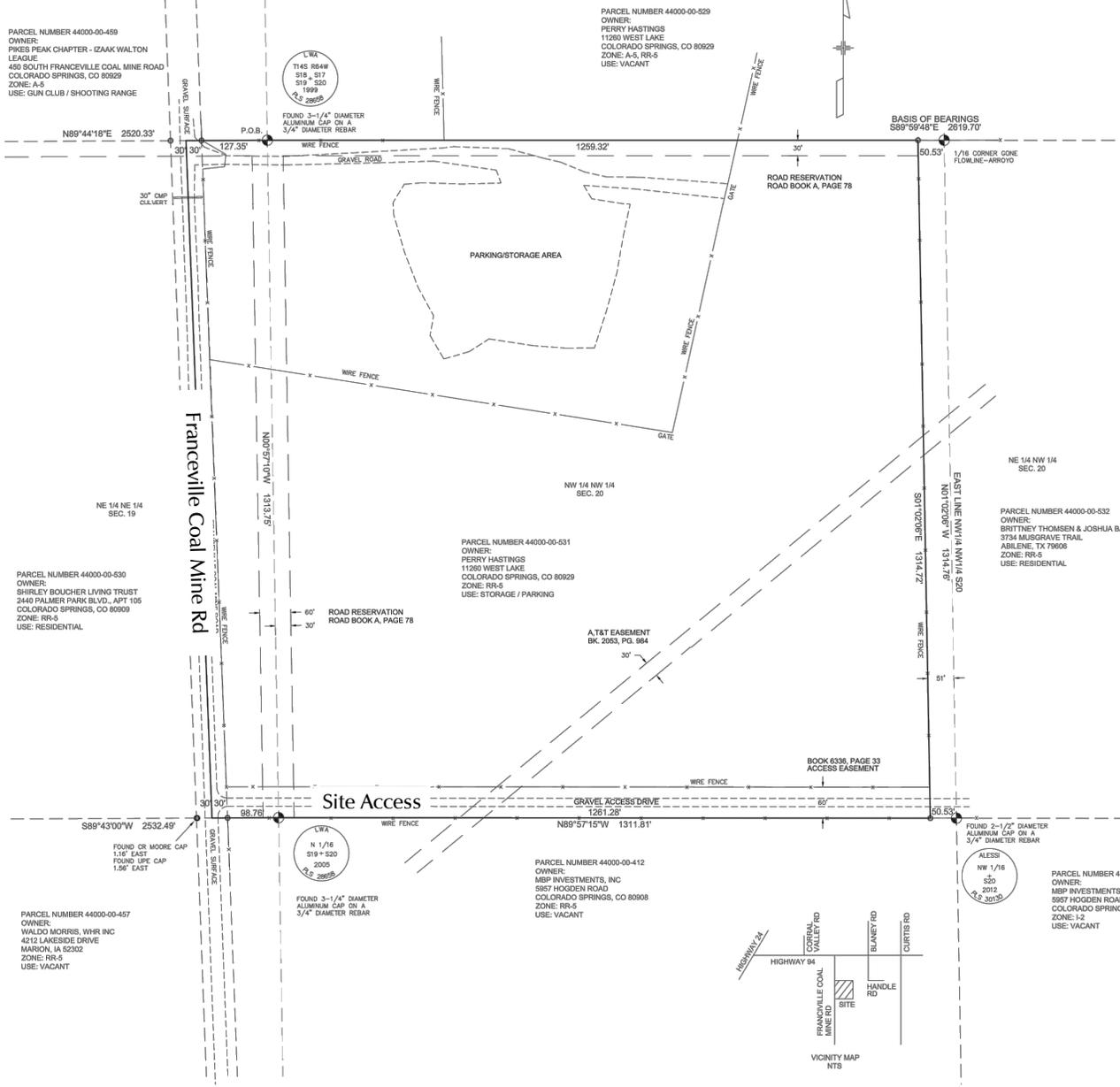
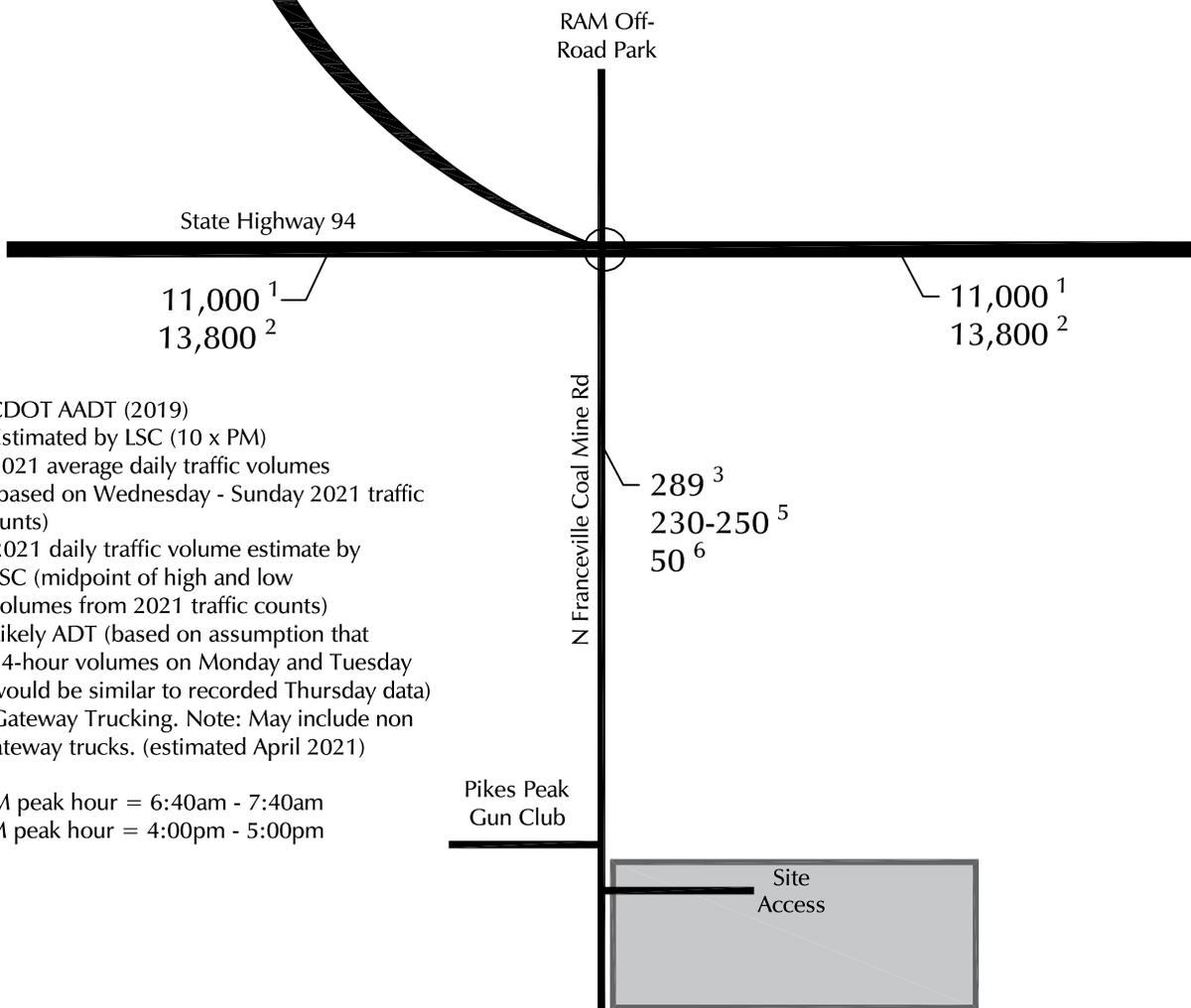
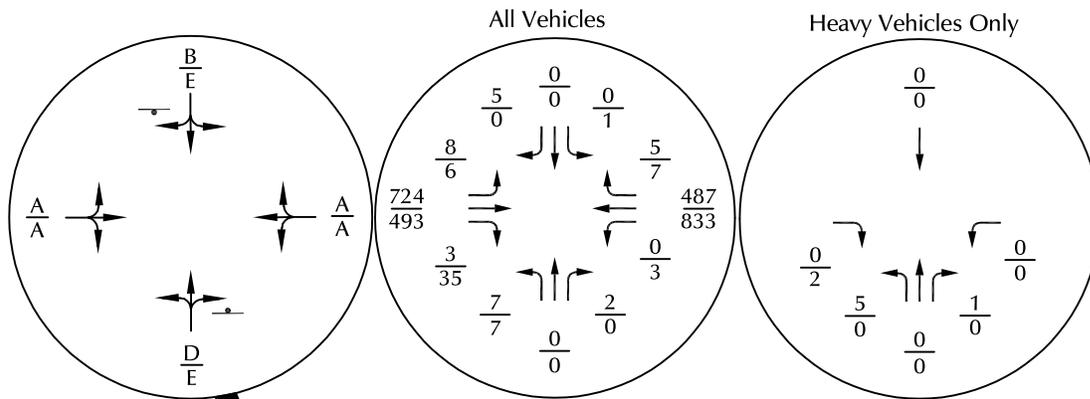


Figure 2  
Site Plan

Gateway Trucking (LSC # S214360)



- <sup>1</sup> CDOT AADT (2019)
- <sup>2</sup> Estimated by LSC (10 x PM)
- <sup>3</sup> 2021 average daily traffic volumes (based on Wednesday - Sunday 2021 traffic counts)
- <sup>4</sup> 2021 daily traffic volume estimate by LSC (midpoint of high and low volumes from 2021 traffic counts)
- <sup>5</sup> Likely ADT (based on assumption that 24-hour volumes on Monday and Tuesday would be similar to recorded Thursday data)
- <sup>6</sup> Gateway Trucking. Note: May include non Gateway trucks. (estimated April 2021)

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

Counts by LSC (April 2021)

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

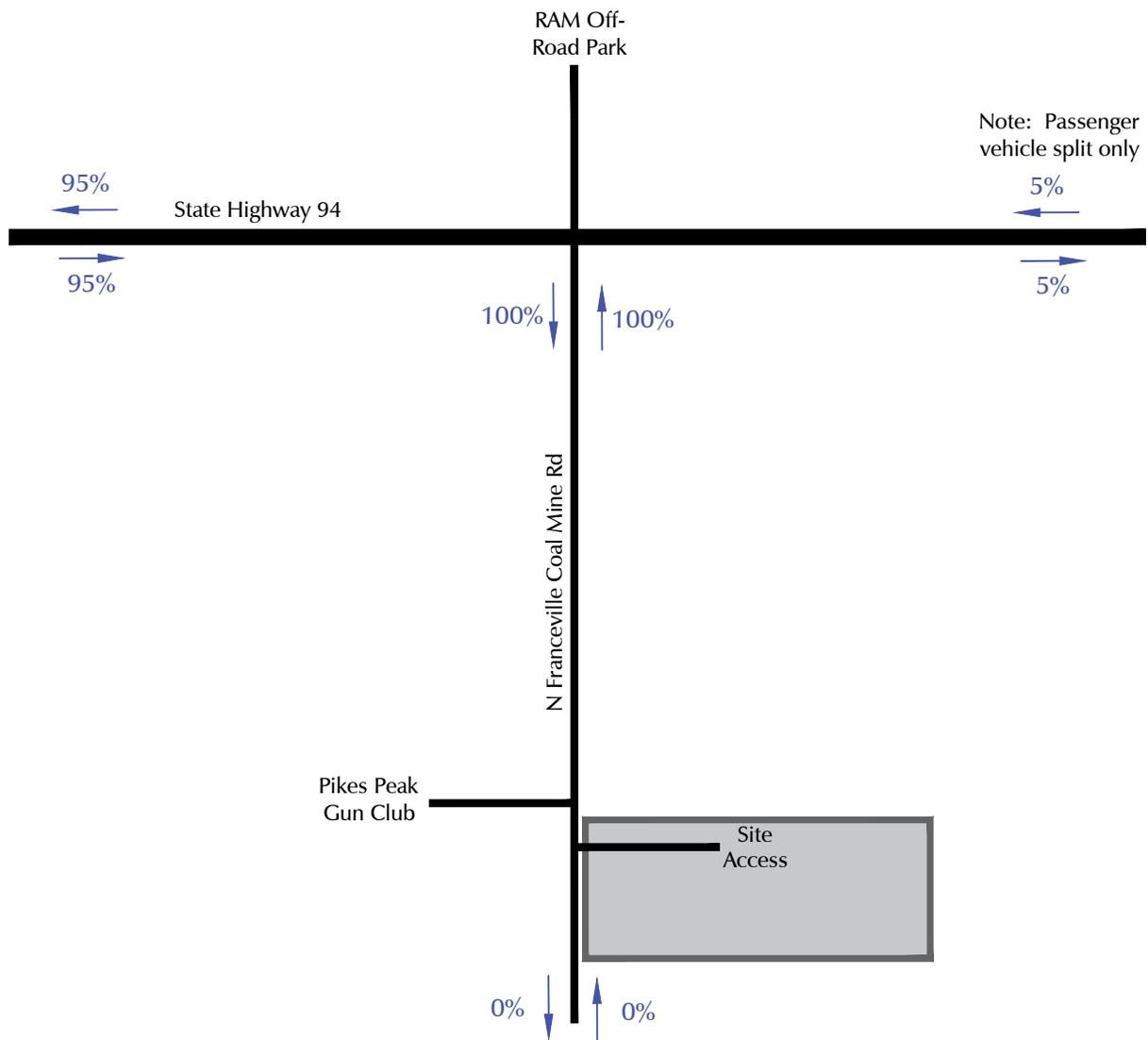
Figure 3  
**Existing Traffic, Lane  
Geometry, Traffic  
Control, and LOS**

Gateway Trucking (LSC # S214360)





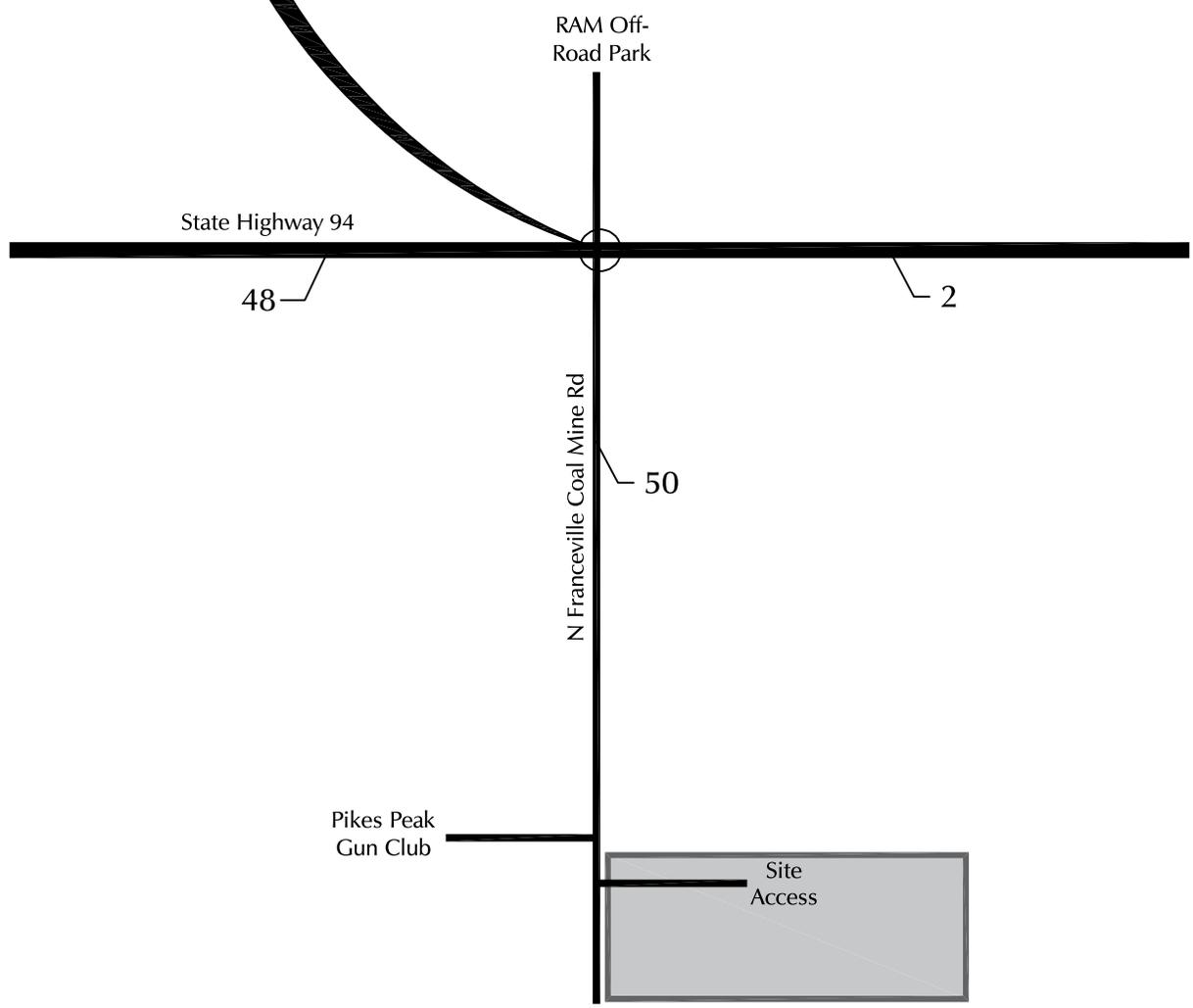
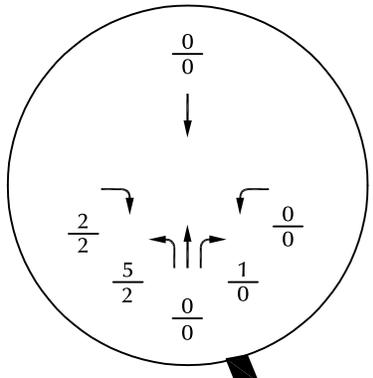
Not to scale



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

Figure 4  
Directional Distribution

Gateway Trucking (LSC # S214360)



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 5  
**Site-Generated Traffic**  
**Existing (April 2021)**

Gateway Trucking (LSC # S214360)



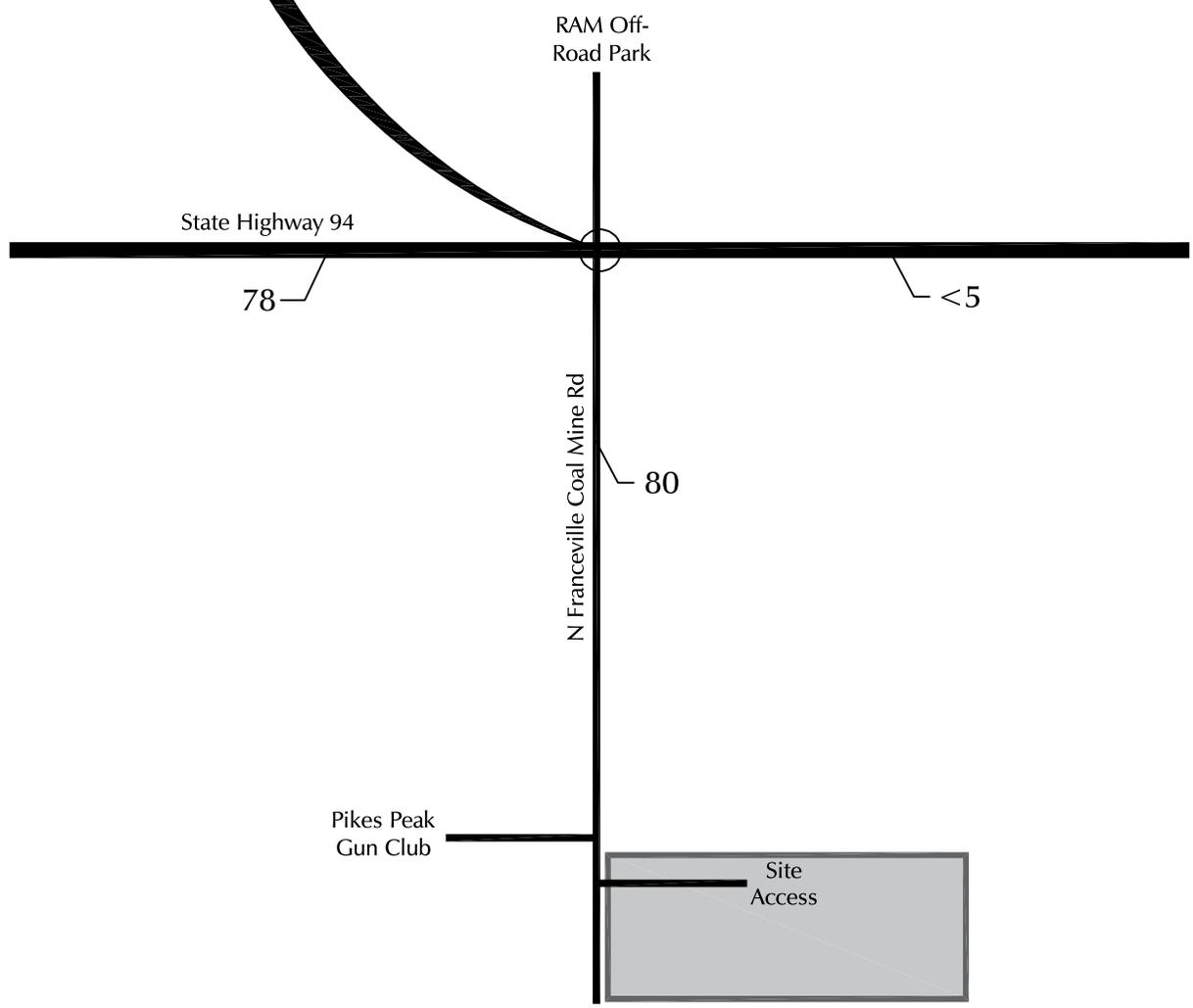
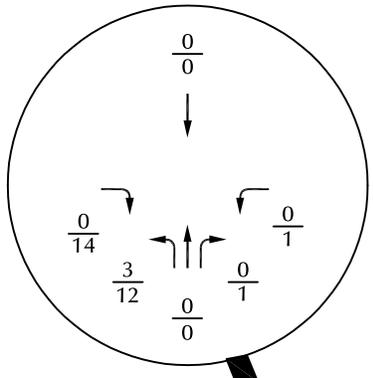


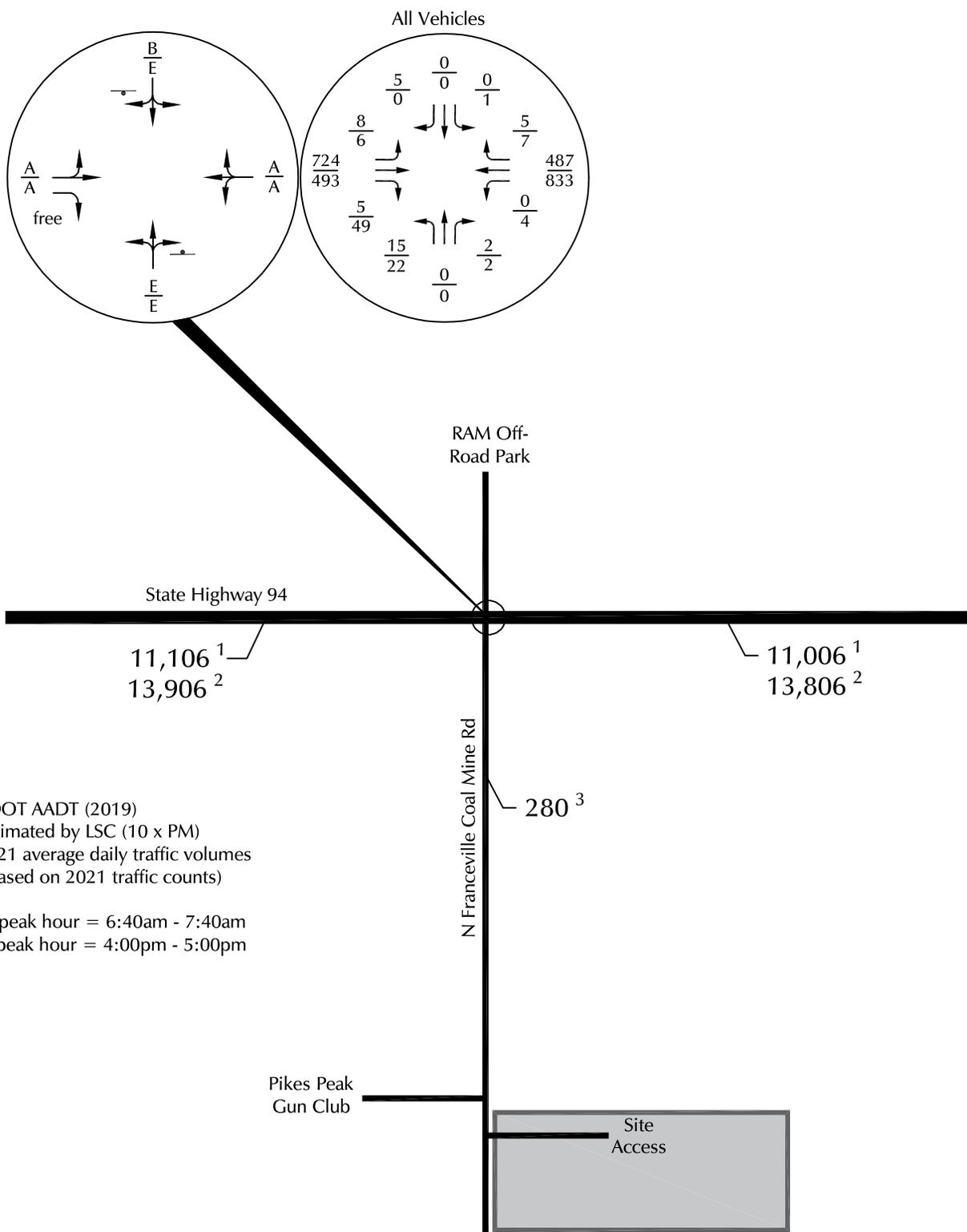
Figure 6  
 Site-Generated Gateway  
 Trucking Traffic  
 "Maximum"

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

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

Gateway Trucking (LSC # S214360)





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

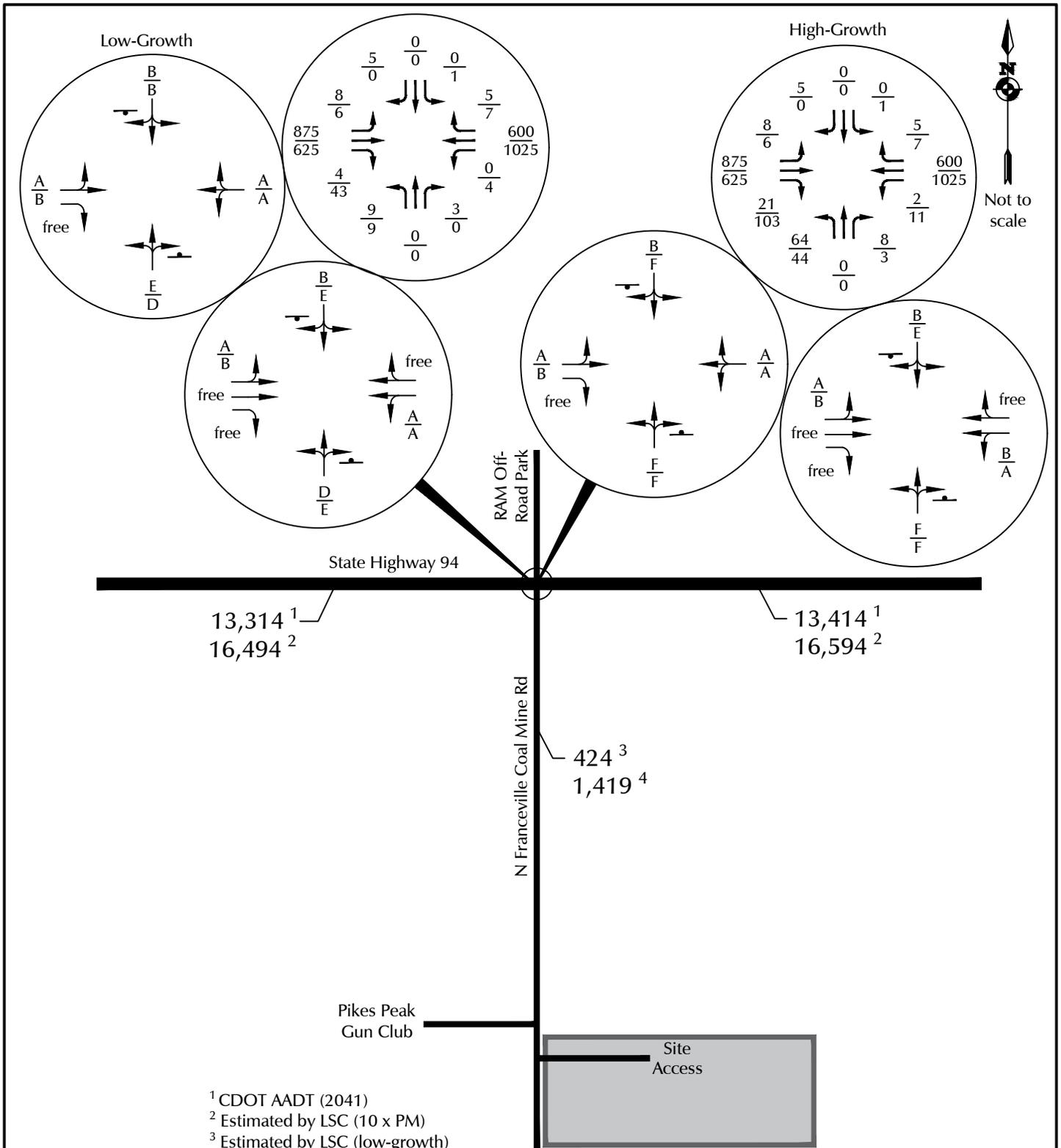
AM peak hour = 6:40am - 7:40am  
 PM peak hour = 4:00pm - 5:00pm

Figure 7

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



- ⊥ = 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)



<sup>1</sup> CDOT AADT (2041)  
<sup>2</sup> Estimated by LSC (10 x PM)  
<sup>3</sup> Estimated by LSC (low-growth)  
<sup>4</sup> Estimated by LSC (high-growth)

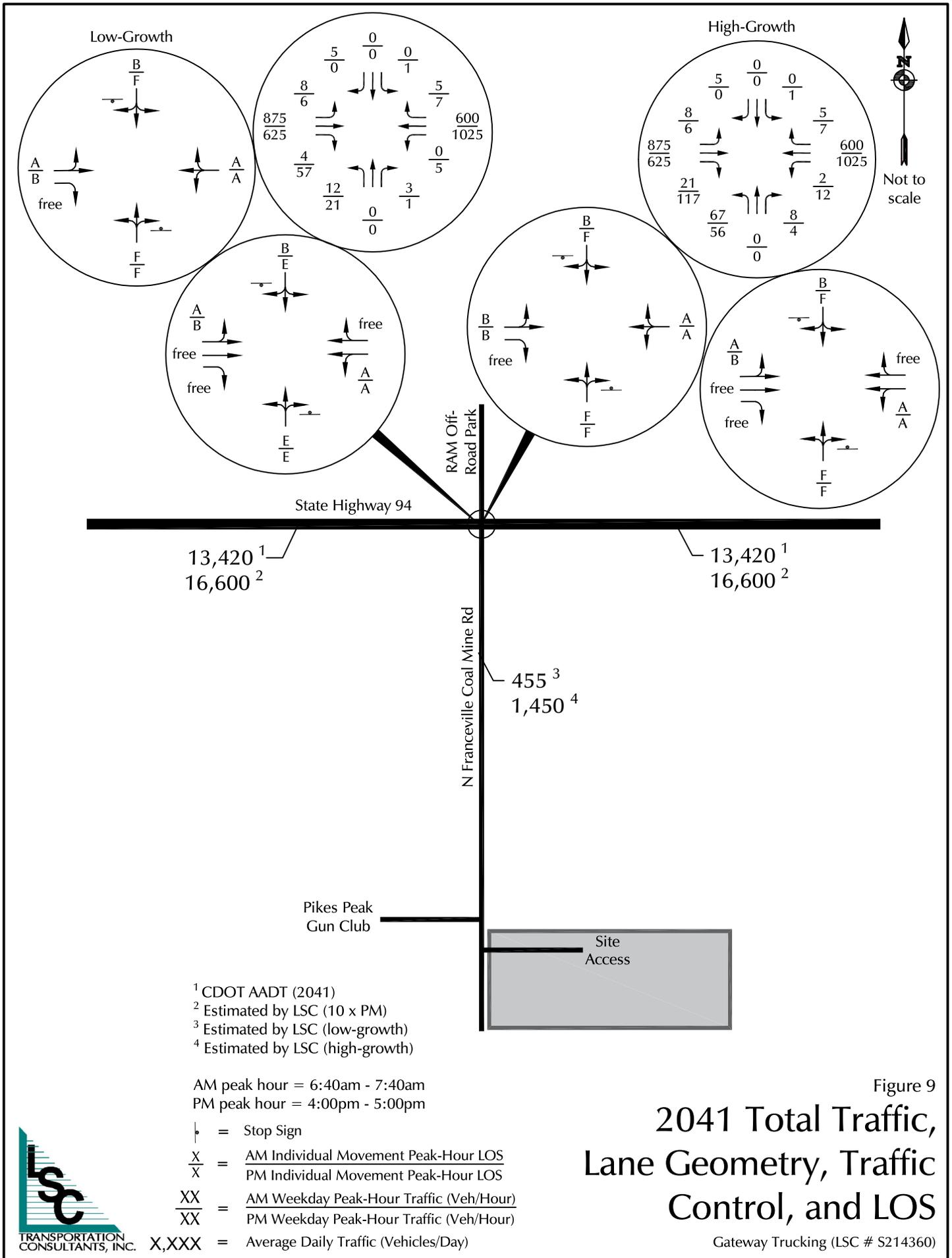
AM peak hour = 6:40am - 7:40am  
 PM peak hour = 4:00pm - 5:00pm

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

Figure 8  
 2041 Background Traffic,  
 Lane Geometry, Traffic  
 Control, and LOS

Gateway Trucking (LSC # S214360)





# Traffic Counts

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# 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

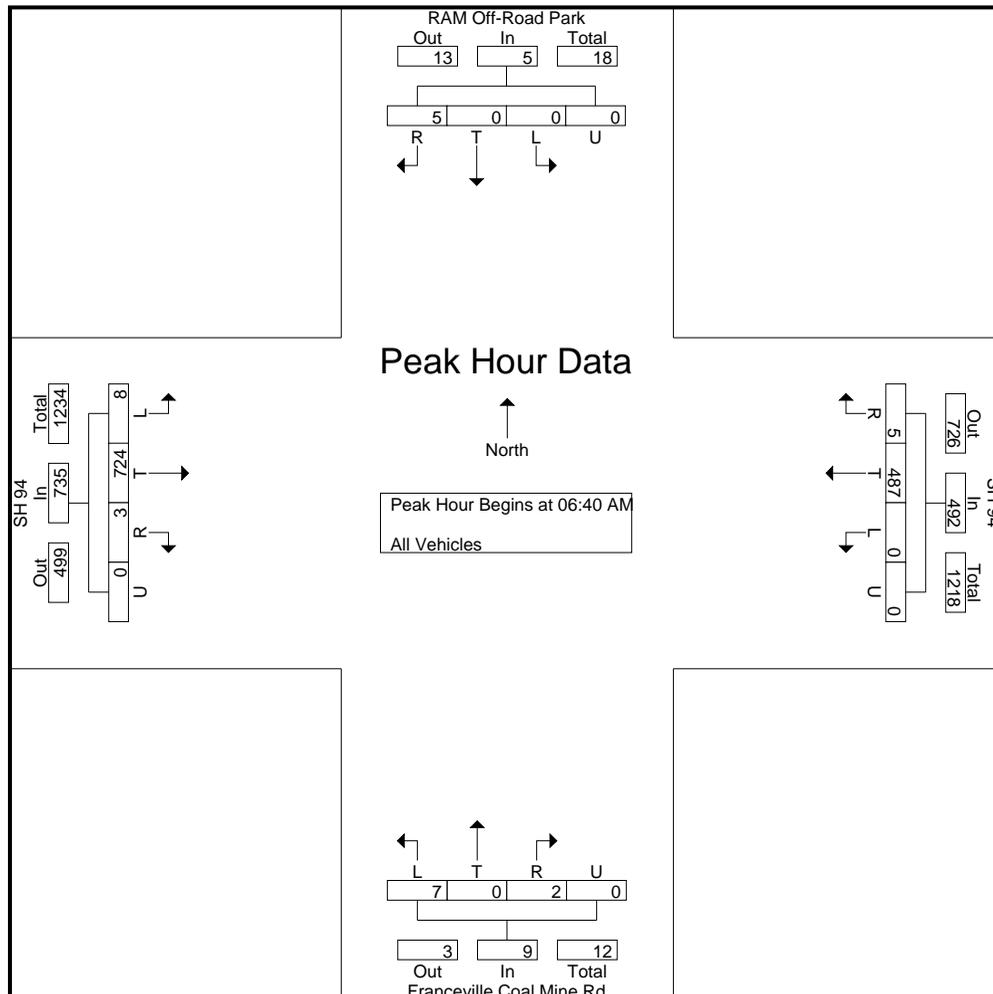
Start Time	RAM Off-Road Park Southbound					SH 94 Westbound					Franceville Coal Mine Rd Northbound					SH 94 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	33	1	0	34	56
06:35 AM	0	0	0	0	0	0	42	0	0	42	0	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
<b>Total</b>	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
<b>Total</b>	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	
<b>Peak Hour Analysis From 06:30 AM to 08:35 AM - Peak 1 of 1</b>																					
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

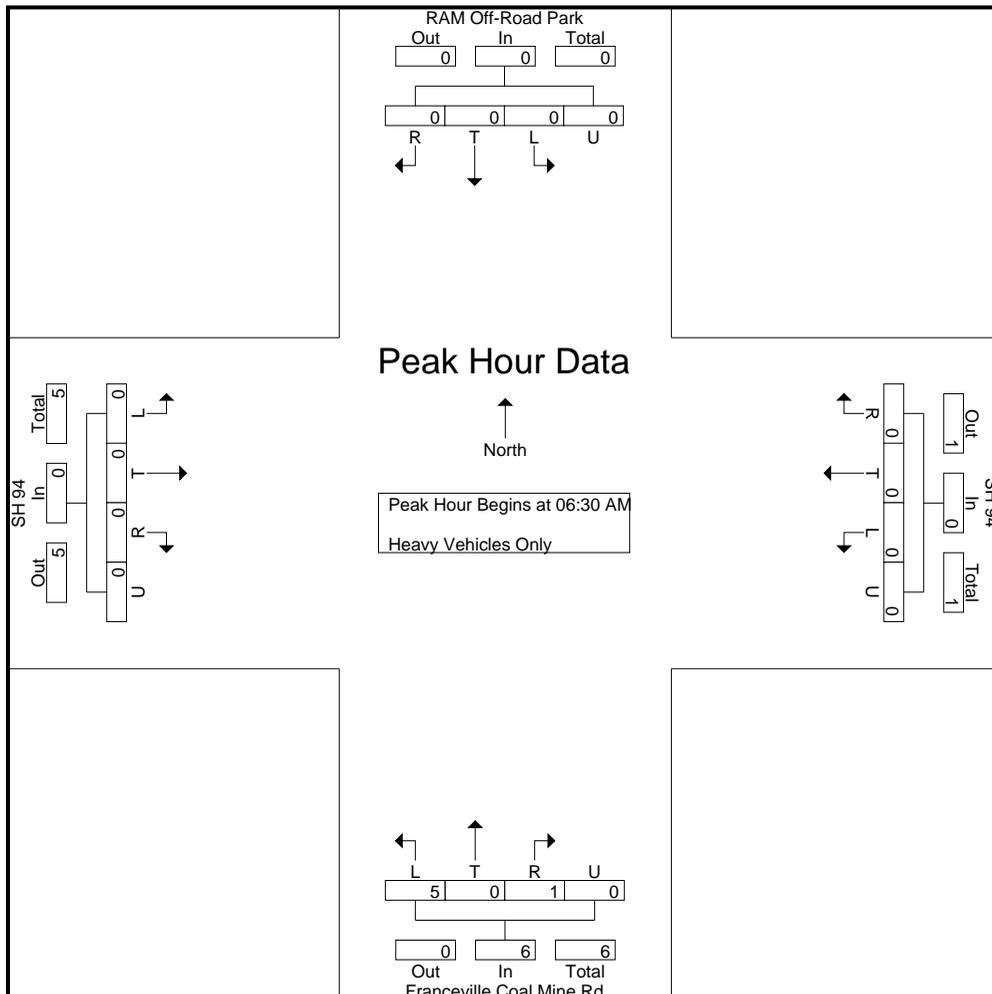
Start Time	RAM Off-Road Park Southbound					SH 94 Westbound					Franceville Coal Mine Rd Northbound					SH 94 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
<b>Total</b>	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
<b>Total</b>	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	
<b>Peak Hour Analysis From 06:30 AM to 08:35 AM - Peak 1 of 1</b>																					
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

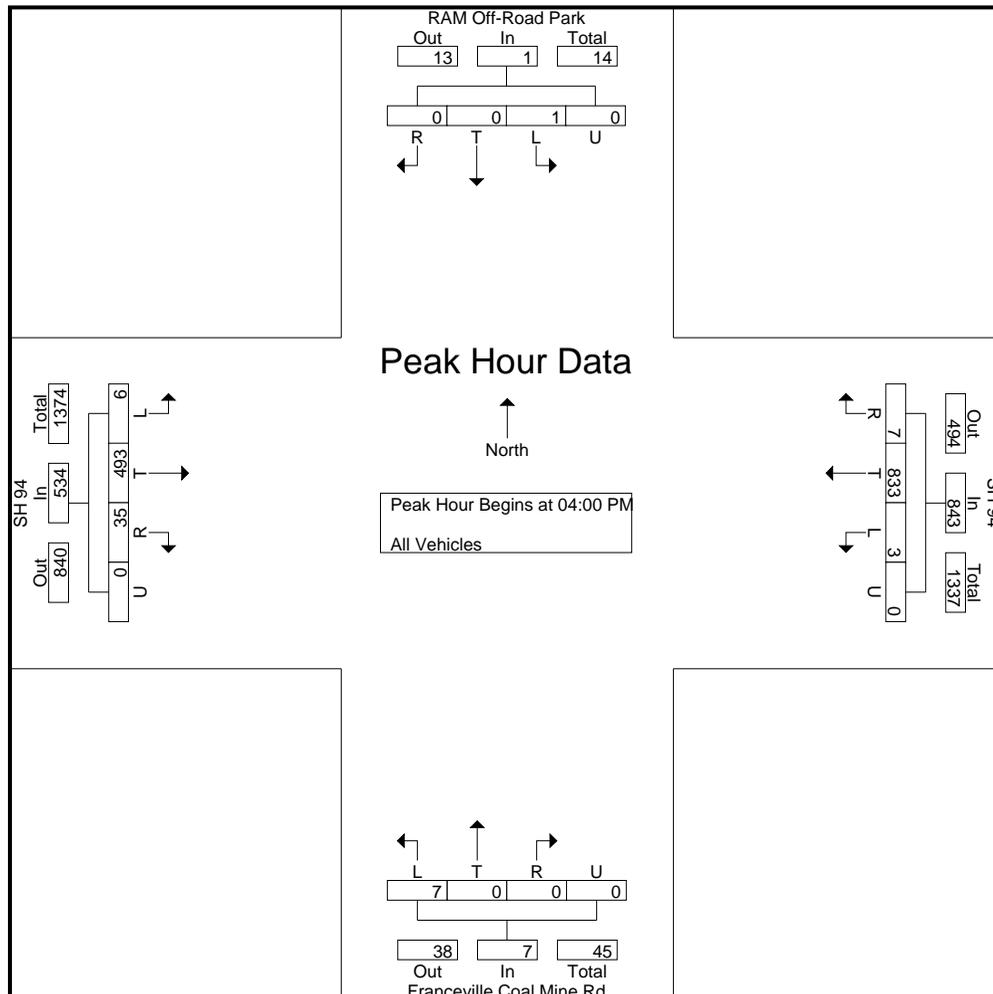
Start Time	RAM Off-Road Park Southbound					SH 94 Westbound					Franceville Coal Mine Rd Northbound					SH 94 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
03:30 PM	0	0	2	0	2	0	44	0	0	44	0	0	2	0	2	3	34	5	0	42	90
03:35 PM	0	0	0	0	0	0	71	0	0	71	0	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
<b>Total</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>324</b>	<b>0</b>	<b>0</b>	<b>325</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>251</b>	<b>15</b>	<b>0</b>	<b>272</b>	<b>609</b>
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
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>833</b>	<b>7</b>	<b>0</b>	<b>843</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>493</b>	<b>35</b>	<b>0</b>	<b>534</b>	<b>1385</b>
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	
<b>Peak Hour Analysis From 03:30 PM to 05:30 PM - Peak 1 of 1</b>																					
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

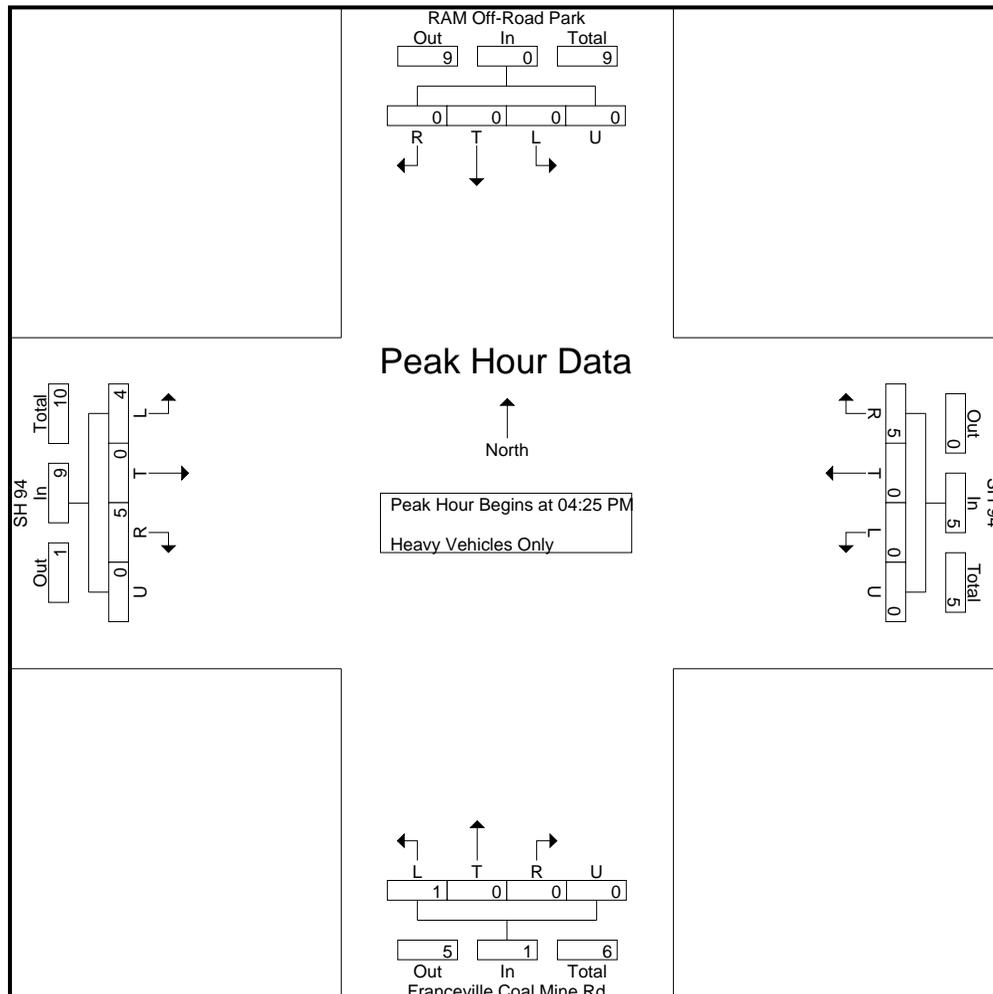
Start Time	RAM Off-Road Park Southbound					SH 94 Westbound					Franceville Coal Mine Rd Northbound					SH 94 Eastbound					Int. Total	
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total		
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	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	5	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	18	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	
<b>Peak Hour Analysis From 03:30 PM to 05:30 PM - Peak 1 of 1</b>																					
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



# 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
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
04/09/21	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%	

# 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
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
<b>Total</b>	<b>1</b>	<b>49</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>
<b>Percent</b>	<b>1.3%</b>	<b>65.3%</b>	<b>24.0%</b>	<b>0.0%</b>	<b>1.3%</b>	<b>4.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>2.7%</b>	

# 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
04/10/21	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 **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
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
<b>Total</b>	0	79	31	0	0	0	0	1	0	0	0	0	0	0	111
<b>Percent</b>	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%	
<b>Grand Total</b>	5	447	183	3	19	20	0	1	37	0	0	0	0	5	720
<b>Percent</b>	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
<b>Total</b>	0	27	24	1	16	0	0	1	1	0	0	0	0	0	70
<b>Percent</b>	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
<b>Total</b>	<b>3</b>	<b>17</b>	<b>9</b>	<b>5</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>56</b>
<b>Percent</b>	<b>5.4%</b>	<b>30.4%</b>	<b>16.1%</b>	<b>8.9%</b>	<b>23.2%</b>	<b>7.1%</b>	<b>0.0%</b>	<b>1.8%</b>	<b>3.6%</b>	<b>1.8%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.8%</b>	



# 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
<b>Total</b>	<b>2</b>	<b>30</b>	<b>13</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>
<b>Percent</b>	<b>2.6%</b>	<b>39.5%</b>	<b>17.1%</b>	<b>10.5%</b>	<b>15.8%</b>	<b>5.3%</b>	<b>0.0%</b>	<b>2.6%</b>	<b>2.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>3.9%</b>	



# 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
<b>Total</b>	0	26	22	7	20	1	0	0	3	0	0	0	0	2	81
<b>Percent</b>	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%	

# Synchro Levels of Service

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HCM 6th TWSC  
1: Franceville Coal Mine Rd/RAM Off-Road Park & SH 94

Existing  
AM

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	724	3	0	487	5	7	0	2	0	0	5
Future Vol, veh/h	8	724	3	0	487	5	7	0	2	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									
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	9	778	3	0	529	5	9	0	3	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	534	0	0	781	0	0	1333	1332	780	1331	1331	532
Stage 1	-	-	-	-	-	-	798	798	-	532	532	-
Stage 2	-	-	-	-	-	-	535	534	-	799	799	-
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	1034	-	-	837	-	-	131	154	395	132	154	547
Stage 1	-	-	-	-	-	-	380	398	-	531	526	-
Stage 2	-	-	-	-	-	-	529	524	-	379	398	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1034	-	-	837	-	-	128	152	395	130	152	547
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	152	-	130	152	-
Stage 1	-	-	-	-	-	-	374	392	-	523	526	-
Stage 2	-	-	-	-	-	-	523	524	-	371	392	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			30.8			11.7		
HCM LOS							D			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	151	1034	-	-	837	-	-	547
HCM Lane V/C Ratio	0.076	0.008	-	-	-	-	-	0.012
HCM Control Delay (s)	30.8	8.5	0	-	0	-	-	11.7
HCM Lane LOS	D	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	493	35	3	833	7	7	0	0	1	0	0
Future Vol, veh/h	6	493	35	3	833	7	7	0	0	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	536	38	3	896	8	9	0	0	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	904	0	0	574	0	0	1475	1479	555	1475	1494	900
Stage 1	-	-	-	-	-	-	569	569	-	906	906	-
Stage 2	-	-	-	-	-	-	906	910	-	569	588	-
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	752	-	-	999	-	-	104	126	531	104	123	337
Stage 1	-	-	-	-	-	-	507	506	-	331	355	-
Stage 2	-	-	-	-	-	-	331	353	-	507	496	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	752	-	-	999	-	-	102	123	531	102	121	337
Mov Cap-2 Maneuver	-	-	-	-	-	-	102	123	-	102	121	-
Stage 1	-	-	-	-	-	-	500	499	-	326	353	-
Stage 2	-	-	-	-	-	-	329	351	-	500	489	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			43.7			40.7		
HCM LOS							E			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	102	752	-	-	999	-	-	102
HCM Lane V/C Ratio	0.088	0.009	-	-	0.003	-	-	0.013
HCM Control Delay (s)	43.7	9.8	0	-	8.6	0	-	40.7
HCM Lane LOS	E	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.3	0	-	-	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	6	724	3	0	487	5	10	0	2	0	0	5
Future Vol, veh/h	6	724	3	0	487	5	10	0	2	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									
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
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	6	778	3	0	529	5	13	0	3	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	534	0	0	781	0	0	1325	1324	778	1325	1325	532
Stage 1	-	-	-	-	-	-	790	790	-	532	532	-
Stage 2	-	-	-	-	-	-	535	534	-	793	793	-
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	1034	-	-	837	-	-	133	156	396	133	156	547
Stage 1	-	-	-	-	-	-	383	402	-	531	526	-
Stage 2	-	-	-	-	-	-	529	524	-	382	400	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1034	-	-	837	-	-	130	154	396	131	154	547
Mov Cap-2 Maneuver	-	-	-	-	-	-	130	154	-	131	154	-
Stage 1	-	-	-	-	-	-	379	398	-	526	526	-
Stage 2	-	-	-	-	-	-	523	524	-	376	396	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			32.5			11.7		
HCM LOS							D			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	146	1034	-	-	837	-	-	547
HCM Lane V/C Ratio	0.105	0.006	-	-	-	-	-	0.012
HCM Control Delay (s)	32.5	8.5	0	-	0	-	-	11.7
HCM Lane LOS	D	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	6	493	49	4	833	7	19	0	1	1	0	0
Future Vol, veh/h	6	493	49	4	833	7	19	0	1	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									
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
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	536	53	4	896	8	24	0	1	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	904	0	0	589	0	0	1458	1462	536	1485	1511	900
Stage 1	-	-	-	-	-	-	550	550	-	908	908	-
Stage 2	-	-	-	-	-	-	908	912	-	577	603	-
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	752	-	-	986	-	-	107	129	545	103	120	337
Stage 1	-	-	-	-	-	-	519	516	-	330	354	-
Stage 2	-	-	-	-	-	-	330	353	-	502	488	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	752	-	-	986	-	-	105	126	545	101	117	337
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	126	-	101	117	-
Stage 1	-	-	-	-	-	-	512	509	-	325	351	-
Stage 2	-	-	-	-	-	-	327	350	-	494	481	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			47.9			41.1		
HCM LOS							E			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	109	752	-	-	986	-	-	101
HCM Lane V/C Ratio	0.235	0.009	-	-	0.004	-	-	0.013
HCM Control Delay (s)	47.9	9.8	0	-	8.7	0	-	41.1
HCM Lane LOS	E	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.9	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	875	23	2	600	5	69	0	8	0	0	5
Future Vol, veh/h	8	875	23	2	600	5	69	0	8	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									
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
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	9	941	25	2	645	5	83	0	10	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	650	0	0	966	0	0	1614	1613	941	1629	1636	648
Stage 1	-	-	-	-	-	-	959	959	-	652	652	-
Stage 2	-	-	-	-	-	-	655	654	-	977	984	-
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	936	-	-	713	-	-	84	104	319	82	101	470
Stage 1	-	-	-	-	-	-	309	335	-	457	464	-
Stage 2	-	-	-	-	-	-	455	463	-	302	327	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	936	-	-	713	-	-	~ 81	101	319	78	98	470
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 81	101	-	78	98	-
Stage 1	-	-	-	-	-	-	303	328	-	447	462	-
Stage 2	-	-	-	-	-	-	447	461	-	287	320	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			198			12.8		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	88	936	-	-	713	-	-	470
HCM Lane V/C Ratio	1.054	0.009	-	-	0.003	-	-	0.014
HCM Control Delay (s)	198	8.9	0	-	10.1	0	-	12.8
HCM Lane LOS	F	A	A	-	B	A	-	B
HCM 95th %tile Q(veh)	6.2	0	-	-	0	-	-	0

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

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕↕			↕↕	
Traffic Vol, veh/h	8	875	23	2	600	5	69	0	8	0	0	5
Future Vol, veh/h	8	875	23	2	600	5	69	0	8	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									
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
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	9	941	25	2	645	5	83	0	10	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	650	0	0	966	0	0	1286	1613	471	1141	1636	325
Stage 1	-	-	-	-	-	-	959	959	-	652	652	-
Stage 2	-	-	-	-	-	-	327	654	-	489	984	-
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	932	-	-	709	-	-	122	103	539	156	100	671
Stage 1	-	-	-	-	-	-	276	334	-	423	462	-
Stage 2	-	-	-	-	-	-	660	461	-	529	325	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	932	-	-	709	-	-	119	100	539	150	98	671
Mov Cap-2 Maneuver	-	-	-	-	-	-	119	100	-	150	98	-
Stage 1	-	-	-	-	-	-	270	327	-	414	460	-
Stage 2	-	-	-	-	-	-	651	459	-	509	318	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			83.8			10.4		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	129	932	-	-	709	-	-	671
HCM Lane V/C Ratio	0.719	0.009	-	-	0.003	-	-	0.01
HCM Control Delay (s)	83.8	8.9	0.1	-	10.1	0	-	10.4
HCM Lane LOS	F	A	A	-	B	A	-	B
HCM 95th %tile Q(veh)	4.1	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	8	875	6	0	600	5	14	0	3	0	0	5
Future Vol, veh/h	8	875	6	0	600	5	14	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									
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
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	9	941	6	0	645	5	18	0	4	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	650	0	0	947	0	0	1610	1609	941	1612	1613	648
Stage 1	-	-	-	-	-	-	959	959	-	648	648	-
Stage 2	-	-	-	-	-	-	651	650	-	964	965	-
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	936	-	-	725	-	-	84	105	319	84	104	470
Stage 1	-	-	-	-	-	-	309	335	-	459	466	-
Stage 2	-	-	-	-	-	-	457	465	-	307	333	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	936	-	-	725	-	-	82	103	319	82	102	470
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	103	-	82	102	-
Stage 1	-	-	-	-	-	-	303	328	-	450	466	-
Stage 2	-	-	-	-	-	-	451	465	-	297	326	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			54.5			12.8		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	94	936	-	-	725	-	-	470
HCM Lane V/C Ratio	0.232	0.009	-	-	-	-	-	0.014
HCM Control Delay (s)	54.5	8.9	0	-	0	-	-	12.8
HCM Lane LOS	F	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0

Lanes, Volumes, Timings  
 1: Franceville Coal Mine Rd/RAM Off-Road Park & SH 94

2041 Background  
 AM (Low-Growth, 4-Lane)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕↕			↕↕	
Traffic Volume (vph)	8	875	6	0	600	5	14	0	3	0	0	5
Future Volume (vph)	8	875	6	0	600	5	14	0	3	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		500	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.975			0.865	
Flt Protected								0.961				
Satd. Flow (prot)	0	3539	1583	0	3536	0	0	1745	0	0	1611	0
Flt Permitted								0.961				
Satd. Flow (perm)	0	3539	1583	0	3536	0	0	1745	0	0	1611	0
Link Speed (mph)		65			65			35			25	
Link Distance (ft)		4333			4163			2585			307	
Travel Time (s)		45.5			43.7			50.4			8.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	9	941	6	0	645	5	18	0	4	0	0	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	950	6	0	650	0	0	22	0	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

**Intersection Summary**

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 44.1% ICU Level of Service A

Analysis Period (min) 15

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	6	625	103	11	1025	7	47	0	4	1	0	0
Future Vol, veh/h	6	625	103	11	1025	7	47	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									
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
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	111	12	1102	8	57	0	5	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1110	0	0	783	0	0	1814	1818	672	1872	1925	1106
Stage 1	-	-	-	-	-	-	684	684	-	1130	1130	-
Stage 2	-	-	-	-	-	-	1130	1134	-	742	795	-
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	629	-	-	835	-	-	60	78	456	55	67	256
Stage 1	-	-	-	-	-	-	439	449	-	248	279	-
Stage 2	-	-	-	-	-	-	248	278	-	408	399	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	629	-	-	835	-	-	57	74	456	52	63	256
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	74	-	52	63	-
Stage 1	-	-	-	-	-	-	432	441	-	244	268	-
Stage 2	-	-	-	-	-	-	239	267	-	397	392	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			229.2			76		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	61	629	-	-	835	-	-	52
HCM Lane V/C Ratio	1.007	0.01	-	-	0.014	-	-	0.025
HCM Control Delay (s)	229.2	10.8	0	-	9.4	0	-	76
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	4.8	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕↕			↕↕	
Traffic Vol, veh/h	6	625	103	11	1025	7	47	0	4	1	0	0
Future Vol, veh/h	6	625	103	11	1025	7	47	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									
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
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	111	12	1102	8	57	0	5	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1110	0	0	783	0	0	1259	1818	336	1478	1925	555
Stage 1	-	-	-	-	-	-	684	684	-	1130	1130	-
Stage 2	-	-	-	-	-	-	575	1134	-	348	795	-
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	-	-	831	-	-	127	77	660	88	66	475
Stage 1	-	-	-	-	-	-	405	447	-	217	277	-
Stage 2	-	-	-	-	-	-	470	276	-	641	398	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	625	-	-	831	-	-	122	73	660	84	62	475
Mov Cap-2 Maneuver	-	-	-	-	-	-	122	73	-	84	62	-
Stage 1	-	-	-	-	-	-	398	439	-	213	266	-
Stage 2	-	-	-	-	-	-	452	266	-	626	391	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			55.4			48.5		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	130	625	-	-	831	-	-	84
HCM Lane V/C Ratio	0.473	0.01	-	-	0.014	-	-	0.015
HCM Control Delay (s)	55.4	10.8	0.1	-	9.4	0.2	-	48.5
HCM Lane LOS	F	B	A	-	A	A	-	E
HCM 95th %tile Q(veh)	2.1	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	6	625	43	4	1025	7	12	0	1	1	0	0
Future Vol, veh/h	6	625	43	4	1025	7	12	0	1	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									
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
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	46	4	1102	8	15	0	1	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1110	0	0	718	0	0	1798	1802	672	1822	1844	1106
Stage 1	-	-	-	-	-	-	684	684	-	1114	1114	-
Stage 2	-	-	-	-	-	-	1114	1118	-	708	730	-
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	629	-	-	883	-	-	62	80	456	60	75	256
Stage 1	-	-	-	-	-	-	439	449	-	253	284	-
Stage 2	-	-	-	-	-	-	253	282	-	426	428	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	629	-	-	883	-	-	61	78	456	59	73	256
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	78	-	59	73	-
Stage 1	-	-	-	-	-	-	432	442	-	249	281	-
Stage 2	-	-	-	-	-	-	250	279	-	418	421	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			78.5			67.4		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	65	629	-	-	883	-	-	59
HCM Lane V/C Ratio	0.256	0.01	-	-	0.005	-	-	0.022
HCM Control Delay (s)	78.5	10.8	0	-	9.1	0	-	67.4
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↕		↕↕			↕↕			↕↕	
Traffic Vol, veh/h	6	625	43	4	1025	7	12	0	1	1	0	0
Future Vol, veh/h	6	625	43	4	1025	7	12	0	1	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									
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
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	46	4	1102	8	15	0	1	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1110	0	0	718	0	0	1243	1802	336	1462	1844	555
Stage 1	-	-	-	-	-	-	684	684	-	1114	1114	-
Stage 2	-	-	-	-	-	-	559	1118	-	348	730	-
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	-	-	879	-	-	131	79	660	90	74	475
Stage 1	-	-	-	-	-	-	405	447	-	222	282	-
Stage 2	-	-	-	-	-	-	481	281	-	641	426	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	625	-	-	879	-	-	128	77	660	88	72	475
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	77	-	88	72	-
Stage 1	-	-	-	-	-	-	399	440	-	218	279	-
Stage 2	-	-	-	-	-	-	475	278	-	630	419	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			35.1			46.5		
HCM LOS							E			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	136	625	-	-	879	-	-	88
HCM Lane V/C Ratio	0.123	0.01	-	-	0.005	-	-	0.015
HCM Control Delay (s)	35.1	10.8	0.1	-	9.1	0.1	-	46.5
HCM Lane LOS	E	B	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	8	875	9	0	600	5	24	0	4	0	0	5
Future Vol, veh/h	8	875	9	0	600	5	24	0	4	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
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	9	941	10	0	645	5	31	0	5	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	650	0	0	951	0	0	1610	1609	941	1615	1617	648
Stage 1	-	-	-	-	-	-	959	959	-	648	648	-
Stage 2	-	-	-	-	-	-	651	650	-	967	969	-
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	936	-	-	722	-	-	84	105	319	83	103	470
Stage 1	-	-	-	-	-	-	309	335	-	459	466	-
Stage 2	-	-	-	-	-	-	457	465	-	306	332	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	936	-	-	722	-	-	82	103	319	80	101	470
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	103	-	80	101	-
Stage 1	-	-	-	-	-	-	303	328	-	450	466	-
Stage 2	-	-	-	-	-	-	451	465	-	295	325	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			67.2			12.8		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	92	936	-	-	722	-	-	470
HCM Lane V/C Ratio	0.39	0.009	-	-	-	-	-	0.014
HCM Control Delay (s)	67.2	8.9	0	-	0	-	-	12.8
HCM Lane LOS	F	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	1.6	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕↕			↕↕	
Traffic Vol, veh/h	8	875	23	2	600	5	69	0	8	0	0	5
Future Vol, veh/h	8	875	23	2	600	5	69	0	8	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									
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
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	9	941	25	2	645	5	83	0	10	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	650	0	0	966	0	0	1286	1613	471	1141	1636	325
Stage 1	-	-	-	-	-	-	959	959	-	652	652	-
Stage 2	-	-	-	-	-	-	327	654	-	489	984	-
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	932	-	-	709	-	-	122	103	539	156	100	671
Stage 1	-	-	-	-	-	-	276	334	-	423	462	-
Stage 2	-	-	-	-	-	-	660	461	-	529	325	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	932	-	-	709	-	-	119	100	539	150	98	671
Mov Cap-2 Maneuver	-	-	-	-	-	-	119	100	-	150	98	-
Stage 1	-	-	-	-	-	-	270	327	-	414	460	-
Stage 2	-	-	-	-	-	-	651	459	-	509	318	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			83.8			10.4		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	129	932	-	-	709	-	-	671
HCM Lane V/C Ratio	0.719	0.009	-	-	0.003	-	-	0.01
HCM Control Delay (s)	83.8	8.9	0.1	-	10.1	0	-	10.4
HCM Lane LOS	F	A	A	-	B	A	-	B
HCM 95th %tile Q(veh)	4.1	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	875	23	2	600	5	69	0	8	0	0	5
Future Vol, veh/h	8	875	23	2	600	5	69	0	8	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									
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
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	9	941	25	2	645	5	83	0	10	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	650	0	0	966	0	0	1614	1613	941	1629	1636	648
Stage 1	-	-	-	-	-	-	959	959	-	652	652	-
Stage 2	-	-	-	-	-	-	655	654	-	977	984	-
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	936	-	-	713	-	-	84	104	319	82	101	470
Stage 1	-	-	-	-	-	-	309	335	-	457	464	-
Stage 2	-	-	-	-	-	-	455	463	-	302	327	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	936	-	-	713	-	-	~ 81	101	319	78	98	470
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 81	101	-	78	98	-
Stage 1	-	-	-	-	-	-	303	328	-	447	462	-
Stage 2	-	-	-	-	-	-	447	461	-	287	320	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			198			12.8		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	88	936	-	-	713	-	-	470
HCM Lane V/C Ratio	1.054	0.009	-	-	0.003	-	-	0.014
HCM Control Delay (s)	198	8.9	0	-	10.1	0	-	12.8
HCM Lane LOS	F	A	A	-	B	A	-	B
HCM 95th %tile Q(veh)	6.2	0	-	-	0	-	-	0

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

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	8	875	9	0	600	5	24	0	4	0	0	5
Future Vol, veh/h	8	875	9	0	600	5	24	0	4	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
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	9	941	10	0	645	5	31	0	5	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	650	0	0	951	0	0	1282	1609	471	1137	1617	325
Stage 1	-	-	-	-	-	-	959	959	-	648	648	-
Stage 2	-	-	-	-	-	-	323	650	-	489	969	-
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	932	-	-	718	-	-	122	104	539	157	103	671
Stage 1	-	-	-	-	-	-	276	334	-	425	464	-
Stage 2	-	-	-	-	-	-	663	463	-	529	330	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	932	-	-	718	-	-	119	102	539	153	101	671
Mov Cap-2 Maneuver	-	-	-	-	-	-	119	102	-	153	101	-
Stage 1	-	-	-	-	-	-	270	327	-	416	464	-
Stage 2	-	-	-	-	-	-	657	463	-	513	323	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			41.4			10.4		
HCM LOS							E			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	134	932	-	-	718	-	-	671
HCM Lane V/C Ratio	0.268	0.009	-	-	-	-	-	0.01
HCM Control Delay (s)	41.4	8.9	0.1	-	0	-	-	10.4
HCM Lane LOS		E	A	A	-	A	-	B
HCM 95th %tile Q(veh)		1	0	-	-	0	-	0

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	6	625	103	11	1025	7	47	0	4	1	0	0
Future Vol, veh/h	6	625	103	11	1025	7	47	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									
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
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	111	12	1102	8	57	0	5	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1110	0	0	783	0	0	1814	1818	672	1872	1925	1106
Stage 1	-	-	-	-	-	-	684	684	-	1130	1130	-
Stage 2	-	-	-	-	-	-	1130	1134	-	742	795	-
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	629	-	-	835	-	-	60	78	456	55	67	256
Stage 1	-	-	-	-	-	-	439	449	-	248	279	-
Stage 2	-	-	-	-	-	-	248	278	-	408	399	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	629	-	-	835	-	-	57	74	456	52	63	256
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	74	-	52	63	-
Stage 1	-	-	-	-	-	-	432	441	-	244	268	-
Stage 2	-	-	-	-	-	-	239	267	-	397	392	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			229.2			76		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	61	629	-	-	835	-	-	52
HCM Lane V/C Ratio	1.007	0.01	-	-	0.014	-	-	0.025
HCM Control Delay (s)	229.2	10.8	0	-	9.4	0	-	76
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	4.8	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕↕			↕↕	
Traffic Vol, veh/h	6	625	103	11	1025	7	47	0	4	1	0	0
Future Vol, veh/h	6	625	103	11	1025	7	47	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									
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
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	111	12	1102	8	57	0	5	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1110	0	0	783	0	0	1259	1818	336	1478	1925	555
Stage 1	-	-	-	-	-	-	684	684	-	1130	1130	-
Stage 2	-	-	-	-	-	-	575	1134	-	348	795	-
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	-	-	831	-	-	127	77	660	88	66	475
Stage 1	-	-	-	-	-	-	405	447	-	217	277	-
Stage 2	-	-	-	-	-	-	470	276	-	641	398	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	625	-	-	831	-	-	122	73	660	84	62	475
Mov Cap-2 Maneuver	-	-	-	-	-	-	122	73	-	84	62	-
Stage 1	-	-	-	-	-	-	398	439	-	213	266	-
Stage 2	-	-	-	-	-	-	452	266	-	626	391	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			55.4			48.5		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	130	625	-	-	831	-	-	84
HCM Lane V/C Ratio	0.473	0.01	-	-	0.014	-	-	0.015
HCM Control Delay (s)	55.4	10.8	0.1	-	9.4	0.2	-	48.5
HCM Lane LOS	F	B	A	-	A	A	-	E
HCM 95th %tile Q(veh)	2.1	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	2.9											
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	29	0	3	1	0	0
Future Vol, veh/h	6	625	65	6	1025	7	29	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									
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
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	70	6	1102	8	37	0	4	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1110	0	0	742	0	0	1802	1806	672	1839	1872	1106
Stage 1	-	-	-	-	-	-	684	684	-	1118	1118	-
Stage 2	-	-	-	-	-	-	1118	1122	-	721	754	-
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	629	-	-	865	-	-	62	79	456	58	72	256
Stage 1	-	-	-	-	-	-	439	449	-	251	282	-
Stage 2	-	-	-	-	-	-	251	281	-	419	417	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	629	-	-	865	-	-	60	76	456	56	70	256
Mov Cap-2 Maneuver	-	-	-	-	-	-	60	76	-	56	70	-
Stage 1	-	-	-	-	-	-	432	442	-	247	277	-
Stage 2	-	-	-	-	-	-	246	276	-	409	410	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			127.8			70.8		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	65	629	-	-	865	-	-	56
HCM Lane V/C Ratio	0.631	0.01	-	-	0.007	-	-	0.023
HCM Control Delay (s)	127.8	10.8	0	-	9.2	0	-	70.8
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	2.7	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↕		↕↕			↕↕			↕↕	
Traffic Vol, veh/h	6	625	65	6	1025	7	29	0	3	1	0	0
Future Vol, veh/h	6	625	65	6	1025	7	29	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									
Storage Length	-	-	500	-	-	-	-	-	-	-	-	-
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	70	6	1102	8	37	0	4	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	-	626	408	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			42.1			47.5		
HCM LOS							E			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	137	625	-	-	861	-	-	86
HCM Lane V/C Ratio	0.299	0.01	-	-	0.007	-	-	0.015
HCM Control Delay (s)	42.1	10.8	0.1	-	9.2	0.1	-	47.5
HCM Lane LOS	E	B	A	-	A	A	-	E
HCM 95th %tile Q(veh)	1.2	0	-	-	0	-	-	0

# Appendix Tables 1 and 2



# Access Exhibit

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