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## Gateway Trucking Transportation Memorandum and Road Conditions Report

PCD File No. PPR-21-033  
(LSC #S214360)  
February 2, 2022  
(rev. July 12, 2023)

### Traffic Engineer's Statement

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



### Developer's Statement

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

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Date

# Gateway Trucking

## Transportation Memorandum and Road Conditions Report

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

FEBRUARY 2, 2022 (rev. July 12, 2023)

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

PCD File No. PPR-21-033

LSC #S214360



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February 2, 2022  
(rev. July 12, 2023)

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

RE: Gateway Trucking  
El Paso County, Colorado  
Transportation Memorandum  
and Road Conditions Report  
LSC # S214360  
PCD File No. PPR-21-033

Dear Ms. Wilson:

LSC Transportation Consultants, Inc. has prepared this Transportation Memorandum and Road Conditions Report 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 revision to the February 2, 2022 report** and has been prepared primarily in response to staff comments. Recent traffic data has also been incorporated for reference.

The February 2, 2022 report was 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.

The February 2, 2022 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**

This report includes the following sections:

### **SECTION 2 LAND USE & ACCESS**

Includes site location, access, and information about the Gateway Trucking operation.

### **SECTION 3 EXISTING CONDITIONS & SECTION 6 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.

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

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

### **SECTION 7 – FUTURE CONDITIONS & ESCROW FOR ROAD SEGMENT IMPROVEMENTS (EL PASO COUNTY)**

- 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 8 – SH 94/FRANCEVILLE COAL MINE ROAD INTERSECTION – CDOT ACCESS PERMIT APPLICATION**

- The CDOT Access Permit Application is a 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.

**SECTION 9 – RECOMMENDATIONS/SUMMARY**

## 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.

*As stated in the letter of intent dated (rev. April 8, 2022): Gateway Trucking employs 12 full-time employees year-round and as many as 20 full-time employees during the summer months. The daily operations of the business are managed from another location, so no Gateway management or employees work on the site.*

*Gateway Trucking parks a maximum of 25 tandem trucks and tractor-trailers [note: as stated above, 20 maximum drivers during the busy season], and stores other equipment for parts on the site. No materials are hauled to or stored on the site.*

*The number of trucks parked on site and the number of trips to and from the site varies with the season and the location of Gateway's jobs. Trucks that are dispatched to local jobs are picked up and returned to the site daily. Frequently, especially during the summer, the majority of Gateway's trucks are dispatched to jobs out of town and are gone from the site for several weeks or months at a time.*

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.

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 2:00 and 6:00 p.m. and then leave the site in their own vehicles.

Records from July 12, 2022 showed only 10 drivers at that time. Dispatch records from July 12, 2023 showed 20 drivers.

## 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 rural gravel local 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.

### **Data collected since the February 2022 Version of this Report**

Figure 3a shows data collected since the February 2022 report, for reference.

July 20, 2022 (Monday) – 595 vpd

July 21, 2022 (Tuesday) – 289 vpd

July 22, 2022 (Wednesday) – 388 vpd

July 23, 2022 (Thursday) – 496 vpd

July 24, 2022 (Friday)- 449 vpd

July 25, 2022 (Saturday) – 360 vpd

July 26, 2022 (Sunday) – 544 vpd

March 2, 2023: 248 vpd w/70 trucks

March 1, 2023 (4pm) – March 3, 2023 (4pm) (Avg): 376 vpd w/148 trucks

Note: Observations indicate that other trucks, in addition to Gateway Trucking, have been using Franceville Coal Mine Road.

### **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.

Note: Figure 3a shows calculated level of service based on data collected in March 2023.



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

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

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

ITE	Value	Units	Trip Generation Rates <sup>1</sup>				External Trips Generated						
			Average Weekday	A.M. <sup>3</sup>		P.M. <sup>4</sup>		Average Weekday	A.M. <sup>3</sup>		P.M. <sup>4</sup>		
Code	Description			In	Out	In	Out		In	Out	In	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” 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.

[July 2023] The above use of 20 trucks has been confirmed by a dispatch record provided by the applicant.

## 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 generation. 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. **[7/12/2023 Update NOTE: Figure 3a also shows count data from March 2023, for reference)**

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 Existing 2021 plus “site-generated-maximum” turning movements at the intersection of SH 94/Franceville Coal Mine Road. These volumes are the sum of the existing 2021 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. **[7/12/2023 Update NOTE: Figure 9b shows updated background traffic for 2043, with higher projected through volumes on SH 94.**

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 levels of service are also shown in Figure 9. **[7/12/2023 Update NOTE: Figure 9b shows the LOS for the updated background traffic for 2043, with higher projected through volumes on SH 94.**

### **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

**[7/12/2023 Update NOTE: Figure 3a also shows the LOS based on count data from March 2023, for reference)**

#### 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 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 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 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 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 used to 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	

**[7/12/2023 Update NOTE: As shown in Figure 3b, recent data showing 260 vehicles per day (ADT) confirmed an ADT close to the reported value of 250 vpd in Table 6 above.**

## 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 (SD\_2-10)
- 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.”

- Regarding the roadway surface conditions, please refer to attached Appendix A. Appendix A includes photos and observations from a site visit on February 1, 2022. Also, 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. Please refer to the attached in Appendix B provided by JR Engineering, the consulting civil/drainage engineer regarding the adequacy of the existing drainage infrastructure.
- 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 on the Northbound Approach to State Highway 94.**

Segment	Length	Cumulative Distance from the SH 94 South Edge of Pavement	Percent Grade
1	10	10	11.6%
2	10	20	11.5%
3	10	30	10.4%
4	25	55	7.9%
5	25	80	7.5%
6	25	105	5.7%
7	25	130	3.8%
8	25	155	3.6%
9	25	180	2.5%
10	25	205	1.9%
11	25	230	1.0%
12	25	255	0.3%
13	25	280	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.
- Regarding the adequacy of the existing drainage infrastructure, please refer to Appendix B (attached). Regarding the gravel roadway surface, LSC has met with DPW and PCD Engineering staff. The outcome of those discussions is that DPW Engineering does not have any physical data regarding gravel roads in their roads database - be it surface condition or structural composition. They noted that they are looking to incorporate these in the future. LSC has prepared a summary of observations and documented current roadway surface conditions in early February 2022. Please refer to Appendix A.

### **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 liner 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.

**[7/12/2023 Update: The cost has been updated to \$886,441. Please refer to Appendix C for the detailed calculation.**

The cost of the guard rail 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 shown in Table 6, the applicant's share based on ADT would be about 28 percent, not considering any additional development (based on the daily Gateway maximum of 80 trips per day (assuming 7 days per week) as a percentage of the estimated current 7-day average ADT of 260 vehicles per day), and about 9 percent assuming about 60 additional single-family homes served by the subject section of Franceville Coal Mine Road (based on the daily Gateway maximum of 80 trips per day (assuming 7 days per week) as a percentage of the sum of 260 plus future residential 600 trips per day).

## 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.

Table 8 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>Northbound x 2 (for both directions)</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.

**[7/12/2023 Update NOTE: Based on data collected in early March 2023, the truck percentage on Franceville Coal Mine Road was about 28 percent on Thursday, March 2, and about 18 percent for the time periods 4:00 p.m. Wednesday-midnight plus 12:01 am Friday to 4:00 p.m. (combined hourly intervals). For comparison, the above table shows 17 percent on Thursday, April 8, 2021.**

**As indicated earlier, observations indicate that other trucks, in addition to Gateway Trucking, have been using Franceville Coal Mine Road.**

**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.
- [7/12/2023 Update NOTE: A recent CDOT project has added a signal at SH 94 and Blaney Road, along with an eastbound cloverleaf ramp. While out-of-direction**



**travel would be involved, use of this ramp and signal at Blaney Road for making an indirect northbound-to-westbound left turn is an option available for truck drivers and other motorists.**

- 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 9b  
Traffic Count Data Sheets  
Synchro LOS Reports  
Appendix A  
Appendix B  
Appendix C  
Site Development Plan  
Copy of Applicant Letter of Intent  
Colorado State Highway Access Permit Application

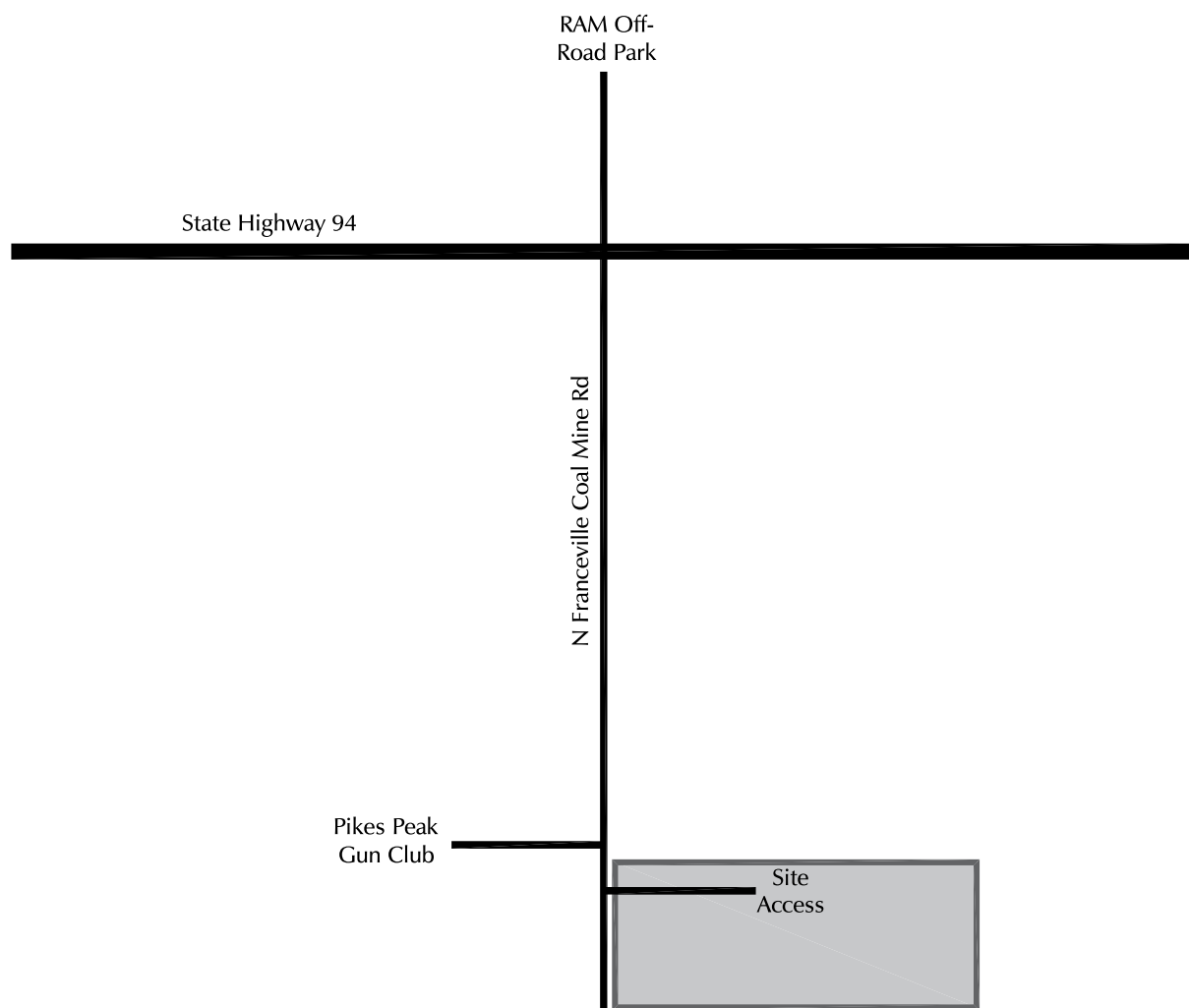
# Figure 1 - Figure 9b

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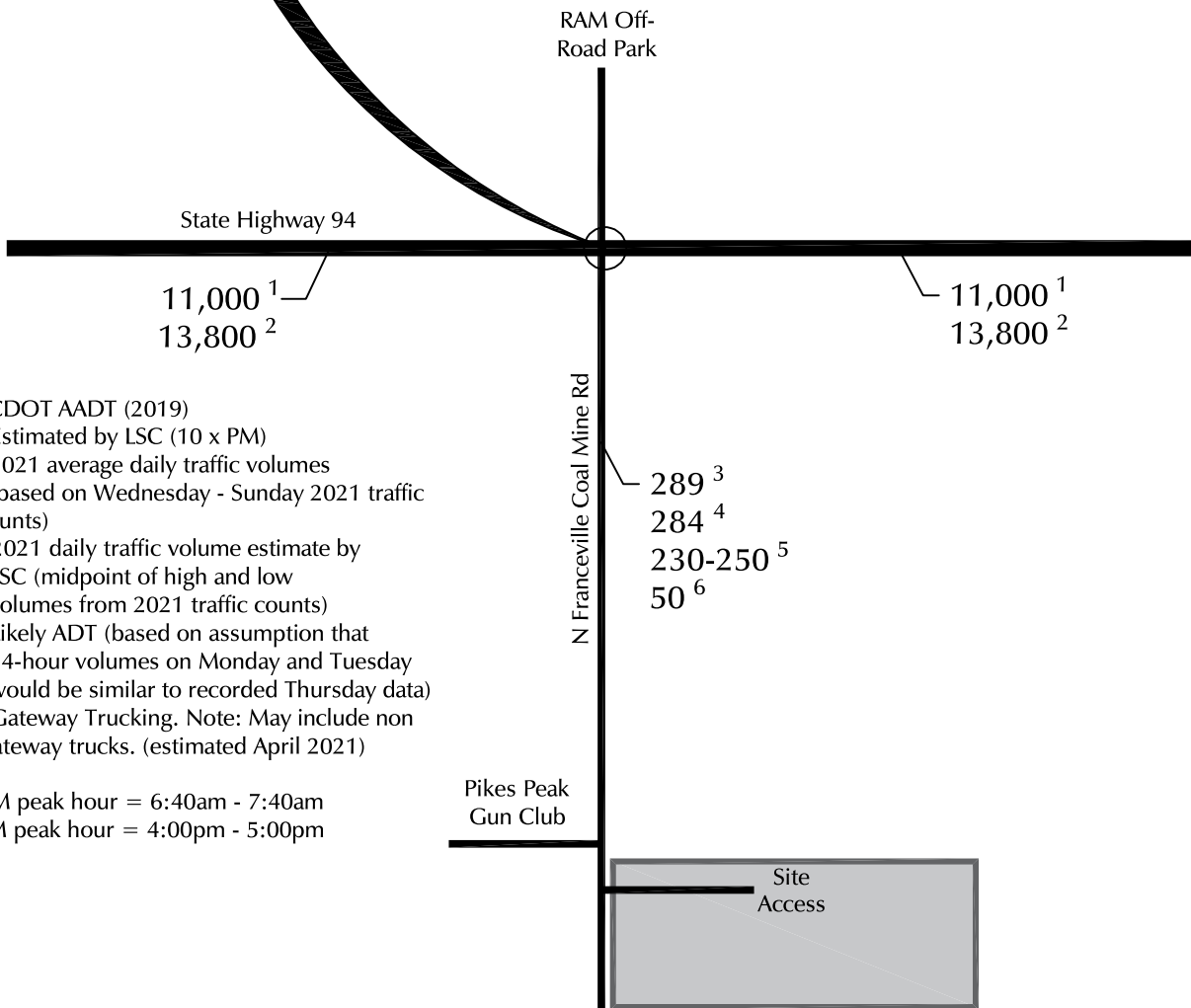
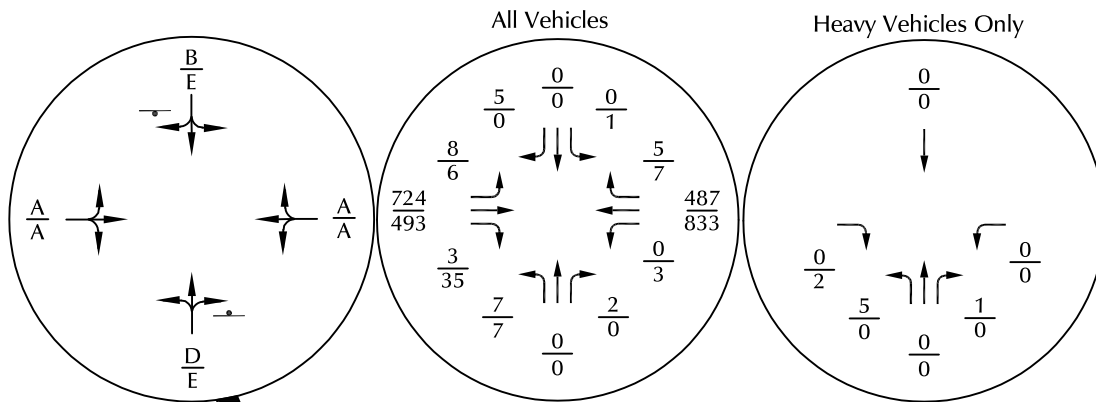




Not to scale







<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

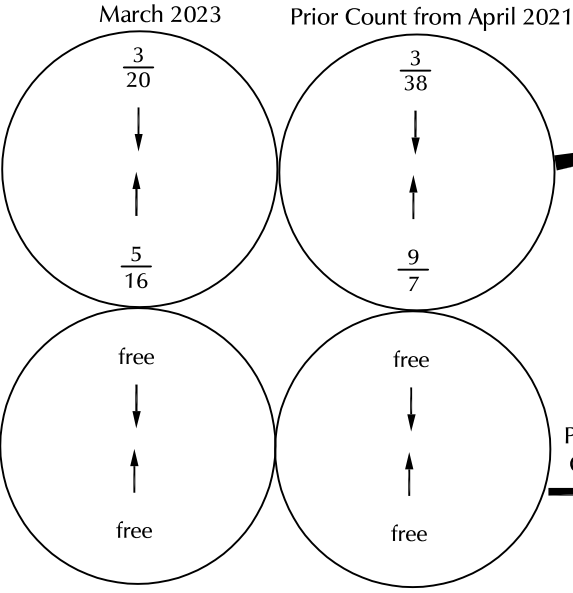
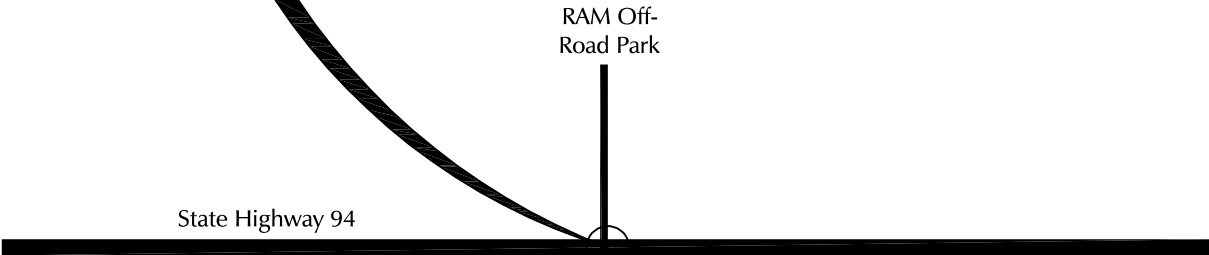
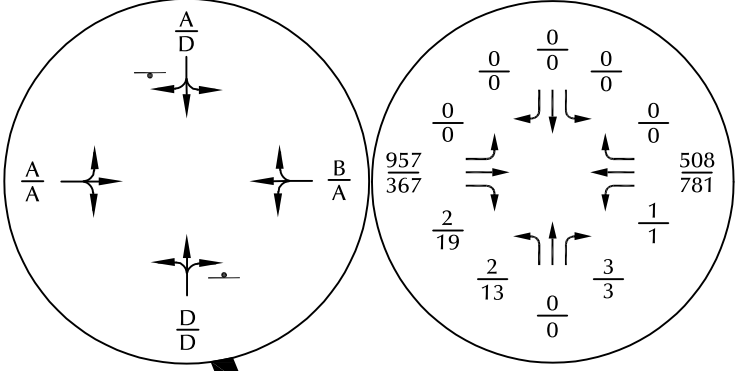
$\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (Veh/Hour)  
PM Weekday Peak-Hour Traffic (Veh/Hour)

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

Figure 3a  
2021 Traffic, Lane  
Geometry, Traffic  
Control, and LOS

Gateway Trucking (LSC # S214360)

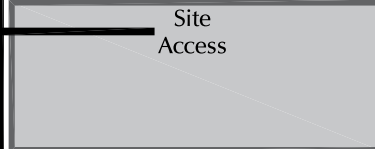




260  
248<sup>2</sup>  
376<sup>3</sup>

<sup>2</sup> March 2, 2023  
<sup>3</sup> March 1, 2023 4pm to midnight plus March 3, 2023 (12:01 am to 4pm (Average)).

N Franceville Coal Mine Rd



\*Counts by LSC (March 2023)

- ⊥ = 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)

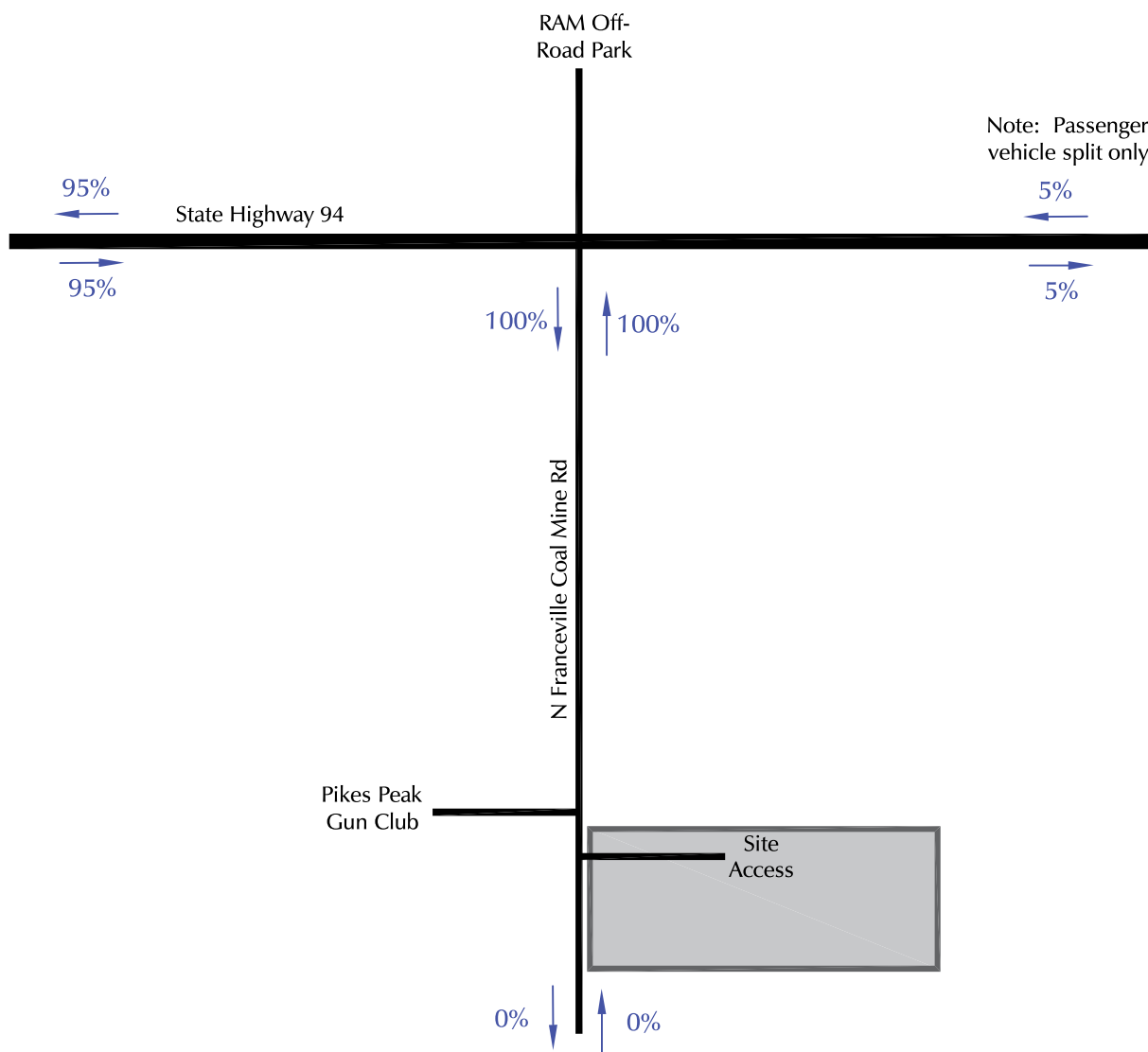


Figure 3b  
**Existing\* Traffic, Lane  
Geometry, Traffic  
Control, and LOS**

Gateway Trucking (LSC # S214360)



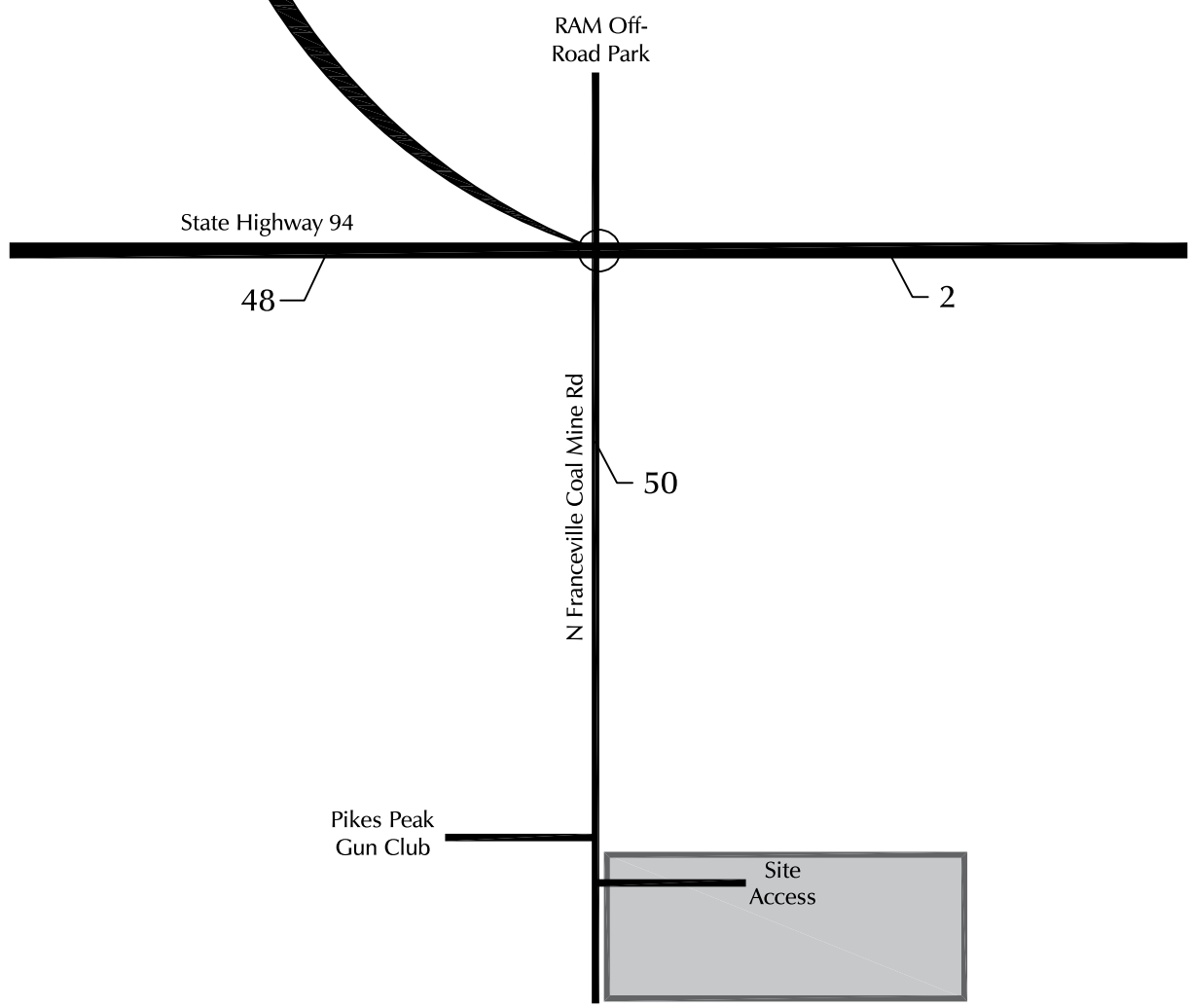
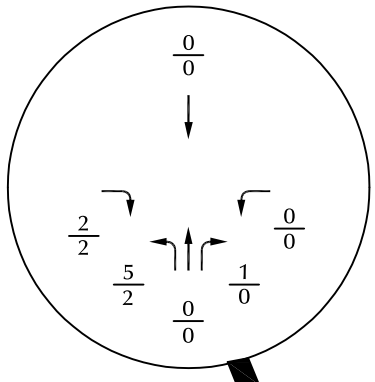
Not to scale



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

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

Gateway Trucking (LSC # S214360)



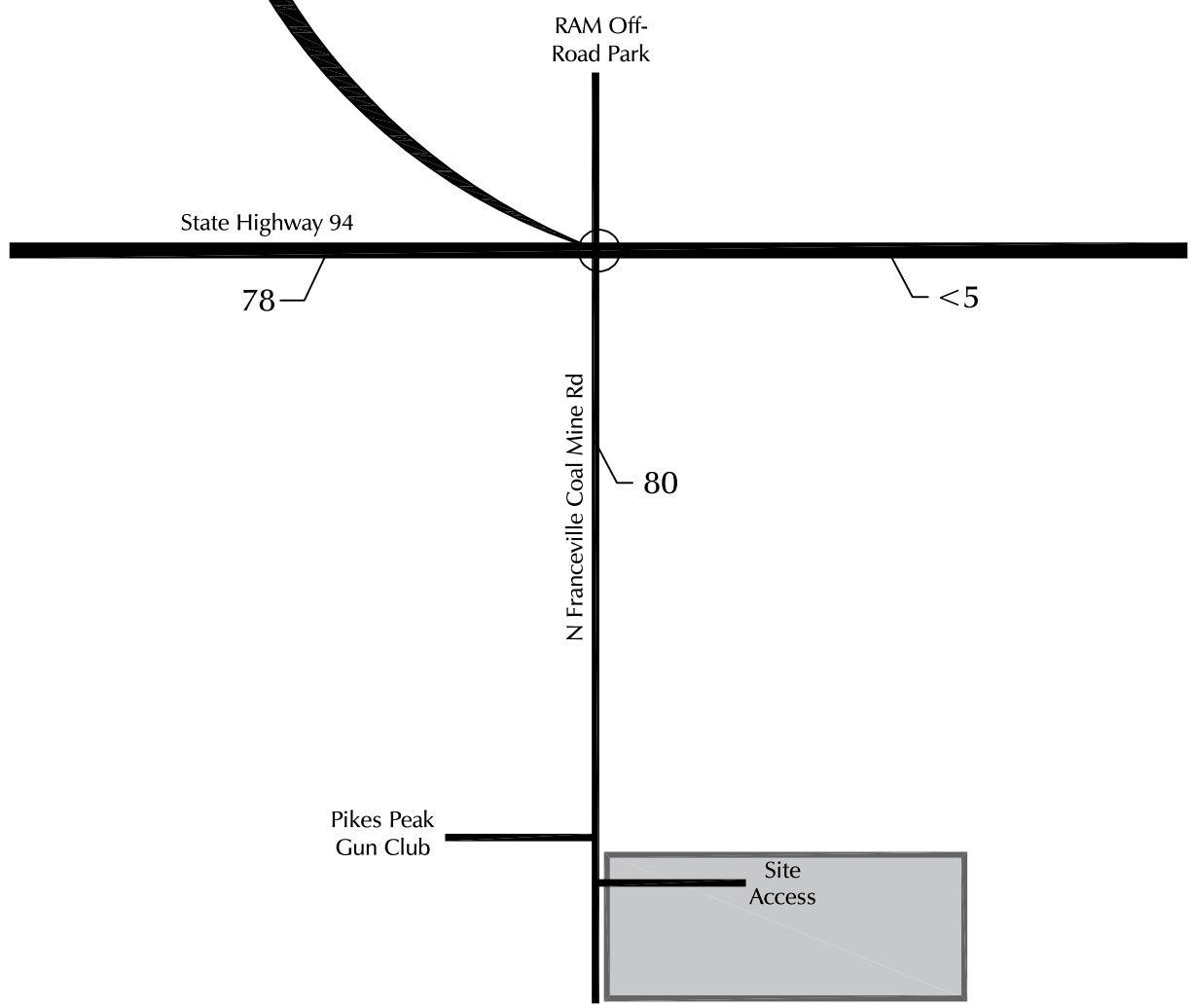
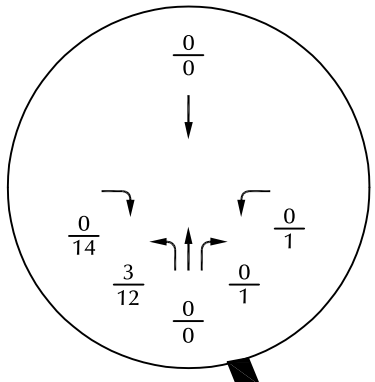


Figure 6

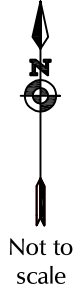
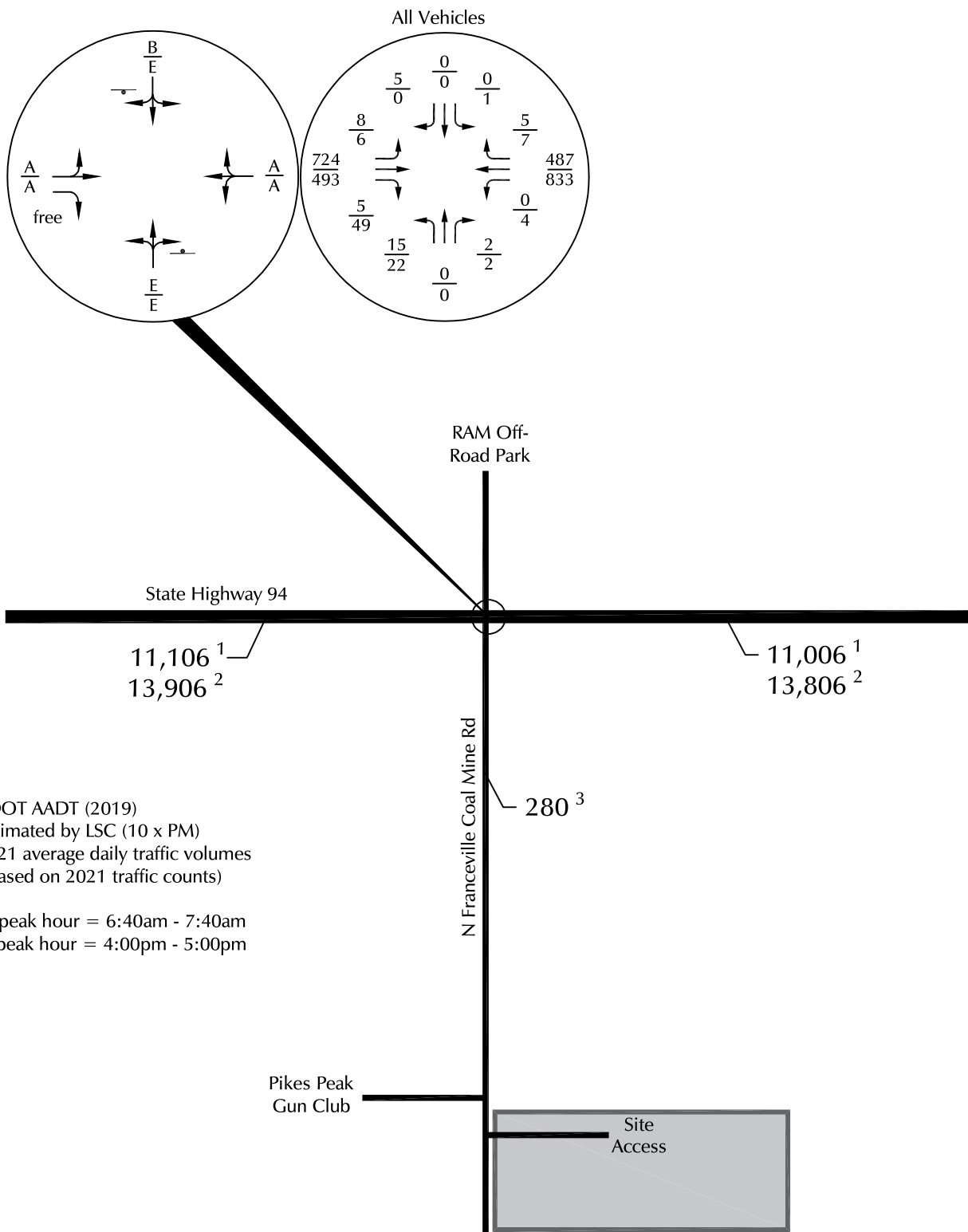
# Site-Generated Gateway Trucking Traffic "Maximum"

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)

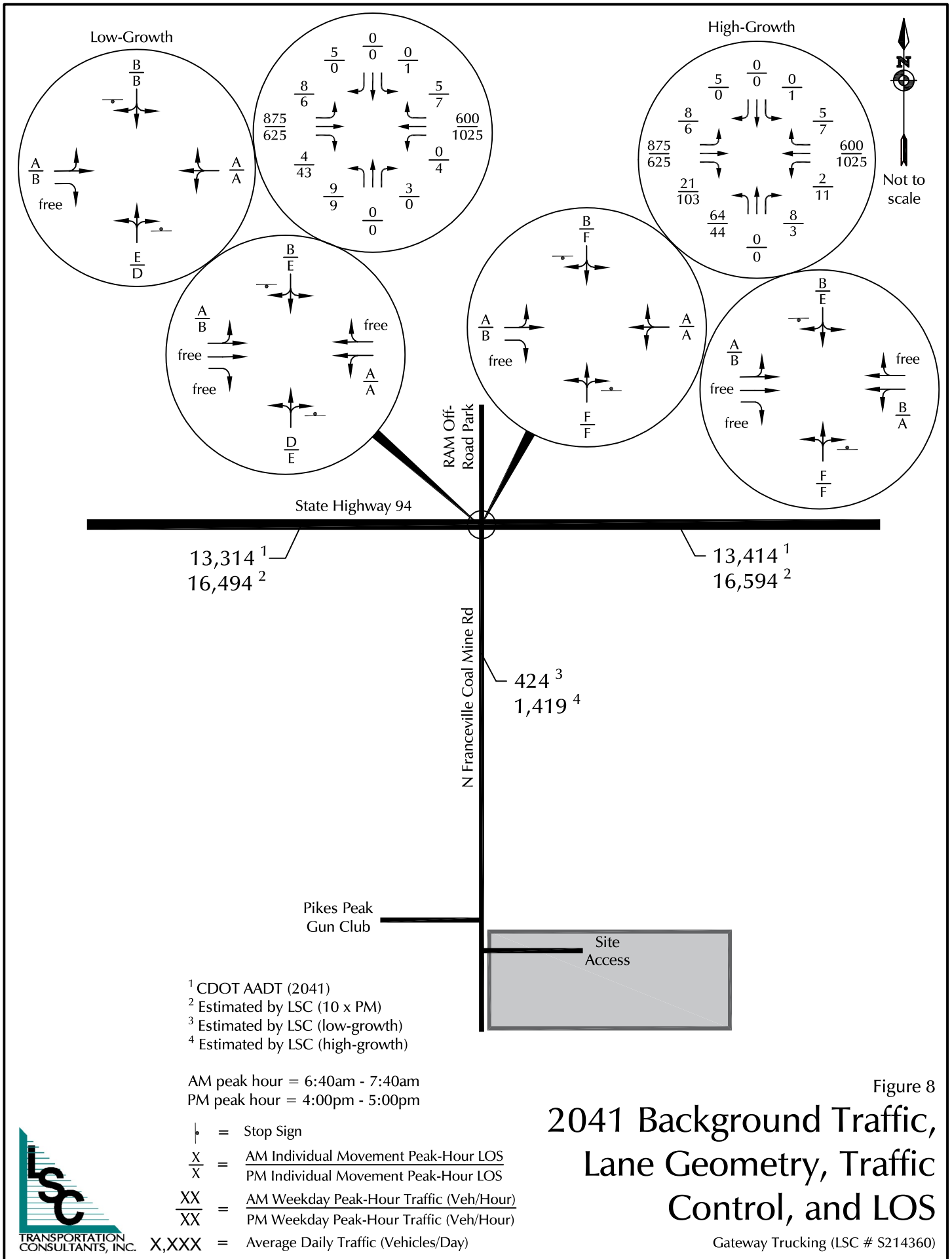
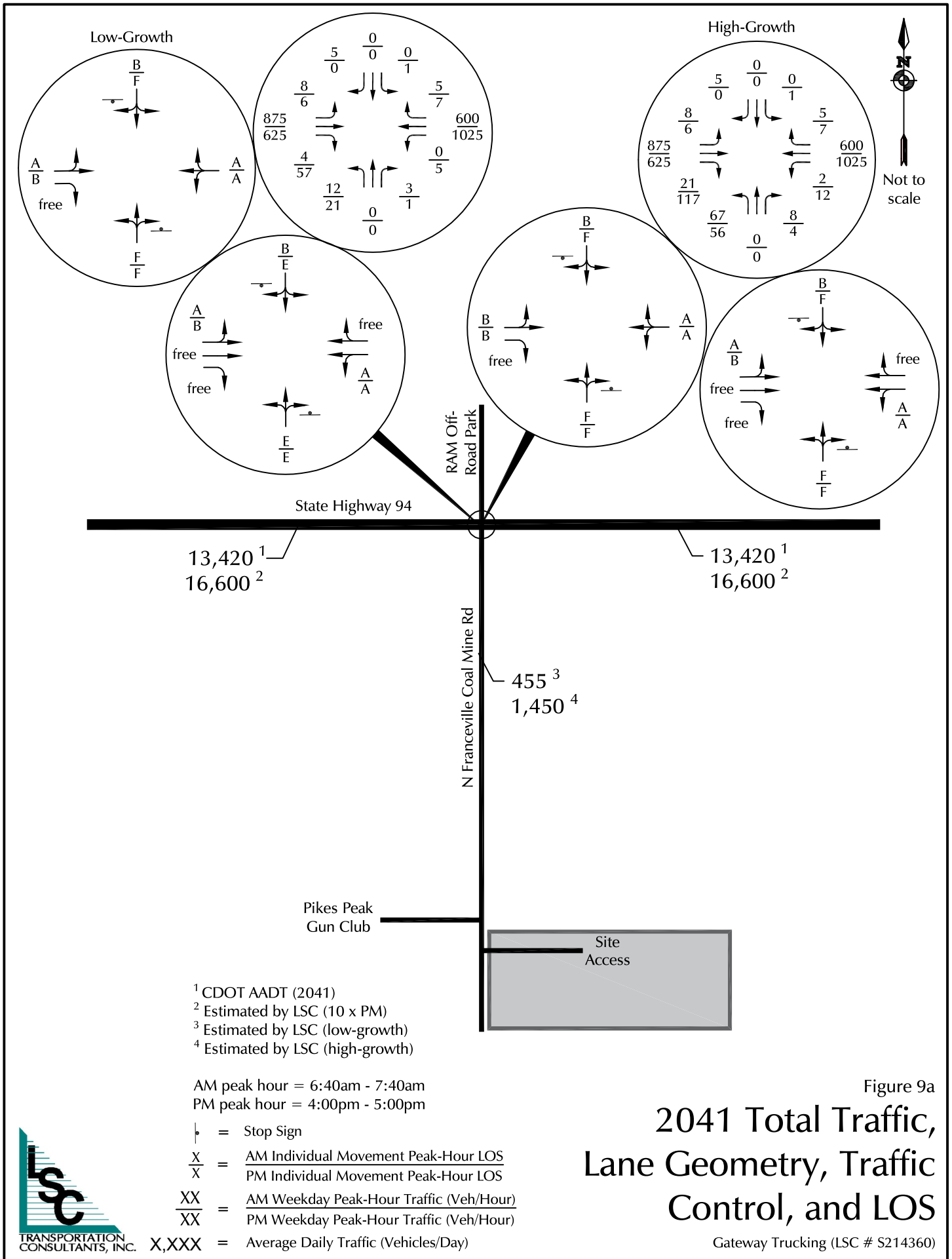
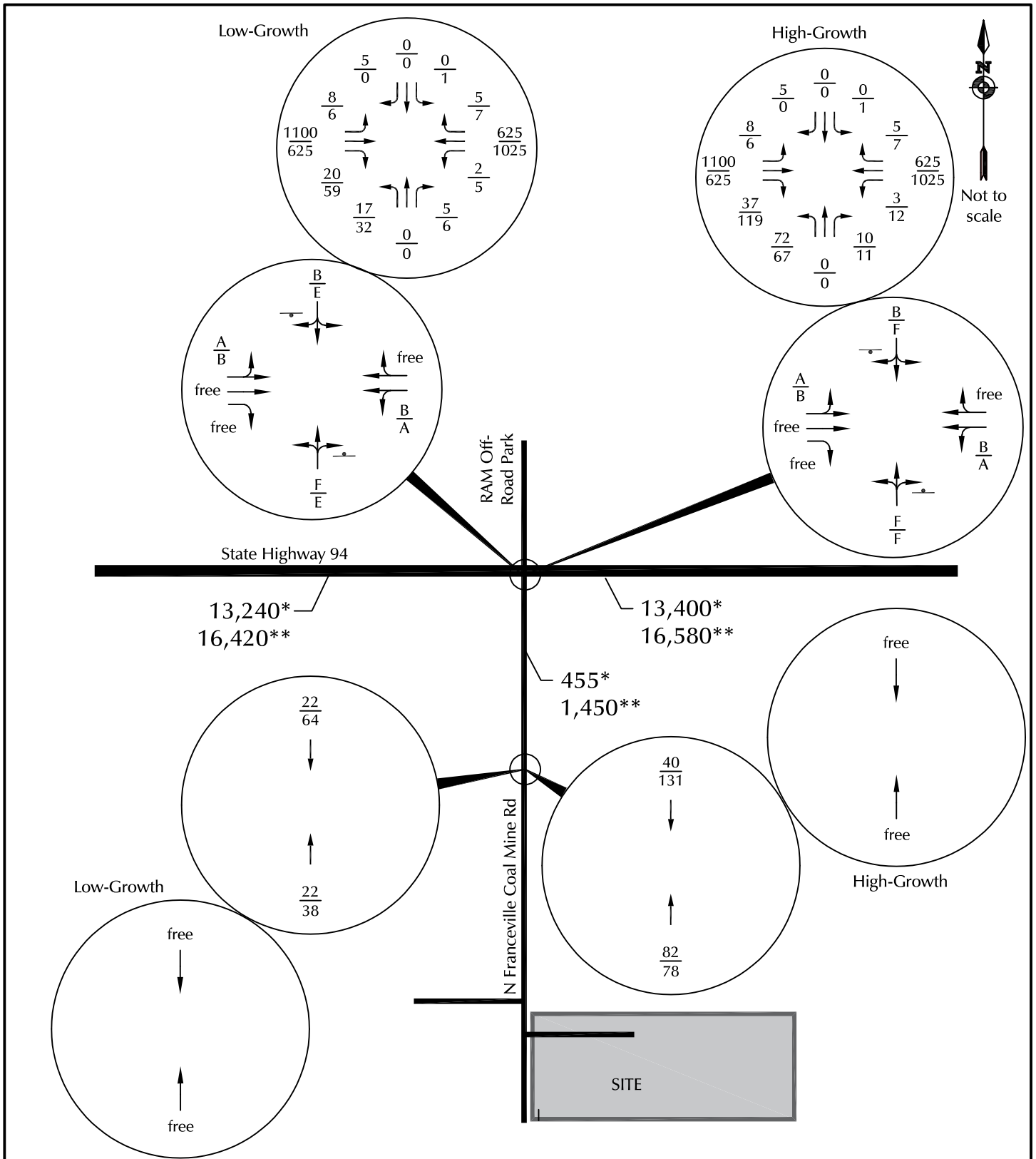


Figure 8  
2041 Background Traffic,  
Lane Geometry, Traffic  
Control, and LOS

Gateway Trucking (LSC # S214360)





\* Low-Growth ADT  
 \*\* High-Growth ADT

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



Figure 9b  
 2043 Total Traffic,  
 Lane Geometry, Traffic  
 Control, and LOS

Gateway Trucking (LSC # S214360)



# Traffic Count Data Sheets

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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

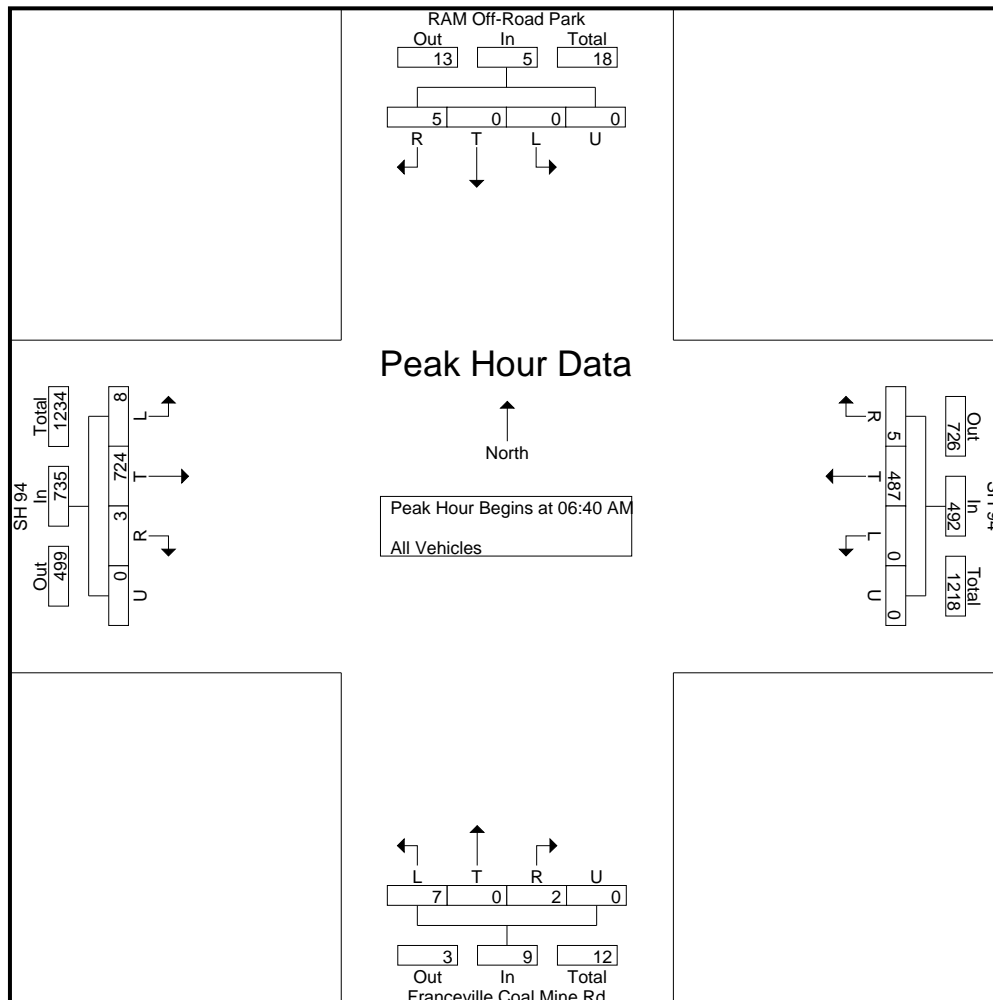
Start Time	RAM Off-Road Park Southbound					SH 94 Westbound					Franceville Coal Mine Rd Northbound					SH 94 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	33	1	0	34	56
06:35 AM	0	0	0	0	0	0	42	0	0	42	0	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

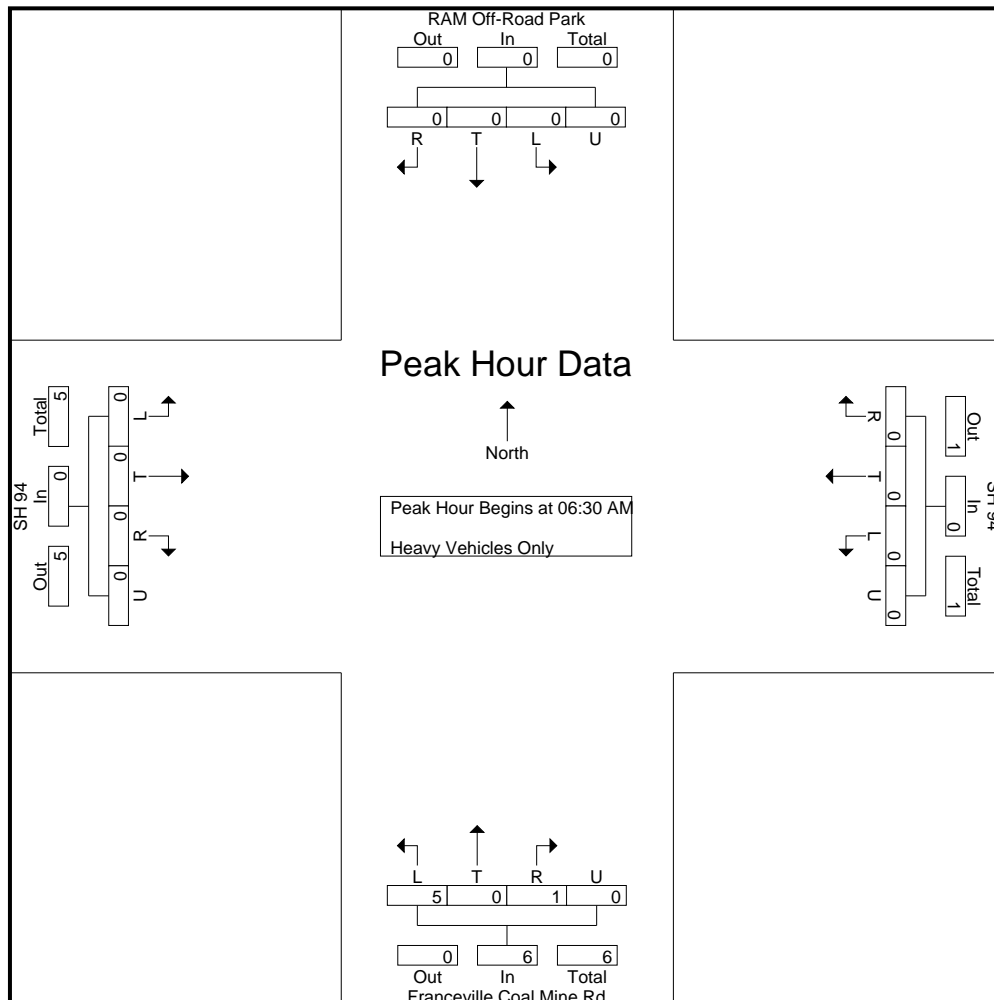
Start Time	RAM Off-Road Park Southbound					SH 94 Westbound					Franceville Coal Mine Rd Northbound					SH 94 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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

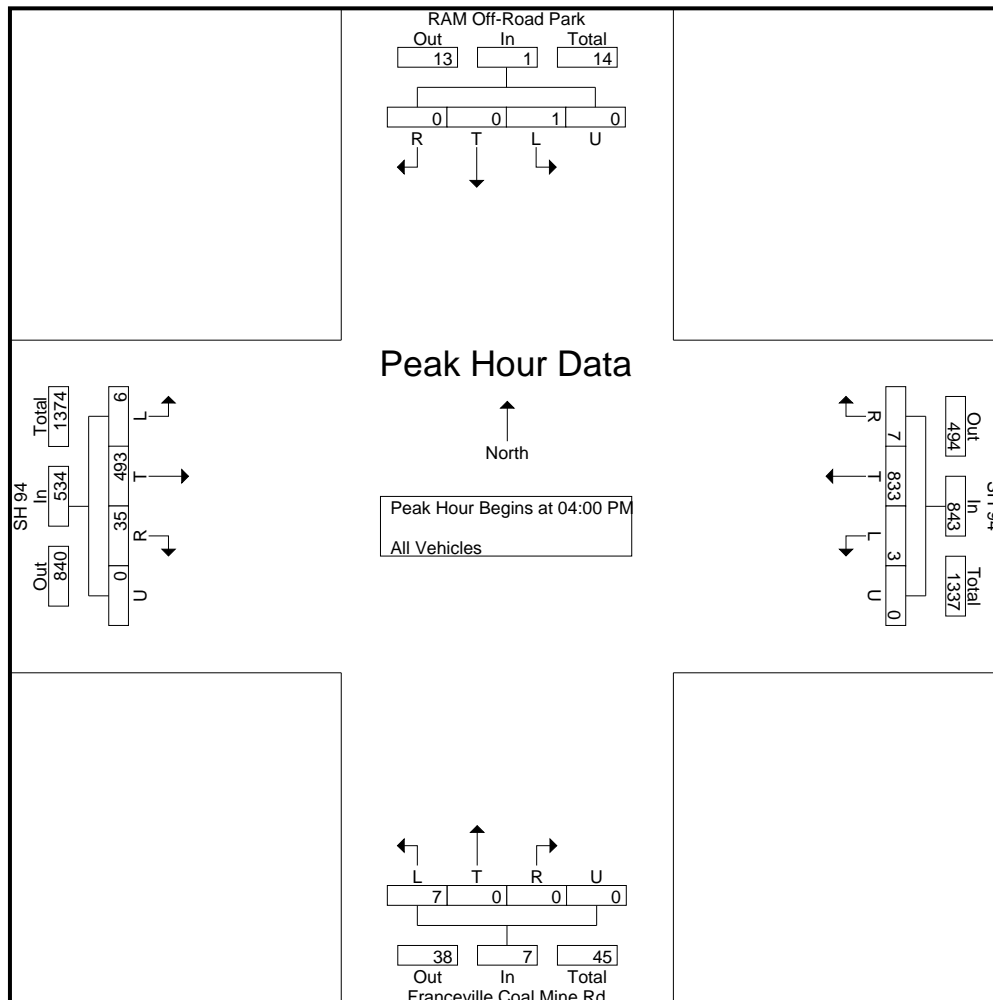
Start Time	RAM Off-Road Park Southbound					SH 94 Westbound					Franceville Coal Mine Rd Northbound					SH 94 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
03:30 PM	0	0	2	0	2	0	44	0	0	44	0	0	2	0	2	3	34	5	0	42	90
03:35 PM	0	0	0	0	0	0	71	0	0	71	0	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
03:35 PM	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
03:45 PM	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
03:55 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
04:00 PM	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
04:10 PM	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
04:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	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
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>5</b>
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
05:25 PM	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
Grand Total	1	0	1	0	2	0	0	5	0	5	1	0	0	0	1	4	0	6	0	10	18
Apprch %	50	0	50	0		0	0	100	0		100	0	0	0		40	0	60	0		
Total %	5.6	0	5.6	0	11.1	0	0	27.8	0	27.8	5.6	0	0	0	5.6	22.2	0	33.3	0	55.6	

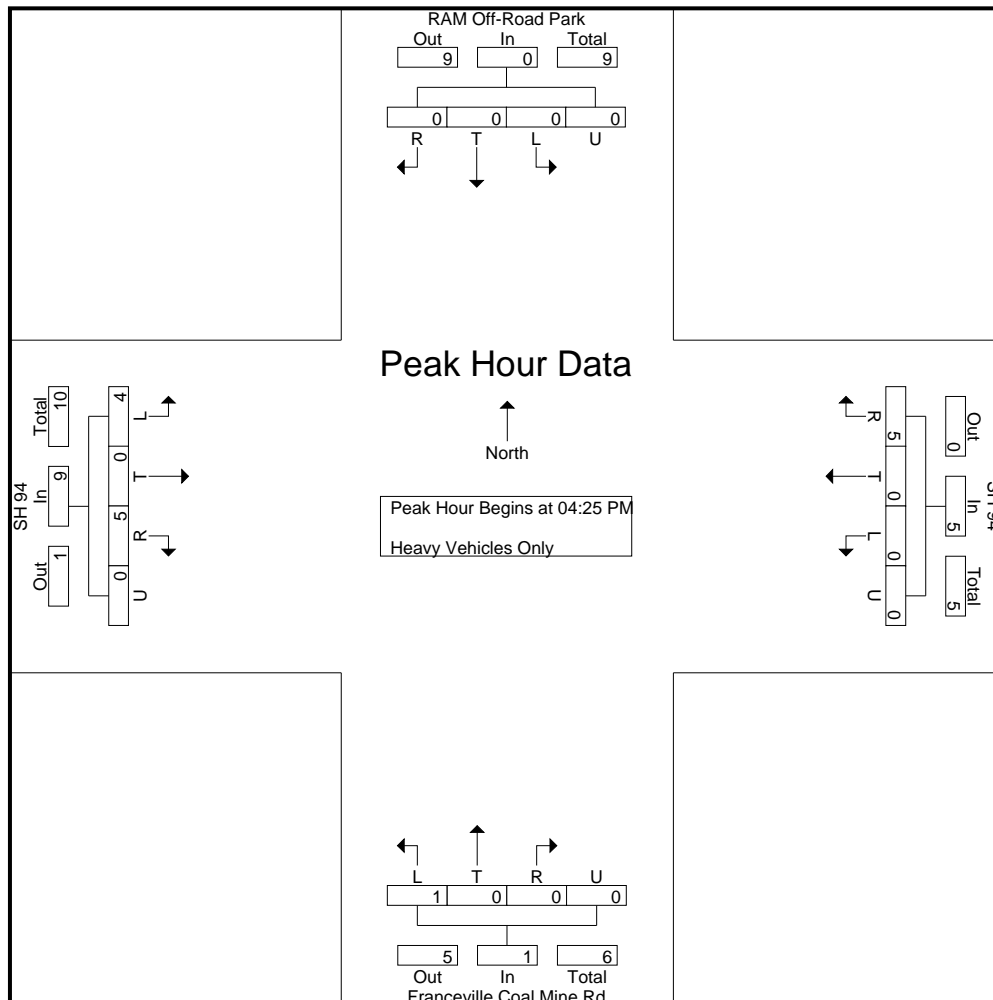


# LSC Transportation Consultants, Inc.

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

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

Start Time	RAM Off-Road Park Southbound					SH 94 Westbound					Franceville Coal Mine Rd Northbound					SH 94 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
<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



# LSC Transportation Consultants, Inc.

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

File Name : Franceville Coal Mine Rd - Hwy 94 AM

Site Code : S234070

Start Date : 3/1/2023

Page No : 1

### Groups Printed- Unshifted

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

# LSC Transportation Consultants, Inc.

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

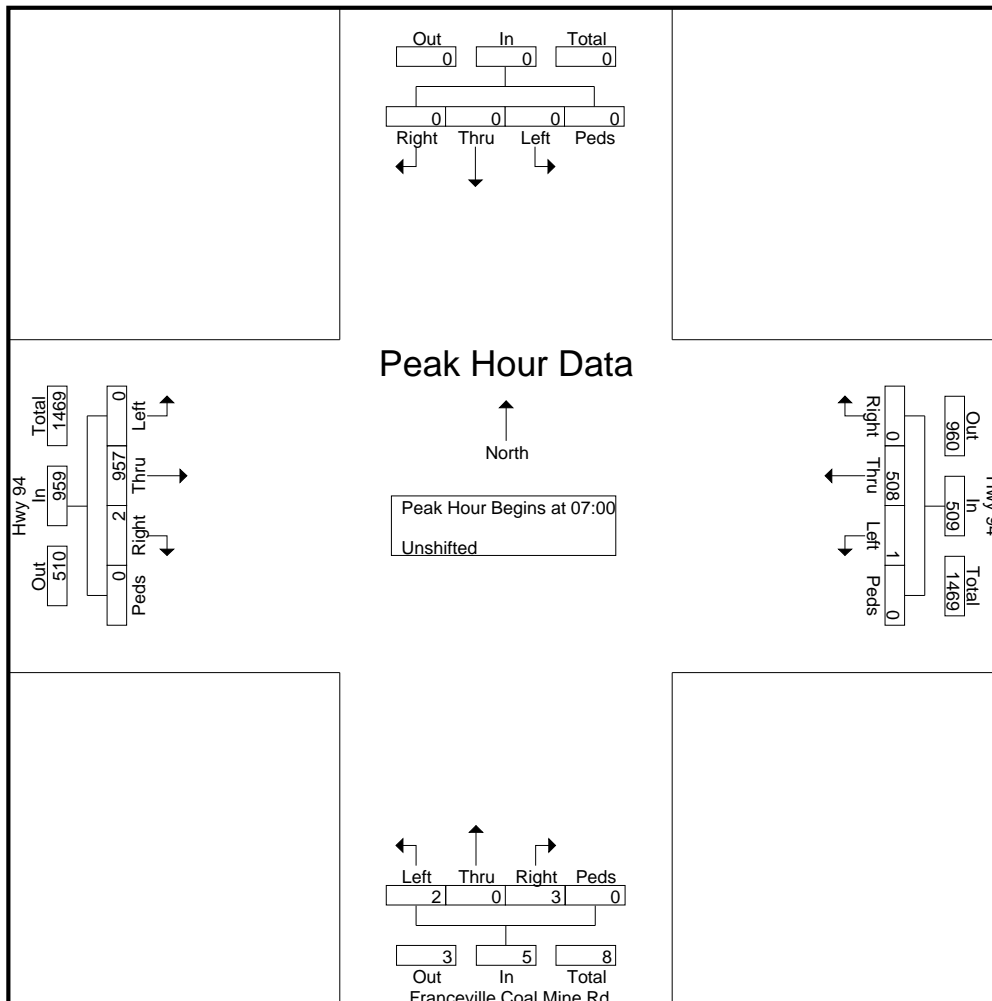
File Name : Franceville Coal Mine Rd - Hwy 94 AM

Site Code : S234070

Start Date : 3/1/2023

Page No : 2

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



# LSC Transportation Consultants, Inc.

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

File Name : Franceville Coal Mine Rd - Hwy 94 AM

Site Code : S234070

Start Date : 3/1/2023

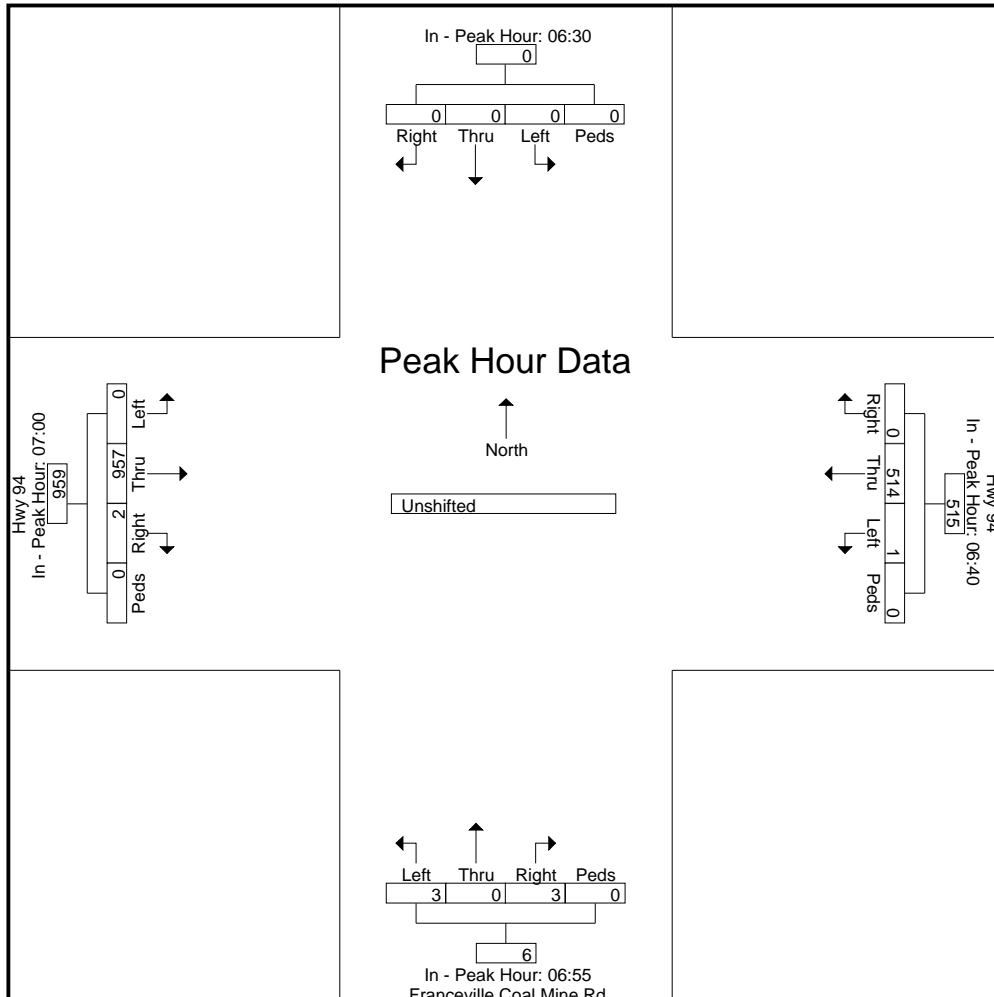
Page No : 3

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

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

Peak Hour for Each Approach Begins at:

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



# **LSC Transportation Consultants, Inc.**

2504 E. Pikes Peak Ave, Suite 304

Colorado Springs, CO 80909

719-633-2868

# LSC Transportation Consultants, Inc.

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

File Name : Franceville Coal Mine Rd - Hwy 94 PM

Site Code : S234070

Start Date : 3/1/2023

Page No : 1

### Groups Printed- Unshifted

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

# LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304  
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 719-633-2868

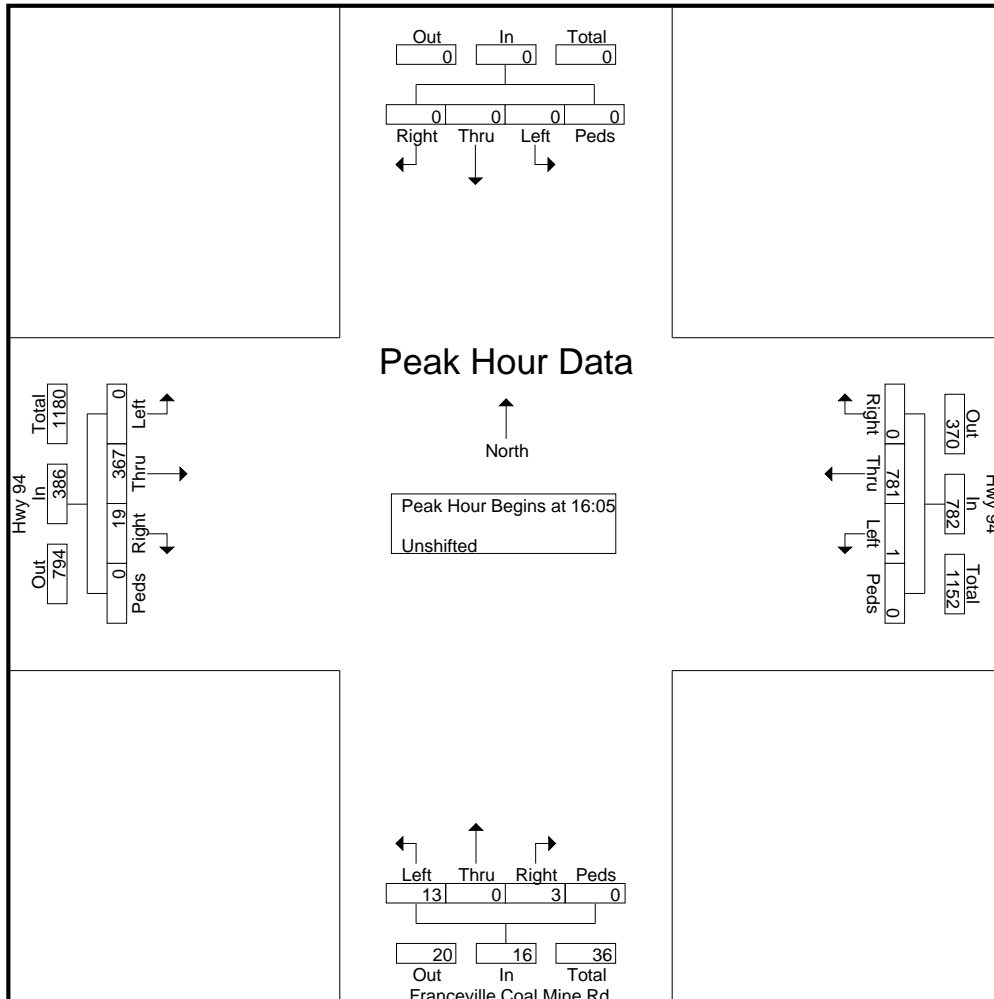
File Name : Franceville Coal Mine Rd - Hwy 94 PM

Site Code : S234070

Start Date : 3/1/2023

Page No : 2

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



# LSC Transportation Consultants, Inc.

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

File Name : Franceville Coal Mine Rd - Hwy 94 PM

Site Code : S234070

Start Date : 3/1/2023

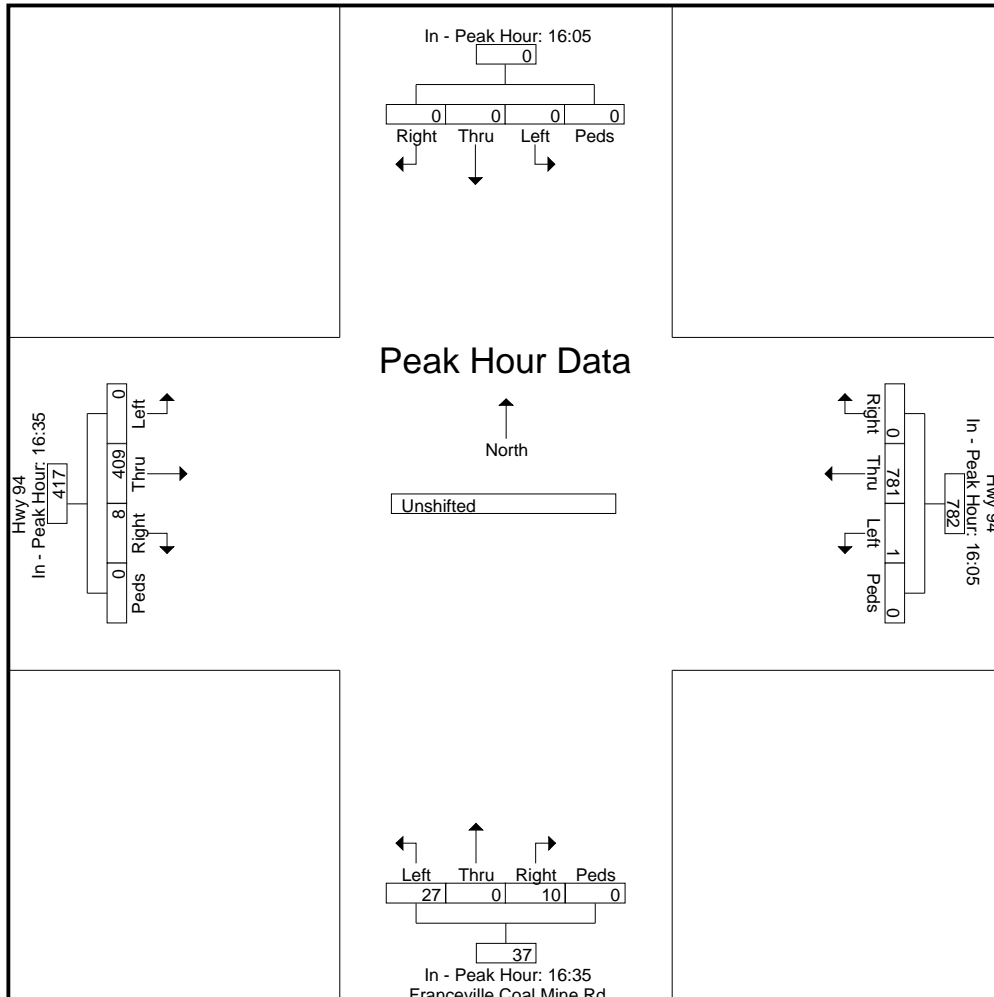
Page No : 3

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

Peak Hour Analysis From 16:05 to 17:55 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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





Default Report Title  
 Use Preferences to Define Titles

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

Franceville Coal Mine Road  
 South of SH 94

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

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

Default Report Title  
 Use Preferences to Define Titles

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

Southbound

Northbound

Franceville Coal Mine Road  
 South of SH 94

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

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

Default Report Title  
 Use Preferences to Define Titles

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

Franceville Coal Mine Road  
 South of SH 94

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

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

Default Report Title  
 Use Preferences to Define Titles

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

Franceville Coal Mine Road  
 South of SH 94

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

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

Default Report Title  
 Use Preferences to Define Titles

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

Southbound

Northbound

# Franceville Coal Mine Road South of SH 94

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

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

Default Report Title  
 Use Preferences to Define Titles

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

Southbound

Northbound

# Franceville Coal Mine Road South of SH 94

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

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

Default Report Title  
 Use Preferences to Define Titles

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

Southbound

Northbound

# Franceville Coal Mine Road South of SH 94

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

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

Default Report Title  
 Use Preferences to Define Titles

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

Franceville Coal Mine Road  
 South of SH 94

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

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



# LENGTH DATA ANALYSIS

## Location



Latitude: 0.000000  
Longitude: 0.000000

Franceville Coal Mine Road  
South of SH 94

## Analysis Time Period



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

## Vehicles Analyzed



# 664

## 0 to 8'

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

## >8 to 20'

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

## >20 to 40'

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

## >40 to 70'

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

## >70'

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

Default Report Title  
 Use Preferences to Define Titles

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

Southbound

Northbound

Franceville Coal Mine Road  
 South of SH 94

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

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

Default Report Title  
 Use Preferences to Define Titles

Site Code: 00234070

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Southbound

Northbound

# Franceville Coal Mine Road South of SH 94

Comment 1:

Comment 2:

Comment 3:

Comment 4:

Latitude: 0.000000

Longitude: 0.000000

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

Default Report Title  
 Use Preferences to Define Titles

Site Code: 00234070

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Southbound

Northbound

Franceville Coal Mine Road  
 South of SH 94

Comment 1:

Comment 2:

Comment 3:

Comment 4:

Latitude: 0.000000

Longitude: 0.000000

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

Default Report Title  
 Use Preferences to Define Titles

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

Southbound

Northbound

Franceville Coal Mine Road  
 South of SH 94

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

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

Default Report Title  
 Use Preferences to Define Titles

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

Franceville Coal Mine Road  
 South of SH 94

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

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

Default Report Title  
 Use Preferences to Define Titles

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

Franceville Coal Mine Road  
 South of SH 94

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

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

# **LSC Transportation Consultants, Inc.**

2504 E. Pikes Peak Ave, Suite 304

Colorado Springs, CO 80909

719-633-2868



# COUNTER MEASURES INC.

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

Site Code: 210608  
 Station ID: 210608

**NORTHBOUND**

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



# COUNTER MEASURES INC.

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

Site Code: 210608  
 Station ID: 210608

**NORTHBOUND**

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



# COUNTER MEASURES INC.

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

Site Code: 210608  
 Station ID: 210608

**NORTHBOUND**

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







# 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
<b>Total</b>	0	35	17	0	18	1	0	0	1	0	0	0	0	2	74
<b>Percent</b>	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%	
<b>Grand Total</b>	6	277	179	33	186	18	0	4	10	1	0	0	0	13	727
<b>Percent</b>	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 LOS Reports

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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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	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

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

Existing  
 PM

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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	93	93	93	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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 A

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# Appendix A

## Gravel Road Surface Conditions

### Franceville Coal Mine Road

Date: 2/1/2022

By: J. Hodsdon

A field visit was conducted on February 2, 2022 to assess the current surface condition of Franceville Coal Mine Road from Highway 94 to the Gateway Trucking Entrance (about a mile to the south of Highway 94). The road was driven and photos were taken at various locations along this section of roadway. Please refer to the photos and the map indicating the approximate locations each photo was taken.

The roadway surface condition was generally good. There were portions of the segment with minor “washboarding” present, however, the resulting vibration when driving was relatively mild - not to the extent that would encourage use of the opposing direction of travel to avoid the washboard condition. A rough estimate of the extend of minor washboarding is as follows:

- Northbound direction: about one-quarter of the segment
- Southbound direction: about two-thirds of the segment

No significant potholes were present and there were no areas with significant ruts caused by erosion from stormwater runoff.

Photo Key attached and the photos are on the following pages.



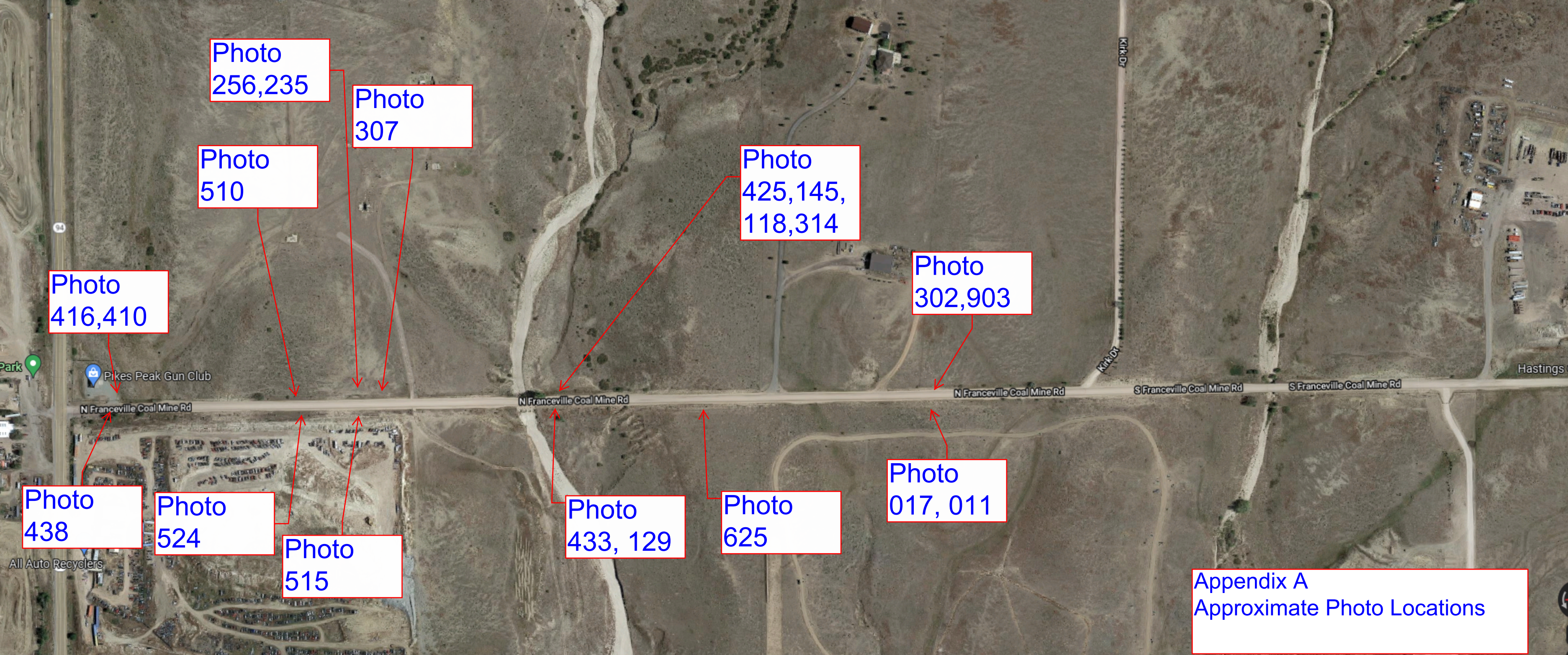


Photo 256,235

Photo 307

Photo 510

Photo 425,145, 118,314

Photo 302,903

Photo 416,410

Photo 438

Photo 524

Photo 515

Photo 433, 129

Photo 625

Photo 017, 011

Appendix A  
Approximate Photo Locations





Looking North - 20220201\_162510.jpg





Looking North - 20220201\_162855.jpg





Looking North- 20220201\_162524.jpg





Looking North -20220201\_163022.jpg





Looking North -20220201\_163145.jpg





Looking South - 20220201\_162520.jpg





Looking south - 20220201\_162625.jpg





Looking south - 20220201\_162903.jpg





Looking South -20220201\_162515.jpg





LOOKING SOUTH -20220201\_163011.jpg





Looking South -20220201\_163017.jpg





Looking South -20220201\_163118.jpg





Looking South -20220201\_163235.jpg





Looking south -20220201\_163307.jpg





Looking North at SH 94 20220201\_163416.jpg





Looking South -20220201\_163425.jpg





Looking South -20220201\_163433.jpg





Looking North at SH 94 20220201\_163410.jpg





Looking North at SH 94 20220201\_163438.jpg





Looking south -20220201\_163256.jpg





Looking South -20220201\_163129.jpg

# Appendix B

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**EXISTING ROADWAY/ DRAINAGE CONDITIONS  
AT  
SOUTH FRANCEVILLE COAL MINE ROAD  
FOR  
GATEWAY TRUCKING**

**Gateway Trucking, LLC  
11260 West Lane  
Colorado Springs, CO 80929  
(719) 492-7658  
Contact: Perry Hastings**

**November 3, 2021  
Project No. 25215.00**

**Prepared By:  
JR Engineering, LLC  
5475 Tech Center Drive  
Colorado Springs, CO 80919  
719-593-2593**

**El Paso County PCD File No. PPR-31-033**

The pictures attached show the existing conditions of the roadway and drainage at the Gateway Trucking, LLC site. The foreslopes/ditch sections appeared to be well maintained and the roadway appeared to have a satisfactory crown as described in the traffic report. The existing roadway conveys stormwater from the roadway to the roadside.



Figure 1: S. Franceville Coal Mine Rd. in front of site access driveway facing South.



Figure 2: S. Franceville Coal Mine Rd. in front of site access driveway facing North.





Figure 3: S. Franceville Coal Mine Rd. in front of site access driveway facing East toward the site.



Figure 6: S. Franceville Coal Mine Rd. North-most profile showing creek on the right end.

The existing culvert located along S. Franceville Coal Mine Rd. is south of the site access and drains to the West under S. Franceville Coal Mine Rd.



Figure 7: Culvert Entrance, 30" diameter.



Figure 8: Culvert Exit, 30" diameter.

The culvert did not show any signs of damage, however the surrounding vegetation may need to be trimmed back to ensure the existing culvert operates properly.

North of the site is a creek that crosses under S. Franceville Coal Mine Rd. Existing drainage shows that the roadside drainage North of the site access driveway flows North into this creek.



Figure 9: Creek Entrance under S. Franceville Coal Mine Rd, site shown in the distance to the South.  
Drainage path shown along roadside draining into the creek.



Figure 10: Creek Entrance under S. Franceville Coal Mine Rd.



# Appendix C

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Franceville Coal Mine Road Upgrade - Cost Estimate

**APPENDIX**

not including

28 instead of 32'

**Table 18. Standardized Unit Costs - Segments**

Component	Unit	Quantity	Unit Cost	Cost	Source and Notes
<b>Rural Minor Collector</b>					
<b>EPC Engineering Criteria Manual Figure 2-7</b>					
Asphalt	ft.	32	\$2.92	\$93.35	Assumed 6" depth
Shoulder	ea.	2	\$13.13	\$26.26	Gravel, 6' each side equivalent
Earthwork	cy.	1,204	\$2.19	\$2.63	5 ft. of cut/fill times 65 ft.
Subtotal				\$122.24	
Const. Mgmt.		6%		\$7.33	Includes engineering, surveying, soils work
R.O.W.	ft.	80	\$0.55	\$43.76	Based on EPC school/park fee
<b>Total Cost per Linear Foot</b>				<b>\$173.34</b>	

From: El Paso County 2016 MTCP Road Impact Fee Study Update - Appendix

2016 Unit Costs	Assumed Annual Percent Increase	2023 Unit Costs
\$81.76	6.54%	\$119.00
\$26.26	6.54%	\$38.30
\$2.63	6.54%	\$3.83
	Subtotal	<b>\$161.13</b>
\$7.33		\$9.67
\$0.00		\$0.00
		<b>\$170.80</b>
<b>Linear Feet</b>		<b>5190</b>
<b>Total Cost</b>		<b>\$886,441</b>

# Site Development Plan

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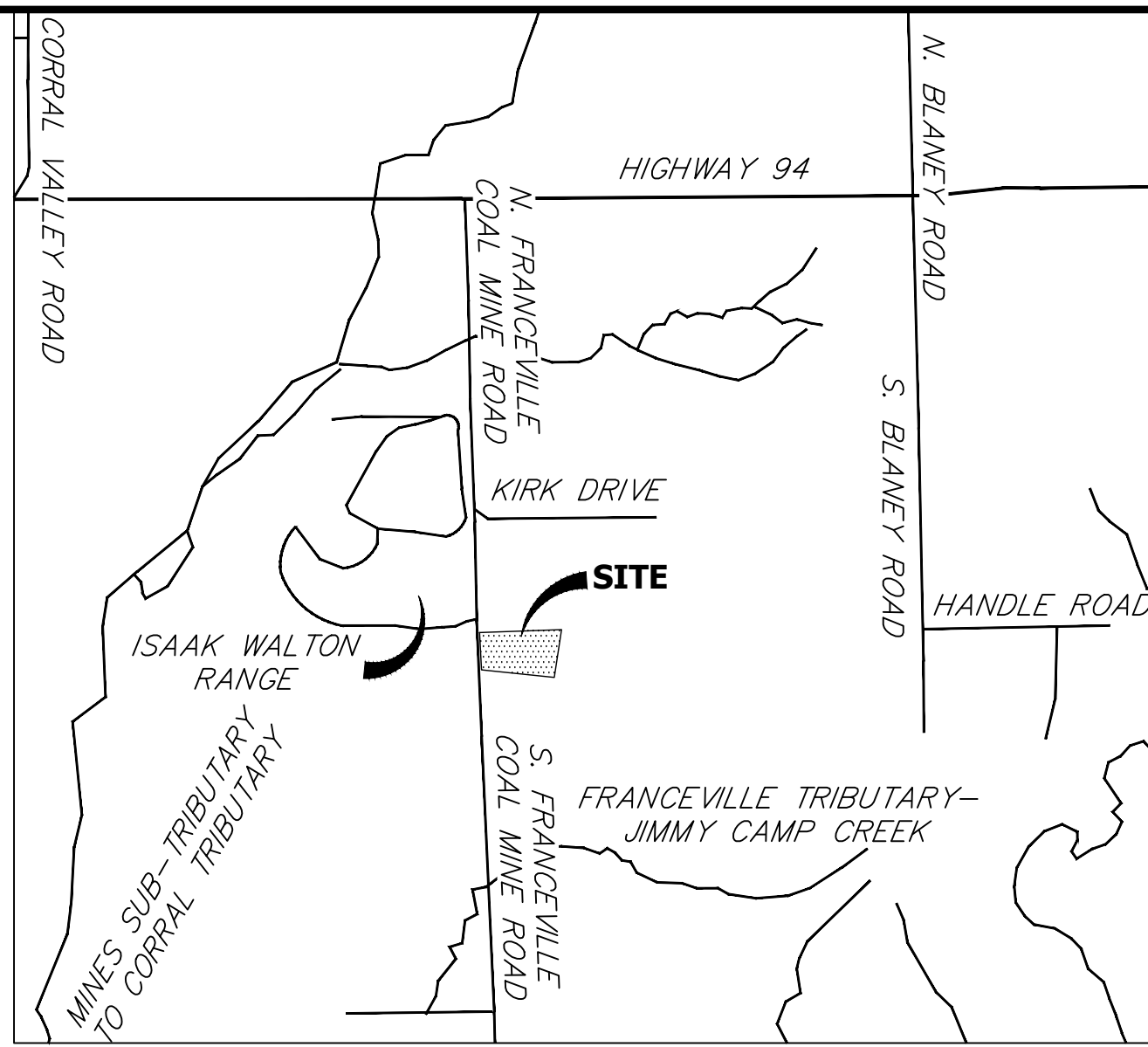
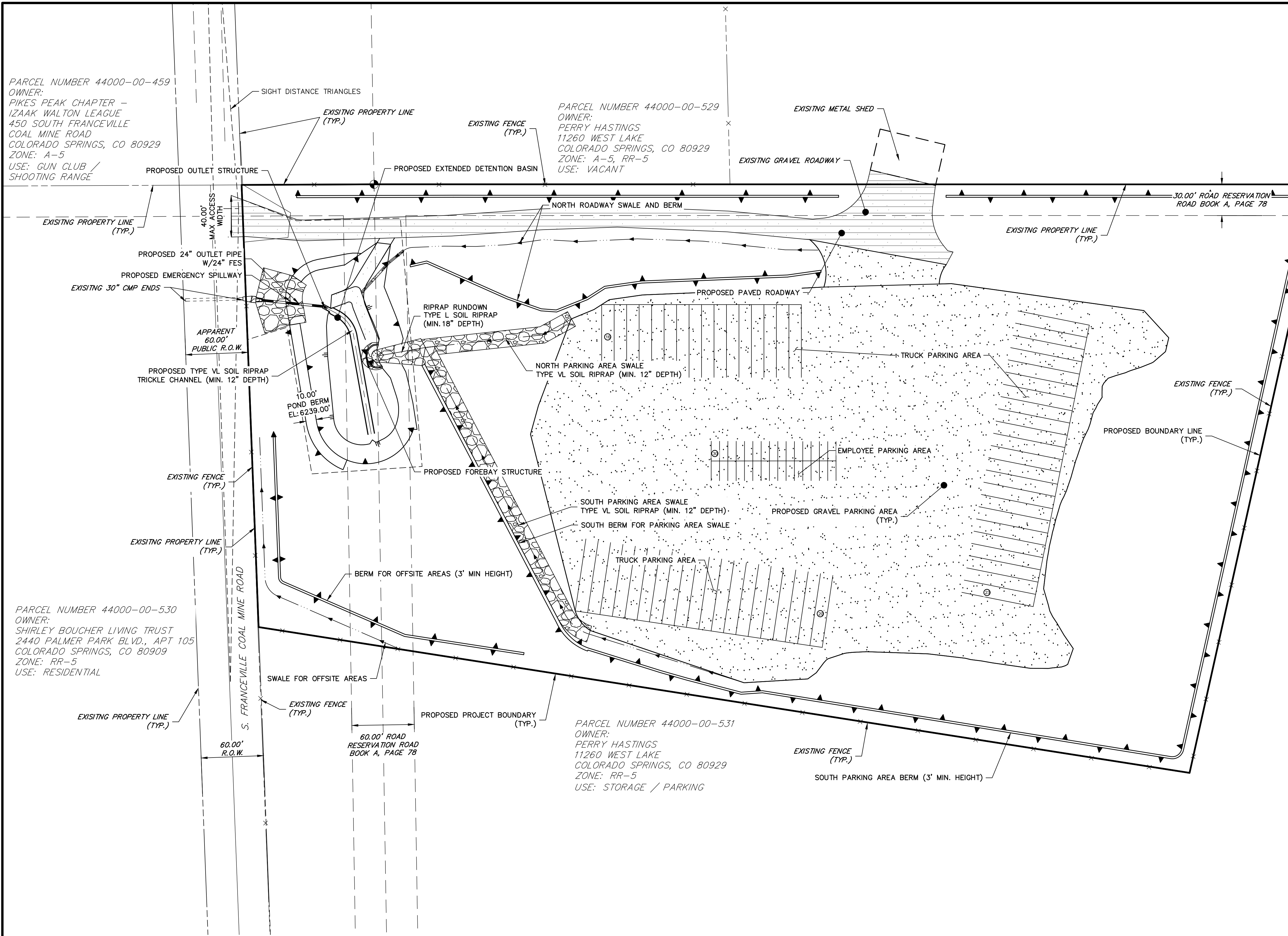


PARCEL NUMBER 44000-00-459  
 OWNER:  
 PIKE'S PEAK CHAPTER -  
 IZAAK WALTON LEAGUE  
 450 SOUTH FRANCEVILLE  
 COAL MINE ROAD  
 COLORADO SPRINGS, CO 80929  
 ZONE: A-5  
 USE: GUN CLUB /  
 SHOOTING RANGE

PARCEL NUMBER 44000-00-529  
 OWNER:  
 PERRY HASTINGS  
 11260 WEST LAKE  
 COLORADO SPRINGS, CO 80929  
 ZONE: A-5, RR-5  
 USE: VACANT

PARCEL NUMBER 44000-00-530  
 OWNER:  
 SHIRLEY BOUCHER LIVING TRUST  
 2440 PALMER PARK BLVD., APT 105  
 COLORADO SPRINGS, CO 80909  
 ZONE: RR-5  
 USE: RESIDENTIAL

PARCEL NUMBER 44000-00-531  
 OWNER:  
 PERRY HASTINGS  
 11260 WEST LAKE  
 COLORADO SPRINGS, CO 80929  
 ZONE: RR-5  
 USE: STORAGE / PARKING



VICINITY MAP  
 SCALE: 1"=2000'

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

**OWNER:**  
 GATEWAY TRUCKING, LLC  
 PERRY HASTINGS, MANAGER  
 11260 WEST LAKE  
 COLORADO SPRINGS, CO 80929

**LEGAL DESCRIPTION:**  
 NW1/4, NW1/4, OF SECTION 20, AND THAT PORTION OF NE1/4, NE1/4 SECTION 19 T. 14S., R.64W. OF THE 6TH P.M.

**TITLE INFORMATION:**  
 THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH OR OPINION

**UNITS OF MEASUREMENT:** US SURVEY FEET  
**ADDRESS:** 605 S. FRANCEVILLE COAL MINE ROAD

**ZONE:** RR-5  
 LOW-DENSITY, RURAL, SINGLE-FAMILY RESIDENTIAL DEVELOPMENT  
 THIS PARKING AREA IS A SMALL PORTION OF THE PARCEL IN WHICH IT IS LOCATED AND ENCLOSED BY FENCE

**ASSESSORS' PARCEL NO.:** 44000-00-531

**FLOODPLAIN:**  
 THE PROJECT SITE IS LOCATED OUTSIDE OF THE 500-YEAR FLOOD PLAIN (ZONE X) PER FEMA MAP NO. 08041C0780G, DATED DECEMBER 07, 2018

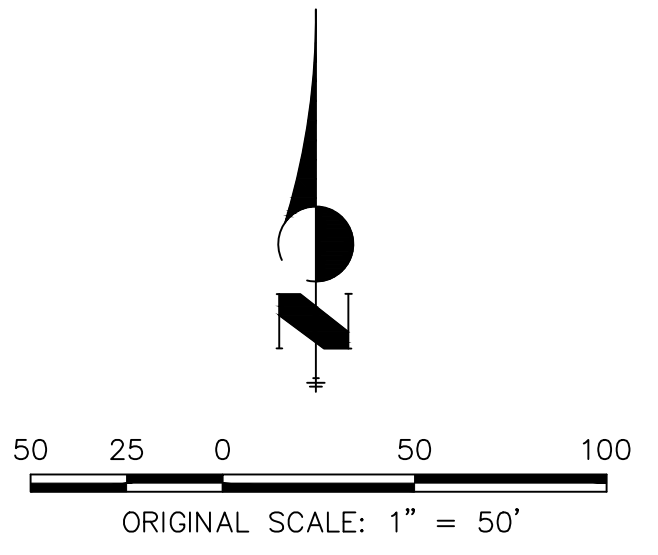
**USE(S):**  
 PARKING AREA FOR COMMERCIAL TRUCKS AND ASSOCIATED EQUIPMENT, NO PUBLIC ACCESS VEHICLE STORAGE USE TYPE REQUIRES 3 PARKING SPOTS PER EL PASO COUNTY LAND DEVELOPMENT CODE TABLE 6.2.  
 CAR PARKING SPACES PROVIDED: 30  
 TRUCK STORAGE SPACES PROVIDED: 59

**DEVELOPMENT TIME TABLE:**  
 SPRING 2021

<b>AREA:</b>		
OVERALL:	339,225 SF	100%
GRAVEL:	180,271 SF	54.1%
ASPHALT:	22,828 SF	3.4%

**SITE NOTES:**  
 1. GRADING FOR THIS SITE SHALL CONFORM TO THE COUNTY APPROVED GRADING PLAN, ONCE APPROVED  
 2. WAIVER REQUESTED SUBMITTED FOR LANDSCAPE SCREENING ON PROPERTY LINE; IT BORDERS EXISTING PARCELS OWNED BY THE SAME OWNER (PERRY HASTINGS) AND IS THEREFORE UNNECESSARY.  
 3. THERE ARE NO LIGHTING PLANS PROPOSED WITH THESE IMPROVEMENTS  
 7. FOR ACCESS, OWNER TO USE PROPOSED PAVED ROAD TO GRAVEL PARKING AREA.  
 9. THE PARTIES RESPONSIBLE FOR THIS PLAN HAVE FAMILIARIZED THEMSELVES WITH ALL CURRENT ACCESSIBILITY CRITERIA AND SPECIFICATIONS AND THE PROPOSED PLAN REFLECTS ALL SITE ELEMENTS REQUIRED BY THE APPLICABLE ADA DESIGN STANDARDS AND GUIDELINES AS PUBLISHED BY THE UNITED STATES DEPARTMENT OF JUSTICE. APPROVAL OF THIS PLAN BY EL PASO COUNTY DOES NOT ASSURE COMPLIANCE WITH THE ADA OR ANY REGULATIONS OR GUIDELINES ENACTED OR PROMULGATED UNDER OR WITH RESPECT TO SUCH LAWS.

**SITE DRAINAGE:**  
 DRAINAGE WILL CONFORM TO THE COUNTY APPROVED DRAINAGE REPORT



UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, OR ENGINEERING APPROVES THEIR USE, THESE DRAWINGS ARE DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR  
**GATEWAY TRUCKING, LLC**  
 235 S. FRANCEVILLE COAL MINE RD  
 COLORADO SPRINGS, CO 80929  
 ATTN: PERRY HASTINGS  
 602-558-0846  
 HASTINGS CONTRACTING CO@GMAIL.COM

**J.R. ENGINEERING**  
 A Westman Company  
 Centennial 303-740-9383 • Colorado Springs 719-583-2593  
 Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	DATE	BY	
			DATE	BY
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

**GATEWAY TRUCKING SITE DEVELOPMENT PLAN**  
**SITE DEVELOPMENT PLAN**

SHEET	1	OF	2
JOB NO.	25215.00		

PARCEL NUMBER 44000-00-459  
 OWNER:  
 PIKES PEAK CHAPTER - IZAAK WALTON LEAGUE  
 450 SOUTH FRANCEVILLE COAL MINE ROAD  
 COLORADO SPRINGS, CO 80929  
 ZONE: A-5  
 USE: GUN CLUB / SHOOTING RANGE

LWA  
 T14S R64W  
 S18+ S17  
 S19+ S20  
 1999  
 28655

PARCEL NUMBER 44000-00-529  
 OWNER:  
 PERRY HASTINGS  
 11260 WEST LAKE  
 COLORADO SPRINGS, CO 80929  
 ZONE: A-5, RR-5  
 USE: VACANT

PARCEL NUMBER 44000-00-530  
 OWNER:  
 SHIRLEY BOUCHER LIVING TRUST  
 2440 PALMER PARK BLVD., APT  
 105  
 COLORADO SPRINGS, CO 80909  
 ZONE: RR-5  
 USE: RESIDENTIAL

PARCEL NUMBER  
 44000-00-531  
 OWNER:  
 PERRY HASTINGS  
 11260 WEST LAKE  
 COLORADO SPRINGS, CO 80929  
 ZONE: RR-5  
 USE: STORAGE / PARKING

PARCEL NUMBER 44000-00-532  
 OWNER:  
 BRITTNEY THOMSEN & JOSHUA BARNES  
 3734 MUSGRAVE TRAIL  
 ABILENE, TX 79606  
 ZONE: RR-5  
 USE: RESIDENTIAL

PARCEL NUMBER 44000-00-412  
 OWNER:  
 MBP INVESTMENTS, INC  
 5957 HODDEN ROAD  
 COLORADO SPRINGS, CO 80908  
 ZONE: RR-5  
 USE: VACANT

PARCEL NUMBER 44000-00-344  
 OWNER:  
 MSP INVESTMENTS, INC  
 5957 HODDEN ROAD  
 COLORADO SPRINGS, CO 80908  
 ZONE: I-2  
 USE: VACANT

N89°44'18"E 2520.33' 30' P.O.B. 127.35' 1259.32' 50.53' 1309.85'

BASIS OF BEARINGS  
 S89°59'48"E 2619.70'

FOUND 3-1/4" DIAMETER  
 ALUMINUM CAP ON A  
 3/4" DIAMETER REBAR

MVE INC  
 T14S R64W  
 S17  
 S20 1/4  
 1991  
 28655

NE 1/4 NE 1/4  
 SEC. 19

NW 1/4 NW 1/4  
 SEC. 20

NE 1/4 NW 1/4  
 SEC. 20

1314.46' APPARENT 60' PUBLIC ROW

N02°11'47"W 1314.46'

N00°57'10"W 1313.75'

S01°02'06"E 1314.72'

N01°02'06"W 1314.76'

EAST LINE NW 1/4 NW 1/4 S20

ALESSI  
 NW 1/16  
 S20  
 2012  
 30133

LWA  
 N 1/16  
 S19+ S20  
 2005  
 28655

FOUND 3-1/4" DIAMETER  
 ALUMINUM CAP ON A  
 3/4" DIAMETER REBAR

FOUND 2-1/2" DIAMETER  
 ALUMINUM CAP ON A  
 3/4" DIAMETER REBAR

FOUND OR MOORE CAP  
 1.16' EAST  
 FOUND LIPE CAP  
 1.56' EAST

PARCEL NUMBER 44000-00-457  
 OWNER:  
 WALDO MORRIS, WHR INC  
 4212 LAKESIDE DRIVE  
 MARION, IA 52302  
 ZONE: RR-5  
 USE: VACANT

98.76'

N89°57'15"W 1311.81'

50.53'

S89°43'00"W 2532.49'

100 50 0 100 200  
 ORIGINAL SCALE: 1" = 100'



Know what's below.  
 Call before you dig.

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, OR ENGINEERING APPROVES THEIR USE, THESE DRAWINGS ARE DESIGNATED BY WRITTEN AUTHORIZATION. PREPARED FOR <b>GATEWAY TRUCKING, LLC</b> 235 S. FRANCEVILLE COAL MINE ROAD COLORADO SPRINGS, CO 80929 ATTN: PERRY HASTINGS 602-558-0846 HASTINGS CONTRACTING@GMAIL.COM	
<b>J.R. ENGINEERING</b> A Westman Company Centennial 303-740-9888 • Colorado Springs 719-583-2583 Fort Collins 970-491-9888 • www.jrengineering.com	
GATEWAY TRUCKING SITE DEVELOPMENT PLAN SITE MAP	SHEET --- OF 7 JOB NO. 25215.00
H-SCALE V-SCALE DATE DESIGNED BY DRAWN BY CHECKED BY	1"=100' N/A 11/03/21 SAV SAV
No. REVISION BY DATE	

X:\25215\00\25215000\Drawings\Sheet\Degp\SiteMap.dwg, SheetMap, 11/4/2021 1:47:01 PM, CS

# Copy of Applicant Letter of Intent

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# **Letter of Intent**

**Application for Approval of  
Site Development Plan**

**Gateway Trucking**

**May 24, 2021  
rev. January 31, 2022  
rev. April 8, 2022**

**Mr. Perry E. Hastings  
11260 West Lane  
Colorado Springs, Colorado 80929  
(602) 558-0846**

**PCD File No. PPR-21-033**

## **I. Owner/Applicant and Consultant.**

This Letter of Intent accompanies the site development plan application of Mr. Perry E. Hastings. The Owner/Applicant and Consultant contact information is as follows:

### **Owner/Applicant:**

Perry E. Hastings  
11260 West Lane  
Colorado Springs, Colorado 80929  
(602) 558-0846

### **Consultants:**

Debra Eiland, Esq.  
Law Offices of Debra Eiland, P.C.  
24 S. Weber Street, Suite 300  
Colorado Springs, Colorado 80903  
(719) 471-1545  
[debra@eilandlawfirm.com](mailto:debra@eilandlawfirm.com)

Mike Bramlett, PE  
JR Engineering, LLC  
5475 Tech Center Drive, Suite 235  
Colorado Springs, Colorado 80919  
(719) 659-7679  
[mbramlett@jrengineering.com](mailto:mbramlett@jrengineering.com)

## **II. Site Location, Size and Zoning.**

Mr. Hastings' property is located on South Franceville Coal Mine Road in El Paso County. The parcel number is: 4400000531. The property consists of 42.3 acres of vacant land that is zoned RR-5, Rural Residential.

## **III. Request and Justification.**

Mr. Hastings owns and operates a trucking company known as Gateway Trucking, LLC. Gateway Trucking has been doing business in Colorado since 2010. The company is licensed by the US Department of Transportation, and provides aggregate transport services to its customers throughout Colorado and other states. Gateway Trucking does not transport any hazardous materials.

On March 30, 2017, the El Paso County Board of County Commissioners approved a use variance to allow Gateway Trucking to park and store its trucks and other equipment for parts on the vacant land referenced above. This application is made to obtain approval of the Site Development Plan and to comply with the accompanying Development Agreement pursuant to the conditions of the Use Variance approval.

Gateway Trucking employs 12 full-time employees year round, and as many as 20 full-time employees during the Summer months. The daily operations of the business are managed from another location, so no Gateway management or employees work on the site.

Gateway Trucking parks a maximum of 25 tandem trucks and tractor-trailers, and stores other equipment for parts on the site. No materials are hauled to or stored on the site. There are two 10,000 gallon diesel tanks on site used for refueling the trucks. No gasoline is stored on site.

An inventory of the trucks, tractor-trailers, and support equipment normally parked on the site is attached hereto as Exhibit A. Drivers pick up the trucks Monday-Friday between the hours of 5:00 a.m. and 7:00 a.m., and return them to the site Monday-Friday between the hours of 2:00 p.m. and 6:00 p.m.

The number of trucks parked on site and the number of trips to and from the site varies with the season and the location of Gateway's jobs. Trucks that are dispatched to local jobs are picked up and returned to the site daily. Frequently, especially during the Summer, the majority of Gateway's trucks are dispatched to jobs out of town and are gone from the site for several weeks or months at a time.

The attached aerial photographs appear to show a larger number of trucks and vehicles parked on site than is stated above. Most of what appear to be trucks are actually equipment and trailers, which usually number 3-1 for each type of truck. The photo that shows a larger number of passenger vehicles parked on site is consistent with a time when most trucks have been dispatched to jobs out of town for longer periods of time. Those drivers take their trucks from one job site to another and do not pick up their personal vehicles until they return the trucks at the end of the run.

As a result of COVID-19 shutdowns, by the end of 2020 and through 2021 Gateway had only 8-10 full time drivers. At the end of 2020 Gateway had to shut down its Pueblo storage site and for security purposes temporarily moved those trucks and trailers to the Franceville Coal Mine Road storage yard. Mr. Hastings expects to move those trucks back to the Pueblo location in April 2022 if the employee situation improves by that time. The vehicles and equipment shown to the north of the Gateway storage site are Mr. Hastings' personal equipment stored on his adjoining property.

#### **IV. Existing and Proposed Facilities, Structures, Roads, etc.**

Access to the site is from Franceville Coal Mine Road, about one mile south of State Highway 94. State Highway 94 is a two-lane paved highway with a posted speed limit of 65 mph, and Franceville Coal Mine Road is a two-lane public gravel road. Gateway's drivers enter and exit the truck parking area at the northwest corner of the property via a driveway entrance off Franceville Coal Mine Road. The driveway entrance is of adequate size and composition to safely accommodate Gateway's trucks and equipment, and provides room for safely turning into the driveway from Franceville Coal Mine Road, and for safely exiting the property onto Franceville Coal Mine Road without impeding other traffic.

The Transportation Memo prepared by LSC Transportation Consultants (filed with this application) identifies existing deficiencies and summarizes the condition of Franceville Coalmine Road. As required by the Development Agreement, the report

also provides short-term and long-term recommendations for improvements and cost-sharing.

There is currently no well or other potable water source on the property. No water or sanitary sewer disposal will be needed for the proposed use, as no business operations will be conducted on-site and no structures are proposed with this application.

In lieu of the landscaping normally required, Mr. Hastings proposes an alternative landscaping plan that includes planting drought resistant shrubs and some trees along the Franceville Coal Mine Road frontage to minimize the visual impact of the storage area.

To provide screening for the outdoor storage area, Mr. Hastings will install 6' opaque fencing around the perimeter of the storage area and will further screen the outdoor storage area with a six (6) foot vegetated earth berm.

**V. Waiver Request.**

None.

**VI. Criteria for Approval of the Site Development Plan.**

**A. Landscape Requirements**

1. Roadway Landscape Requirements. Franceville Coalmine Road is classified as a “collector” or non-arterial road in the Major Transportation Corridor Plan (“MTCP”). The landscaping requirement for this roadway classification is 1 tree per 30 linear foot of roadway frontage.

The Property is located in a rural area. Pursuant to the *Landscape and Water Conservation Manual*, Section 1.3.3 *Roadway Landscaping Guidelines for Rural Areas*, the landscaping options for roadway landscaping in a rural area include berms and native shrubs that create visual interest, with trees recommended only as an accent.

Because the property does not have a well or municipal water supply, the Applicant proposes an alternative landscaping plan that includes a 3' minimum height berm combined with planting drought resistant shrubs with a 5' mature height minimum along at least 50% of the length of the Franceville Coalmine Road frontage.

2. Parking Lot Landscape Requirements. The *Landscape and Water Conservation Manual* highly encourages the lowest-water use vegetation and durable materials due to the harshness of parking area environments. Berms and native shrubs are recommended for High Plains environments. Section 1.4.6.(D) *Parking Area Landscaping Policies and Explanations* further provides

that parking area screening requirements apply where the parking area is visible from a public or private road. Section 1.4.6(E) states that reductions in the amount of parking area screening and islands can be considered where the parking area is located a considerable distance from the road (200-300 feet). The parking area's distance from the road and the topography are primary considerations in allowing a reduction in the screening and island criteria, as well as the effectiveness of existing or proposed perimeter screening.

The Applicant proposes alternative landscaping with reductions in the amount of parking area screening and no requirement for islands. As depicted on the Site Development Plan, the Gateway truck parking area is more than 300 feet from Franceville Coalmine Road. The Applicant will install a 6' opaque fence around the entire perimeter of the 10 acres that contains the parking area. Additionally, 3' high earthen berms combined with drought resistant native shrubs with a 5' mature height minimum will be placed around the parking area. With this substantial and varied screening, the parking area will not be visible from Franceville Coalmine Road or surrounding properties.

3. Buffer and Screen Areas Between Non-Residential and Residential Districts.

The truck parking area consists of only 10 acres on the north side of this 42.3 acre parcel, which is closer in proximity to the Isaac Walton Gun Club than to the few residences south of the property. As such, Gateway's trucks will be parked on the north side of the property, some distance from residences.

The remaining 32 acres will continue to be used for grazing and other agricultural activities and provide a natural buffer to adjacent properties.

The *Landscape and Water Conservation Manual*, Section 1.3.3 *Roadway Landscaping Guidelines for Rural Areas*, encourages using tall shrubs and landforms for specific areas that require buffering. To screen the truck parking and outdoor storage area from adjacent properties, Mr. Hastings will install a 6' opaque fence around the perimeter of that 10 acre area, and will provide further screening with a six (6) foot tall vegetated earth berm as depicted on the Landscape Plan.

4. Internal Landscaping. The LDC requires that a minimum of 5% of the lot or parcel be landscaped. This requirement is met by the existing native grasses and vegetation on the property.

No hardscapes or permanent structures will be located within the Property. The Applicant proposes an alternative landscaping plan that includes planting drought resistant shrubs along the Franceville Coalmine Road to provide additional screening and minimize the visual impact of the operation.

5. Refuse Areas Screened. Trash receptacles will be screened with an opaque fence enclosure.



**B. Lighting.** There is no electricity to the property, and the property is located in a rural area where lighting is not needed and will only detract from the rural atmosphere that neighboring properties enjoy. For these reasons, the Applicant requests approval of an alternative lighting proposal that includes no lighting at the site.

The alternative lighting proposal for no lighting at the site satisfies the LUC review criteria in the following ways:

- 1) No business activity will occur after dark that would require onsite lighting to enhance safety.
- 2) The proposal will protect natural areas from light intrusion.
- 3) The proposal enhances neighborhood continuity and connectivity by avoiding unwanted light intrusion onto neighboring properties and light pollution of the clear night skies.
- 4) The site is not open to the public, and does not adjoin any public trail or sidewalk. As such, there is no non-vehicular access to the property for which lighting is needed.
- 5) Preserving darkness in the night sky is innovative and welcome in a time when unnecessary and unwanted lights are commonplace.

**C. Signs.** There will be no signage on the property.

**D. Parking.** There are no structures and no business is conducted on site that would necessitate a parking lot. There are two 10,000 gallon diesel tanks on site used for refueling the trucks. No gasoline is stored on site.

**E. Access and Maintenance.** Access is by a paved service road from Franceville Coalmine Road to the gravel truck parking area. The driveway and service road are sufficiently wide and configured to safely accommodate two way traffic and to provide safe access for emergency vehicles. Trucks can be safely turned around in the gravel parking area. The Applicant will perform routine road maintenance that includes grading and re-surfacing as needed. Such routine maintenance will not result in any adverse impacts. A commercial driveway access permit application will be submitted upon approval of the site development plan.

**F. Dust and Debris Control.** The service road will be paved to mitigate dust and track-out of dirt and mud onto Franceville Coalmine Road. The truck parking area will be maintained with a gravel surface to prevent erosion.

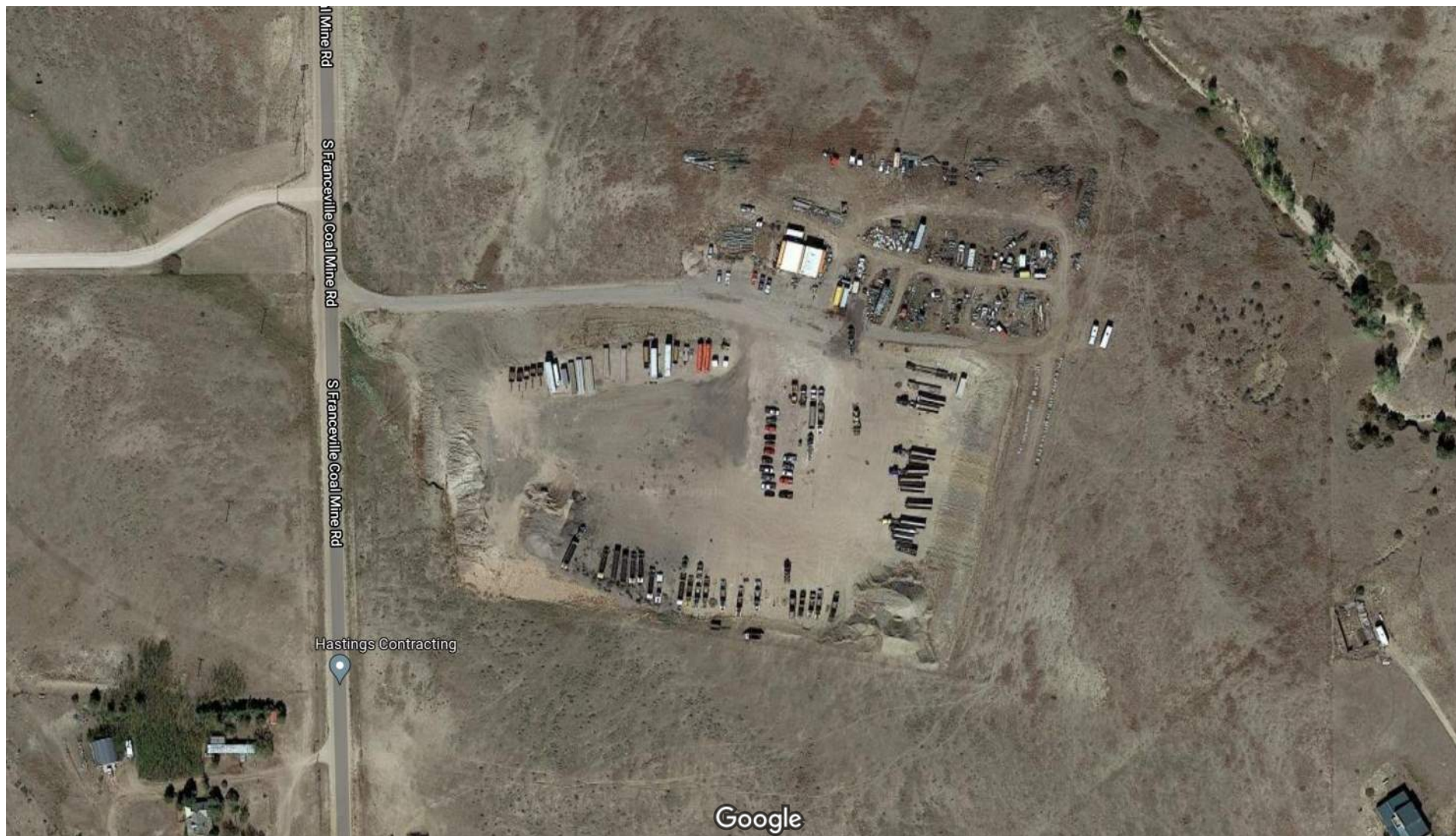
**G. Air Quality Control.** The Applicant will spray water on the gravel truck parking area if needed to control fugitive dust from trucks entering and exiting the property.

**H. Fire Protection and Wildfire Mitigation.** The property does not fall within a wildland fire area. The property is served by the Ellicott Fire Protection District and the El Paso County Sheriff's Department. The response time to emergency calls is about 5 minutes.

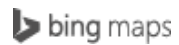
**I. Wetlands and Wildlife.** The property is not within a designated wetland, and the use will have no impact on wildlife or wildlife habitat.



Truck/Vehicle Trip Generation Estimate Clarification



Imagery ©2021 Maxar Technologies, USDA Farm Service Agency, Map data ©2021 100 ft



Notes

Truck/Vehicle Trip Generation Estimate Clarification







# Colorado State Highway Access Permit Application

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# COLORADO DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ACCESS PERMIT APPLICATION

Issuing authority application acceptance date:

**Instructions:**

- Contact the Colorado Department of Transportation (CDOT) or your local government to determine your issuing authority.
- Contact the issuing authority to determine what plans and other documents are required to be submitted with your application.
- Complete this form (some questions may not apply to you) and attach all necessary documents and Submit it to the issuing authority.
- Submit an application for each access affected.
- If you have any questions contact the issuing authority.
- For additional information see CDOT's Access Management website at <http://www.dot.state.co.us/AccessPermits/index.htm>

**Please print or type**

1) Property owner (Permittee) <b>El Paso County (Josh Palmer, County. Eng.)</b>		2) Applicant or Agent for permittee (if different from property owner) <b>LSC Transportation Consultants, Inc.</b>	
Street address <b>3275 Akers Drive</b>		Mailing address <b>2504 E. Pikes Peak Ave. Ste. 304</b>	
City, state & zip <b>Colo Spgs, CO 80915</b>	Phone #	City, state & zip <b>Colo Spgs, CO 80909</b>	Phone # (required) <b>719-568-3164</b>
E-mail address <b>joshuapalmer@elpasoco.com</b>		E-mail address if available <b>jeff@LSCTrans.com</b>	
3) Address of property to be served by permit (required) <b>605 S. Franceville Coal Mine Road Colorado Springs, CO 80929</b>			
4) Legal description of property: If within jurisdictional limits of Municipality, city and/or County, which one? county      subdivision      block      lot      section      township      range <b>El Paso      See attached</b>			
5) What State Highway are you requesting access from? <b>94A</b>		6) What side of the highway? <input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	
7) How many feet is the proposed access from the nearest mile post? <b>58</b> feet <input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W from: <b>6</b>		How many feet is the proposed access from the nearest cross street? <b>0</b> feet <input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W from: <b>Franceville Coal Mine</b>	
8) What is the approximate date you intend to begin construction? <b>6/20/2021</b>			
9) Check here if you are requesting a: <input type="checkbox"/> new access <input type="checkbox"/> temporary access (duration anticipated: ) <input type="checkbox"/> improvement to existing access <input checked="" type="checkbox"/> change in access use <input type="checkbox"/> removal of access <input type="checkbox"/> relocation of an existing access (provide detail)			
10) Provide existing property use <b>County Road - Franceville Coal Mine Road</b>			
11) Do you have knowledge of any State Highway access permits serving this property, or adjacent properties in which you have a property interest? <input checked="" type="checkbox"/> no <input type="checkbox"/> yes, if yes - what are the permit number(s) and provide copies:      and/or, permit date:			
12) Does the property owner own or have any interests in any adjacent property? <input checked="" type="checkbox"/> no <input type="checkbox"/> yes, if yes - please describe:			
13) Are there other existing or dedicated public streets, roads, highways or access easements bordering or within the property? <input checked="" type="checkbox"/> no <input type="checkbox"/> yes, if yes - list them on your plans and indicate the proposed and existing access points.			
14) If you are requesting agricultural field access - how many acres will the access serve? <b>n/a</b>			
15) If you are requesting commercial or industrial access please indicate the types and number of businesses and provide the floor area square footage of each.			
<b>Gateway Trucking Operation</b>	<b>10 acres</b>		
16) If you are requesting residential development access, what is the type (single family, apartment, townhouse) and number of units?			
<b>n/a</b>			
17) Provide the following vehicle count estimates for vehicles that will use the access. Leaving the property then returning is two counts.			
Indicate if your counts are <input type="checkbox"/> peak hour volumes or <input checked="" type="checkbox"/> average daily volumes.	# of passenger cars and light trucks at peak hour volumes <b>40</b>	# of multi unit trucks at peak hour volumes <b>10</b>	
# of single unit vehicles in excess of 30 ft. <b>30</b>	# of farm vehicles (field equipment) <b>0</b>	<b>Total count of all vehicles</b> <b>80</b>	



18) Check with the issuing authority to determine which of the following documents are required to complete the review of your application.

- |                                                                                                            |                                                   |
|------------------------------------------------------------------------------------------------------------|---------------------------------------------------|
| a) Property map indicating other access, bordering roads and streets.                                      | e) Subdivision, zoning, or development plan.      |
| b) Highway and driveway plan profile.                                                                      | f) Proposed access design.                        |
| c) Drainage plan showing impact to the highway right-of-way.                                               | g) Parcel and ownership maps including easements. |
| d) Map and letters detailing utility locations before and after development in and along the right-of-way. | h) Traffic studies.                               |
|                                                                                                            | i) Proof of ownership.                            |

1- It is the applicant's responsibility to contact appropriate agencies and obtain all environmental clearances that apply to their activities. Such clearances may include Corps of Engineers 404 Permits or Colorado Discharge Permit System permits, or ecological, archeological, historical or cultural resource clearances. The CDOT Environmental Clearances Information Summary presents contact information for agencies administering certain clearances, information about prohibited discharges, and may be obtained from Regional CDOT Utility/Special Use Permit offices or accessed via the CDOT Planning/Construction-Environmental-Guidance webpage <http://www.dot.state.co.us/environmental/Forms.asp>.

2- All workers within the State Highway right of way shall comply with their employer's safety and health policies/procedures, and all applicable U.S. Occupational Safety and Health Administration (OSHA) regulations - including, but not limited to the applicable sections of 29 CFR Part 1910 - Occupational Safety and Health Standards and 29 CFR Part 1926 - Safety and Health Regulations for Construction.

Personal protective equipment (e.g. head protection, footwear, high visibility apparel, safety glasses, hearing protection, respirators, gloves, etc.) shall be worn as appropriate for the work being performed, and as specified in regulation. At a minimum, all workers in the State Highway right of way, except when in their vehicles, shall wear the following personal protective equipment: High visibility apparel as specified in the Traffic Control provisions of the documentation accompanying the Notice to Proceed related to this permit (at a minimum, ANSI/ISEA 107-1999, class 2); head protection that complies with the ANSI Z89.1-1997 standard; and at all construction sites or whenever there is danger of injury to feet, workers shall comply with OSHA's PPE requirements for foot protection per 29 CFR 1910.136, 1926.95, and 1926.96. If required, such footwear shall meet the requirements of ANSI Z41-1999.

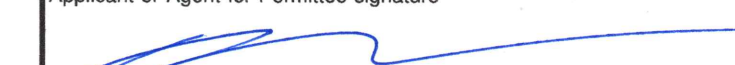
Where any of the above-referenced ANSI standards have been revised, the most recent version of the standard shall apply.

3- The Permittee is responsible for complying with the Revised Guidelines that have been adopted by the Access Board under the American Disabilities Act (ADA). These guidelines define traversable slope requirements and prescribe the use of a defined pattern of truncated domes as detectable warnings at street crossings. The new Standards Plans and can be found on the Design and Construction Project Support web page at: <http://www.dot.state.co.us/DesignSupport/>, then click on *Design Bulletins*.

If an access permit is issued to you, it will state the terms and conditions for its use. Any changes in the use of the permitted access not consistent with the terms and conditions listed on the permit may be considered a violation of the permit.

**The applicant declares under penalty of perjury in the second degree, and any other applicable state or federal laws, that all information provided on this form and submitted attachments are to the best of their knowledge true and complete.**

**I understand receipt of an access permit does not constitute permission to start access construction work.**

Applicant or Agent for Permittee signature 	Print name Jeffrey C Hodsdon	Date 7/12/23
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If the applicant is not the owner of the property, we require this application also to be signed by the property owner or their legally authorized representative (or other acceptable written evidence). This signature shall constitute agreement with this application by all owners-of-interest unless stated in writing. If a permit is issued, the property owner, in most cases, will be listed as the permittee.

Property owner signature	Print name	Date
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