SAGUACHE COUNTY ENERGY PROJECT

TRAFFIC IMPACT STUDY

Prepared for:

SolarResrve
2425 Olympic Boulevard, Suite 500 East
Santa Monica, CA, 90404

Prepared by:

Felsburg Holt & Ullevig
6300 South Syracuse Way, Suite 600
Centennial, CO 80111
303/721-1440

Project Manager: Christopher J. Fasching, PE

FHU Reference No. 11-022-01
May 2011

TABLE OF CONTENTS

Page

I. INTRODUCTION ---------- 1
II. EXISTING CONDITIONS ---------- 3
III. PROJECTED TRAFFIC VOLUMES ---------- 5
IV. CONSTRUCTION TRAFFIC OPERATIONS ----------13
V. FACILITY OPERATION (POST CONSTRUCTION)----------16
VI. SUMMARY AND RECOMMENDATIONS----------17

APPENDIX A TRAFFIC COUNTS
APPENDIX B TRIP GENERATION ANALYSIS
APPENDIX C LOS WORKSHEETS

LIST OF FIGURES

Page

Figure 1. Vicinity Map ---------- 2
Figure 2. Existing Traffic ---------- 4
Figure 3. Trip Generation Characteristics ---------- 6
Figure 4. Trip Distribution ---------- 9
Figure 5. Construction Worker-Specific Traffic ---------- 10
Figure 6. Truck Trip/Delivery-Specific Traffic During Construction ---------- 11
Figure 7. Total Traffic During Construction – Peak Six Months ---------- 12

LIST OF TABLES

Table 1. Construction Trip Generation – Average of Six-Month Peak ---------- 7

I. INTRODUCTION

SolarReserve is proposing to construct two side-by-side concentrated solar power facilities in southern Saguache County, Colorado. The site is approximate 6400 acres in size, and each facility would entail installing a circular field of heliostat reflectors aimed at a centrally-located power block and tower. Each circular field would be approximately 8,600 feet in diameter. Traffic impacts of the two facilities are considered during construction (a 27 to 30 month period) as well as during normal operations once complete, although the construction period is when traffic impacts are greatest. **Figure 1** shows the location of the proposed facilities, which are planned to be accessed from Saguache County Road G (CR G).

This report was prepared to assess the traffic impacts associated with the two facilities. The county roads of focus in this analysis include CR G from US 285 to SH 17 and CR 53 from CR G to SH 112. Also, the study assesses the peak hour turning movements at the three intersections with state highways to determine any need for acceleration/deceleration lanes per the State Highway Access Code.

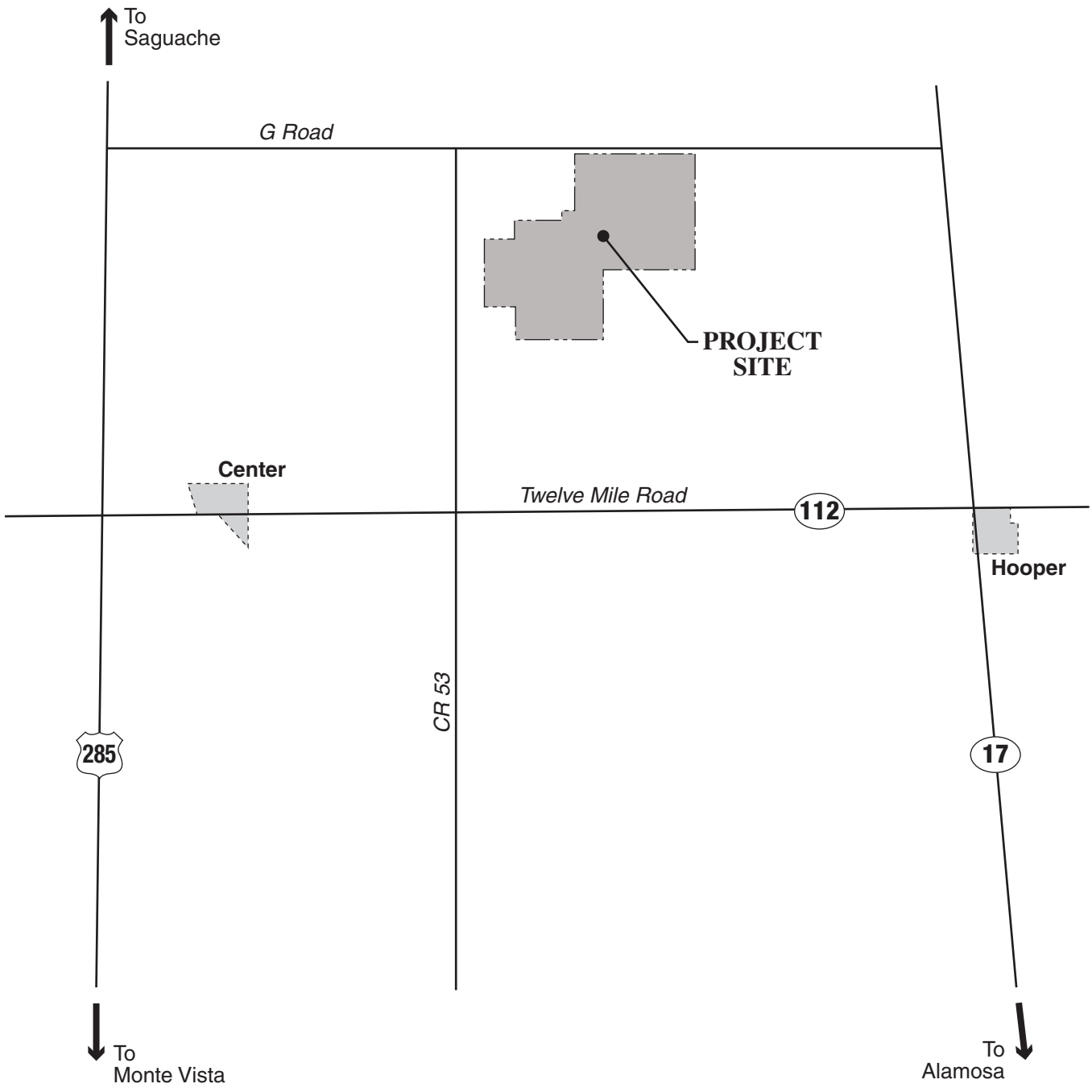


Figure 1
Vicinity Map

FELSBURG
HOLT &
ULLEVIG

NORTH

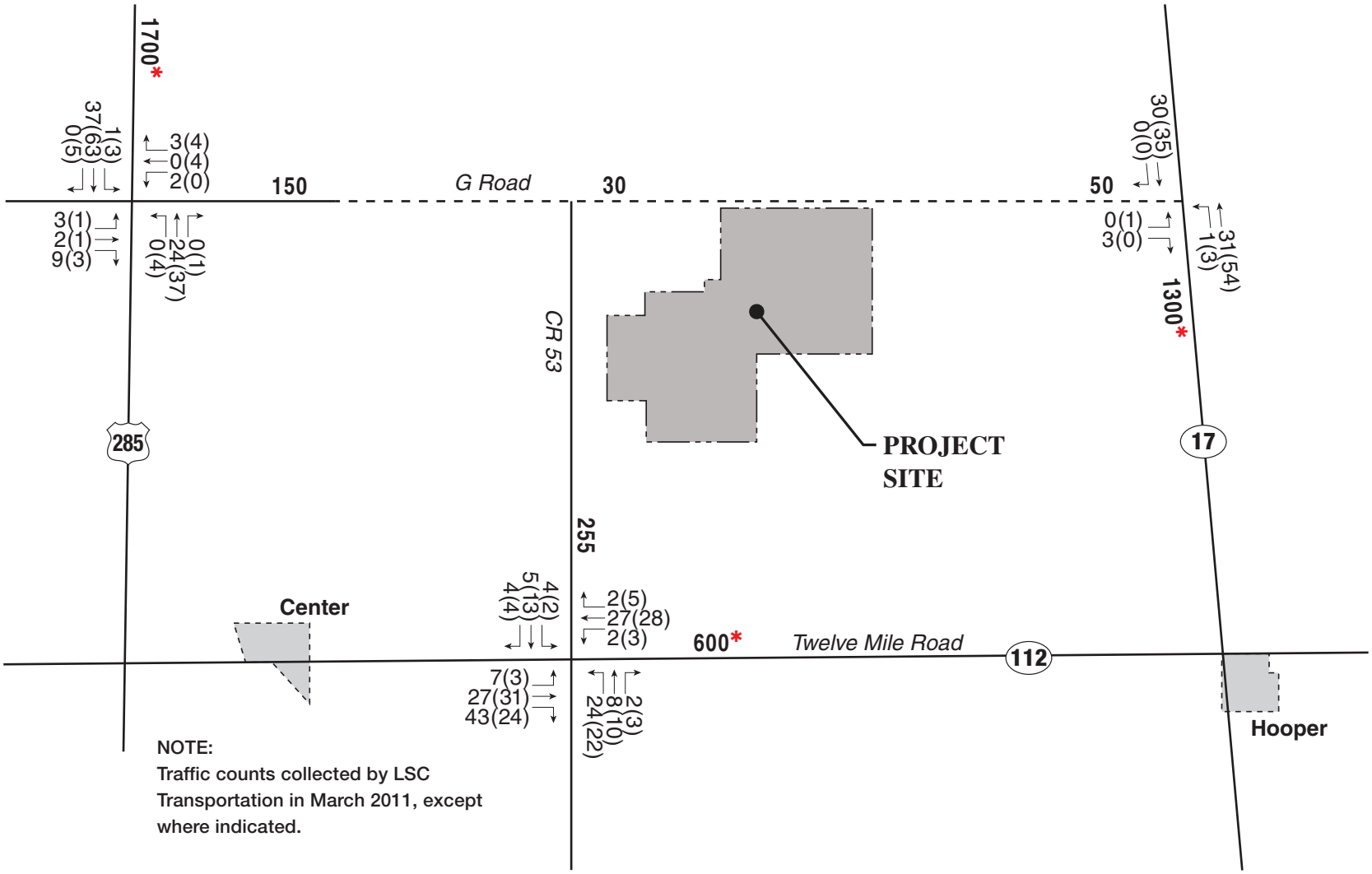
II. EXISTING CONDITIONS

Currently, all of the roadways in the area are two-lane roads carrying relatively low levels of traffic. County Road G is unimproved, other than the two miles just east of US 285. US 285, SH 117, and SH 112 are all paved roadway facilities as is County Road 53 between SH 112 and CR G. For purposes of access considerations and auxiliary lane requirements, CDOT classifies all of their highways based on the highway's functionality. SH 17 is classified as an R-A facility as is US 285. With respect to access consideration, the RA classification falls below an Expressway category and is indicative of accommodating medium to high speeds over a medium to long distance. SH 112 is classified by CDOT as an R-B facility which reflects moderate to high speeds and low traffic volumes for local rural needs.

Traffic counts were collected along the roadways in March 2011. Daily counts were collected at three locations along CR G and one along CR 53 just north of SH 112. In addition, peak hour turning movement counts were collected at the state highway intersections including US 285/CR G, SH 17/CR G, and SH 112/CR G. CDOT's website was utilized to obtain daily traffic volumes along the state highways.

Figure 2 shows the traffic data collected and the count sheets are shown in **Appendix A**. In general, the roadways in the area are not heavily traveled. US 285 is among the busier facilities in the area serving 1700 vehicles per day while SH 17 carries less at 1300 per day. SH 112 serves a mere 600 vehicles per day east of CR 53. The peak hour turning movement counts were all very low at the CR G intersections with the state highway with no movement (other than through movements along the highways) exceeding 4 vehicles per hour. The movements at SH 112/CR 53 were slightly greater, but this intersection also sees relatively light traffic. The counts at the SH 112 intersection also reveal a traffic pattern in the area which makes use of CR 53 south of SH 112 (which is actually outside of Saguache County falling on the Alamosa/Rio Grande county line).

CR G, being primarily an unimproved roadway, receives routine grading maintenance. Based on discussions with County staff, grading activity takes place along this road roughly every two weeks. The roadway is in good shape per a field visit by FHU which yielded minimal wash-boarding, and in fact grading activity along one section of CR G was taking place on the day of the field visit.



NOTE:
Traffic counts collected by LSC Transportation in March 2011, except where indicated.

LEGEND

XXX(XXX)	=	AM(PM) Peak Hour Traffic Volumes	———	=	Paved Roadway
XXXX	=	Daily Traffic Volumes	- - - -	=	Unimproved Roadway
XX*	=	CDOT Data			

Figure 2
Existing Traffic

FELSBURG HOLT & ULLEVIG

NORTH

III. PROJECTED TRAFFIC VOLUMES

The primary consideration in this report is conditions during construction. The analysis is representative of a peak activity of construction. SolarReserve anticipates that construction of the two facilities will not begin simultaneously, and a likely offset between construction start times is 12 months, possibly longer. Each facility will be built in 27 months with three months of commissioning afterward. With a 12-month offset, construction time will extend 39 months; with this most intensive construction scenario, construction activity of both facilities would overlap for about 15 months.

The second scenario of traffic projections entails the facilities in operation. Approximately 50 employees will be located to operate each facility in one shift per day, and impacts are much less. The level of traffic generation is shown, but the construction activity will be the primary consideration with respect to roadway improvement needs.

Construction Traffic Projections

Information was provided by SolarReserve with respect to the construction schedule. The data details the exact delivery type and the typical daily frequency of deliveries by month during the construction period. At peak times, one facility could generate 160 to 180 truck trips per day. The data provided also includes the average number of construction workers needed on site, also tabulated by month for the 27 month-construction period. During peak construction times, construction worker activity could generate 1150 to 1200 trips per day given that up to 425 to 450 workers may be on the site during the peak six-month construction period.

The per-month daily estimates were converted into daily trip estimates through the following steps:

- Each truck delivery generates two trips per day, one inbound to the site and one outbound from the site.
- Construction workers will travel to the site via automobile, and it is assumed that 30 percent will car pool at two persons per vehicle. One inbound trip and one outbound trip per day.

From this, trip estimates for each month of the 27-month construction period were estimated and graphed. Again, two facilities are being proposed in which construction starts will be offset 12 months. **Figure 3** shows the monthly trip estimates for two facilities given the 12-month offset, including a grand total trip generation plot reflecting the sum of all trips associated with each facility**. Appendix B** shows the details behind this graph in table form. The 12-month offset ensures that the peak construction times of the two facilities will not coincide, as the generation of the first facility will “ramp down” as the second one “ramps up”. The collective generation of the construction of the two facilities, shown as the top curve in **Figure 3**, indicates that there is a six month period in which the collective construction activity peaks. It is this six-month construction period that is the focus of the construction impact analysis. If the construction of the two facilities does not overlap, the peak impacts will be significantly less than shown here.

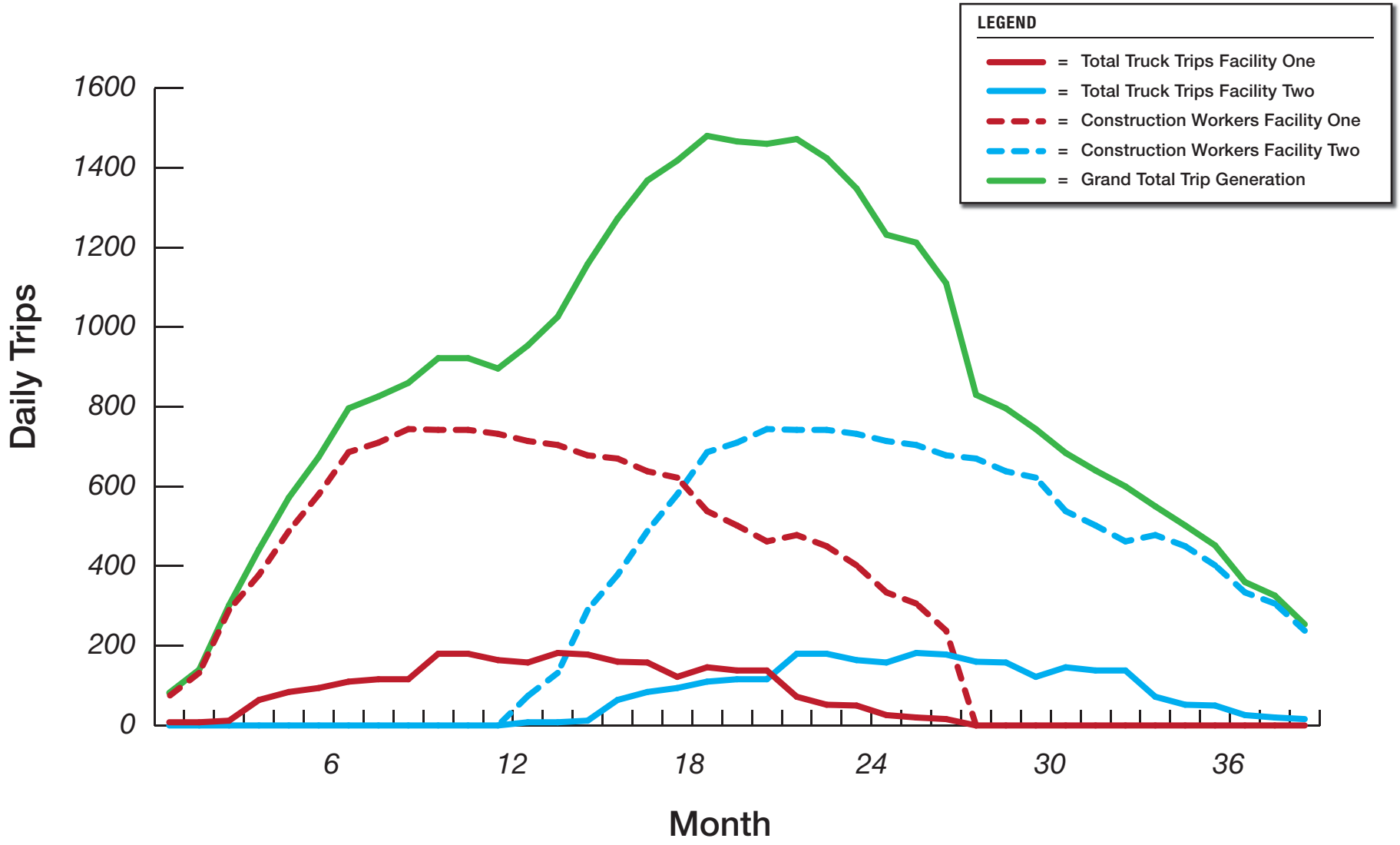


Figure 3
Trip Generation Characteristics

FELSBURG HOLT & ULLEVIG

NORTH

Table 1 shows a summary of the peak generation, derived by averaging the peak six months. Peak hour generation was developed using the following assumptions:

- Roughly 10 percent of the truck trips and deliveries occur during each of the AM and PM peak hours.
- 30% of the construction workers will carpool (two persons per car), resulting in a 15% reduction in vehicles (one car per two workers for carpoolers rather than one car per one worker).
- 85% of the construction workers arrive during the AM peak hour and depart during the PM peak hour. A few of the workers are dropped off, hence the reason for some outbound AM trips and inbound PM trips.

During the peak six month period, construction activity of the two facilities would generate between 1600 and 1700 vehicle-trips per day, of which 85 percent would be comprised of construction worker activity. During peak hours, over 600 trips per hour are estimated in which 98 percent would be construction worker commuter activity.

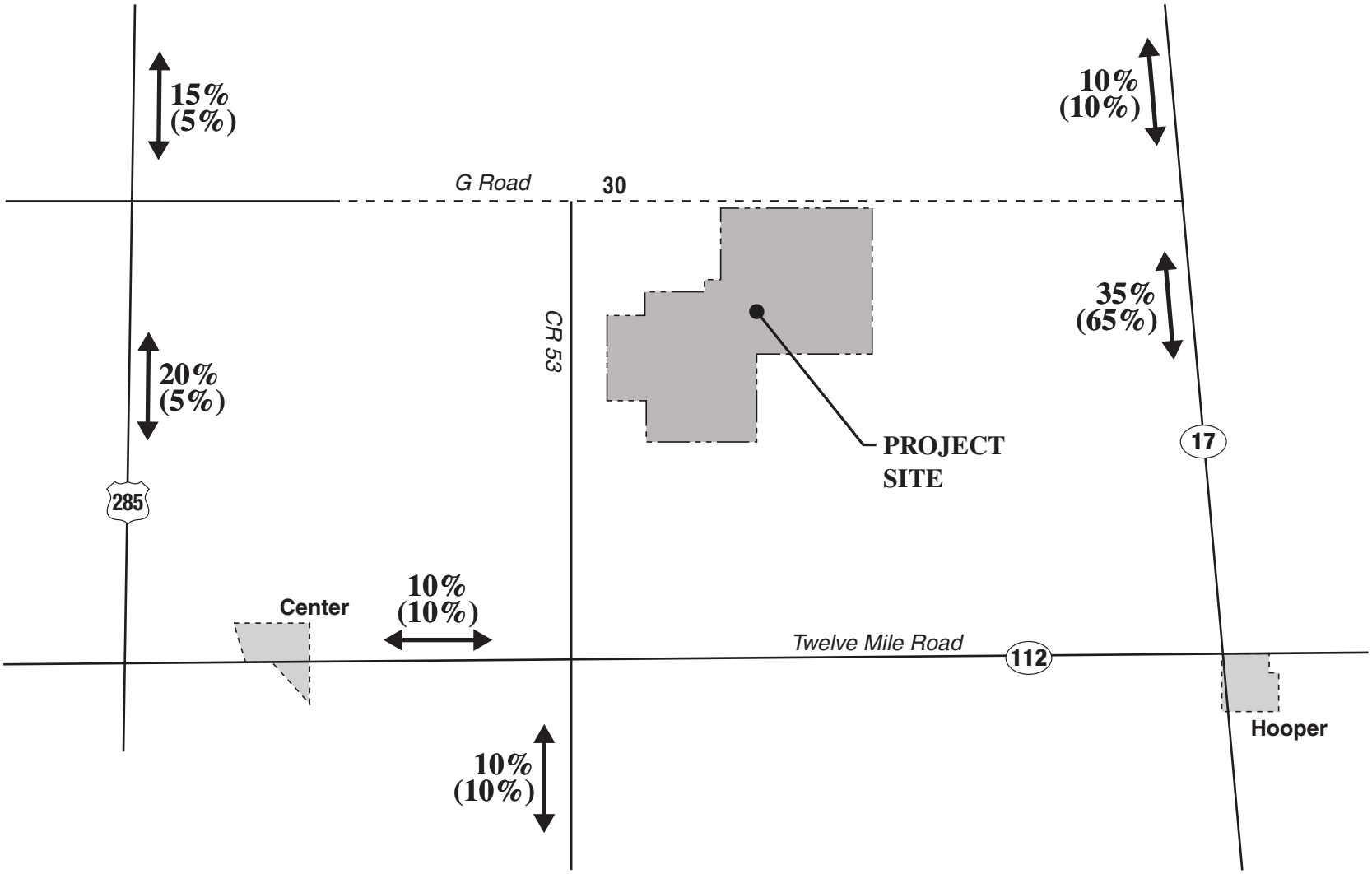
Table 1. Construction Trip Generation – Average of Six-Month Peak

Daily	Truck/Delivery Trips	Construction Worker Trips	Total Trips
Daily	250	1,420	1,670
AM Peak Hour			
Inbound	12	600	612
Outbound	12	20	32
PM Peak Hour			
Inbound	13	20	33
Outbound	13	600	613

The trip distribution of these estimated trips relates to the geographic orientation of the trips. Trucks/deliveries will tend to have a different geographic origin than the construction worker commuting trips. Much of the truck/delivery activity will tend to come from the south, likely via I-25 and into the San Luis Valley via US 160 over La Veta Pass. Items such as rock, cement, and water will likely come from within the Valley and could arrive at the site from any direction.

The trip distribution for construction worker trips was based on a study being prepared by BBC Research and Consulting for this project, which indicates that the three primary communities that will be see the greatest housing impact for these workers will be Alamosa, Monte Vista, and Del Norte; also Center, Hooper, and Saguache will play a role in housing workers as well. The BBC report also indicates that construction housing could make use of campgrounds or other nearby facilities. In essence, most of the workers will likely be living to the south of the site, and hence commuter-related trips will have a southern orientation.

Figure 4 shows the trip distribution percentages used in this study for trucks/deliveries and construction workers. The majority of the truck/delivery activity is estimated to arrive (and depart) from SH 17 south. The SH 17 south leg will also play a major role in serving construction worker activity with an estimate 35 percent coming from that direction. **Figures 5** and 6, then, show the specific traffic impacts associated with construction worker traffic and truck/delivery traffic, respectively. **Figure 7** shows the total traffic projected during the six-month peak construction period which is simply the sum of existing traffic (**Figure 2**) and the worker and truck/delivery trips associated with both facilities (**Figures 5 and 6**). During this peak period, the level of traffic that CR G would serve would increase to 800 to 900 vehicles per day between SH 17 and CR 53, dropping to 600 to 700 vehicles per day just east of US 285. Along CR 53, between 500 and 600 vehicles per day are anticipated during the peak construction period.



LEGEND

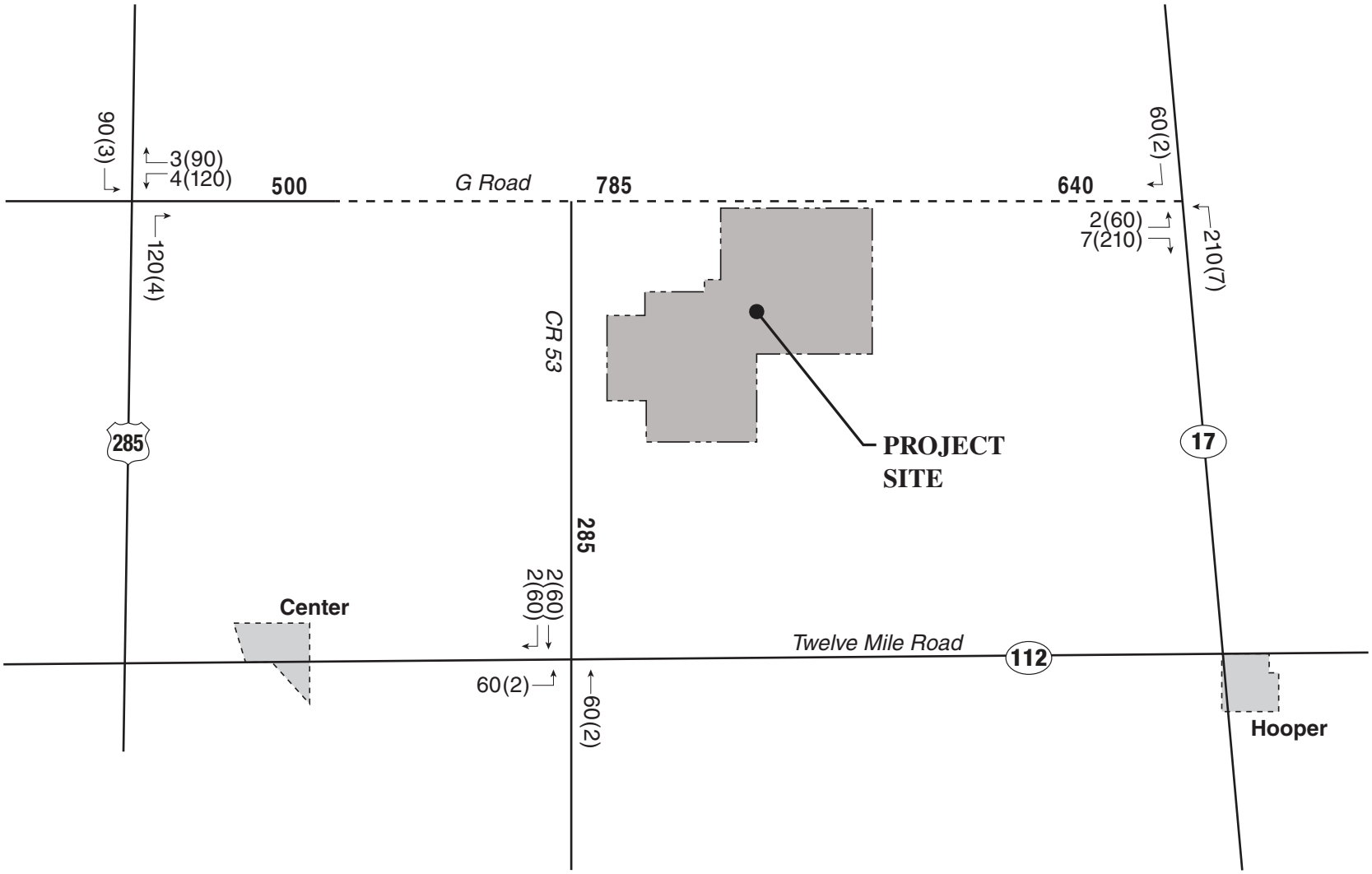
XX% = Construction Workers Site Trip Distribution

(XX%) = Trucks/Deliveries Site Trip Distribution

Figure 4
Trip Distribution

FELSBURG HOLT & ULLEVIG

NORTH



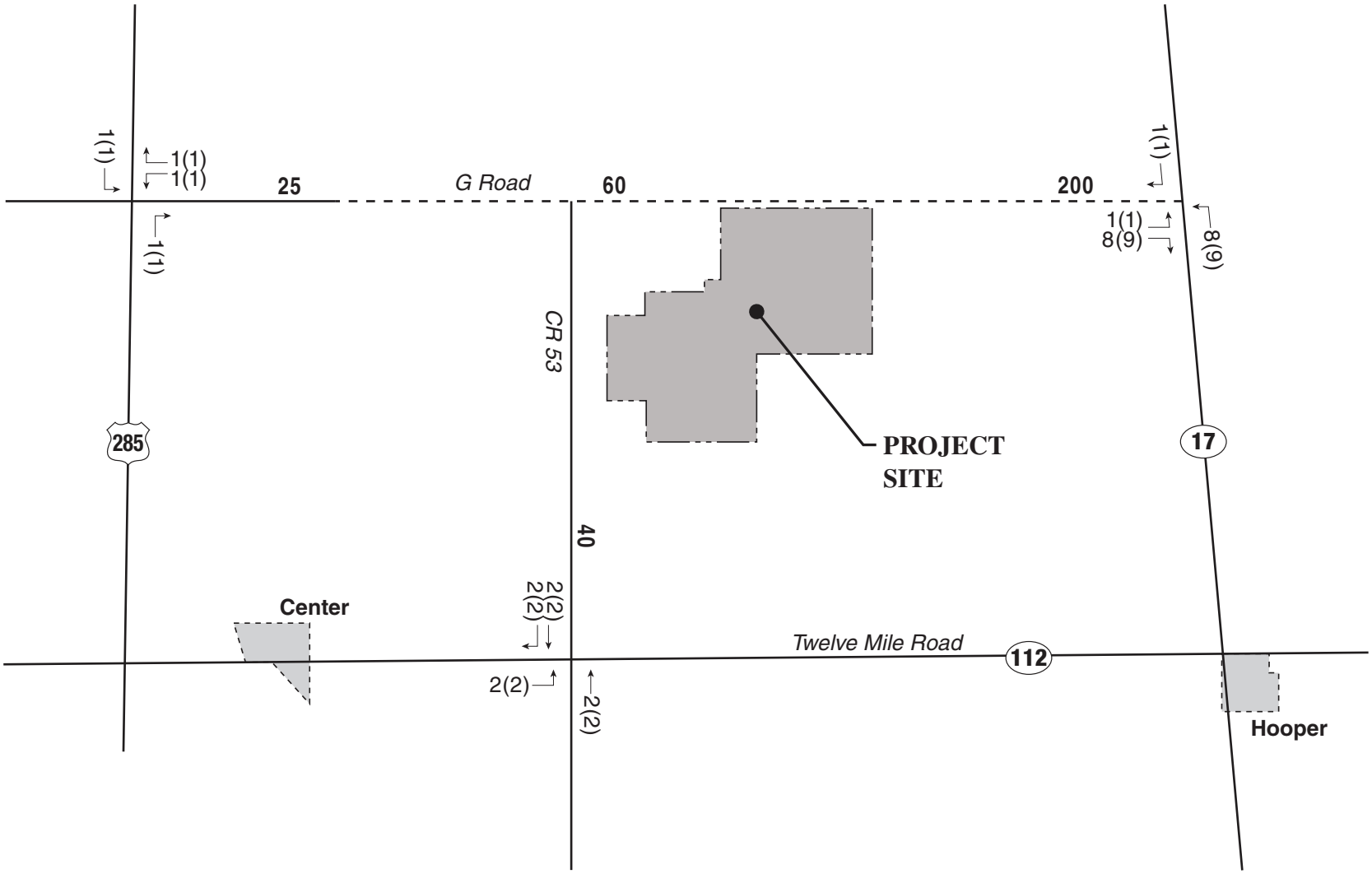
LEGEND

XXX(XXX)	= AM(PM) Peak Hour Traffic Volumes	———	= Paved Roadway
XXXX	= Daily Traffic Volumes	- - - -	= Unimproved Roadway

Figure 5
Construction Worker - Specific Traffic

FELSBURG HOLT & ULLEVIG

NORTH



LEGEND

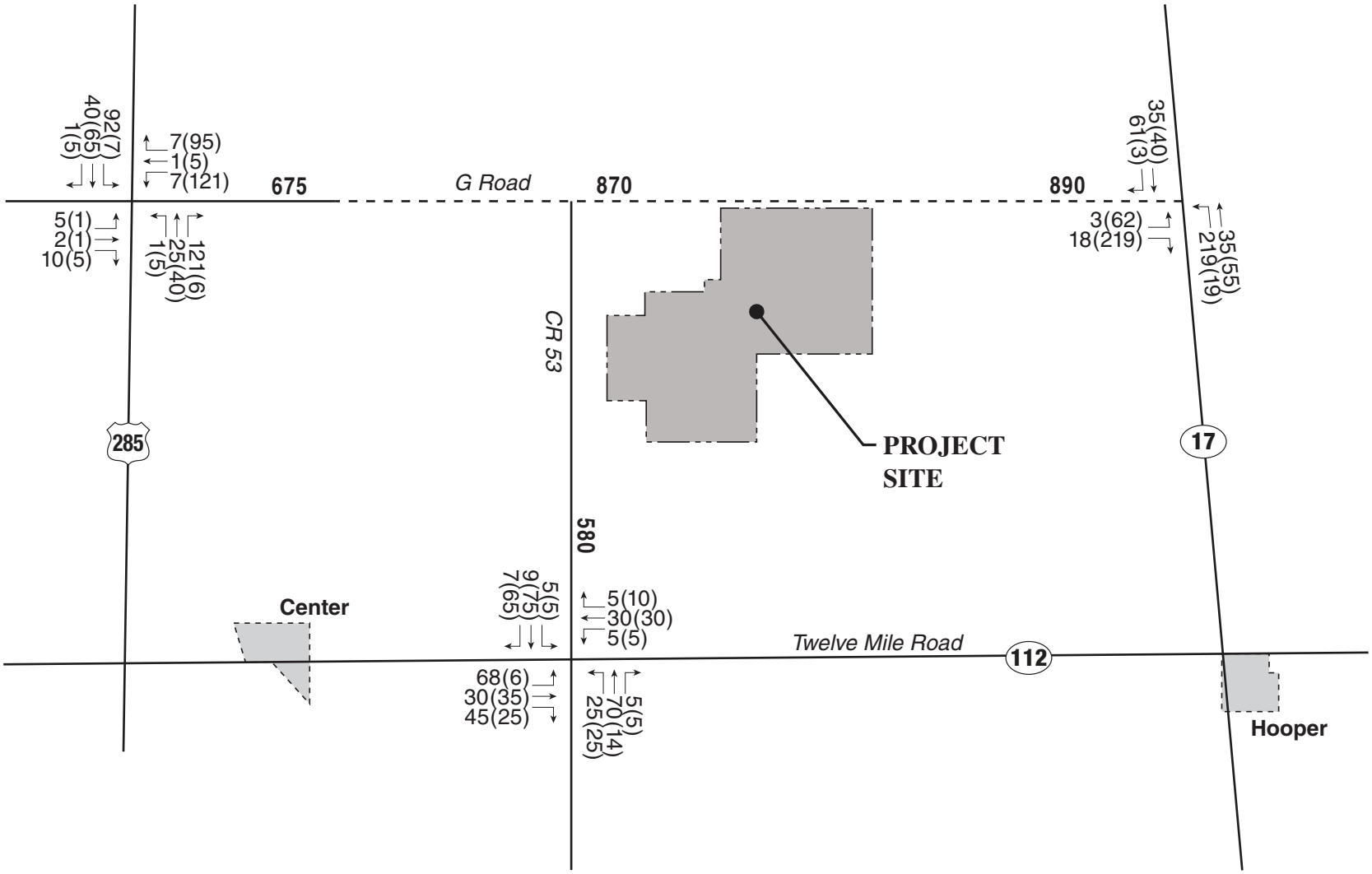
XXX(XXX)	=	AM(PM) Peak Hour Traffic Volumes	———	=	Paved Roadway
XXXX	=	Daily Traffic Volumes	- - - -	=	Unimproved Roadway

Figure 6

Truck Trip/Delivery -
Specific Traffic During Construction

FELSBURG HOLT & ULLEVIG

NORTH



LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

XXXX = Daily Traffic Volumes

——— = Paved Roadway

- - - - = Unimproved Roadway

Figure 7

Total Traffic During Construction - Peak Six Months

FELSBURG HOLT & ULLEVIG

NORTH

IV. CONSTRUCTION TRAFFIC OPERATIONS

Given the peak hour turning movement projections at the state highway intersections, intersection Levels of Service (LOS) were calculated to assess potential traffic congestion issues. These LOS measures are based on procedures shown in the Highway Capacity Manual (Transportation Research Board, 2000). LOS is a qualitative assessment of the traffic flow based on the average stopped delay per vehicles at a controlled intersection. Levels of service are described by a letter designation ranging from "A" to "F", with LOS A representing essentially uninterrupted flow, and LOS F representing a breakdown of traffic flow with excessive congestion and delay. Stop-sign controlled intersection analyses report a LOS rating for the movements that yields to through traffic at the intersection. In rural areas, the convention typically establishes a LOS C or better as the preferred LOS outcome.

Given the total peak hour turning movement projections shown in **Figure 7** at the state highway intersections, all movements were shown to function at a LOS B or better. This favorable LOS is due in large part to the relatively little traffic that makes use of these intersections today. **Appendix C** shows the LOS calculation worksheets.

In addition to LOS measures, the state highway intersections were also assessed with respect to any need for acceleration or deceleration lanes. Specific State Highway Access Code criteria include the following:

- A left turn deceleration lane is required along the state highway when the left turn peak hour flow exceeds 10 vehicles per hour.
- A right turn deceleration lane is required along the state highway when the right turn peak hour flow exceeds 25 vehicles per hour.
- A right turn acceleration lane is required along the state highway when the right turn peak hour flow onto the highway exceeds 50 vehicles per hour when the speed limit is greater than 45 MPH (40 MPH for an RA highway classification).

The State Highway Access Code also indicates that auxiliary lane requirements may be waived if conflicting through traffic volumes are low. Specifically:

- A left turn deceleration lane may be waived if the opposing through traffic follow is less than 100 vehicles per hour.
- A right turn deceleration lane may be waived if the parallel through traffic flow is less than 150 vehicles per hour.
- A right turn acceleration lane may be waived if the parallel through traffic flow is less than 120 vehicles per hour.

Given these criteria with respect to the peak hour projections shown in **Figure 7**, auxiliary lane needs were assessed for each state highway intersection. The following describe the findings

- SH 17/CR G – The through traffic along SH 17 is low, but the northbound left turn onto CR G is relatively high. While the Code suggests that auxiliary lanes may be waived, this left turn movement will be heavy during the AM peak hour. In addition, 60 to 70 percent of the facilities' truck/delivery arrivals will make use of this left turn. It is recommended that a left turn lane be constructed within the center of SH 17 to accommodate movements onto CR G. Per the Code (given the 65 MPH posted speed limit), this lane will need to be 1000 feet in length comprised of:

  - Deceleration length of 800 feet, which includes a 300-foot lead-in taper
  - A storage length of 200 feet given the peak demand of vehicles anticipated to use it

  This deceleration lane is primarily needed for reasons of safety, especially given that this intersection will likely serve the majority of the facilities' truck and delivery traffic. No other turn lane additions are recommended at this intersection, but adequate pavement should be provided to properly accommodate turning vehicles without the need of vehicles "spilling" into opposing traffic when turning through the intersection. The construction of a northbound left turn lane inherently requires the widening of the north leg of the intersection as well, allowing a "shadow" area opposite the left turn lane while maintaining straight alignment of the through lanes.

- US 285/CR G – The through traffic along US 285 is also low, and left turn deceleration lanes are already provided along the northbound and southbound approaches. These lanes are approximately 590 feet long with a 300 foot lead-in taper (nearly 900 feet in total). These lanes are adequate for the given traffic loading that they will accommodate. Because the through traffic is relatively light, these lanes could potentially be waived anyway, but they already exist and are not heavily used. No improvements to these are needed. Also, no northbound right turn lane is needed since the parallel through traffic is so low. This intersection should be adequate in its current state and no lane improvements are needed. All movements through the intersection will function at a LOS B or better during peak hours of peak construction time period.

- SH 112/ CR 53 - Like the other two state intersections addressed above, the peak hour through along SH 112 is low, and is slightly lower than that along US 285 and SH 17. Also, SH 112 is lower category of highway than US 285 and SH 17 (R-B rather than R-a). As such, no lane improvements are needed at this intersection. All movements through the intersection will function at a LOS B or better during peak hours of the peak construction time period.

No other intersection improvements will be needed, but CR G will need to be improved. The level of traffic that this roadway will serve during construction suggests that it should be paved from SH 17 to US 285. As mentioned, the western two miles near US 285 are already paved, leaving 12 miles of CR G still needing a paved surface. This will ensure that the roadway can serve the traffic loadings anticipated and to also serve as means of controlling dust. Because the construction duration will last for three to four years, there may be need for ongoing maintenance of the new CR G pavement to the point of commissioning of the facilities.

V. FACILITY OPERATION (POST CONSTRUCTION)

Once the facilities are completed and operation, the level of traffic that they will generate will drop considerably. The trips anticipated at that time will primarily involve site employees, and approximately 50 employees will be needed at each facility. Assuming no car-pooling, one trip in and one trip out per day for each employee, and other maintenance related trips, each facility is estimated to generate 120 to 130 trips per day. Between the two, only 250 trips per day would be generated. This is only 15 percent of the trip generation during peak construction. Improvements previously recommended to support construction activity will be more than adequate to support these facilities once they are fully functional. No other improvements will be necessary.

VI. SUMMARY AND RECOMMENDATIONS

The following highlights the findings and recommendations resulting from this traffic impact study for the two SolarReserve energy facilities planned along CR G in Saguache County.

1. The construction of each facility will take approximately 27 months to complete (plus a three month commissioning period). The construction of the two proposed facilities will not begin at the same time; a 12-month lag will occur between the beginning of each facility's construction.

2. Given the detailed month-by- month construction program for each facility (and the 12-month offset in construction starts), there will be a six-month peak construction period in which the two facilities will generate between 1600 and 1700 trips per day, most being passenger cars related to construction worker commuting. Access to the facilities will occur onto CR G.

3. The primary roadway improvements needed to accommodate the projected traffic loadings during the peak construction period include:

    a. Improvements at the SH 17/CR G intersection to include a 1000-foot northbound left turn lane. Widening of the north leg of this intersection will be necessary to accommodate this improvement.

    b. Pavement along CR G from SH 17 to US 285. The western two miles of the section are already paved, leaving 12 miles of CR G that still needs pavement. A higher quality pavement should be provided east of the site given the potential for this route to serve most of the truck traffic.

4. Once completed and fully operational, these two facilities will collectively generate only 250 trips per day, or just 15 percent of the trip-making during the peak construction period. No other improvements are needed subsequent to construction activity.

5. The recommendations and needs presented here are based on a 12-month offset in construction of the two facilities. In the event that this offset is increased, the impacts will be less. Potentially, an update to this study might be appropriate pending the specific construction schedule set of each facility.

APPENDIX A TRAFFIC COUNTS

LSC Transportation Consultants

516 N. Tejon St.
Colorado Springs, Co 80903
(719) 633-2868

CR 53 n-o 112 - VOL
Site Code:
Station ID:

Latitude: 0' 0.000 South

Start	07-Mar-11		08-Mar-11		09-Mar-11		10-Mar-11		11-Mar-11		Weekday Average		12-Mar-11		13-Mar-11	
Time	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
12:00 AM	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
01:00	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
02:00	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
03:00	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
04:00	*	*	*	*	0	0	1	0	*	*	0	0	*	*	*	*
05:00	*	*	*	*	1	2	0	2	*	*	0	2	*	*	*	*
06:00	*	*	*	*	4	3	3	2	*	*	4	2	*	*	*	*
07:00	*	*	*	*	15	**14**	**15**	10	*	*	**15**	**12**	*	*	*	*
08:00	*	*	*	*	10	9	11	8	*	*	10	8	*	*	*	*
09:00	*	*	*	*	14	3	5	4	*	*	10	4	*	*	*	*
10:00	*	*	*	*	**16**	7	7	8	*	*	12	8	*	*	*	*
11:00	*	*	*	*	6	7	13	**11**	*	*	10	9	*	*	*	*
12:00 PM	*	*	*	*	6	15	**8**	**10**	*	*	7	12	*	*	*	*
01:00	*	*	6	7	9	11	*	*	*	*	8	9	*	*	*	*
02:00	*	*	11	7	9	4	*	*	*	*	10	6	*	*	*	*
03:00	*	*	11	**10**	10	15	*	*	*	*	10	12	*	*	*	*
04:00	*	*	**14**	10	**13**	11	*	*	*	*	**14**	10	*	*	*	*
05:00	*	*	5	10	13	**16**	*	*	*	*	9	**13**	*	*	*	*
06:00	*	*	6	9	3	5	*	*	*	*	4	7	*	*	*	*
07:00	*	*	2	4	3	2	*	*	*	*	2	3	*	*	*	*
08:00	*	*	3	1	2	5	*	*	*	*	2	3	*	*	*	*
09:00	*	*	1	1	2	0	*	*	*	*	2	0	*	*	*	*
10:00	*	*	1	1	3	1	*	*	*	*	2	1	*	*	*	*
11:00	*	*	0	0	0	0	*	*	*	*	0	0	*	*	*	*
Total	0	0	60	60	139	130	63	55	0	0	131	121	0	0	0	0
Day	0		120		269		118		0		252		0		0	
AM Peak					10:00	07:00	07:00	11:00			07:00	07:00				
Vol.					16	14	15	11			15	12				
PM Peak			16:00	15:00	16:00	17:00	12:00	12:00			16:00	17:00				
Vol.			14	10	13	16	8	10			14	13				
Comb. Total	0		120		269		118		0		252		0		0	

ADT ADT 269 AADT 269

LSC Transportation Consultants

516 N. Tejon St.
Colorado Springs, Co 80903
(719) 633-2868

CR 53 n-o 112 - VOL
Site Code:
Station ID:

Latitude: 0' 0.000 South

Start	08-Mar-11	Northbound		Southbound		Combined		09-Mar-	Northbound		Southbound		Combined	
Time	Tue	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		*	*	*	*	*	*		0	2	0	9	0	11
12:15		*	*	*	*	*	*		0	0	0	1	0	1
12:30		*	*	*	*	*	*		0	1	0	1	0	2
12:45		*	*	*	*	*	*		0	3	0	4	0	7
01:00		*	0	*	0	*	0		0	3	0	4	0	7
01:15		*	1	*	3	*	4		0	3	0	1	0	4
01:30		*	2	*	0	*	2		0	3	0	3	0	6
01:45		*	3	*	4	*	7		0	0	0	3	0	3
02:00		*	5	*	0	*	5		0	3	0	0	0	3
02:15		*	1	*	3	*	4		0	2	0	1	0	3
02:30		*	4	*	2	*	6		0	2	0	1	0	3
02:45		*	1	*	2	*	3		0	2	0	2	0	4
03:00		*	3	*	5	*	8		0	1	0	6	0	7
03:15		*	3	*	2	*	5		0	4	0	4	0	8
03:30		*	0	*	1	*	1		0	2	0	1	0	3
03:45		*	5	*	2	*	7		0	3	0	4	0	7
04:00		*	3	*	1	*	4		0	3	0	4	0	7
04:15		*	4	*	5	*	9		0	2	0	4	0	6
04:30		*	3	*	2	*	5		0	3	0	0	0	3
04:45		*	4	*	2	*	6		0	5	0	3	0	8
05:00		*	1	*	3	*	4		0	3	1	9	1	12
05:15		*	1	*	3	*	4		0	6	0	6	0	12
05:30		*	1	*	2	*	3		0	0	0	0	0	0
05:45		*	2	*	2	*	4		1	4	1	1	2	5
06:00		*	0	*	4	*	4		0	2	0	2	0	4
06:15		*	2	*	0	*	2		0	1	1	2	1	3
06:30		*	0	*	2	*	2		1	0	1	1	2	1
06:45		*	4	*	3	*	7		3	0	1	0	4	0
07:00		*	1	*	2	*	3		1	0	2	0	3	0
07:15		*	1	*	0	*	1		4	2	5	0	9	2
07:30		*	0	*	1	*	1		5	0	5	1	10	1
07:45		*	0	*	1	*	1		5	1	2	1	7	2
08:00		*	0	*	1	*	1		3	0	1	5	4	5
08:15		*	0	*	0	*	0		4	0	0	0	4	0
08:30		*	3	*	0	*	3		2	1	1	0	3	1
08:45		*	0	*	0	*	0		1	1	7	0	8	1
09:00		*	0	*	1	*	1		2	0	0	0	2	0
09:15		*	0	*	0	*	0		4	0	1	0	5	0
09:30		*	0	*	0	*	0		6	0	0	0	6	0
09:45		*	1	*	0	*	1		2	2	2	0	4	2
10:00		*	0	*	0	*	0		4	0	4	0	8	0
10:15		*	1	*	1	*	2		7	1	1	1	8	2
10:30		*	0	*	0	*	0		3	2	0	0	3	2
10:45		*	0	*	0	*	0		2	0	2	0	4	0
11:00		*	0	*	0	*	0		2	0	2	0	4	0
11:15		*	0	*	0	*	0		1	0	2	0	3	0
11:30		*	0	*	0	*	0		2	0	1	0	3	0
11:45		*	0	*	0	*	0		1	0	2	0	3	0
Total		0	60	0	60	0	120		66	73	45	85	111	158
Day Total		60		60		120			139		130		269	
% Total		0.0%	50.0%	0.0%	50.0%				24.5%	27.1%	16.7%	31.6%		
Peak			03:45		02:15		03:45		09:30	04:30	07:00	04:30	07:15	04:30
Vol.			15		12		25		19	17	14	18	30	35
P.H.F.			0.750		0.600		0.694		0.679	0.708	0.700	0.500	0.750	0.729

LSC Transportation Consultants

516 N. Tejon St.
Colorado Springs, Co 80903
(719) 633-2868

CR 53 n-o 112 - VOL
Site Code:
Station ID:

Latitude: 0' 0.000 South

Start	10-Mar-11	Northbound		Southbound		Combined		11-Mar-	Northbound		Southbound		Combined	
Time	Thu	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Fri	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	2	0	5	0	7		*	*	*	*	*	*
12:15		0	1	0	0	0	1		*	*	*	*	*	*
12:30		0	1	0	3	0	4		*	*	*	*	*	*
12:45		0	4	0	2	0	6		*	*	*	*	*	*
01:00		0	0	0	0	0	0		*	*	*	*	*	*
01:15		0	*	0	*	0	*		*	*	*	*	*	*
01:30		0	*	0	*	0	*		*	*	*	*	*	*
01:45		0	*	0	*	0	*		*	*	*	*	*	*
02:00		0	*	0	*	0	*		*	*	*	*	*	*
02:15		0	*	0	*	0	*		*	*	*	*	*	*
02:30		0	*	0	*	0	*		*	*	*	*	*	*
02:45		0	*	0	*	0	*		*	*	*	*	*	*
03:00		0	*	0	*	0	*		*	*	*	*	*	*
03:15		0	*	0	*	0	*		*	*	*	*	*	*
03:30		0	*	0	*	0	*		*	*	*	*	*	*
03:45		0	*	0	*	0	*		*	*	*	*	*	*
04:00		0	*	0	*	0	*		*	*	*	*	*	*
04:15		0	*	0	*	0	*		*	*	*	*	*	*
04:30		0	*	0	*	0	*		*	*	*	*	*	*
04:45		1	*	0	*	1	*		*	*	*	*	*	*
05:00		0	*	1	*	1	*		*	*	*	*	*	*
05:15		0	*	0	*	0	*		*	*	*	*	*	*
05:30		0	*	0	*	0	*		*	*	*	*	*	*
05:45		0	*	1	*	1	*		*	*	*	*	*	*
06:00		0	*	0	*	0	*		*	*	*	*	*	*
06:15		0	*	1	*	1	*		*	*	*	*	*	*
06:30		1	*	1	*	2	*		*	*	*	*	*	*
06:45		2	*	0	*	2	*		*	*	*	*	*	*
07:00		0	*	1	*	1	*		*	*	*	*	*	*
07:15		2	*	2	*	4	*		*	*	*	*	*	*
07:30		4	*	5	*	9	*		*	*	*	*	*	*
07:45		9	*	2	*	11	*		*	*	*	*	*	*
08:00		6	*	1	*	7	*		*	*	*	*	*	*
08:15		2	*	3	*	5	*		*	*	*	*	*	*
08:30		0	*	2	*	2	*		*	*	*	*	*	*
08:45		3	*	2	*	5	*		*	*	*	*	*	*
09:00		1	*	1	*	2	*		*	*	*	*	*	*
09:15		0	*	1	*	1	*		*	*	*	*	*	*
09:30		2	*	2	*	4	*		*	*	*	*	*	*
09:45		2	*	0	*	2	*		*	*	*	*	*	*
10:00		3	*	3	*	6	*		*	*	*	*	*	*
10:15		2	*	1	*	3	*		*	*	*	*	*	*
10:30		1	*	3	*	4	*		*	*	*	*	*	*
10:45		1	*	1	*	2	*		*	*	*	*	*	*
11:00		2	*	3	*	5	*		*	*	*	*	*	*
11:15		3	*	1	*	4	*		*	*	*	*	*	*
11:30		3	*	2	*	5	*		*	*	*	*	*	*
11:45		5	*	5	*	10	*		*	*	*	*	*	*
Total		55	8	45	10	100	18		0	0	0	0	0	0
Day Total		63		55		118			0		0		0	
% Total		46.6%	6.8%	38.1%	8.5%				0.0%	0.0%	0.0%	0.0%		
Peak		07:15	12:00	07:30	12:00	07:30	12:00							
Vol.		21	8	11	10	32	18							
P.H.F.		0.583	0.500	0.550	0.500	0.727	0.643							

ADT	ADT 269	AADT 269

LSC Transportation Consultants

516 N. Tejon St.
Colorado Springs, Co 80903
(719) 633-2868

cr g w-o 17 - VOL
Site Code:
Station ID:

Latitude: 0' 0.000 South

Start	07-Mar-11		08-Mar-11		09-Mar-11		10-Mar-11		11-Mar-11		Weekday Average		12-Mar-11		13-Mar-11	
Time	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound
12:00 AM	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
01:00	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
02:00	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
03:00	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
04:00	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
05:00	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
06:00	*	*	*	*	0	**2**	0	0	*	*	0	1	*	*	*	*
07:00	*	*	*	*	0	1	1	3	*	*	0	2	*	*	*	*
08:00	*	*	*	*	2	1	2	1	*	*	**2**	1	*	*	*	*
09:00	*	*	*	*	1	1	0	4	*	*	0	2	*	*	*	*
10:00	*	*	*	*	0	1	**4**	**6**	*	*	2	**4**	*	*	*	*
11:00	*	*	*	*	**3**	1	0	2	*	*	2	2	*	*	*	*
12:00 PM	*	*	*	*	0	1	**4**	2	*	*	2	2	*	*	*	*
01:00	*	*	*	*	0	4	2	**4**	*	*	1	**4**	*	*	*	*
02:00	*	*	1	0	**6**	2	*	*	*	*	**4**	1	*	*	*	*
03:00	*	*	**2**	1	4	**6**	*	*	*	*	3	4	*	*	*	*
04:00	*	*	1	**2**	1	4	*	*	*	*	1	3	*	*	*	*
05:00	*	*	2	0	4	2	*	*	*	*	3	1	*	*	*	*
06:00	*	*	1	0	2	1	*	*	*	*	2	0	*	*	*	*
07:00	*	*	0	1	0	0	*	*	*	*	0	0	*	*	*	*
08:00	*	*	0	1	0	1	*	*	*	*	0	1	*	*	*	*
09:00	*	*	0	0	0	0	*	*	*	*	0	0	*	*	*	*
10:00	*	*	0	0	0	0	*	*	*	*	0	0	*	*	*	*
11:00	*	*	0	0	0	0	*	*	*	*	0	0	*	*	*	*
Total	0	0	7	5	23	28	13	22	0	0	22	28	0	0	0	0
Day	0		12		51		35		0		50		0		0	
AM Peak					11:00	06:00	10:00	10:00			08:00	10:00				
Vol.					3	2	4	6			2	4				
PM Peak			15:00	16:00	14:00	15:00	12:00	13:00			14:00	13:00				
Vol.			2	2	6	6	4	4			4	4				

Comb. Total	0	12	51	35	0	50	0	0

ADT ADT 51 AADT 51

LSC Transportation Consultants

516 N. Tejon St.
Colorado Springs, Co 80903
(719) 633-2868

cr g w-o 17 - VOL
Site Code:
Station ID:

Latitude: 0' 0.000 South

Start	08-Mar-11	Westbound		Eastbound		Combined		09-Mar-	Westbound		Eastbound		Combined	
Time	Tue	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		*	*	*	*	*	*		0	0	0	0	0	0
12:15		*	*	*	*	*	*		0	0	0	0	0	0
12:30		*	*	*	*	*	*		0	0	0	1	0	1
12:45		*	*	*	*	*	*		0	0	0	0	0	0
01:00		*	*	*	*	*	*		0	0	0	1	0	1
01:15		*	*	*	*	*	*		0	0	0	2	0	2
01:30		*	*	*	*	*	*		0	0	0	1	0	1
01:45		*	*	*	*	*	*		0	0	0	0	0	0
02:00		*	0	*	0	*	0		0	1	0	0	0	1
02:15		*	0	*	0	*	0		0	2	0	0	0	2
02:30		*	0	*	0	*	0		0	0	0	2	0	2
02:45		*	1	*	0	*	1		0	3	0	0	0	3
03:00		*	1	*	0	*	1		0	2	0	3	0	5
03:15		*	0	*	0	*	0		0	2	0	2	0	4
03:30		*	0	*	1	*	1		0	0	0	0	0	0
03:45		*	1	*	0	*	1		0	0	0	1	0	1
04:00		*	1	*	0	*	1		0	0	0	1	0	1
04:15		*	0	*	1	*	1		0	1	0	0	0	1
04:30		*	0	*	0	*	0		0	0	0	1	0	1
04:45		*	0	*	1	*	1		0	0	0	2	0	2
05:00		*	1	*	0	*	1		0	2	0	1	0	3
05:15		*	0	*	0	*	0		0	1	0	1	0	2
05:30		*	0	*	0	*	0		0	1	0	0	0	1
05:45		*	1	*	0	*	1		0	0	0	0	0	0
06:00		*	0	*	0	*	0		0	1	0	1	0	2
06:15		*	1	*	0	*	1		0	1	1	0	1	1
06:30		*	0	*	0	*	0		0	0	0	0	0	0
06:45		*	0	*	0	*	0		0	0	1	0	1	0
07:00		*	0	*	1	*	1		0	0	0	0	0	0
07:15		*	0	*	0	*	0		0	0	0	0	0	0
07:30		*	0	*	0	*	0		0	0	0	0	0	0
07:45		*	0	*	0	*	0		0	0	1	0	1	0
08:00		*	0	*	1	*	1		0	0	0	0	0	0
08:15		*	0	*	0	*	0		0	0	0	0	0	0
08:30		*	0	*	0	*	0		1	0	0	0	1	0
08:45		*	0	*	0	*	0		1	0	1	1	2	1
09:00		*	0	*	0	*	0		0	0	0	0	0	0
09:15		*	0	*	0	*	0		0	0	1	0	1	0
09:30		*	0	*	0	*	0		0	0	0	0	0	0
09:45		*	0	*	0	*	0		1	0	0	0	1	0
10:00		*	0	*	0	*	0		0	0	0	0	0	0
10:15		*	0	*	0	*	0		0	0	0	0	0	0
10:30		*	0	*	0	*	0		0	0	1	0	1	0
10:45		*	0	*	0	*	0		0	0	0	0	0	0
11:00		*	0	*	0	*	0		1	0	0	0	1	0
11:15		*	0	*	0	*	0		0	0	0	0	0	0
11:30		*	0	*	0	*	0		0	0	1	0	1	0
11:45		*	0	*	0	*	0		2	0	0	0	2	0
Total		0	7	0	5	0	12		6	17	7	21	13	38
Day Total		7		5		12			23		28		51	
% Total		0.0%	58.3%	0.0%	41.7%				11.8%	33.3%	13.7%	41.2%		
Peak			02:15		03:30		03:30		11:00	02:15	06:00	02:30	08:30	02:30
Vol.			2		2		4		3	7	2	7	4	14
P.H.F.			0.500		0.500		1.000		0.375	0.583	0.500	0.583	0.500	0.700

LSC Transportation Consultants

516 N. Tejon St.
Colorado Springs, Co 80903
(719) 633-2868

cr g w-o 17 - VOL
Site Code:
Station ID:

Latitude: 0' 0.000 South

Start Time	10-Mar-11 Thu	Westbound A.M.	Westbound P.M.	Eastbound A.M.	Eastbound P.M.	Combined A.M.	Combined P.M.	11-Mar- Fri	Westbound A.M.	Westbound P.M.	Eastbound A.M.	Eastbound P.M.	Combined A.M.	Combined P.M.
12:00		0	2	0	0	0	2		*	*	*	*	*	*
12:15		0	0	0	0	0	0		*	*	*	*	*	*
12:30		0	1	0	1	0	2		*	*	*	*	*	*
12:45		0	1	0	1	0	2		*	*	*	*	*	*
01:00		0	1	0	1	0	2		*	*	*	*	*	*
01:15		0	0	0	0	0	0		*	*	*	*	*	*
01:30		0	1	0	1	0	2		*	*	*	*	*	*
01:45		0	0	0	2	0	2		*	*	*	*	*	*
02:00		0	0	0	0	0	0		*	*	*	*	*	*
02:15		0	*	0	*	0	*		*	*	*	*	*	*
02:30		0	*	0	*	0	*		*	*	*	*	*	*
02:45		0	*	0	*	0	*		*	*	*	*	*	*
03:00		0	*	0	*	0	*		*	*	*	*	*	*
03:15		0	*	0	*	0	*		*	*	*	*	*	*
03:30		0	*	0	*	0	*		*	*	*	*	*	*
03:45		0	*	0	*	0	*		*	*	*	*	*	*
04:00		0	*	0	*	0	*		*	*	*	*	*	*
04:15		0	*	0	*	0	*		*	*	*	*	*	*
04:30		0	*	0	*	0	*		*	*	*	*	*	*
04:45		0	*	0	*	0	*		*	*	*	*	*	*
05:00		0	*	0	*	0	*		*	*	*	*	*	*
05:15		0	*	0	*	0	*		*	*	*	*	*	*
05:30		0	*	0	*	0	*		*	*	*	*	*	*
05:45		0	*	0	*	0	*		*	*	*	*	*	*
06:00		0	*	0	*	0	*		*	*	*	*	*	*
06:15		0	*	0	*	0	*		*	*	*	*	*	*
06:30		0	*	0	*	0	*		*	*	*	*	*	*
06:45		0	*	0	*	0	*		*	*	*	*	*	*
07:00		0	*	0	*	0	*		*	*	*	*	*	*
07:15		0	*	1	*	1	*		*	*	*	*	*	*
07:30		1	*	1	*	2	*		*	*	*	*	*	*
07:45		0	*	1	*	1	*		*	*	*	*	*	*
08:00		0	*	0	*	0	*		*	*	*	*	*	*
08:15		1	*	0	*	1	*		*	*	*	*	*	*
08:30		1	*	0	*	1	*		*	*	*	*	*	*
08:45		0	*	1	*	1	*		*	*	*	*	*	*
09:00		0	*	1	*	1	*		*	*	*	*	*	*
09:15		0	*	1	*	1	*		*	*	*	*	*	*
09:30		0	*	0	*	0	*		*	*	*	*	*	*
09:45		0	*	2	*	2	*		*	*	*	*	*	*
10:00		0	*	1	*	1	*		*	*	*	*	*	*
10:15		1	*	0	*	1	*		*	*	*	*	*	*
10:30		2	*	4	*	6	*		*	*	*	*	*	*
10:45		1	*	1	*	2	*		*	*	*	*	*	*
11:00		0	*	2	*	2	*		*	*	*	*	*	*
11:15		0	*	0	*	0	*		*	*	*	*	*	*
11:30		0	*	0	*	0	*		*	*	*	*	*	*
11:45		0	*	0	*	0	*		*	*	*	*	*	*
Total		7	6	16	6	23	12		0	0	0	0	0	0
Day Total		13		22		35			0		0		0	
% Total		20.0%	17.1%	45.7%	17.1%				0.0%	0.0%	0.0%	0.0%		
Peak		10:00	12:00	09:45	01:00	10:15	12:00							
Vol.		4	4	7	4	11	6							
P.H.F.		0.500	0.500	0.438	0.500	0.458	0.750							

ADT	ADT 51	AADT 51

LSC Transportation Consultants

516 N. Tejon St.
Colorado Springs, Co 80903
(719) 633-2868

CR G e-o 285 - VOL
Site Code:
Station ID:

Latitude: 0' 0.000 South

Start	07-Mar-11		08-Mar-11		09-Mar-11		10-Mar-11		11-Mar-11		Weekday Average		12-Mar-11		13-Mar-11	
Time	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound
12:00 AM	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
01:00	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
02:00	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
03:00	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
04:00	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
05:00	*	*	*	*	1	0	0	0	*	*	0	0	*	*	*	*
06:00	*	*	*	*	0	2	0	1	*	*	0	2	*	*	*	*
07:00	*	*	*	*	**8**	**7**	3	5	*	*	6	**6**	*	*	*	*
08:00	*	*	*	*	8	1	**8**	**6**	*	*	**8**	4	*	*	*	*
09:00	*	*	*	*	3	6	4	4	*	*	4	5	*	*	*	*
10:00	*	*	*	*	7	4	4	2	*	*	6	3	*	*	*	*
11:00	*	*	*	*	7	4	5	6	*	*	6	5	*	*	*	*
12:00 PM	*	*	*	*	8	1	**7**	5	*	*	8	3	*	*	*	*
01:00	*	*	*	*	7	6	5	**9**	*	*	6	**8**	*	*	*	*
02:00	*	*	5	**10**	9	7	*	*	*	*	7	8	*	*	*	*
03:00	*	*	10	1	**14**	**9**	*	*	*	*	**12**	5	*	*	*	*
04:00	*	*	8	4	6	5	*	*	*	*	7	4	*	*	*	*
05:00	*	*	**11**	4	9	1	*	*	*	*	10	2	*	*	*	*
06:00	*	*	5	1	3	4	*	*	*	*	4	2	*	*	*	*
07:00	*	*	1	1	2	2	*	*	*	*	2	2	*	*	*	*
08:00	*	*	1	0	3	1	*	*	*	*	2	0	*	*	*	*
09:00	*	*	0	0	0	1	*	*	*	*	0	0	*	*	*	*
10:00	*	*	0	0	1	0	*	*	*	*	0	0	*	*	*	*
11:00	*	*	0	0	0	0	*	*	*	*	0	0	*	*	*	*
Total	0	0	41	21	96	61	36	38	0	0	88	59	0	0	0	0
Day	0		62		157		74		0		147		0		0	
AM Peak					07:00	07:00	08:00	08:00			08:00	07:00				
Vol.					8	7	8	6			8	6				
PM Peak			17:00	14:00	15:00	15:00	12:00	13:00			15:00	13:00				
Vol.			11	10	14	9	7	9			12	8				
Comb. Total	0		62		157		74		0		147		0		0	

ADT ADT 157 AADT 157

LSC Transportation Consultants

516 N. Tejon St.
Colorado Springs, Co 80903
(719) 633-2868

CR G e-o 285 - VOL
Site Code:
Station ID:

Latitude: 0' 0.000 South

Start	08-Mar-11	Westbound		Eastbound		Combined		09-Mar-	Westbound		Eastbound		Combined	
Time	Tue	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		*	*	*	*	*	*		0	4	0	0	0	4
12:15		*	*	*	*	*	*		0	2	0	1	0	3
12:30		*	*	*	*	*	*		0	1	0	0	0	1
12:45		*	*	*	*	*	*		0	1	0	0	0	1
01:00		*	*	*	*	*	*		0	2	0	3	0	5
01:15		*	*	*	*	*	*		0	2	0	2	0	4
01:30		*	*	*	*	*	*		0	1	0	0	0	1
01:45		*	*	*	*	*	*		0	2	0	1	0	3
02:00		*	1	*	5	*	6		0	3	0	1	0	4
02:15		*	2	*	3	*	5		0	2	0	1	0	3
02:30		*	2	*	1	*	3		0	2	0	2	0	4
02:45		*	0	*	1	*	1		0	2	0	3	0	5
03:00		*	1	*	0	*	1		0	3	0	1	0	4
03:15		*	0	*	1	*	1		0	1	0	3	0	4
03:30		*	2	*	0	*	2		0	3	0	4	0	7
03:45		*	7	*	0	*	7		0	7	0	1	0	8
04:00		*	2	*	1	*	3		0	1	0	1	0	2
04:15		*	1	*	1	*	2		0	3	0	0	0	3
04:30		*	2	*	1	*	3		0	2	0	3	0	5
04:45		*	3	*	1	*	4		0	0	0	1	0	1
05:00		*	7	*	1	*	8		0	3	0	0	0	3
05:15		*	2	*	0	*	2		0	6	0	0	0	6
05:30		*	2	*	2	*	4		0	0	0	0	0	0
05:45		*	0	*	1	*	1		1	0	0	1	1	1
06:00		*	3	*	1	*	4		0	1	0	1	0	2
06:15		*	0	*	0	*	0		0	1	0	0	0	1
06:30		*	2	*	0	*	2		0	1	0	3	0	4
06:45		*	0	*	0	*	0		0	0	2	0	2	0
07:00		*	0	*	0	*	0		2	0	0	0	2	0
07:15		*	1	*	1	*	2		2	1	3	0	5	1
07:30		*	0	*	0	*	0		1	1	1	1	2	2
07:45		*	0	*	0	*	0		3	0	3	1	6	1
08:00		*	0	*	0	*	0		1	0	1	0	2	0
08:15		*	0	*	0	*	0		1	2	0	0	1	2
08:30		*	1	*	0	*	1		4	1	0	1	4	2
08:45		*	0	*	0	*	0		2	0	0	0	2	0
09:00		*	0	*	0	*	0		0	0	2	0	2	0
09:15		*	0	*	0	*	0		2	0	2	0	4	0
09:30		*	0	*	0	*	0		1	0	1	1	2	1
09:45		*	0	*	0	*	0		0	0	1	0	1	0
10:00		*	0	*	0	*	0		2	0	1	0	3	0
10:15		*	0	*	0	*	0		1	1	2	0	3	1
10:30		*	0	*	0	*	0		1	0	0	0	1	0
10:45		*	0	*	0	*	0		3	0	1	0	4	0
11:00		*	0	*	0	*	0		1	0	0	0	1	0
11:15		*	0	*	0	*	0		2	0	2	0	4	0
11:30		*	0	*	0	*	0		3	0	1	0	4	0
11:45		*	0	*	0	*	0		1	0	1	0	2	0
Total		0	41	0	21	0	62		34	62	24	37	58	99
Day Total		41		21		62			96		61		157	
% Total		0.0%	66.1%	0.0%	33.9%				21.7%	39.5%	15.3%	23.6%		
Peak			04:30		02:00		04:45		07:45	03:00	07:15	02:45	07:00	03:00
Vol.			14		10		18		9	14	8	11	15	23
P.H.F.			0.500		0.500		0.563		0.563	0.500	0.667	0.688	0.625	0.719

LSC Transportation Consultants

516 N. Tejon St.
Colorado Springs, Co 80903
(719) 633-2868

CR G e-o 285 - VOL
Site Code:
Station ID:

Latitude: 0' 0.000 South

Start	10-Mar-11	Westbound		Eastbound		Combined		11-Mar-	Westbound		Eastbound		Combined	
Time	Thu	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Fri	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	0	0	3	0	3		*	*	*	*	*	*
12:15		0	2	0	0	0	2		*	*	*	*	*	*
12:30		0	3	0	2	0	5		*	*	*	*	*	*
12:45		0	2	0	0	0	2		*	*	*	*	*	*
01:00		0	2	0	2	0	4		*	*	*	*	*	*
01:15		0	1	0	3	0	4		*	*	*	*	*	*
01:30		0	2	0	2	0	4		*	*	*	*	*	*
01:45		0	0	0	2	0	2		*	*	*	*	*	*
02:00		0	0	0	0	0	0		*	*	*	*	*	*
02:15		0	*	0	*	0	*		*	*	*	*	*	*
02:30		0	*	0	*	0	*		*	*	*	*	*	*
02:45		0	*	0	*	0	*		*	*	*	*	*	*
03:00		0	*	0	*	0	*		*	*	*	*	*	*
03:15		0	*	0	*	0	*		*	*	*	*	*	*
03:30		0	*	0	*	0	*		*	*	*	*	*	*
03:45		0	*	0	*	0	*		*	*	*	*	*	*
04:00		0	*	0	*	0	*		*	*	*	*	*	*
04:15		0	*	0	*	0	*		*	*	*	*	*	*
04:30		0	*	0	*	0	*		*	*	*	*	*	*
04:45		0	*	0	*	0	*		*	*	*	*	*	*
05:00		0	*	0	*	0	*		*	*	*	*	*	*
05:15		0	*	0	*	0	*		*	*	*	*	*	*
05:30		0	*	0	*	0	*		*	*	*	*	*	*
05:45		0	*	0	*	0	*		*	*	*	*	*	*
06:00		0	*	0	*	0	*		*	*	*	*	*	*
06:15		0	*	0	*	0	*		*	*	*	*	*	*
06:30		0	*	0	*	0	*		*	*	*	*	*	*
06:45		0	*	1	*	1	*		*	*	*	*	*	*
07:00		0	*	2	*	2	*		*	*	*	*	*	*
07:15		0	*	1	*	1	*		*	*	*	*	*	*
07:30		2	*	1	*	3	*		*	*	*	*	*	*
07:45		1	*	1	*	2	*		*	*	*	*	*	*
08:00		4	*	0	*	4	*		*	*	*	*	*	*
08:15		2	*	1	*	3	*		*	*	*	*	*	*
08:30		1	*	5	*	6	*		*	*	*	*	*	*
08:45		1	*	0	*	1	*		*	*	*	*	*	*
09:00		0	*	1	*	1	*		*	*	*	*	*	*
09:15		1	*	1	*	2	*		*	*	*	*	*	*
09:30		2	*	1	*	3	*		*	*	*	*	*	*
09:45		1	*	1	*	2	*		*	*	*	*	*	*
10:00		0	*	0	*	0	*		*	*	*	*	*	*
10:15		0	*	0	*	0	*		*	*	*	*	*	*
10:30		3	*	0	*	3	*		*	*	*	*	*	*
10:45		1	*	2	*	3	*		*	*	*	*	*	*
11:00		0	*	0	*	0	*		*	*	*	*	*	*
11:15		1	*	2	*	3	*		*	*	*	*	*	*
11:30		1	*	3	*	4	*		*	*	*	*	*	*
11:45		3	*	1	*	4	*		*	*	*	*	*	*
Total		24	12	24	14	48	26		0	0	0	0	0	0
Day Total		36		38		74			0		0		0	
% Total		32.4%	16.2%	32.4%	18.9%				0.0%	0.0%	0.0%	0.0%		
Peak		07:30	00:15	07:45	01:00	07:45	00:30							
Vol.		9	9	7	9	15	15							
P.H.F.		0.563	0.750	0.350	0.750	0.625	0.750							

ADT	ADT 157	AADT 157

LSC Transportation Consultants

516 N. Tejon St.
Colorado Springs, Co 80903
(719) 633-2868

CR G e-o CR 53 - VOL
Site Code:
Station ID:

Latitude: 0' 0.000 South

Start Time	07-Mar-11 Westbound	07-Mar-11 Eastbound	08-Mar-11 Westbound	08-Mar-11 Eastbound	09-Mar-11 Westbound	09-Mar-11 Eastbound	10-Mar-11 Westbound	10-Mar-11 Eastbound	11-Mar-11 Westbound	11-Mar-11 Eastbound	Weekday Average Westbound	Weekday Average Eastbound	12-Mar-11 Westbound	12-Mar-11 Eastbound	13-Mar-11 Westbound	13-Mar-11 Eastbound
12:00 AM	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
01:00	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
02:00	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
03:00	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
04:00	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
05:00	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
06:00	*	*	*	*	0	0	0	0	*	*	0	0	*	*	*	*
07:00	*	*	*	*	2	**2**	0	1	*	*	1	**2**	*	*	*	*
08:00	*	*	*	*	2	1	1	0	*	*	**2**	0	*	*	*	*
09:00	*	*	*	*	0	1	**2**	**2**	*	*	1	2	*	*	*	*
10:00	*	*	*	*	1	2	2	1	*	*	2	2	*	*	*	*
11:00	*	*	*	*	**4**	0	1	1	*	*	2	0	*	*	*	*
12:00 PM	*	*	*	*	0	1	**2**	**2**	*	*	1	**2**	*	*	*	*
01:00	*	*	*	*	0	2	0	1	*	*	0	2	*	*	*	*
02:00	*	*	0	0	**5**	2	*	*	*	*	**2**	1	*	*	*	*
03:00	*	*	0	0	1	**4**	*	*	*	*	0	2	*	*	*	*
04:00	*	*	0	0	1	0	*	*	*	*	0	0	*	*	*	*
05:00	*	*	**3**	0	0	2	*	*	*	*	2	1	*	*	*	*
06:00	*	*	1	**1**	2	0	*	*	*	*	2	0	*	*	*	*
07:00	*	*	1	1	0	0	*	*	*	*	0	0	*	*	*	*
08:00	*	*	0	0	0	0	*	*	*	*	0	0	*	*	*	*
09:00	*	*	0	0	0	0	*	*	*	*	0	0	*	*	*	*
10:00	*	*	0	0	0	0	*	*	*	*	0	0	*	*	*	*
11:00	*	*	0	0	0	0	*	*	*	*	0	0	*	*	*	*
Total	0	0	5	2	18	17	8	8	0	0	15	14	0	0	0	0
Day	0		7		35		16		0		29		0		0	
AM Peak					11:00	07:00	09:00	09:00			08:00	07:00				
Vol.					4	2	2	2			2	2				
PM Peak			17:00	18:00	14:00	15:00	12:00	12:00			14:00	12:00				
Vol.			3	1	5	4	2	2			2	2				
Comb. Total	0		7		35		16		0		29		0		0	

ADT ADT 35 AADT 35

LSC Transportation Consultants

516 N. Tejon St.
Colorado Springs, Co 80903
(719) 633-2868

CR G e-o CR 53 - VOL
Site Code:
Station ID:

Latitude: 0' 0.000 South

Start	08-Mar-11	Westbound		Eastbound		Combined		09-Mar-	Westbound		Eastbound		Combined	
Time	Tue	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		*	*	*	*	*	*		0	0	0	0	0	0
12:15		*	*	*	*	*	*		0	0	0	0	0	0
12:30		*	*	*	*	*	*		0	0	0	1	0	1
12:45		*	*	*	*	*	*		0	0	0	0	0	0
01:00		*	*	*	*	*	*		0	0	0	1	0	1
01:15		*	*	*	*	*	*		0	0	0	1	0	1
01:30		*	*	*	*	*	*		0	0	0	0	0	0
01:45		*	*	*	*	*	*		0	0	0	0	0	0
02:00		*	0	*	0	*	0		0	3	0	0	0	3
02:15		*	0	*	0	*	0		0	1	0	0	0	1
02:30		*	0	*	0	*	0		0	0	0	1	0	1
02:45		*	0	*	0	*	0		0	1	0	1	0	2
03:00		*	0	*	0	*	0		0	0	0	3	0	3
03:15		*	0	*	0	*	0		0	0	0	1	0	1
03:30		*	0	*	0	*	0		0	1	0	0	0	1
03:45		*	0	*	0	*	0		0	0	0	0	0	0
04:00		*	0	*	0	*	0		0	0	0	0	0	0
04:15		*	0	*	0	*	0		0	0	0	0	0	0
04:30		*	0	*	0	*	0		0	0	0	0	0	0
04:45		*	0	*	0	*	0		0	1	0	0	0	1
05:00		*	1	*	0	*	1		0	0	0	0	0	0
05:15		*	1	*	0	*	1		0	0	0	1	0	1
05:30		*	1	*	0	*	1		0	0	0	0	0	0
05:45		*	0	*	0	*	0		0	0	0	1	0	1
06:00		*	0	*	0	*	0		0	0	0	0	0	0
06:15		*	1	*	0	*	1		0	2	0	0	0	2
06:30		*	0	*	0	*	0		0	0	0	0	0	0
06:45		*	0	*	1	*	1		0	0	0	0	0	0
07:00		*	0	*	0	*	0		0	0	0	0	0	0
07:15		*	1	*	0	*	1		0	0	0	0	0	0
07:30		*	0	*	0	*	0		1	0	1	0	2	0
07:45		*	0	*	1	*	1		1	0	1	0	2	0
08:00		*	0	*	0	*	0		0	0	0	0	0	0
08:15		*	0	*	0	*	0		0	0	1	0	1	0
08:30		*	0	*	0	*	0		1	0	0	0	1	0
08:45		*	0	*	0	*	0		1	0	0	0	1	0
09:00		*	0	*	0	*	0		0	0	0	0	0	0
09:15		*	0	*	0	*	0		0	0	0	0	0	0
09:30		*	0	*	0	*	0		0	0	1	0	1	0
09:45		*	0	*	0	*	0		0	0	0	0	0	0
10:00		*	0	*	0	*	0		1	0	0	0	1	0
10:15		*	0	*	0	*	0		0	0	1	0	1	0
10:30		*	0	*	0	*	0		0	0	1	0	1	0
10:45		*	0	*	0	*	0		0	0	0	0	0	0
11:00		*	0	*	0	*	0		0	0	0	0	0	0
11:15		*	0	*	0	*	0		2	0	0	0	2	0
11:30		*	0	*	0	*	0		0	0	0	0	0	0
11:45		*	0	*	0	*	0		2	0	0	0	2	0
Total		0	5	0	2	0	7		9	9	6	11	15	20
Day Total		5		2		7			18		17		35	
% Total		0.0%	71.4%	0.0%	28.6%				25.7%	25.7%	17.1%	31.4%		
Peak			04:45		06:00		04:45		11:00	02:00	07:30	02:30	07:30	02:00
Vol.			3		1		3		4	5	3	6	5	7
P.H.F.			0.750		0.250		0.750		0.500	0.417	0.750	0.500	0.625	0.583

LSC Transportation Consultants

516 N. Tejon St.
Colorado Springs, Co 80903
(719) 633-2868

CR G e-o CR 53 - VOL
Site Code:
Station ID:

Latitude: 0' 0.000 South

Start	10-Mar-11	Westbound		Eastbound		Combined		11-Mar-	Westbound		Eastbound		Combined	
Time	Thu	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Fri	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	0	0	0	0	0		*	*	*	*	*	*
12:15		0	2	0	0	0	2		*	*	*	*	*	*
12:30		0	0	0	2	0	2		*	*	*	*	*	*
12:45		0	0	0	0	0	0		*	*	*	*	*	*
01:00		0	0	0	0	0	0		*	*	*	*	*	*
01:15		0	0	0	1	0	1		*	*	*	*	*	*
01:30		0	0	0	0	0	0		*	*	*	*	*	*
01:45		0	0	0	0	0	0		*	*	*	*	*	*
02:00		0	0	0	0	0	0		*	*	*	*	*	*
02:15		0	*	0	*	0	*		*	*	*	*	*	*
02:30		0	*	0	*	0	*		*	*	*	*	*	*
02:45		0	*	0	*	0	*		*	*	*	*	*	*
03:00		0	*	0	*	0	*		*	*	*	*	*	*
03:15		0	*	0	*	0	*		*	*	*	*	*	*
03:30		0	*	0	*	0	*		*	*	*	*	*	*
03:45		0	*	0	*	0	*		*	*	*	*	*	*
04:00		0	*	0	*	0	*		*	*	*	*	*	*
04:15		0	*	0	*	0	*		*	*	*	*	*	*
04:30		0	*	0	*	0	*		*	*	*	*	*	*
04:45		0	*	0	*	0	*		*	*	*	*	*	*
05:00		0	*	0	*	0	*		*	*	*	*	*	*
05:15		0	*	0	*	0	*		*	*	*	*	*	*
05:30		0	*	0	*	0	*		*	*	*	*	*	*
05:45		0	*	0	*	0	*		*	*	*	*	*	*
06:00		0	*	0	*	0	*		*	*	*	*	*	*
06:15		0	*	0	*	0	*		*	*	*	*	*	*
06:30		0	*	0	*	0	*		*	*	*	*	*	*
06:45		0	*	0	*	0	*		*	*	*	*	*	*
07:00		0	*	0	*	0	*		*	*	*	*	*	*
07:15		0	*	0	*	0	*		*	*	*	*	*	*
07:30		0	*	1	*	1	*		*	*	*	*	*	*
07:45		0	*	0	*	0	*		*	*	*	*	*	*
08:00		0	*	0	*	0	*		*	*	*	*	*	*
08:15		0	*	0	*	0	*		*	*	*	*	*	*
08:30		1	*	0	*	1	*		*	*	*	*	*	*
08:45		0	*	0	*	0	*		*	*	*	*	*	*
09:00		0	*	1	*	1	*		*	*	*	*	*	*
09:15		2	*	0	*	2	*		*	*	*	*	*	*
09:30		0	*	0	*	0	*		*	*	*	*	*	*
09:45		0	*	1	*	1	*		*	*	*	*	*	*
10:00		0	*	0	*	0	*		*	*	*	*	*	*
10:15		0	*	0	*	0	*		*	*	*	*	*	*
10:30		1	*	1	*	2	*		*	*	*	*	*	*
10:45		1	*	0	*	1	*		*	*	*	*	*	*
11:00		0	*	0	*	0	*		*	*	*	*	*	*
11:15		0	*	0	*	0	*		*	*	*	*	*	*
11:30		0	*	1	*	1	*		*	*	*	*	*	*
11:45		1	*	0	*	1	*		*	*	*	*	*	*
Total		6	2	5	3	11	5		0	0	0	0	0	0
Day Total		8		8		16			0		0		0	
% Total		37.5%	12.5%	31.3%	18.8%				0.0%	0.0%	0.0%	0.0%		
Peak		08:30	12:00	09:00	00:30	08:30	12:00							
Vol.		3	2	2	3	4	4							
P.H.F.		0.375	0.250	0.500	0.375	0.500	0.500							

ADT	ADT 35	AADT 35

LSC Transportation Consultants, Inc.
516 N. Tejon St.
Colorado Springs, CO
(719) 633-2868

LSC Transportation Consultants, Inc.

File Name : Hwy 17 - CR G PM
Site Code : 00000000
Start Date : 03/10/2011
Page No : 1

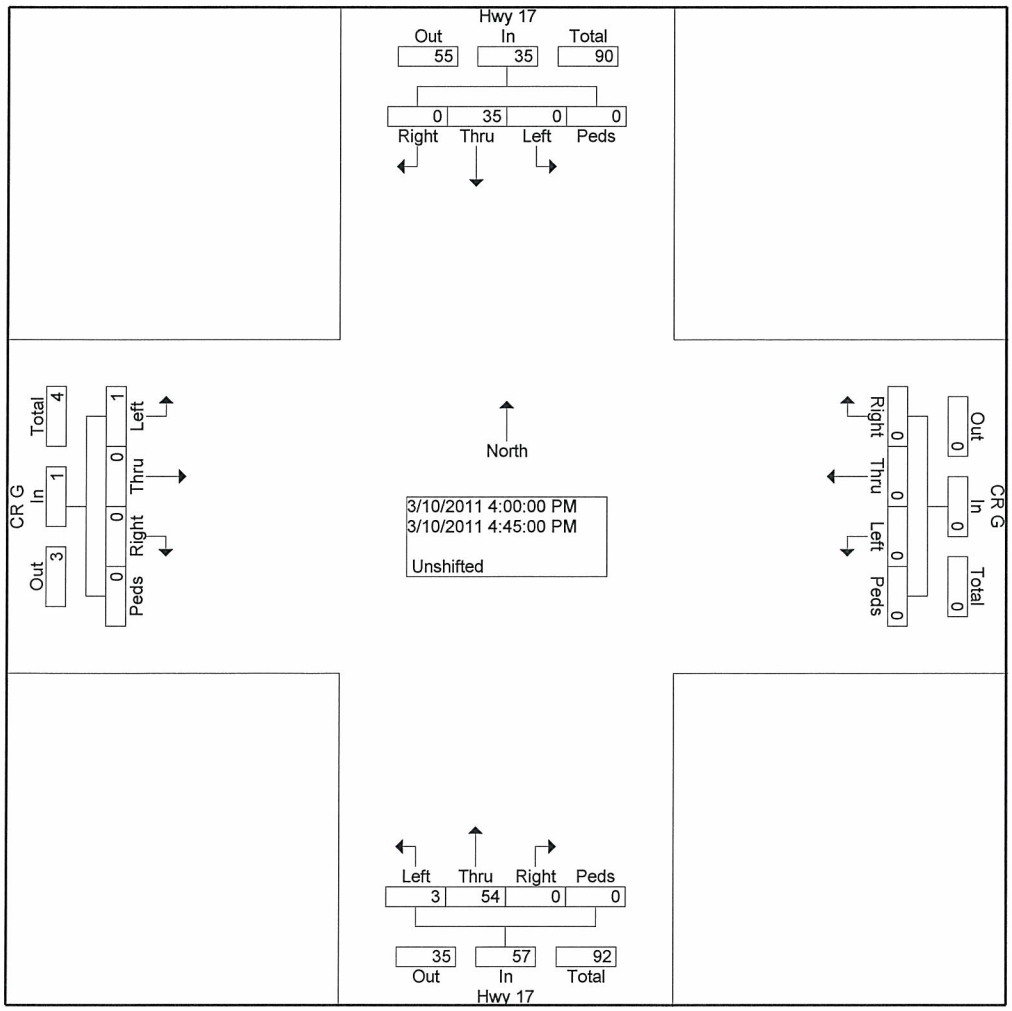
Groups Printed- Unshifted

	Hwy 17 From North				CR G From East				Hwy 17 From South				CR G From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	11	0	0	0	0	0	0	0	12	1	0	0	0	0	0	24
04:15 PM	0	11	0	0	0	0	0	0	0	8	1	0	0	0	1	0	21
04:30 PM	0	11	0	0	0	0	0	0	0	16	1	0	0	0	0	0	28
04:45 PM	0	2	0	0	0	0	0	0	0	18	0	0	0	0	0	0	20
Total	0	35	0	0	0	0	0	0	0	54	3	0	0	0	1	0	93
05:00 PM	1	7	0	0	0	0	0	0	1	9	0	0	0	0	0	0	18
05:15 PM	0	8	0	0	0	0	0	0	0	7	0	0	0	0	0	0	15
05:30 PM	0	3	0	0	0	0	0	0	0	10	0	0	1	0	0	0	14
05:45 PM	0	9	0	0	0	0	0	0	0	8	0	0	0	0	0	0	17
Total	1	27	0	0	0	0	0	0	1	34	0	0	1	0	0	0	64
Grand Total	1	62	0	0	0	0	0	0	1	88	3	0	1	0	1	0	157
Apprch %	1.6	98.4	0.0	0.0	0.0	0.0	0.0	0.0	1.1	95.7	3.3	0.0	50.0	0.0	50.0	0.0	
Total %	0.6	39.5	0.0	0.0	0.0	0.0	0.0	0.0	0.6	56.1	1.9	0.0	0.6	0.0	0.6	0.0	

LSC Transportation Consultants, Inc.
516 N. Tejon St.
Colorado Springs, CO
(719) 633-2868

File Name : Hwy 17 - CR G PM
Site Code : 00000000
Start Date : 03/10/2011
Page No : 2

	Hwy 17 From North					CR G From East					Hwy 17 From South					CR G From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	0	35	0	0	35	0	0	0	0	0	0	54	3	0	57	0	0	1	0	1	93
Percent	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	94.7	5.3	0.0		0.0	0.0	100.0	0.0		
04:30 Volume	0	11	0	0	11	0	0	0	0	0	0	16	1	0	17	0	0	0	0	0	28
Peak Factor																					0.830
High Int.	04:00 PM					3:45:00 PM					04:45 PM					04:15 PM					
Volume	0	11	0	0	11	0	0	0	0	0	0	18	0	0	18	0	0	1	0	1	
Peak Factor					0.795										0.792					0.250	



LSC Transportation Consultants, Inc.
516 N. Tejon St.
Colorado Springs, CO
(719) 633-2868

LSC Transportation Consultants, Inc.

File Name : Hwy 17 - CR G AM
Site Code : 00000000
Start Date : 03/10/2011
Page No : 1

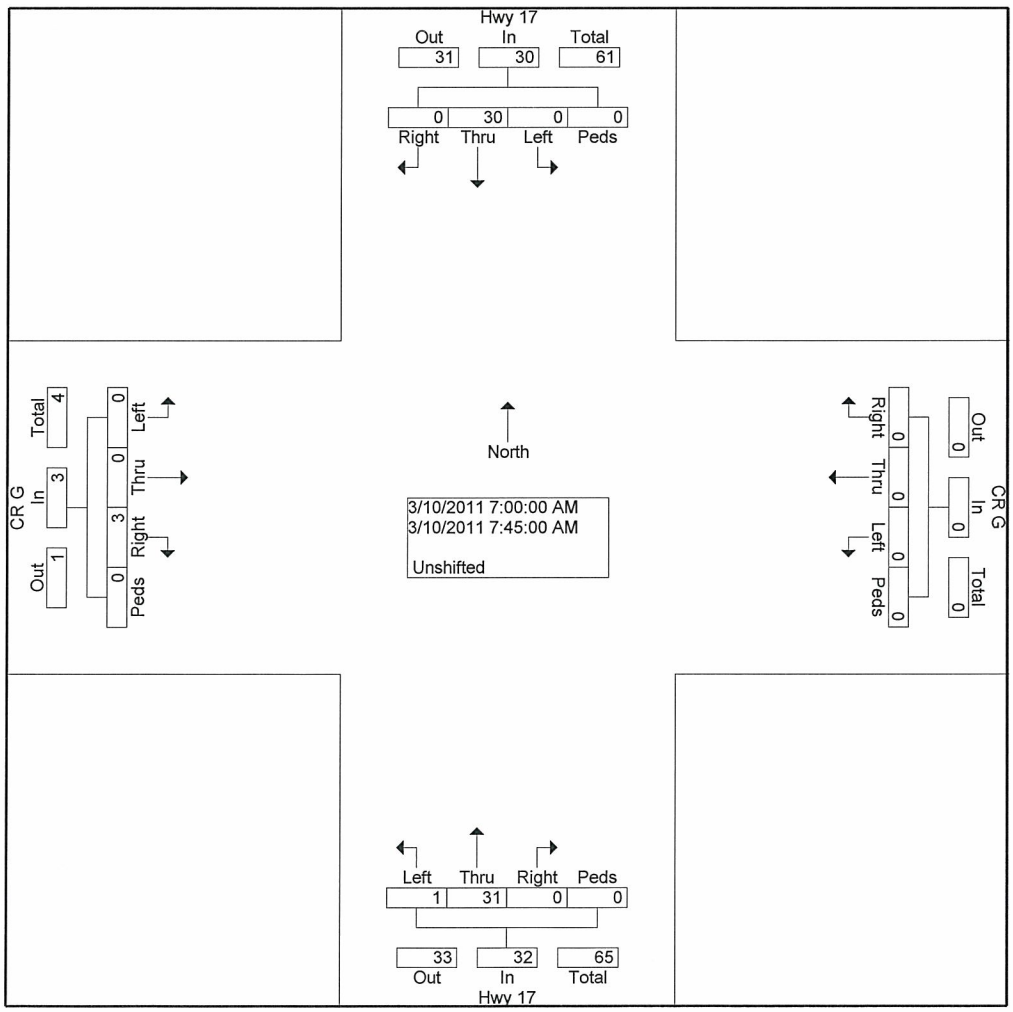
Groups Printed- Unshifted

	Hwy 17 From North				CR G From East				Hwy 17 From South				CR G From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	6
06:45 AM	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0	0	8
Total	0	6	0	0	0	0	0	0	0	8	0	0	0	0	0	0	14
07:00 AM	0	8	0	0	0	0	0	0	0	6	0	0	0	0	0	0	14
07:15 AM	0	11	0	0	0	0	0	0	0	10	0	0	1	0	0	0	22
07:30 AM	0	5	0	0	0	0	0	0	0	10	1	0	1	0	0	0	17
07:45 AM	0	6	0	0	0	0	0	0	0	5	0	0	1	0	0	0	12
Total	0	30	0	0	0	0	0	0	0	31	1	0	3	0	0	0	65
08:00 AM	0	5	0	0	0	0	0	0	0	4	0	0	0	0	0	0	9
08:15 AM	0	3	0	0	0	0	0	0	1	8	1	0	0	0	0	0	13
Grand Total	0	44	0	0	0	0	0	0	1	51	2	0	3	0	0	0	101
Apprch %	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	94.4	3.7	0.0	100.0	0.0	0.0	0.0	
Total %	0.0	43.6	0.0	0.0	0.0	0.0	0.0	0.0	1.0	50.5	2.0	0.0	3.0	0.0	0.0	0.0	

LSC Transportation Consultants, Inc.
516 N. Tejon St.
Colorado Springs, CO
(719) 633-2868

File Name : Hwy 17 - CR G AM
Site Code : 00000000
Start Date : 03/10/2011
Page No : 2

	Hwy 17 From North					CR G From East					Hwy 17 From South					CR G From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	07:00 AM																				
Volume	0	30	0	0	30	0	0	0	0	0	0	31	1	0	32	3	0	0	0	3	65
Percent	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	96.9	3.1	0.0		100.0	0.0	0.0	0.0		
07:15 Volume	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	22
Peak Factor																					0.739
High Int.	07:15 AM					6:15:00 AM					07:30 AM					07:15 AM					
Volume	0	11	0	0	11	0	0	0	0	0	0	10	1	0	11	1	0	0	0	1	
Peak Factor					0.682										0.727					0.750	



LSC Transportation Consultants, Inc.
516 N. Tejon St.
Colorado Springs, CO
(719) 633-2868

LSC Transportation Consultants, Inc.

File Name : CR 53 - Hwy 112 PM
Site Code : 00000000
Start Date : 03/09/2011
Page No : 1

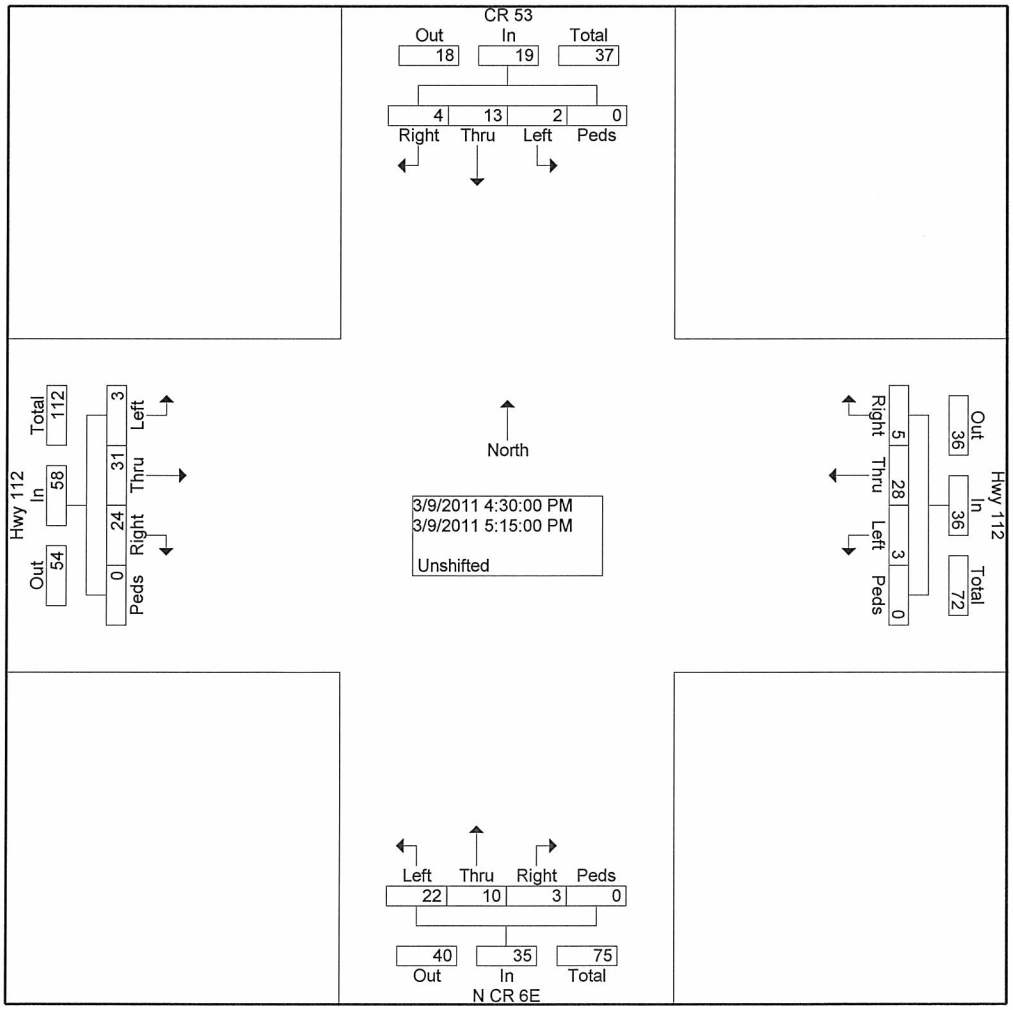
Groups Printed- Unshifted

	CR 53 From North				Hwy 112 From East				N CR 6E From South				Hwy 112 From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	1	2	1	0	0	3	0	0	3	3	2	0	2	7	0	0	24
04:15 PM	0	2	2	0	0	2	0	0	1	1	6	0	6	8	1	0	29
04:30 PM	0	0	0	0	2	12	3	0	2	2	3	0	6	9	0	0	39
04:45 PM	0	4	2	0	2	3	0	0	0	1	3	0	3	10	2	0	30
Total	1	8	5	0	4	20	3	0	6	7	14	0	17	34	3	0	122
05:00 PM	2	6	0	0	0	4	0	0	1	2	7	0	10	6	1	0	39
05:15 PM	2	3	0	0	1	9	0	0	0	5	9	0	5	6	0	0	40
05:30 PM	1	0	1	0	0	9	0	0	0	0	2	0	2	9	0	0	24
05:45 PM	0	1	0	0	2	6	2	0	0	2	5	0	2	3	0	0	23
Total	5	10	1	0	3	28	2	0	1	9	23	0	19	24	1	0	126
Grand Total	6	18	6	0	7	48	5	0	7	16	37	0	36	58	4	0	248
Apprch %	20.0	60.0	20.0	0.0	11.7	80.0	8.3	0.0	11.7	26.7	61.7	0.0	36.7	59.2	4.1	0.0	
Total %	2.4	7.3	2.4	0.0	2.8	19.4	2.0	0.0	2.8	6.5	14.9	0.0	14.5	23.4	1.6	0.0	

LSC Transportation Consultants, Inc.
516 N. Tejon St.
Colorado Springs, CO
(719) 633-2868

File Name : CR 53 - Hwy 112 PM
Site Code : 00000000
Start Date : 03/09/2011
Page No : 2

	CR 53 From North					Hwy 112 From East					N CR 6E From South					Hwy 112 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	4	13	2	0	19	5	28	3	0	36	3	10	22	0	35	24	31	3	0	58	148
Percent	21.1	68.4	10.5	0.0		13.9	77.8	8.3	0.0		8.6	28.6	62.9	0.0		41.4	53.4	5.2	0.0		
05:15 Volume	2	3	0	0	5	1	9	0	0	10	0	5	9	0	14	5	6	0	0	11	40
Peak Factor																					0.925
High Int.	05:00 PM					04:30 PM					05:15 PM					05:00 PM					
Volume	2	6	0	0	8	2	12	3	0	17	0	5	9	0	14	10	6	1	0	17	
Peak Factor					0.594					0.529					0.625					0.853	



LSC Transportation Consultants, Inc.
516 N. Tejon St.
Colorado Springs, CO
(719) 633-2868

LSC Transportation Consultants, Inc.

File Name : CR 53 - Hwy 112 AM
Site Code : 00000000
Start Date : 03/09/2011
Page No : 1

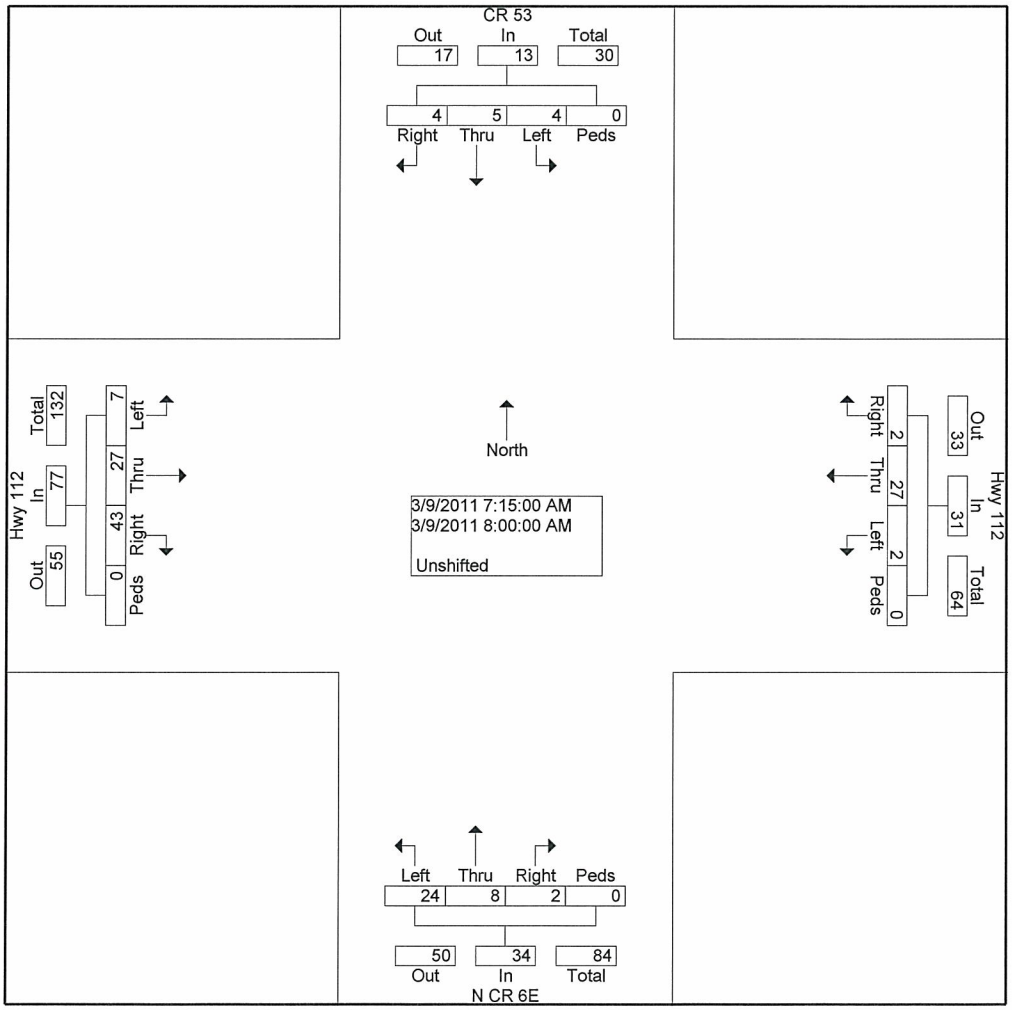
Groups Printed- Unshifted

	CR 53 From North				Hwy 112 From East				N CR 6E From South				Hwy 112 From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	1	0	0	1	2	0	0	1	2	0	0	2	0	0	9
06:45 AM	1	0	0	0	2	4	1	0	0	1	2	0	1	1	0	0	13
Total	1	0	1	0	2	5	3	0	0	2	4	0	1	3	0	0	22
07:00 AM	1	0	1	0	1	5	0	0	0	0	1	0	1	3	1	0	14
07:15 AM	2	2	1	0	0	3	1	0	0	2	5	0	8	6	1	0	31
07:30 AM	0	2	3	0	0	9	0	0	1	2	8	0	15	8	3	0	51
07:45 AM	1	1	0	0	1	8	0	0	1	3	5	0	12	7	2	0	41
Total	4	5	5	0	2	25	1	0	2	7	19	0	36	24	7	0	137
08:00 AM	1	0	0	0	1	7	1	0	0	1	6	0	8	6	1	0	32
08:15 AM	0	0	0	0	0	5	0	0	2	3	4	0	6	7	1	0	28
Grand Total	6	5	6	0	5	42	5	0	4	13	33	0	51	40	9	0	219
Apprch %	35.3	29.4	35.3	0.0	9.6	80.8	9.6	0.0	8.0	26.0	66.0	0.0	51.0	40.0	9.0	0.0	
Total %	2.7	2.3	2.7	0.0	2.3	19.2	2.3	0.0	1.8	5.9	15.1	0.0	23.3	18.3	4.1	0.0	

LSC Transportation Consultants, Inc.
516 N. Tejon St.
Colorado Springs, CO
(719) 633-2868

File Name : CR 53 - Hwy 112 AM
Site Code : 00000000
Start Date : 03/09/2011
Page No : 2

	CR 53 From North					Hwy 112 From East					N CR 6E From South					Hwy 112 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	4	5	4	0	13	2	27	2	0	31	2	8	24	0	34	43	27	7	0	77	155
Percent	30.8	38.5	30.8	0.0		6.5	87.1	6.5	0.0		5.9	23.5	70.6	0.0		55.8	35.1	9.1	0.0		
07:30 Volume	0	2	3	0	5	0	9	0	0	9	1	2	8	0	11	15	8	3	0	26	51
Peak Factor																					0.760
High Int.	07:15 AM					07:30 AM					07:30 AM					07:30 AM					
Volume	2	2	1	0	5	0	9	0	0	9	1	2	8	0	11	15	8	3	0	26	
Peak Factor					0.650					0.861					0.773					0.740	



LSC Transportation Consultants, Inc.
516 N. Tejon St.
Colorado Springs, CO
(719) 633-2868

LSC Transportation Consultants, Inc.

File Name : Hwy 285 - CR G PM
Site Code : 00000000
Start Date : 03/08/2011
Page No : 1

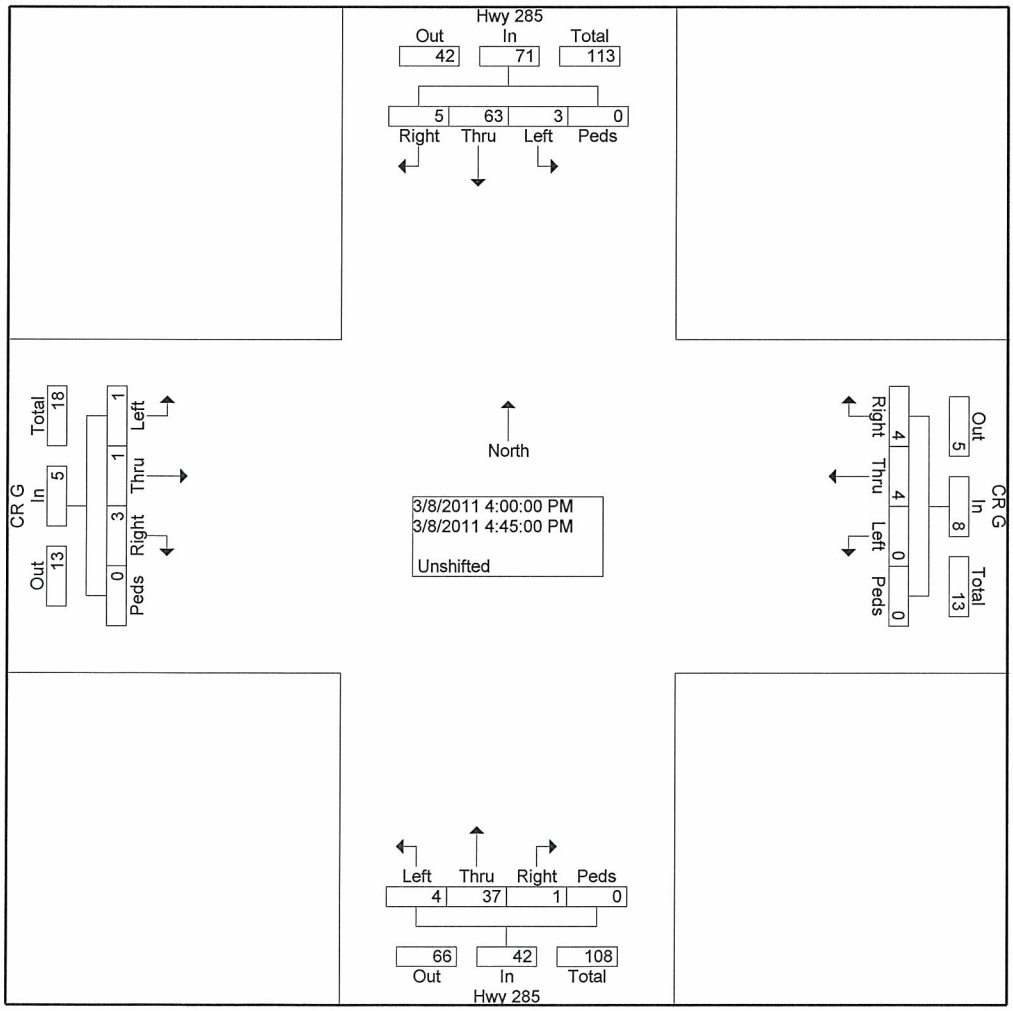
Groups Printed- Unshifted

	Hwy 285 From North				CR G From East				Hwy 285 From South				CR G From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	22	0	0	1	1	0	0	0	6	0	0	2	0	1	0	33
04:15 PM	2	19	1	0	1	0	0	0	1	9	3	0	1	0	0	0	37
04:30 PM	1	15	2	0	1	1	0	0	0	6	1	0	0	0	0	0	27
04:45 PM	2	7	0	0	1	2	0	0	0	16	0	0	0	1	0	0	29
Total	5	63	3	0	4	4	0	0	1	37	4	0	3	1	1	0	126
05:00 PM	0	12	1	0	0	5	0	0	1	8	1	0	0	0	0	0	28
05:15 PM	1	6	0	0	0	1	0	0	0	7	1	0	2	0	0	0	18
05:30 PM	0	7	0	0	2	1	0	0	0	16	2	0	0	1	0	0	29
05:45 PM	0	5	0	0	0	0	0	0	0	17	2	0	4	0	0	0	28
Total	1	30	1	0	2	7	0	0	1	48	6	0	6	1	0	0	103
Grand Total	6	93	4	0	6	11	0	0	2	85	10	0	9	2	1	0	229
Apprch %	5.8	90.3	3.9	0.0	35.3	64.7	0.0	0.0	2.1	87.6	10.3	0.0	75.0	16.7	8.3	0.0	
Total %	2.6	40.6	1.7	0.0	2.6	4.8	0.0	0.0	0.9	37.1	4.4	0.0	3.9	0.9	0.4	0.0	

LSC Transportation Consultants, Inc.
516 N. Tejon St.
Colorado Springs, CO
(719) 633-2868

File Name : Hwy 285 - CR G PM
Site Code : 00000000
Start Date : 03/08/2011
Page No : 2

	Hwy 285 From North					CR G From East					Hwy 285 From South					CR G From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	5	63	3	0	71	4	4	0	0	8	1	37	4	0	42	3	1	1	0	5	126
Percent	7.0	88.7	4.2	0.0		50.0	50.0	0.0	0.0		2.4	88.1	9.5	0.0		60.0	20.0	20.0	0.0		
04:15 Volume	2	19	1	0	22	1	0	0	0	1	1	9	3	0	13	1	0	0	0	1	37
Peak Factor																					0.851
High Int.	04:00 PM					04:45 PM					04:45 PM					04:00 PM					
Volume	0	22	0	0	22	1	2	0	0	3	0	16	0	0	16	2	0	1	0	3	
Peak Factor					0.807					0.667					0.656					0.417	



LSC Transportation Consultants, Inc.
516 N. Tejon St.
Colorado Springs, CO
(719) 633-2868

LSC Transportation Consultants, Inc.

File Name : Hwy 285 - CR G AM
Site Code : 00000000
Start Date : 03/08/2011
Page No : 1

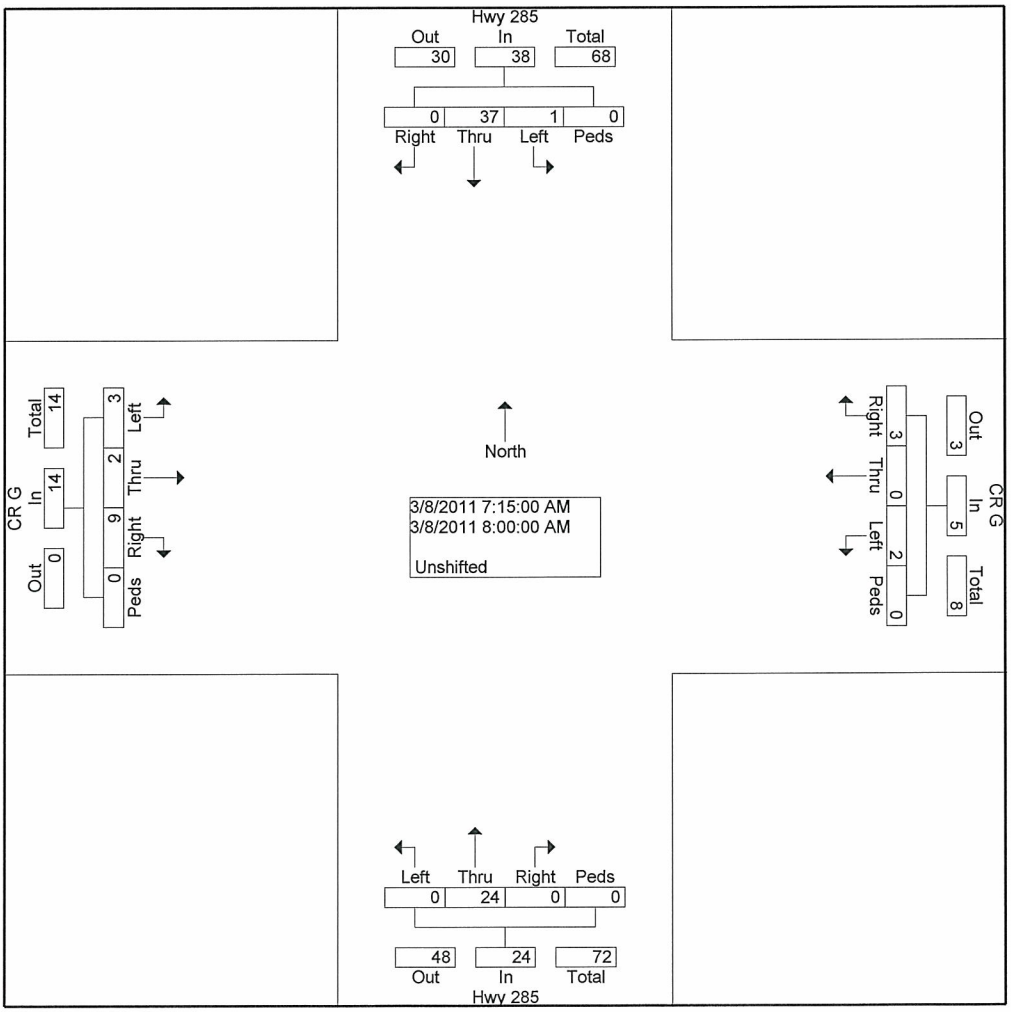
Groups Printed- Unshifted

	Hwy 285 From North				CR G From East				Hwy 285 From South				CR G From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	4	0	0	0	0	0	0	0	2	1	0	0	0	1	0	8
06:45 AM	0	6	1	0	0	0	0	0	0	4	0	0	2	0	1	0	14
Total	0	10	1	0	0	0	0	0	0	6	1	0	2	0	2	0	22
07:00 AM	0	6	1	0	0	0	0	0	0	4	0	0	1	0	3	0	15
07:15 AM	0	12	1	0	0	0	1	0	0	8	0	0	5	0	1	0	28
07:30 AM	0	9	0	0	1	0	0	0	0	9	0	0	3	0	1	0	23
07:45 AM	0	7	0	0	1	0	0	0	0	5	0	0	0	1	0	0	14
Total	0	34	2	0	2	0	1	0	0	26	0	0	9	1	5	0	80
08:00 AM	0	9	0	0	1	0	1	0	0	2	0	0	1	1	1	0	16
08:15 AM	0	7	0	0	0	0	0	0	0	6	1	0	0	0	0	0	14
Grand Total	0	60	3	0	3	0	2	0	0	40	2	0	12	2	8	0	132
Apprch %	0.0	95.2	4.8	0.0	60.0	0.0	40.0	0.0	0.0	95.2	4.8	0.0	54.5	9.1	36.4	0.0	
Total %	0.0	45.5	2.3	0.0	2.3	0.0	1.5	0.0	0.0	30.3	1.5	0.0	9.1	1.5	6.1	0.0	

LSC Transportation Consultants, Inc.
516 N. Tejon St.
Colorado Springs, CO
(719) 633-2868

File Name : Hwy 285 - CR G AM
Site Code : 00000000
Start Date : 03/08/2011
Page No : 2

	Hwy 285 From North					CR G From East					Hwy 285 From South					CR G From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	0	37	1	0	38	3	0	2	0	5	0	24	0	0	24	9	2	3	0	14	81
Percent	0.0	97.4	2.6	0.0		60.0	0.0	40.0	0.0		0.0	100.0	0.0	0.0		64.3	14.3	21.4	0.0		
07:15 Volume	0	12	1	0	13	0	0	1	0	1	0	8	0	0	8	5	0	1	0	6	28
Peak Factor																					0.723
High Int.	07:15 AM					08:00 AM					07:30 AM					07:15 AM					
Volume	0	12	1	0	13	1	0	1	0	2	0	9	0	0	9	5	0	1	0	6	
Peak Factor					0.731					0.625					0.667					0.583	



APPENDIX B TRIP GENERATION ANALYSIS

Facility One Truck Trip Generation

Vehicle Type	Number of Average Daily Trips per Month																																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
Off-Site Flat Bed Trucks	4	4	4	4	4	9	9	12	12	15	15	15	12	12	12	10	10	8	8	5	5	3	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Off-Site Asphalt Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Off-Site Salt Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Off-Site Heliostat Trucks	0	0	0	0	0	0	0	0	0	30	30	30	30	30	30	30	30	30	30	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Off-Site Rock trucks	0	0	0	11	11	11	11	11	11	0	0	0	0	0	0	0	0	0	11	11	11	11	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Off-Site Cement Trucks, Mack	0	0	1	1	10	10	16	16	16	24	24	16	16	16	16	12	12	12	12	12	12	12	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Off-Site Dump Trucks	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0
Off-Site Low Boy Trucks	0	0	0	5	5	5	5	5	5	3	3	3	3	3	1	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Off-Site Pickup Trucks	0	0	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0
Off-Site Pipe Hauling Trucks	0	0	0	2	2	2	4	4	4	8	8	8	8	4	4	2	2	2	2	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Off-Site Water Trucks	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Off-Site Fuel Lube Trucks -Int	0	0	0	1	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Trucks Visits Per day	4	4	6	32	42	47	55	58	58	90	90	82	79	91	89	80	79	61	73	69	69	36	26	25	13	10	8	0	0	0	0	0	0	0	0	0	0	0	0
Total Truck Trips per day (1 in and 1 out)	8	8	12	64	84	94	110	116	116	180	180	164	158	182	178	160	158	122	146	138	138	72	52	50	26	20	16	0	0	0	0	0	0	0	0	0	0	0	0
AM and PM peak hour inbound (10%)	1	1	1	3	4	5	6	6	6	9	9	8	8	9	9	8	8	6	7	7	7	4	3	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
AM and PM peak hour outbound (10%)	1	1	1	3	4	5	6	6	6	9	9	8	8	9	9	8	8	6	7	7	7	4	3	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0

Facility Two Truck Trip Generation (Estimated to begin 12 months later than Facility One)

Total Truck Trips per day (1 in and 1 out)	0	0	0	0	0	0	0	0	0	0	0	0	8	8	12	64	84	94	110	116	116	180	180	164	158	182	178	160	158	122	146	138	138	72	52	50	26	20	16
AM and PM peak hour inbound (10%)	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	4	5	6	6	6	9	9	8	8	9	9	8	8	6	7	7	7	4	3	3	1	1	1
AM and PM peak hour outbound (10%)	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	4	5	6	6	6	9	9	8	8	9	9	8	8	6	7	7	7	4	3	3	1	1	1

Total Truck Trip Generation by Month

Peak Months of Generation

Total Truck Trips per day (1 in and 1 out)	8	8	12	64	84	94	110	116	116	180	180	164	166	190	190	224	242	216	256	254	254	252	232	214	184	202	194	160	158	122	146	138	138	72	52	50	26	20	16
AM and PM peak hour inbound (10%)	1	1	1	3	4	5	6	6	6	9	9	8	9	10	10	11	12	11	13	13	13	13	12	11	9	10	10	8	8	6	7	7	7	4	3	3	1	1	1
AM and PM peak hour outbound (10%)	1	1	1	3	4	5	6	6	6	9	9	8	9	10	10	11	12	11	13	13	13	13	12	11	9	10	10	8	8	6	7	7	7	4	3	3	1	1	1

Facility One Construction Worker Trip Generation

	Number of Average Daily Trips per Month																																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
Construction Worker Commute	43	78	171	222	287	341	403	418	438	436	436	430	420	414	399	394	375	366	317	295	272	281	265	236	196	180	140	0	0	0	0	0	0	0	0	0	0	0	0
Car-pooling Adjustment (15%)	37	66	145	189	244	290	343	355	372	371	371	366	357	352	339	335	319	311	269	251	231	239	225	201	167	153	119	0	0	0	0	0	0	0	0	0	0	0	0
Total Trips per day (1 in and 1 out)	74	132	290	378	488	580	686	710	744	742	742	732	714	704	678	670	638	622	538	502	462	478	450	402	334	306	238	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak Hour in (85% arrive)	31	56	123	161	207	247	292	302	316	315	315	311	303	299	288	285	271	264	229	213	196	203	191	171	142	130	101	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Hour out (85% depart)	31	56	123	161	207	247	292	302	316	315	315	311	303	299	288	285	271	264	229	213	196	203	191	171	142	130	101	0	0	0	0	0	0	0	0	0	0	0	0
(AM out and PM in will be minimal)																																								

Facility Two Construction Worker Trip Generation

	Number of Average Daily Trips per Month																																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
Construction Worker Commute	0	0	0	0	0	0	0	0	0	0	0	0	43	78	171	222	287	341	403	418	438	436	436	430	420	414	399	394	375	366	317	295	272	281	265	236	196	180	140
Car-pooling Adjustment (15%)	0	0	0	0	0	0	0	0	0	0	0	0	37	66	145	189	244	290	343	355	372	371	371	366	357	352	339	335	319	311	269	251	231	239	225	201	167	153	119
Total Trips per day (1 in and 1 out)	0	0	0	0	0	0	0	0	0	0	0	0	74	132	290	378	488	580	686	710	744	742	742	732	714	704	678	670	638	622	538	502	462	478	450	402	334	306	238
AM Peak Hour in (85% arrive)	0	0	0	0	0	0	0	0	0	0	0	0	31	56	123	161	207	247	292	302	316	315	315	311	303	299	288	285	271	264	229	213	196	203	191	171	142	130	101
PM Peak Hour out (85% depart)	0	0	0	0	0	0	0	0	0	0	0	0	31	56	123	161	207	247	292	302	316	315	315	311	303	299	288	285	271	264	229	213	196	203	191	171	142	130	101
(AM out and PM in will be minimal)																																								

Total Construction Worker Trip Generation

	Number of Average Daily Trips per Month																																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
Total Trips Per day	74	132	290	378	488	580	686	710	744	742	742	732	788	836	968	1048	1126	1202	1224	1212	1206	1220	1192	1134	1048	1010	916	670	638	622	538	502	462	478	450	402	334	306	238
AM Peak Hour In	31	56	123	161	207	247	292	302	316	315	315	311	334	355	411	446	478	511	521	515	512	518	506	482	445	429	389	285	271	264	229	213	196	203	191	171	142	130	101
PM Peak Hour Out	31	56	123	161	207	247	292	302	316	315	315	311	334	355	411	446	478	511	521	515	512	518	506	482	445	429	389	285	271	264	229	213	196	203	191	171	142	130	101
(AM out and PM in will be minimal)																			Peak Months of Generation																					

APPENDIX C LOS WORKSHEETS

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CJF*	Intersection	
Agency/Co.	*FHU*	Jurisdiction	
Date Performed	*3/23/2011*	Analysis Year	
Analysis Time Period	*AM*		

Project Description

East/West Street: *CR G* | North/South Street: *SH 17*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*219*	*35*		*0*	*35*	*61*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*243*	*38*	*0*	*0*	*38*	*67*
Percent Heavy Vehicles	*20*	--	--	*20*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*1*	*1*	*0*
Configuration	*L*	*T*		*L*		*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*3*	*0*	*18*			
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*3*	*0*	*20*	*0*	*0*	*0*
Percent Heavy Vehicles	*20*	*20*	*20*	*20*	*20*	*20*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*					*LTR*	
v (veh/h)	*243*	*0*					*23*	
C (m) (veh/h)	*1381*	*1464*					*779*	
v/c	*0.18*	*0.00*					*0.03*	
95% queue length	*0.64*	*0.00*					*0.09*	
Control Delay (s/veh)	*8.2*	*7.5*					*9.8*	
LOS	*A*	*A*					*A*	
Approach Delay (s/veh)	--	--				*9.8*		
Approach LOS	--	--				*A*		

Copyright © 2007 University of Florida, All Rights Reserved *HCS+*™ Version 5.3 Generated: 5/13/2011 3:11 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CJF*	Intersection	
Agency/Co.	*FHU*	Jurisdiction	
Date Performed	*3/23/2011*	Analysis Year	
Analysis Time Period	*PM*		

Project Description

East/West Street: *CR G* | North/South Street: *SH 17*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*19*	*55*			*35*	*0*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*21*	*61*	*0*	*0*	*38*	*0*
Percent Heavy Vehicles	*20*	--	--	*20*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*0*
Configuration	*L*	*T*				*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*62*	*0*	*219*			
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*68*	*0*	*243*	*0*	*0*	*0*
Percent Heavy Vehicles	*20*	*20*	*20*	*20*	*20*	*20*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LTR*	
v (veh/h)	*21*						*311*	
C (m) (veh/h)	*1464*						*937*	
v/c	*0.01*						*0.33*	
95% queue length	*0.04*						*1.46*	
Control Delay (s/veh)	*7.5*						*10.7*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--	*10.7*					
Approach LOS	--	--	*B*					

Copyright © 2007 University of Florida, All Rights Reserved *HCS+*™ Version 5.3 Generated: 5/13/2011 3:10 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CJF*	Intersection	
Agency/Co.	*FHU*	Jurisdiction	
Date Performed	*3/23/2011*	Analysis Year	
Analysis Time Period	*AM*		

Project Description

East/West Street: *SH 112* | North/South Street: *CR 53*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*68*	*30*	*45*	*5*	*30*	*5*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*75*	*33*	*50*	*5*	*33*	*5*
Percent Heavy Vehicles	*20*	--	--	*20*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*25*	*70*	*5*	*5*	*9*	*7*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*27*	*77*	*5*	*5*	*10*	*7*
Percent Heavy Vehicles	*20*	*20*	*20*	*20*	*20*	*20*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*75*	*5*		*109*			*22*	
C (m) (veh/h)	*1464*	*1408*		*602*			*644*	
v/c	*0.05*	*0.00*		*0.18*			*0.03*	
95% queue length	*0.16*	*0.01*		*0.66*			*0.11*	
Control Delay (s/veh)	*7.6*	*7.6*		*12.3*			*10.8*	
LOS	*A*	*A*		*B*			*B*	
Approach Delay (s/veh)	--	--	*12.3*			*10.8*		
Approach LOS	--	--	*B*			*B*		

Copyright © 2007 University of Florida, All Rights Reserved *HCS+*™ Version 5.3 Generated: 5/13/2011 3:10 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CJF*	Intersection	
Agency/Co.	*FHU*	Jurisdiction	
Date Performed	*3/23/2011*	Analysis Year	
Analysis Time Period	*PM*		

Project Description

East/West Street: *SH 112* | North/South Street: *CR 53*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*6*	*35*	*25*	*5*	*30*	*10*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*6*	*38*	*27*	*5*	*33*	*11*
Percent Heavy Vehicles	*20*	--	--	*20*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*25*	*14*	*5*	*5*	*75*	*65*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*27*	*15*	*5*	*5*	*83*	*72*
Percent Heavy Vehicles	*20*	*20*	*20*	*20*	*20*	*20*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*6*	*5*		*47*			*160*	
C (m) (veh/h)	*1456*	*1430*		*677*			*826*	
v/c	*0.00*	*0.00*		*0.07*			*0.19*	
95% queue length	*0.01*	*0.01*		*0.22*			*0.71*	
Control Delay (s/veh)	*7.5*	*7.5*		*10.7*			*10.4*	
LOS	*A*	*A*		*B*			*B*	
Approach Delay (s/veh)	--	--	*10.7*			*10.4*		
Approach LOS	--	--	*B*			*B*		

Copyright © 2007 University of Florida, All Rights Reserved *HCS+*™ Version 5.3 Generated: 5/13/2011 3:09 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CJF*	Intersection	
Agency/Co.	*FHU*	Jurisdiction	
Date Performed	*3/23/2011*	Analysis Year	
Analysis Time Period	*AM*		

Project Description

East/West Street: *CR G* | North/South Street: *US 285*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*1*	*25*	*121*	*92*	*40*	*1*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*1*	*27*	*134*	*102*	*44*	*1*
Percent Heavy Vehicles	*20*	--	--	*20*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*1*	*1*	*0*
Configuration	*L*		*TR*	*L*		*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*5*	*2*	*10*	*7*	*1*	*7*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*5*	*2*	*11*	*7*	*1*	*7*
Percent Heavy Vehicles	*20*	*20*	*20*	*20*	*20*	*20*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (veh/h)	*1*	*102*		*15*			*18*	
C (m) (veh/h)	*1455*	*1316*		*657*			*723*	
v/c	*0.00*	*0.08*		*0.02*			*0.02*	
95% queue length	*0.00*	*0.25*		*0.07*			*0.08*	
Control Delay (s/veh)	*7.5*	*8.0*		*10.6*			*10.1*	
LOS	*A*	*A*		*B*			*B*	
Approach Delay (s/veh)	--	--	*10.6*			*10.1*		
Approach LOS	--	--	*B*			*B*		

Copyright © 2007 University of Florida, All Rights Reserved *HCS+*™ Version 5.3 Generated: 5/13/2011 3:11 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CJF*	Intersection	
Agency/Co.	*FHU*	Jurisdiction	
Date Performed	*3/23/2011*	Analysis Year	
Analysis Time Period	*PM*		

Project Description

East/West Street: *CR G*	North/South Street: *US 285*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*5*	*40*	*6*	*7*	*65*	*5*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*5*	*44*	*6*	*7*	*72*	*5*
Percent Heavy Vehicles	*20*	--	--	*20*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*1*	*1*	*0*
Configuration	*L*		*TR*	*L*		*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*1*	*1*	*5*	*121*	*5*	*95*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*1*	*1*	*5*	*134*	*5*	*105*
Percent Heavy Vehicles	*20*	*20*	*20*	*20*	*20*	*20*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (veh/h)	*5*	*7*		*244*			*7*	
C (m) (veh/h)	*1415*	*1449*		*844*			*843*	
v/c	*0.00*	*0.00*		*0.29*			*0.01*	
95% queue length	*0.01*	*0.01*		*1.20*			*0.03*	
Control Delay (s/veh)	*7.6*	*7.5*		*11.0*			*9.3*	
LOS	*A*	*A*		*B*			*A*	
Approach Delay (s/veh)	--	--	*11.0*			*9.3*		
Approach LOS	--	--	*B*			*A*		

Copyright © 2007 University of Florida, All Rights Reserved *HCS+*™ Version 5.3 Generated: 5/13/2011 3:12 PM