



Sustainable Traffic Solutions

Joseph L. Henderson PE, PTOE
Traffic Engineer / Principal

November 8, 2021

Sophie Kiepe
Project Planner
juwi, Inc.
1719 29th Street, Suite 1068
Boulder, CO 80301

ACCEPTED for FILE
Engineering Review

12/17/2021 3:57:16 PM

dsdnijkamp

EPC Planning & Community
Development Department

RE: Pike Solar Project Traffic Study

Dear Sophie,

Sustainable Traffic Solutions has prepared this traffic study to estimate the impacts of the traffic that will be generated by the construction of the Pike Solar project. The project site is east of Fountain and south of Squirrel Creek Road in El Paso County. Refer to the TIS Haul Route Map for the location of the project. Construction of the project is planned to last approximately 26 months. Work on the site is expected to occur Monday through Saturday during daylight hours between 7:00 a.m. and 7:00 p.m.

Access to the site will be along the haul routes shown in the TIS Haul Route Map. Two haul routes are planned between I-25 and the project site. The Green Route will extend between the I-25 / Mesa Ridge Parkway interchange and the north access to the site on Squirrel Creek Road. It is designated for daily personnel traffic. A second route south of Fountain, the Orange Route, will begin at MP 122 of I-25, continue on Old Pueblo Road, east on Birdsall Road, and enter the project site from the west on a temporary road that will be constructed for the project. This route will be used to haul equipment and materials to the site.

2060 Corridor Preservation Plan

The 2060 Corridor Preservation Plan is attached to the report with the Pike Solar project site shown. The graphic shows that the Pike Solar project will not impact any of the roads that are highlighted in the 2060 Corridor Preservation Plan.

Construction Traffic Trip Generation Estimate

Site-generated traffic estimates are determined through a process known as trip generation. The number of trips was estimated for this project based on anticipated construction activity. Construction of a solar project is not a land use that is contained in the Institute of Transportation Engineers (ITE) Trip Generation¹ manual, so it was necessary to estimate the number of trips using information provided by juwi and Core Consultants. The estimate includes trips generated by the people who will construct the project as well as for the material deliveries. Table 1 contains a breakdown of major work tasks and the traffic volumes associated with each task. Maximum daily trip generation is expected to range between 150 and 202 trips per day. Trips occurring

¹ Trip Generation, 11th Edition. Institute of Transportation Engineers. September 2021.

during the morning and evening peak hours are expected to range between 75 and 78 trips per peak hour. Once the construction is completed, a small number of maintenance personnel will visit the site each day resulting in insignificant traffic volumes. The following table summarizes the maximum daily and peak hour trips.

Route	Daily	Peak Hour			
		Morning		Evening	
		Inbound	Outbound	Inbound	Outbound
Green Route	150	75	0	0	75
Orange Route	52	3	0	0	3

Impacts of Project Traffic

The impact of the project traffic on the two haul routes was estimated using peak hour traffic volumes collected on Wednesday, January 27, 2021. These volumes were inflated by 11% to offset the impact of the COVID 19 pandemic. To adjust the volumes, historic traffic count data was obtained from Count Station 103648, a continuous count station on US 85 southeast of Street B in Colorado Springs. The data from the count station showed that volumes in January 2021 decreased by 11% compared to the average of January 2018 and 2019. The data from Count Station 103648 are contained in Table 2 and the traffic counts are attached to this letter.

Estimated Impacts to the Green Route

The Green Route will extend between I-25 / Mesa Ridge Parkway interchange and the north access to the site on Squirrel Creek Road. This route will be used by workers who will build the Pike Solar Project. Their day is assumed to begin and end north of Fountain and they are assumed to be traveling to and from the site during the peak hours. As shown in the trip generation summary table, 150 peak hour trips are anticipated with 75 occurring the morning peak hour and 75 during the evening peak hour. The impacts at the following intersections and the I-25 interchange were reviewed. These intersections and the interchange were selected because the project traffic will be turning at these locations. Refer to Table 3 for a summary of the peak hour volumes and percentage increases for impacted movements.

I-25 / Mesa Ridge Parkway. This interchange has a loop ramp for the southbound to eastbound movement and a right turn deceleration lane for the westbound to northbound movement. These paths for the project traffic have high capacity to accommodate the project traffic, so impacts to operation of the interchange should be minimal.

Powers Boulevard / Mesa Ridge Parkway. This is a signalized T-intersection with Powers Boulevard to the north and Mesa Ridge Parkway to the south. This roadway has two through lanes in each direction with left and right deceleration lanes at the intersection. Mesa Ridge Parkway changes directions at the intersection and is the east leg of the intersection. That leg has one through lane in each direction. The approach to intersection has left and right deceleration lanes.

- **Morning Peak Hour.** The northbound right turn movement will be impacted by the project traffic during the morning peak hour and the traffic volumes are expected to increase by a maximum of 28%. A right turn deceleration lane exists for this movement. To facilitate the increased traffic volume, a right turn phase could be added that would run concurrently with the westbound movement. Adding this right turn phase will eliminate the need for the northbound right turning vehicles to stop except when the southbound left turn movement has the right-of-way.
- **Evening Peak Hour.** The westbound left turn movement will be impacted by the project traffic during the evening peak hour and the traffic volumes are expected to increase by a maximum of 22%. A left turn deceleration lane exists for this movement. There are two possible modifications that will help to facilitate the additional traffic through the intersection. First, the signal timing could be optimized to provide a reasonable level of service for the left turn movement. Second, the westbound lanes could be reconfigured to replace the right turn lane with a left + right turn lane. This would improve the capacity of the left turn movement, but reduce the ability for right turning vehicles to turn when the signal is red.

Marksheffel Road / Mesa Ridge Parkway. This is a T-intersection with side-street stop control. The main street is Marksheffel Road which is a north/south roadway. Marksheffel Road has one through lane in each direction with a center two-way left turn lane. Mesa Ridge Parkway has separate left and right turn deceleration lanes on the approach to Marksheffel Road. The peak hour volumes satisfy the peak hour signal warrant.

- **Morning Peak Hour.** The eastbound right turn movement will be impacted by the project traffic during the morning peak hour and the traffic volumes are expected to increase by a maximum of 116%. The eastbound right turn and southbound through volumes are low, so the additional traffic shouldn't cause too much additional delay.
- **Evening Peak Hour.** The northbound left turn movement will be impacted by the project traffic during the evening peak hour and the traffic volumes are expected to increase by a maximum of 199%. The northbound left turn and southbound through volumes are low, so the additional traffic shouldn't cause too much additional delay.

Marksheffel Road / C&S Road / Link Road. This is a four legged signalized intersection. Marksheffel Road / C&S Road has one through lane in each direction with left and right turn deceleration lanes for the turning movements. Link Road has separate left and right turn deceleration lanes on the northbound approach. The southbound approach is a field access.

- **Morning Peak Hour.** The westbound left turn movement will be impacted by the project traffic during the morning peak hour and the traffic volumes are expected to increase by a maximum of 39%. It is controlled by a four-section left turn signal. The signal timing can be optimized, if necessary, but the eastbound volumes are low so there should be plenty of gaps in traffic for the left turning vehicles to turn through.
- **Evening Peak Hour.** The northbound right turn movement will be impacted by the project traffic during the evening peak hour and the traffic volumes are expected to increase by a

maximum of 47%. The signal timing can be optimized, if necessary, but the eastbound volumes are low so there should be plenty of gaps in traffic for vehicles to turn right on red.

Link Road / Squirrel Creek Road. This is a four legged signalized intersection. Both roadways have one through lane in each direction plus left and right deceleration lanes on all four approaches. All four left turn movements are controlled by a four-section left turn signal.

- **Morning Peak Hour.** The southbound left turn movement will be impacted by the project traffic during the morning peak hour and the traffic volumes are expected to increase by a maximum of 260%. This movement is controlled by a four-section left turn signal. The signal timing can be optimized, if necessary, but the northbound volumes are low so there should be plenty of gaps in traffic for the left turning vehicles to turn through.
- **Evening Peak Hour.** The westbound right turn movement will be impacted by the project traffic during the evening peak hour and the traffic volumes are expected to increase by a maximum of 205%. The signal timing can be optimized, if necessary, but the northbound volumes are low so there should be plenty of gaps in traffic for vehicles to turn right on red.

Squirrel Creek Road / Private Road. This intersection will provide access to the site. It is a T-intersection with side-street stop control. Squirrel Creek Road has one through lane in each direction with no deceleration lanes at the intersection with the private road. Squirrel Creek Road has a speed limit of 45 MPH. Traffic volumes on Squirrel Creek Road are extremely low. The private road (site access) has a single lane approach.

- **Morning Peak Hour.** The eastbound right turn movement will be impacted by the project traffic during the morning peak hour and the traffic volumes are expected to increase by a maximum of 322%. Considering how low that the traffic volumes are on the private road, motorists on Squirrel Creek Road may not be expecting vehicles to turn onto the private road. An intersection warning sign should be added to the eastbound approach to alert eastbound motorists of the presence of the intersection.
- **Evening Peak Hour.** The northbound left turn movement will be impacted by the project traffic during the evening peak hour and the traffic volumes are expected to increase by a maximum of 375%. The traffic volumes are extremely low on Squirrel Creek Road, so the delay for workers leaving the site will be minimized because there should be plenty of gaps in traffic for vehicles to turn left and leave the site. Considering how low the that the traffic volumes are on the private road, motorists on Squirrel Creek Road may not be expecting vehicles to turn from the private road onto Squirrel Creek Road. An intersection warning sign should be added to the westbound approach to alert westbound motorists of the presence of the intersection.

Estimated Impacts to the Orange Route

The Orange Route will extend between I-25 exit 122 and the south access to the site on Birdsall Road. This route will be used to haul materials and equipment to the site. Traffic is assumed to originate from the north on I-25, but it could also come from the south since this is a full movement interchange. As shown in Table 1, 10% of this traffic is assumed to occur during the peak hours

Sophie Kiepe
November 8, 2021
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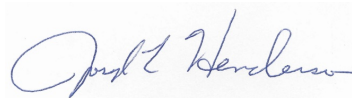
with three trips assumed to occur during each peak hour. Refer to Table 4 for a summary of the peak hour volumes and percentage increases for impacted movements. The existing volumes are extremely low so the impacts are not expected to be noticeable.

Conclusion




















This traffic study estimated the amount of traffic that will be generated by the construction of the Pike Solar facility, and examined the impacts of that traffic at key intersections. While the percentage increases will be quite high, this is due to the low existing traffic volumes on the impacted movements. The analysis showed that the impacts from the construction traffic can be mitigated by low cost improvements.

Please contact me with questions.

Sincerely,

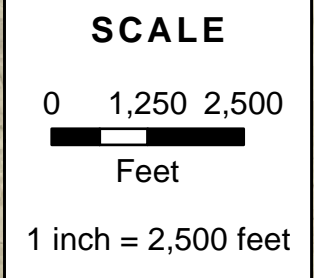
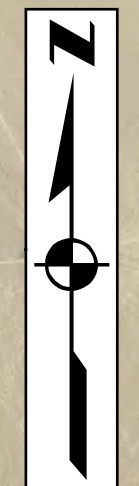
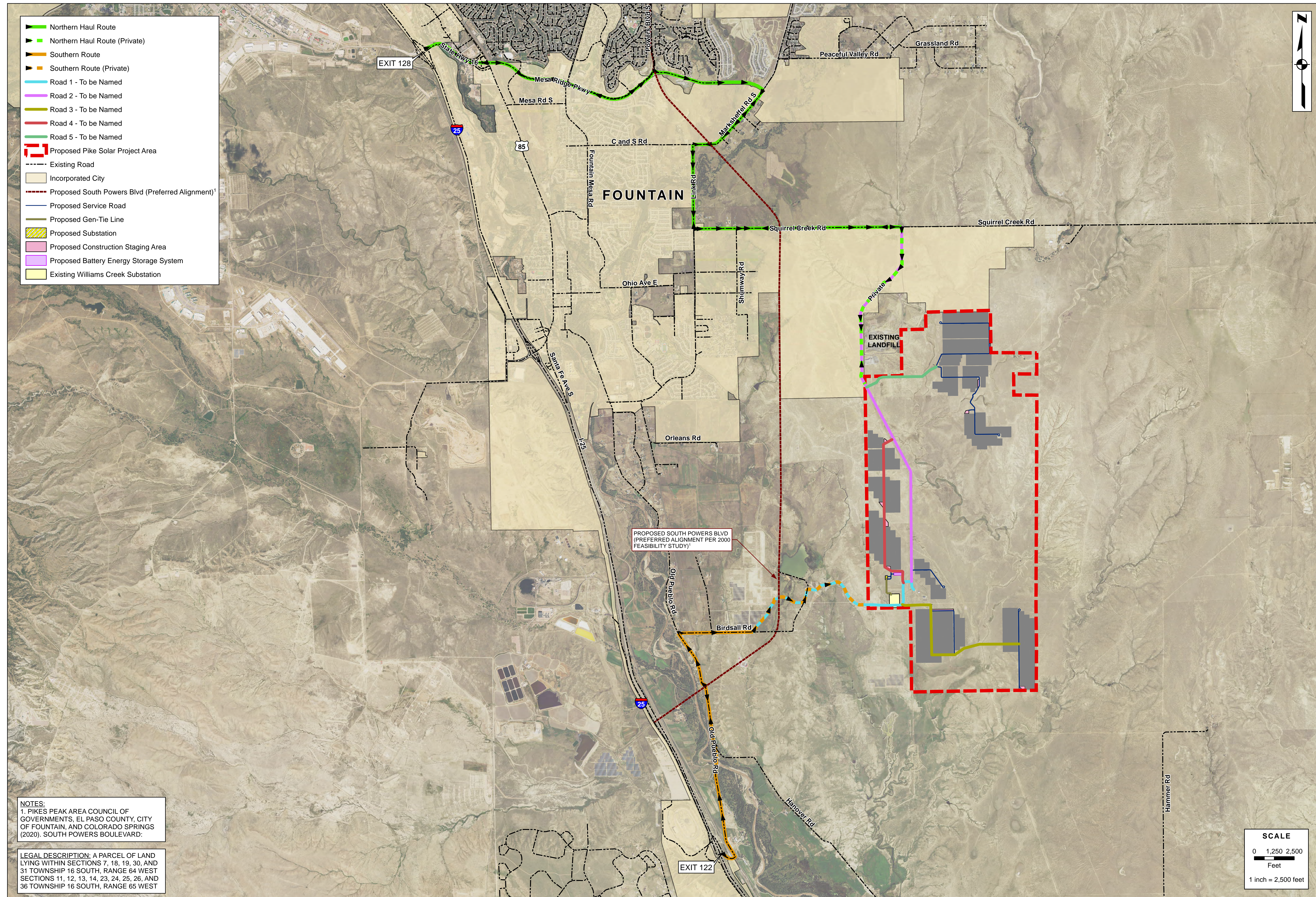
A handwritten signature in blue ink that reads "Joseph L. Henderson". The signature is written in a cursive style and is positioned above the printed name.

Joseph L. Henderson, PE, PTOE
Project Manager / Principal
Pike Solar Traffic Study

-  Northern Haul Route
-  Northern Haul Route (Private)
-  Southern Route
-  Southern Route (Private)
-  Road 1 - To be Named
-  Road 2 - To be Named
-  Road 3 - To be Named
-  Road 4 - To be Named
-  Road 5 - To be Named
-  Proposed Pike Solar Project Area
-  Existing Road
-  Incorporated City
-  Proposed South Powers Blvd (Preferred Alignment)¹
-  Proposed Service Road
-  Proposed Gen-Tie Line
-  Proposed Substation
-  Proposed Construction Staging Area
-  Proposed Battery Energy Storage System
-  Existing Williams Creek Substation

NOTES:
 1. PIKES PEAK AREA COUNCIL OF GOVERNMENTS, EL PASO COUNTY, CITY OF FOUNTAIN, AND COLORADO SPRINGS (2020). SOUTH POWERS BOULEVARD.

LEGAL DESCRIPTION: A PARCEL OF LAND LYING WITHIN SECTIONS 7, 18, 19, 30, AND 31 TOWNSHIP 16 SOUTH, RANGE 64 WEST SECTIONS 11, 12, 13, 14, 23, 24, 25, 26, AND 36 TOWNSHIP 16 SOUTH, RANGE 65 WEST



**PIKE SOLAR PROJECT
 COMPLIANCE PLAN
 TIS HAUL ROUTE MAP
 EL PASO COUNTY, COLORADO**

DESIGNED BY:
 DRAWN BY:
 CHECKED BY:
JOB NO.
SHEET
 OF

#	REVISION DESCRIPTION	DATE	BY
1	TIS SUBMITTAL	XX/XX/XX	XX/XX/XX

811
 Call before you dig
 Hammer Rd before you dig
 CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG.
 GRADING RESPONSIBILITY FOR ANY UNDERGROUND UTILITIES.
 CORE ASSUMES RESPONSIBILITY FOR ANY UTILITY LOCATIONS (HORIZONTAL AND VERTICAL). THE EXISTING PLOTTED FROM THE BEST AVAILABLE INFORMATION. IT IS, HOWEVER, THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION OF ANY UTILITIES PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES.



3473 S. BROADWAY
 ENGLEWOOD, CO 80113
 303.705.4444

Map 17: 2060 Corridor Preservation

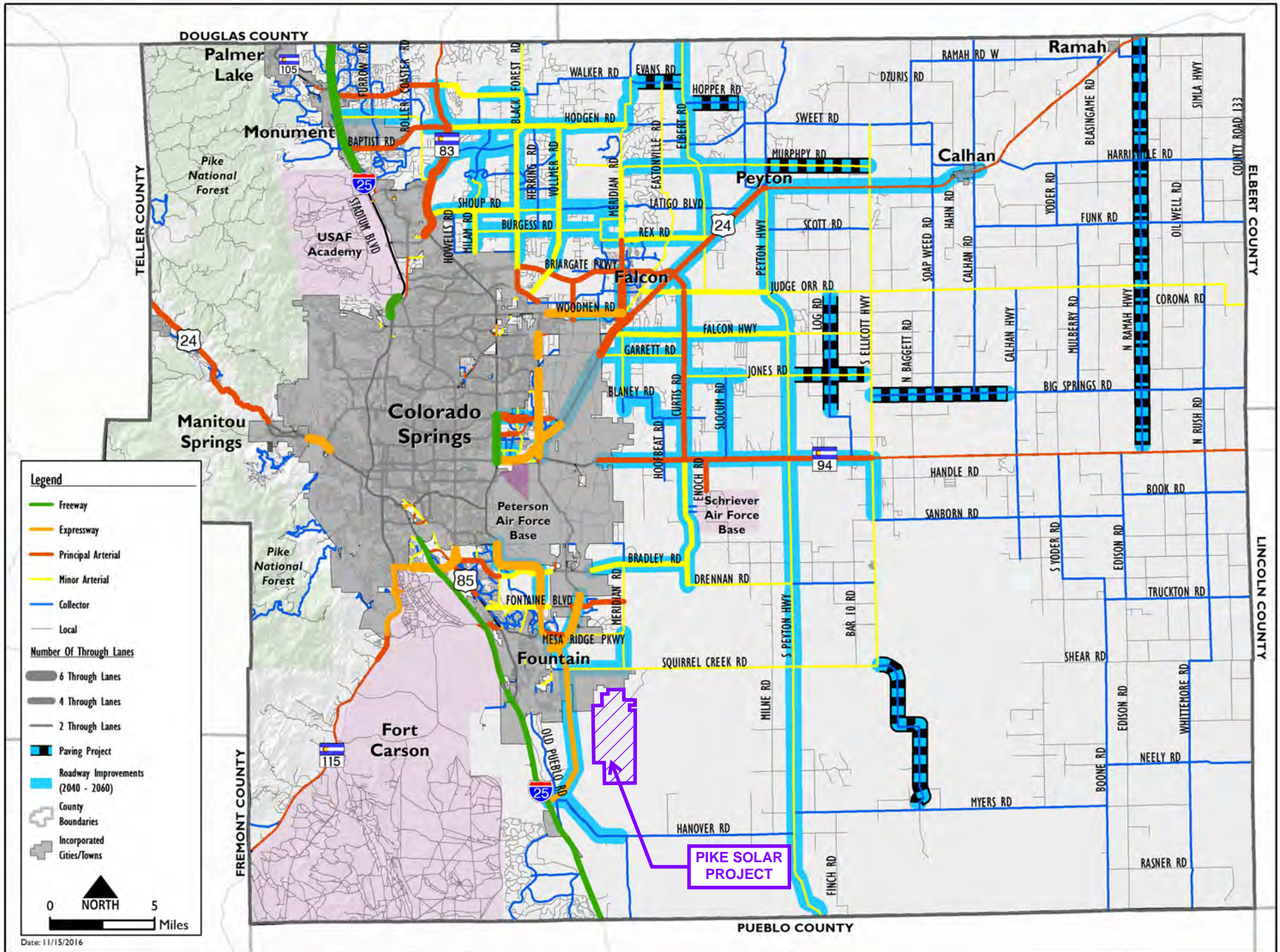


Table 1. Estimated Construction Schedule and Daily Trip Generation Estimate

Construction Phase	Vehicle Weight (1000 lbs)	Total Number of Trips	Maximum Daily Trips ¹																									
			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
Worker Travel ²	2 to 6	50,000	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Light Civil Equipment Mobilization ³	30	40			4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
Heavy Civil Equipment Mobilization ³	50	10			2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Concrete Delivery ³	66	200			10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10		
Road Base Delivery ³	60	3,100			20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20		
PV Panel Delivery ³	51	570														4	4	4	4	4	4	4	4	4				
Racking Post Delivery ³	40	120				2	2	2	2																			
Racking Tube Delivery ³	24	500					4	4	4	4	4	4	4															
Racking Equipment ³	30	260				4	4	4	4	4	4																	
Power Station Delivery ³	40	50								2	2	2	2	2	2	2	2	2	2	2	2	2	2					
Wire / Cabling Delivery ³	20	50					2	2																				
DC Combiner Box Delivery ³	30	10							2	2	2																	
BESS Delivery ³	48	60												2	2	2	2											
Substation Delivery ³	40	30			4	4	4	4	4	4	4	4	4	4	4	4	4											
Oversize Load Delivery ³	110	10														2												
Maximum Daily Trips	Green Route		150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
	Orange Route		0	0	40	46	52	52	52	52	52	46	46	48	44	44	50	46	42	42	42	42	42	40	36	36	0	0
Maximum Peak Hour Trips	Green Route		150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
	Orange Route		0	0	4	5	5	5	5	5	5	5	5	5	4	4	5	5	4	4	4	4	4	4	4	4	0	0

Notes.

1. A trip is defined as a vehicle traveling to or from a site. Therefore, a round trip is equal to two trips.
2. Construction traffic includes the people who will construct the solar facility. It is assumed to include a maximum of 150 workers driving to and from the site during the peak hours. Car pooling is assumed with an average of 2.0 occupants per vehicle.
3. 10% of these trips are assumed to occur during the morning and evening peak hour.

Table 2. Count Station 103648 - Average Daily Volumes on US 85 Southeast of B Street in Colorado Springs

Year	January	February	March	April	May	June	July	August	September	October	November	December
2021	20,362	21,173	23,166	23,332	23,864	23,457	23,420	24,213	23,573			
2020	23,545	23,445	20,410	16,378	20,250	21,782	21,506	22,330	22,386	24,088	21,412	20,431
2019	22,890	24,282	23,207	25,103	24,842	24,087	23,812	25,006	24,832	24,907	23,743	23,123
2018	22,901	24,080	24,905	24,781	25,269	24,800	24,475	25,530	25,478	25,046	24,206	24,842
2018/2019 Average	22,896	24,181	24,056	24,942	25,056	24,444	24,144	25,268	25,155	24,977	23,975	23,983
2021 - 2018/2019 Average	-2,534	-3,008	-890	-1,610	-1,192	-987	-724	-1,055	-1,582			
% Increase	-11%	-12%	-4%	-6%	-5%	-4%	-3%	-4%	-6%			

Table 3. Peak Hour Volumes On the Green Haul Route

Volumes	Peak Hour	Northbound			Southbound			Eastbound			Westbound		
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Powers Boulevard / Mesa Ridge Parkway													
Factored Traffic	Morning	0	464	268	61	637	0	0	0	0	619	0	152
	Evening	0	604	722	130	507	0	0	0	0	347	0	93
Construction Traffic	Morning			75									
	Evening									75			
Percent Increase	Morning			28%									
	Evening									22%			
Marksheffel Road / Mesa Ridge Parkway													
Factored Traffic	Morning	28	309	3	0	228	284	219	0	64	0	0	0
	Evening	38	246	0	0	284	201	366	0	41	0	0	0
Construction Traffic	Morning									75			
	Evening	75											
Percent Increase	Morning									116%			
	Evening	199%											
Marksheffel Road / C&S Road / Link Road													
Factored Traffic	Morning	128	0	214	0	0	0	0	128	111	193	98	0
	Evening	99	0	161	0	0	0	1	139	172	192	130	0
Construction Traffic	Morning										75		
	Evening			75									
Percent Increase	Morning										39%		
	Evening			47%									
Link Road / Squirrel Creek Road													
Factored Traffic	Morning	2	194	9	29	235	64	94	0	0	6	1	33
	Evening	7	179	11	38	202	111	44	0	4	6	1	37
Construction Traffic	Morning				75								
	Evening												75
Percent Increase	Morning				260%								
	Evening												205%
Squirrel Creek Road / Private Road													
Factored Traffic	Morning	18	0	0	0	0	0	0	11	23	0	31	0
	Evening	20	0	0	0	0	0	0	39	9	0	19	0
Construction Traffic	Morning									75			
	Evening	75											
Percent Increase	Morning									322%			
	Evening	375%											

Table 4. Peak Hour Volumes On the Orange Haul Route

Volumes	Peak Hour	Northbound			Southbound			Eastbound			Westbound		
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
I-25 SB Ramps / Midway Ranch Road													
Factored Traffic	Morning	13	0	37	0	7	16	0	7	63	0	0	0
	Evening	21	0	23	0	19	56	0	7	53	0	0	0
Construction Traffic	Morning					3							
	Evening												
Percent Increase	Morning					45%							
	Evening												
I-25 SB Ramps / Old Pueblo Road													
Factored Traffic	Morning	47	21	0	0	26	3	58	0	14	0	0	0
	Evening	34	12	0	0	29	9	37	0	32	0	0	0
Construction Traffic	Morning									3			
	Evening		3										
Percent Increase	Morning									21%			
	Evening		25%										
Old Pueblo Road / Hanover Road													
Factored Traffic	Morning	0	26	13	0	28	0	0	0	0	33	0	4
	Evening	0	32	18	9	28	0	0	0	0	18	0	3
Construction Traffic	Morning		3										
	Evening					3							
Percent Increase	Morning		12%										
	Evening					11%							
Old Pueblo Road / Birdsall Road													
Factored Traffic	Morning	0	27	4	6	26	0	0	0	0	1	0	9
	Evening	0	31	1	3	42	0	0	0	0	0	0	2
Construction Traffic	Morning			3									
	Evening										3		
Percent Increase	Morning			68%									
	Evening										#DIV/0!		

Factored Traffic Volumes - Morning Peak Hour

Powers Boulevard / Mesa Ridge Parkway												
	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Collected	0	418	241	55	574	0	0	0	0	558	0	137
Factored	0	464	268	61	637	0	0	0	0	619	0	152

Mesa Ridge Parkway / Marksheffel Road												
	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Collected	25	278	3	0	205	256	197	0	58	0	0	0
Factored	28	309	3	0	228	284	219	0	64	0	0	0

C&S Road / Link Road												
	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Collected	115	0	193	0	0	0	0	115	100	174	88	0
Factored	128	0	214	0	0	0	0	128	111	193	98	0

Link Road / Squirrel Creek Road												
	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Collected	2	175	8	26	212	58	85	0	0	5	1	30
Factored	2	194	9	29	235	64	94	0	0	6	1	33

Squirrel Creek Road / Private Road												
	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Collected	16	0	0	0	0	0	0	10	21	0	28	0
Factored	18	0	0	0	0	0	0	11	23	0	31	0

I-25 SB Ramps / Midway Ranch Road												
	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Collected	12	0	33	0	0	14	0	6	57	0	0	0
Factored	13	0	37	0	0	16	0	7	63	0	0	0

I-25 SB Ramps / Old Pueblo Road												
	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Collected	42	19	0	0	23	3	52	0	13	0	0	0
Factored	47	21	0	0	26	3	58	0	14	0	0	0

Old Pueblo Road / Hanover Road												
	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Collected	0	23	12	0	25	0	0	0	0	30	0	4
Factored	0	26	13	0	28	0	0	0	0	33	0	4

Old Pueblo Road / Birdsall Road												
	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Collected	0	24	4	5	23	0	0	0	0	1	0	8
Factored	0	27	4	6	26	0	0	0	0	1	0	9

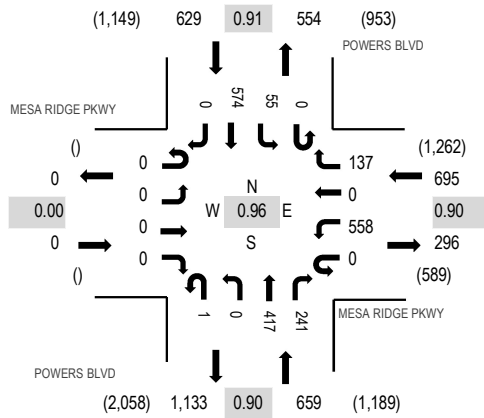
Location: 1 POWERS BLVD & MESA RIDGE PKWY AM

Date: Wednesday, January 27, 2021

Peak Hour: 06:45 AM - 07:45 AM

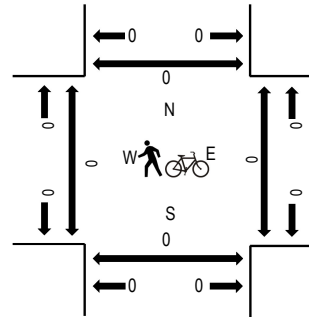
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	MESA RIDGE PKWY Eastbound				MESA RIDGE PKWY Westbound				POWERS BLVD Northbound				POWERS BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM	0	0	0	0	0	112	0	18	0	0	76	31	0	15	95	0	347	1,822	0	0	0	0
6:45 AM	0	0	0	0	0	118	0	30	0	0	90	62	0	11	152	0	463	1,983	0	0	0	0
7:00 AM	0	0	0	0	0	142	0	31	1	0	113	36	0	19	153	0	495	1,947	0	0	0	0
7:15 AM	0	0	0	0	0	150	0	30	0	0	112	71	0	17	137	0	517	1,880	0	0	0	0
7:30 AM	0	0	0	0	0	148	0	46	0	0	102	72	0	8	132	0	508	1,778	0	0	0	0
7:45 AM	0	0	0	0	0	117	0	22	0	0	80	73	0	16	119	0	427		0	0	0	0
8:00 AM	0	0	0	0	0	117	0	29	0	0	82	68	0	22	110	0	428		0	0	0	0
8:15 AM	0	0	0	0	0	128	0	24	0	0	68	52	0	16	127	0	415		0	0	0	0
Count Total	0	0	0	0	0	1,032	0	230	1	0	723	465	0	124	1,025	0	3,600		0	0	0	0
Peak Hour	0	0	0	0	0	558	0	137	1	0	417	241	0	55	574	0	1,983		0	0	0	0



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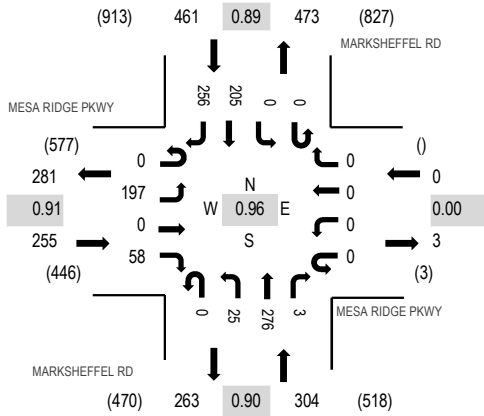
Location: 2 MARKSHEFFEL RD & MESA RIDGE PKWY AM

Date: Wednesday, January 27, 2021

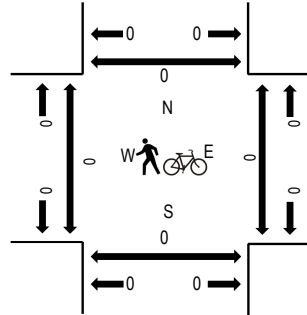
Peak Hour: 06:45 AM - 07:45 AM

Peak 15-Minutes: 07:00 AM - 07:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MESA RIDGE PKWY Eastbound				MESA RIDGE PKWY Westbound				MARKSHEFFEL RD Northbound				MARKSHEFFEL RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
6:30 AM	0	31	0	12	0	0	0	0	0	0	3	58	0	0	0	57	56	217	970	0	0	0	0
6:45 AM	0	56	0	14	0	0	0	0	0	0	3	52	0	0	0	42	55	222	1,020	0	0	0	0
7:00 AM	0	40	0	16	0	0	0	0	0	0	5	75	0	0	0	56	75	267	1,011	0	0	0	0
7:15 AM	0	48	0	18	0	0	0	0	0	0	7	76	0	0	0	56	59	264	943	0	0	0	0
7:30 AM	0	53	0	10	0	0	0	0	0	0	10	73	3	0	0	51	67	267	908	0	0	0	0
7:45 AM	0	45	0	4	0	0	0	0	0	0	2	57	0	0	0	46	58	212		0	0	0	0
8:00 AM	0	38	0	12	0	0	0	0	0	0	6	37	0	0	0	25	81	199		0	0	0	0
8:15 AM	0	41	0	8	0	0	0	0	0	0	4	47	0	0	0	43	86	229		0	0	0	0
Count Total	0	352	0	94	0	0	0	0	0	0	40	475	3	0	0	376	537	1,877		0	0	0	0
Peak Hour	0	197	0	58	0	0	0	0	0	0	25	276	3	0	0	205	256	1,020		0	0	0	0



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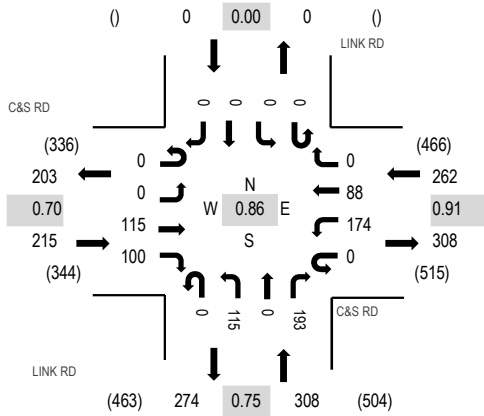
Location: 3 LINK RD & C&S RD AM

Date: Wednesday, January 27, 2021

Peak Hour: 07:00 AM - 08:00 AM

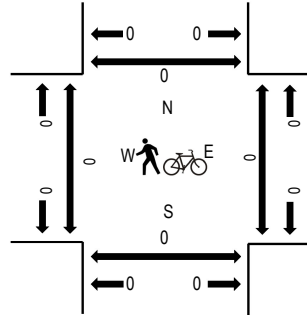
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

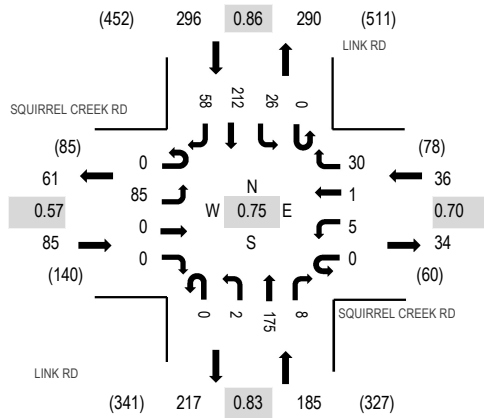
Peak Hour - Pedestrians/Bicycles on Crosswalk



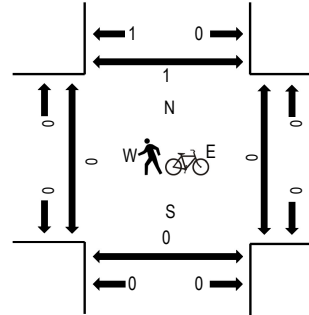
Traffic Counts

Interval Start Time	C&S RD Eastbound				C&S RD Westbound				LINK RD Northbound				LINK RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
6:30 AM	0	0	25	9	0	40	20	0	0	0	18	0	31	0	0	0	0	143	725	0	0	0	0
6:45 AM	0	0	27	14	0	47	12	0	0	0	17	0	31	0	0	0	0	148	780	0	0	0	0
7:00 AM	0	0	44	33	0	50	20	0	0	0	19	0	40	0	0	0	0	206	785	0	0	0	0
7:15 AM	0	0	24	28	0	50	24	0	0	0	40	0	62	0	0	0	0	228	690	0	0	0	0
7:30 AM	0	0	23	24	0	48	18	0	0	0	33	0	52	0	0	0	0	198	589	0	0	0	0
7:45 AM	0	0	24	15	0	26	26	0	0	0	23	0	39	0	0	0	0	153		0	0	0	0
8:00 AM	0	0	16	18	0	25	11	0	0	0	14	0	27	0	0	0	0	111		0	0	0	0
8:15 AM	0	0	14	6	0	30	19	0	0	0	22	0	36	0	0	0	0	127		0	0	0	0
Count Total	0	0	197	147	0	316	150	0	0	0	186	0	318	0	0	0	0	1,314		0	0	0	0
Peak Hour	0	0	115	100	0	174	88	0	0	0	115	0	193	0	0	0	0	785		0	0	0	0

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SQUIRREL CREEK RD Eastbound				SQUIRREL CREEK RD Westbound				LINK RD Northbound			LINK RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
6:30 AM	0	20	0	0	0	4	0	9	0	0	23	3	0	4	35	3	101	554	0	0	0	0
6:45 AM	0	14	0	0	0	4	0	4	0	0	27	3	0	7	51	4	114	602	0	0	0	0
7:00 AM	0	15	0	0	0	0	1	6	0	1	43	2	0	4	47	20	139	592	0	0	0	0
7:15 AM	0	38	0	0	0	1	0	15	0	1	56	3	0	9	59	18	200	544	0	0	0	1
7:30 AM	0	18	0	0	0	0	0	5	0	0	49	0	0	6	55	16	149	443	0	0	0	0
7:45 AM	0	7	0	1	0	3	0	12	0	0	43	1	0	3	25	9	104		0	0	0	0
8:00 AM	0	9	0	0	0	3	0	6	0	0	29	0	0	9	31	4	91		0	0	0	0
8:15 AM	0	18	0	0	0	1	0	4	0	0	41	2	0	4	21	8	99		0	0	0	0
Count Total	0	139	0	1	0	16	1	61	0	2	311	14	0	46	324	82	997		0	0	0	1
Peak Hour	0	85	0	0	0	5	1	30	0	2	175	8	0	26	212	58	602		0	0	0	1



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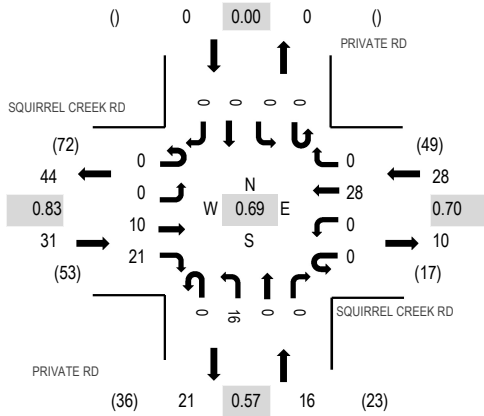
Location: 5 PRIVATE RD & SQUIRREL CREEK RD AM

Date: Wednesday, January 27, 2021

Peak Hour: 06:30 AM - 07:30 AM

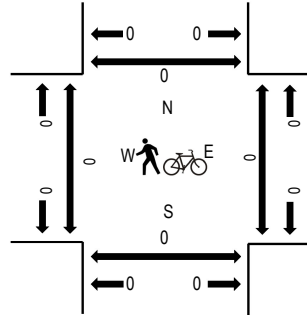
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	SQUIRREL CREEK RD Eastbound				SQUIRREL CREEK RD Westbound				PRIVATE RD Northbound			PRIVATE RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
6:30 AM	0	0	2	3	0	0	5	0	0	4	0	0	0	0	0	0	14	75	0	0	0	0
6:45 AM	0	0	3	6	0	0	7	0	0	3	0	0	0	0	0	0	19	71	0	0	0	0
7:00 AM	0	0	3	4	0	0	6	0	0	2	0	0	0	0	0	0	15	68	0	0	0	0
7:15 AM	0	0	2	8	0	0	10	0	0	7	0	0	0	0	0	0	27	66	0	0	0	0
7:30 AM	0	0	2	5	0	0	2	0	0	1	0	0	0	0	0	0	10	50	0	0	0	0
7:45 AM	0	0	0	1	0	0	10	0	0	5	0	0	0	0	0	0	16		0	0	0	0
8:00 AM	0	0	3	5	0	0	5	0	0	0	0	0	0	0	0	0	13		0	0	0	0
8:15 AM	0	0	2	4	0	0	4	0	0	1	0	0	0	0	0	0	11		0	0	0	0
Count Total	0	0	17	36	0	0	49	0	0	23	0	0	0	0	0	0	125		0	0	0	0
Peak Hour	0	0	10	21	0	0	28	0	0	16	0	0	0	0	0	0	75		0	0	0	0

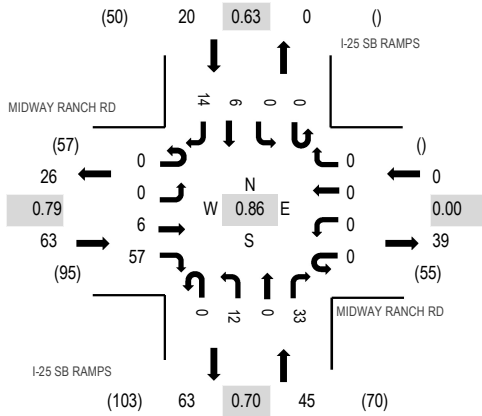
Location: 6 I-25 SB RAMPS & MIDWAY RANCH RD AM

Date: Wednesday, January 27, 2021

Peak Hour: 06:45 AM - 07:45 AM

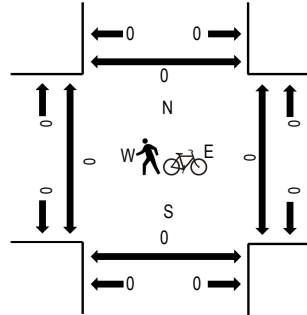
Peak 15-Minutes: 07:00 AM - 07:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	MIDWAY RANCH RD Eastbound				MIDWAY RANCH RD Westbound				I-25 SB RAMPS Northbound				I-25 SB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM	0	0	0	8	0	0	0	0	0	3	0	5	0	0	5	5	26	121	0	0	0	0
6:45 AM	0	0	1	19	0	0	0	0	0	6	0	3	0	0	0	2	31	128	0	0	0	0
7:00 AM	0	0	1	19	0	0	0	0	0	4	0	8	0	0	3	2	37	121	0	0	0	0
7:15 AM	0	0	2	9	0	0	0	0	0	1	0	7	0	0	3	5	27	107	0	0	0	0
7:30 AM	0	0	2	10	0	0	0	0	0	1	0	15	0	0	0	5	33	94	0	0	0	0
7:45 AM	0	0	1	9	0	0	0	0	0	4	0	5	0	0	1	4	24		0	0	0	0
8:00 AM	0	0	1	9	0	0	0	0	0	4	0	4	0	0	0	5	23		0	0	0	0
8:15 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	6	14		0	0	0	0
Count Total	0	0	8	87	0	0	0	0	0	23	0	47	0	0	16	34	215		0	0	0	0
Peak Hour	0	0	6	57	0	0	0	0	0	12	0	33	0	0	6	14	128		0	0	0	0



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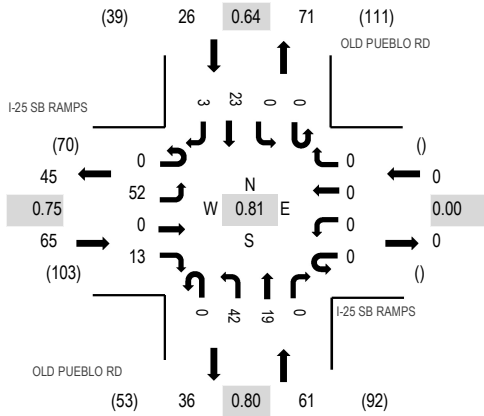
Location: 7 OLD PUEBLO RD & I-25 SB RAMPS AM

Date: Wednesday, January 27, 2021

Peak Hour: 06:45 AM - 07:45 AM

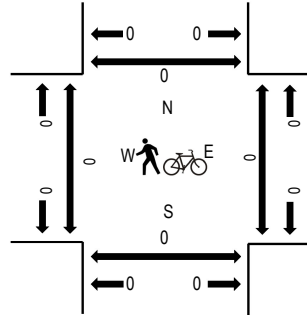
Peak 15-Minutes: 07:00 AM - 07:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	I-25 SB RAMPS Eastbound				I-25 SB RAMPS Westbound				OLD PUEBLO RD Northbound				OLD PUEBLO RD Southbound				Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North		
6:30 AM	0	9	0	2	0	0	0	0	0	0	7	2	0	0	0	0	4	1	25	145	0	0	0	0
6:45 AM	0	19	0	2	0	0	0	0	0	0	7	2	0	0	0	0	5	2	37	152	0	0	0	0
7:00 AM	0	14	0	8	0	0	0	0	0	0	11	3	0	0	0	0	10	1	47	135	0	0	0	0
7:15 AM	0	9	0	3	0	0	0	0	0	0	10	9	0	0	0	0	5	0	36	114	0	0	0	0
7:30 AM	0	10	0	0	0	0	0	0	0	0	14	5	0	0	0	0	3	0	32	89	0	0	0	0
7:45 AM	0	8	0	2	0	0	0	0	0	0	7	0	0	0	0	0	1	2	20		0	0	0	0
8:00 AM	0	7	0	2	0	0	0	0	0	0	8	5	0	0	0	0	4	0	26		0	0	0	0
8:15 AM	0	7	0	1	0	0	0	0	0	0	0	2	0	0	0	0	1	0	11		0	0	0	0
Count Total	0	83	0	20	0	0	0	0	0	0	64	28	0	0	0	0	33	6	234		0	0	0	0
Peak Hour	0	52	0	13	0	0	0	0	0	0	42	19	0	0	0	0	23	3	152		0	0	0	0

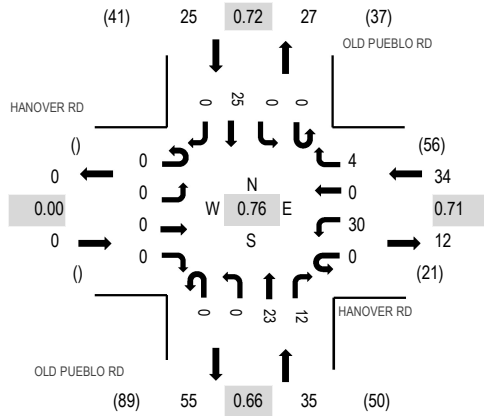
Location: 8 OLD PUEBLO RD & HANOVER RD AM

Date: Wednesday, January 27, 2021

Peak Hour: 06:45 AM - 07:45 AM

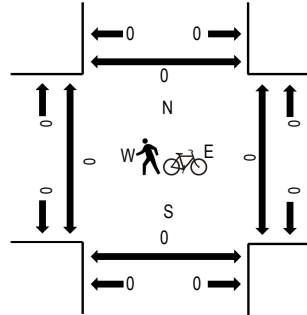
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	HANOVER RD Eastbound				HANOVER RD Westbound				OLD PUEBLO RD Northbound				OLD PUEBLO RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM	0	0	0	0	0	6	0	0	0	0	2	3	0	0	4	0	15	92	0	0	0	0
6:45 AM	0	0	0	0	0	4	0	1	0	0	5	1	0	0	5	0	16	94	0	0	0	0
7:00 AM	0	0	0	0	0	12	0	0	0	0	6	8	0	0	4	0	30	89	0	0	0	0
7:15 AM	0	0	0	0	0	9	0	1	0	0	9	3	0	0	9	0	31	78	0	0	0	0
7:30 AM	0	0	0	0	0	5	0	2	0	0	3	0	0	0	7	0	17	55	0	0	0	0
7:45 AM	0	0	0	0	0	4	0	1	0	0	0	2	0	0	4	0	11		0	0	0	0
8:00 AM	0	0	0	0	0	7	0	0	0	0	4	2	0	1	5	0	19		0	0	0	0
8:15 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	2	0	8		0	0	0	0
Count Total	0	0	0	0	0	49	0	7	0	0	30	20	0	1	40	0	147		0	0	0	0
Peak Hour	0	0	0	0	0	30	0	4	0	0	23	12	0	0	25	0	94		0	0	0	0

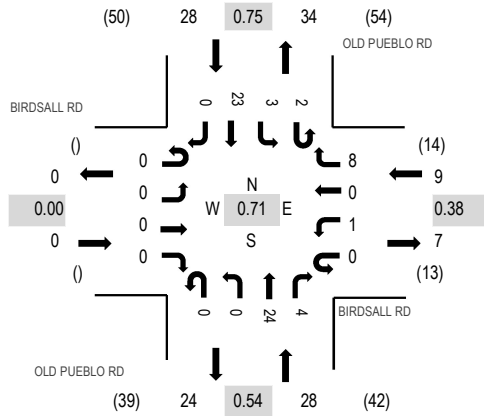
Location: 9 OLD PUEBLO RD & BIRDSALL RD AM

Date: Wednesday, January 27, 2021

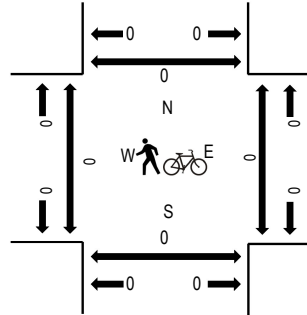
Peak Hour: 06:45 AM - 07:45 AM

Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BIRDSALL RD Eastbound				BIRDSALL RD Westbound				OLD PUEBLO RD Northbound				OLD PUEBLO RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
6:30 AM	0	0	0	0	0	0	0	0	1	0	0	2	0	0	2	4	0	9	60	0	0	0	0
6:45 AM	0	0	0	0	0	1	0	5	0	0	6	1	1	2	5	0	21	65	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	1	0	0	4	0	0	0	2	0	7	53	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	11	2	1	1	8	0	23	59	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	2	0	0	3	1	0	0	8	0	14	46	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	1	0	0	3	1	1	0	3	0	9		0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	2	0	0	3	0	1	1	6	0	13		0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	1	0	0	5	0	0	2	2	0	10		0	0	0	0	
Count Total	0	0	0	0	0	1	0	13	0	0	37	5	4	8	38	0	106		0	0	0	0	
Peak Hour	0	0	0	0	0	1	0	8	0	0	24	4	2	3	23	0	65		0	0	0	0	

Factored Traffic Volumes - Evening Peak Hour

Powers Boulevard / Mesa Ridge Parkway												
	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Collected	0	544	650	117	457	0	0	0	0	313	0	84
Factored	0	604	722	130	507	0	0	0	0	347	0	93

Mesa Ridge Parkway / Marksheffel Road												
	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Collected	34	222	0	0	256	18	330	0	37	0	0	0
Factored	38	246	0	0	284	20	366	0	41	0	0	0

C&S Road / Link Road												
	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Collected	89	0	145	0	0	0	1	125	155	173	117	0
Factored	99	0	161	0	0	0	1	139	172	192	130	0

Link Road / Squirrel Creek Road												
	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Collected	6	161	10	34	182	100	40	0	4	5	1	33
Factored	7	179	11	38	202	111	44	0	4	6	1	37

Squirrel Creek Road / Private Road												
	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Collected	18	0	0	0	0	0	0	35	8	0	17	0
Factored	20	0	0	0	0	0	0	39	9	0	19	0

I-25 SB Ramps / Midway Ranch Road												
	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Collected	19	0	21	0	17	50	0	6	48	0	0	0
Factored	21	0	23	0	19	56	0	7	53	0	0	0

I-25 SB Ramps / Old Pueblo Road												
	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Collected	31	11	0	0	26	8	33	0	29	0	0	0
Factored	34	12	0	0	29	9	37	0	32	0	0	0

Old Pueblo Road / Hanover Road												
	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Collected	0	29	16	8	25	0	0	0	0	16	0	3
Factored	0	32	18	9	28	0	0	0	0	18	0	3

Old Pueblo Road / Birdsall Road												
	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Collected	0	28	1	3	38	0	0	0	0	0	0	2
Factored	0	31	1	3	42	0	0	0	0	0	0	2



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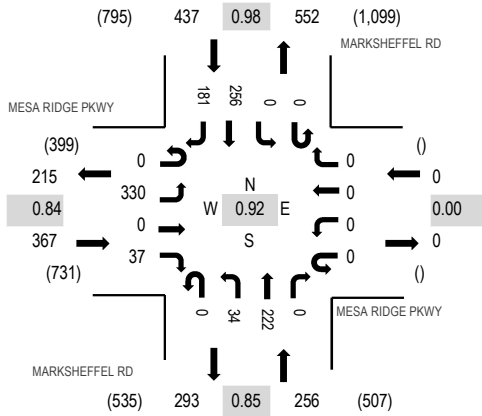
Location: 2 MARKSHEFFEL RD & MESA RIDGE PKWY PM

Date: Wednesday, January 27, 2021

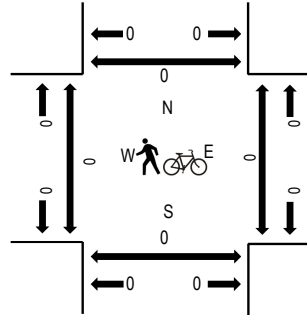
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk

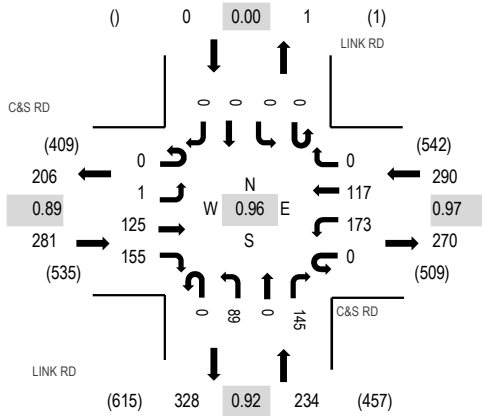


Note: Total study counts contained in parentheses.

Traffic Counts

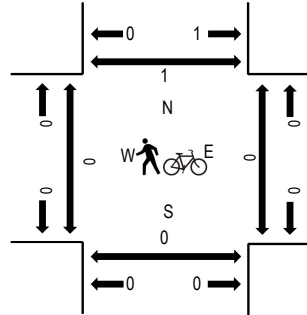
Interval Start Time	MESA RIDGE PKWY Eastbound				MESA RIDGE PKWY Westbound				MARKSHEFFEL RD Northbound				MARKSHEFFEL RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	78	0	5	0	0	0	0	0	0	5	64	0	0	0	57	29	238	999	0	0	0	0
4:15 PM	0	72	0	7	0	0	0	0	0	0	15	60	0	0	0	58	31	243	1,049	0	0	0	0
4:30 PM	0	82	0	9	0	0	0	0	0	0	10	40	0	0	0	71	36	248	1,060	0	0	0	0
4:45 PM	0	78	0	12	0	0	0	0	0	0	8	62	0	0	0	65	45	270	1,054	0	0	0	0
5:00 PM	0	87	0	8	0	0	0	0	0	0	13	68	0	0	0	61	51	288	1,034	0	0	0	0
5:15 PM	0	83	0	8	0	0	0	0	0	0	3	52	0	0	0	59	49	254		0	0	0	0
5:30 PM	0	75	0	11	0	0	0	0	0	0	10	45	0	0	0	49	52	242		0	0	0	0
5:45 PM	0	108	0	8	0	0	0	0	0	0	7	45	0	0	0	47	35	250		0	0	0	0
Count Total	0	663	0	68	0	0	0	0	0	0	71	436	0	0	0	467	328	2,033		0	0	0	0
Peak Hour	0	330	0	37	0	0	0	0	0	0	34	222	0	0	0	256	181	1,060		0	0	0	0

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	C&S RD Eastbound				C&S RD Westbound				LINK RD Northbound				LINK RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	0	31	37	0	34	31	0	0	0	25	0	41	0	0	0	0	199	794	0	0	0	0
4:15 PM	0	0	36	31	0	34	31	0	0	0	30	0	36	0	0	0	0	198	805	0	0	0	0
4:30 PM	0	0	19	42	0	54	22	0	0	0	29	0	33	0	0	0	0	199	797	0	0	0	0
4:45 PM	0	0	33	40	0	48	28	0	0	0	16	0	33	0	0	0	0	198	771	0	0	0	0
5:00 PM	0	1	37	42	0	37	36	0	0	0	14	0	43	0	0	0	0	210	740	0	0	0	1
5:15 PM	0	0	26	46	0	39	31	0	0	0	19	0	29	0	0	0	0	190		0	0	0	0
5:30 PM	0	0	25	33	0	42	23	0	0	0	19	0	31	0	0	0	0	173		0	0	0	1
5:45 PM	0	0	21	35	0	21	31	0	0	0	24	0	35	0	0	0	0	167		0	0	0	0
Count Total	0	1	228	306	0	309	233	0	0	0	176	0	281	0	0	0	0	1,534		0	0	0	2
Peak Hour	0	1	125	155	0	173	117	0	0	0	89	0	145	0	0	0	0	805		0	0	0	1

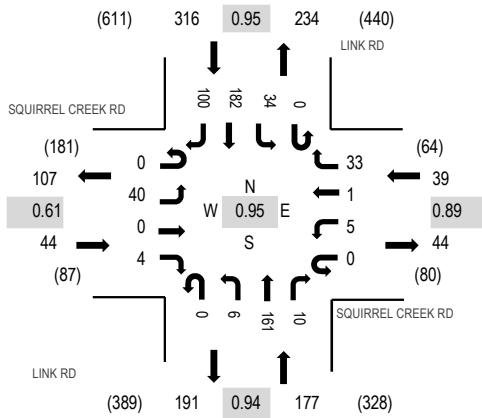
Location: 4 LINK RD & SQUIRREL CREEK RD PM

Date: Wednesday, January 27, 2021

Peak Hour: 04:00 PM - 05:00 PM

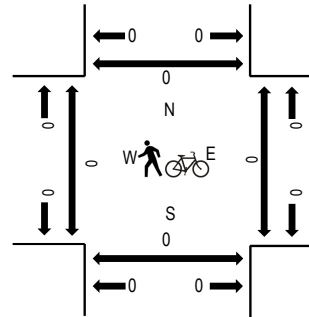
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	SQUIRREL CREEK RD Eastbound				SQUIRREL CREEK RD Westbound				LINK RD Northbound			LINK RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	0	11	0	0	0	1	0	10	0	1	44	2	0	10	39	20	138	576	0	0	0	0
4:15 PM	0	14	0	4	0	2	0	9	0	3	38	2	0	5	38	25	140	570	0	0	0	0
4:30 PM	0	10	0	0	0	2	0	9	0	1	37	4	0	9	59	21	152	564	0	0	0	0
4:45 PM	0	5	0	0	0	0	1	5	0	1	42	2	0	10	46	34	146	539	0	0	0	0
5:00 PM	0	7	0	0	0	0	0	5	0	0	40	1	0	6	52	21	132	514	0	0	0	0
5:15 PM	0	11	0	0	0	2	1	7	0	0	25	3	0	9	57	19	134		0	0	0	0
5:30 PM	0	14	0	0	0	0	0	3	0	0	36	3	0	6	51	14	127		0	0	0	0
5:45 PM	0	10	1	0	0	2	0	5	0	0	43	0	0	7	34	19	121		0	0	0	0
Count Total	0	82	1	4	0	9	2	53	0	6	305	17	0	62	376	173	1,090		0	0	0	0
Peak Hour	0	40	0	4	0	5	1	33	0	6	161	10	0	34	182	100	576		0	0	0	0



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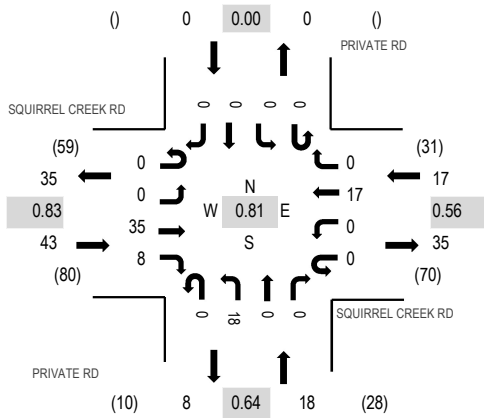
Location: 5 PRIVATE RD & SQUIRREL CREEK RD PM

Date: Wednesday, January 27, 2021

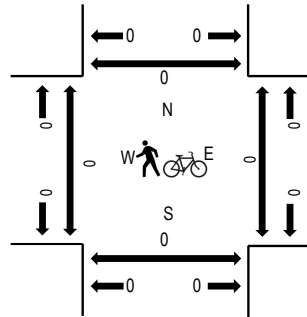
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SQUIRREL CREEK RD Eastbound				SQUIRREL CREEK RD Westbound				PRIVATE RD Northbound			PRIVATE RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	0	0	5	2	0	0	3	0	0	5	0	0	0	0	0	0	15	76	0	0	0	0
4:15 PM	0	0	9	4	0	0	8	0	0	3	0	0	0	0	0	0	24	78	0	0	0	0
4:30 PM	0	0	8	3	0	0	5	0	0	4	0	0	0	0	0	0	20	73	0	0	0	0
4:45 PM	0	0	10	1	0	0	2	0	0	4	0	0	0	0	0	0	17	60	0	0	0	0
5:00 PM	0	0	8	0	0	0	2	0	0	7	0	0	0	0	0	0	17	63	0	0	0	0
5:15 PM	0	0	13	0	0	0	5	0	0	1	0	0	0	0	0	0	19		0	0	0	0
5:30 PM	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7		0	0	0	0
5:45 PM	0	0	11	0	0	0	5	0	0	4	0	0	0	0	0	0	20		0	0	0	0
Count Total	0	0	70	10	0	0	31	0	0	28	0	0	0	0	0	0	139		0	0	0	0
Peak Hour	0	0	35	8	0	0	17	0	0	18	0	0	0	0	0	0	78		0	0	0	0

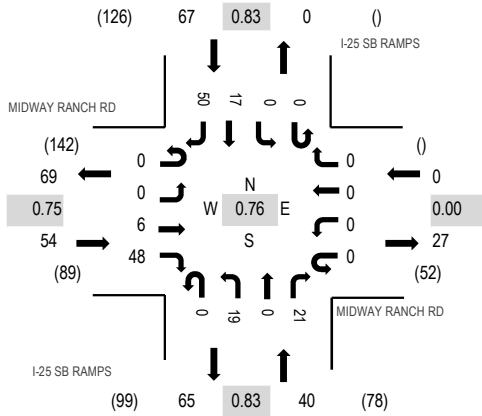
Location: 6 I-25 SB RAMPS & MIDWAY RANCH RD PM

Date: Wednesday, January 27, 2021

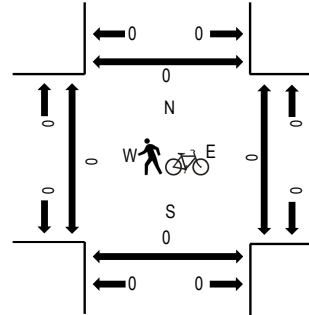
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MIDWAY RANCH RD Eastbound				MIDWAY RANCH RD Westbound				I-25 SB RAMPS Northbound				I-25 SB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	5	0	0	0	0	0	4	0	4	0	0	2	18	33	158	0	0	0	0
4:15 PM	0	0	2	7	0	0	0	0	0	3	0	4	0	0	2	13	31	158	0	0	0	0
4:30 PM	0	0	4	14	0	0	0	0	0	6	0	6	0	0	6	17	53	161	0	0	0	0
4:45 PM	0	0	1	10	0	0	0	0	0	4	0	8	0	0	6	12	41	140	0	0	0	0
5:00 PM	0	0	0	13	0	0	0	0	0	3	0	4	0	0	2	11	33	135	0	0	0	0
5:15 PM	0	0	1	11	0	0	0	0	0	6	0	3	0	0	3	10	34		0	0	0	0
5:30 PM	0	0	2	8	0	0	0	0	0	5	0	3	0	0	1	13	32		0	0	0	0
5:45 PM	0	0	3	8	0	0	0	0	0	8	0	7	0	0	1	9	36		0	0	0	0
Count Total	0	0	13	76	0	0	0	0	0	39	0	39	0	0	23	103	293		0	0	0	0
Peak Hour	0	0	6	48	0	0	0	0	0	19	0	21	0	0	17	50	161		0	0	0	0

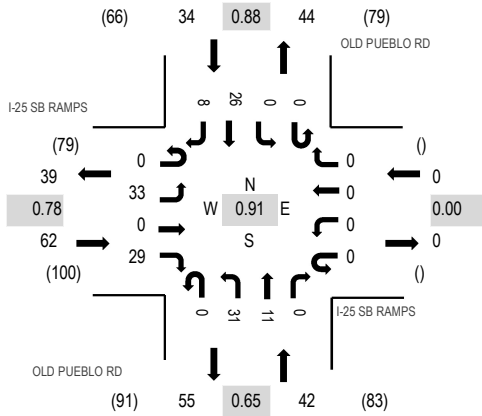
Location: 7 OLD PUEBLO RD & I-25 SB RAMPS PM

Date: Wednesday, January 27, 2021

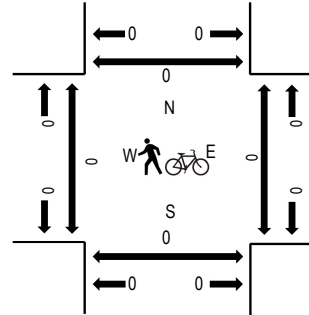
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	I-25 SB RAMPS Eastbound				I-25 SB RAMPS Westbound				OLD PUEBLO RD Northbound				OLD PUEBLO RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	3	0	3	0	0	0	0	0	0	8	2	0	0	0	6	2	24	118	0	0	0	0
4:15 PM	0	6	0	4	0	0	0	0	0	0	4	3	0	0	0	4	2	23	131	0	0	0	0
4:30 PM	0	11	0	9	0	0	0	0	0	0	8	1	0	0	0	6	3	38	138	0	0	0	0
4:45 PM	0	6	0	9	0	0	0	0	0	0	9	1	0	0	0	5	3	33	127	0	0	0	0
5:00 PM	0	12	0	4	0	0	0	0	0	0	5	6	0	0	0	8	2	37	131	0	0	0	0
5:15 PM	0	4	0	7	0	0	0	0	0	0	9	3	0	0	0	7	0	30		0	0	0	0
5:30 PM	0	10	0	3	0	0	0	0	0	0	6	0	0	0	0	6	2	27		0	0	0	0
5:45 PM	0	7	0	2	0	0	0	0	0	0	14	4	0	0	0	8	2	37		0	0	0	0
Count Total	0	59	0	41	0	0	0	0	0	0	63	20	0	0	0	50	16	249		0	0	0	0
Peak Hour	0	33	0	29	0	0	0	0	0	0	31	11	0	0	0	26	8	138		0	0	0	0

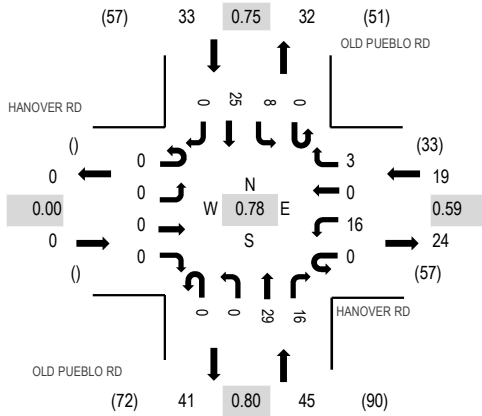
Location: 8 OLD PUEBLO RD & HANOVER RD PM

Date: Wednesday, January 27, 2021

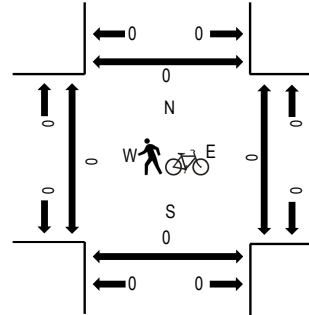
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HANOVER RD Eastbound				HANOVER RD Westbound				OLD PUEBLO RD Northbound				OLD PUEBLO RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	2	0	0	0	0	4	4	0	1	7	0	18	83	0	0	0	0
4:15 PM	0	0	0	0	0	2	0	0	0	0	2	6	0	2	2	0	14	78	0	0	0	0
4:30 PM	0	0	0	0	0	5	0	0	0	0	5	10	0	1	5	0	26	95	0	0	0	0
4:45 PM	0	0	0	0	0	2	0	3	0	0	5	9	0	0	6	0	25	91	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	3	3	0	1	5	0	13	97	0	0	0	0
5:15 PM	0	0	0	0	0	5	0	1	0	0	10	6	0	2	7	0	31		0	0	0	0
5:30 PM	0	0	0	0	0	2	0	2	0	0	9	2	0	2	5	0	22		0	0	0	0
5:45 PM	0	0	0	0	0	8	0	0	0	0	7	5	0	3	8	0	31		0	0	0	0
Count Total	0	0	0	0	0	27	0	6	0	0	45	45	0	12	45	0	180		0	0	0	0
Peak Hour	0	0	0	0	0	16	0	3	0	0	29	16	0	8	25	0	97		0	0	0	0

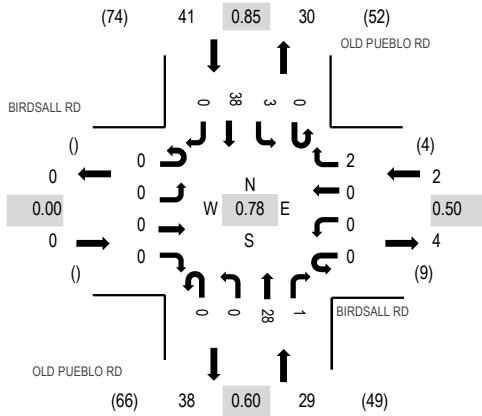
Location: 9 OLD PUEBLO RD & BIRDSALL RD PM

Date: Wednesday, January 27, 2021

Peak Hour: 05:00 PM - 06:00 PM

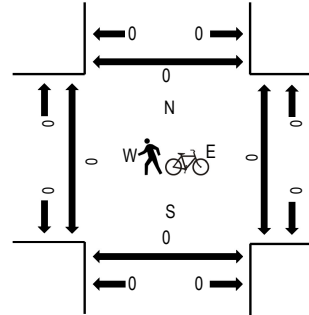
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	BIRDSALL RD Eastbound				BIRDSALL RD Westbound				OLD PUEBLO RD Northbound				OLD PUEBLO RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	6	0	0	2	8	0	17	55	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	2	0	0	3	6	0	12	51	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	13	60	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	13	70	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	2	8	0	13	72	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	8	0	0	1	11	0	21	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	12	1	0	0	9	0	23	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	10	0	15	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	4	0	0	48	1	0	8	66	0	127	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	2	0	0	28	1	0	3	38	0	72	0	0	0	0	0