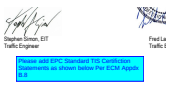
Traffic Impact Study_V2.pdf Markup Summary

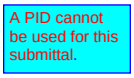
6/30/2022 7:56:33 AM (1)



Subject: Text Box
Page Label: 10
Author: eschoenheit
Date: 6/30/2022 7:56:33 AM
Status:
Color:
Layer:
Space:

Please add EPC Standard TIS Certifiction Statements as shown below Per ECM Appdx B.8

6/30/2022 7:56:20 AM (1)



Subject: Text Box
Page Label: 10
Author: eschoenheit
Date: 6/30/2022 7:56:20 AM
Status:
Color:
Layer:
Space:

A PID cannot be used for this submittal.

6/30/2022 7:55:34 AM (1)

Subject: Line
Page Label: 10
Author: eschoenheit
Date: 6/30/2022 7:55:34 AM
Status:
Color:
Layer:
Space:

6/30/2022 7:55:30 AM (1)

Subject: Line
Page Label: 10
Author: eschoenheit
Date: 6/30/2022 7:55:30 AM
Status:
Color:
Layer:
Space:

6/29/2022 4:34:00 PM (1)

Subject: Callout
Page Label: 10
Author: eschoenheit
Date: 6/29/2022 4:34:00 PM
Status:
Color:
Layer:
Space:

Add a section titled "Road Impact Fees"

1. Identify the applicable transportation impact fee which will be "General Commercial"

2. State whether or not the applicant intends to enter into a public improvement district. See https://publicworks.elpasoco.com/road-impact-fees / for the unit cost for no PID, 5mil PID and 10mil PID.

3. Calculate the expected road impact fee by listing the square footage of the existing buildings being utilized for the wedding events and multiplying the the unit cost.

The obligation to pay Road Impact Fee is with the final Land Use Approval which in this case will be with the site plan application.

6/29/2022 4:15:29 PM (1)

Subject: Text Box
Page Label: 11
Author: eschoenheit
Date: 6/29/2022 4:15:29 PM
Status:
Color:
Layer:
Space:

Traffic Impact Studies

Traffic Engineer’s Statement

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

_____
_____
[Name, P.E. #_____]Date

Developer’s Statement

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

_____
_____
[Name, Title]Date
[Business Name]
[Address]

SM ROCHA, LLC
TRAFFIC AND TRANSPORTATION CONSULTANTS

May 25, 2022

Jennifer Shagin
N.E.S. Inc.
619 N Cascade Avenue
Colorado Springs, CO 80903

RE: Venetucci Farm AL 21-015 / Traffic Generation and Impact Analysis
El Paso County, Colorado

Dear Jennifer,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Venetucci Farm. This development is located on the west side of US 85 (Canam Highway) approximately one half-mile north of Main Street in El Paso County, Colorado.

The intent of this analysis is to present traffic volumes likely generated by the proposed development and consider potential impacts to the adjacent roadway network. This analysis is also provided to determine potential auxiliary lane requirements at site accesses along US 85.

The following is a summary of analysis results.

Site Description and Access

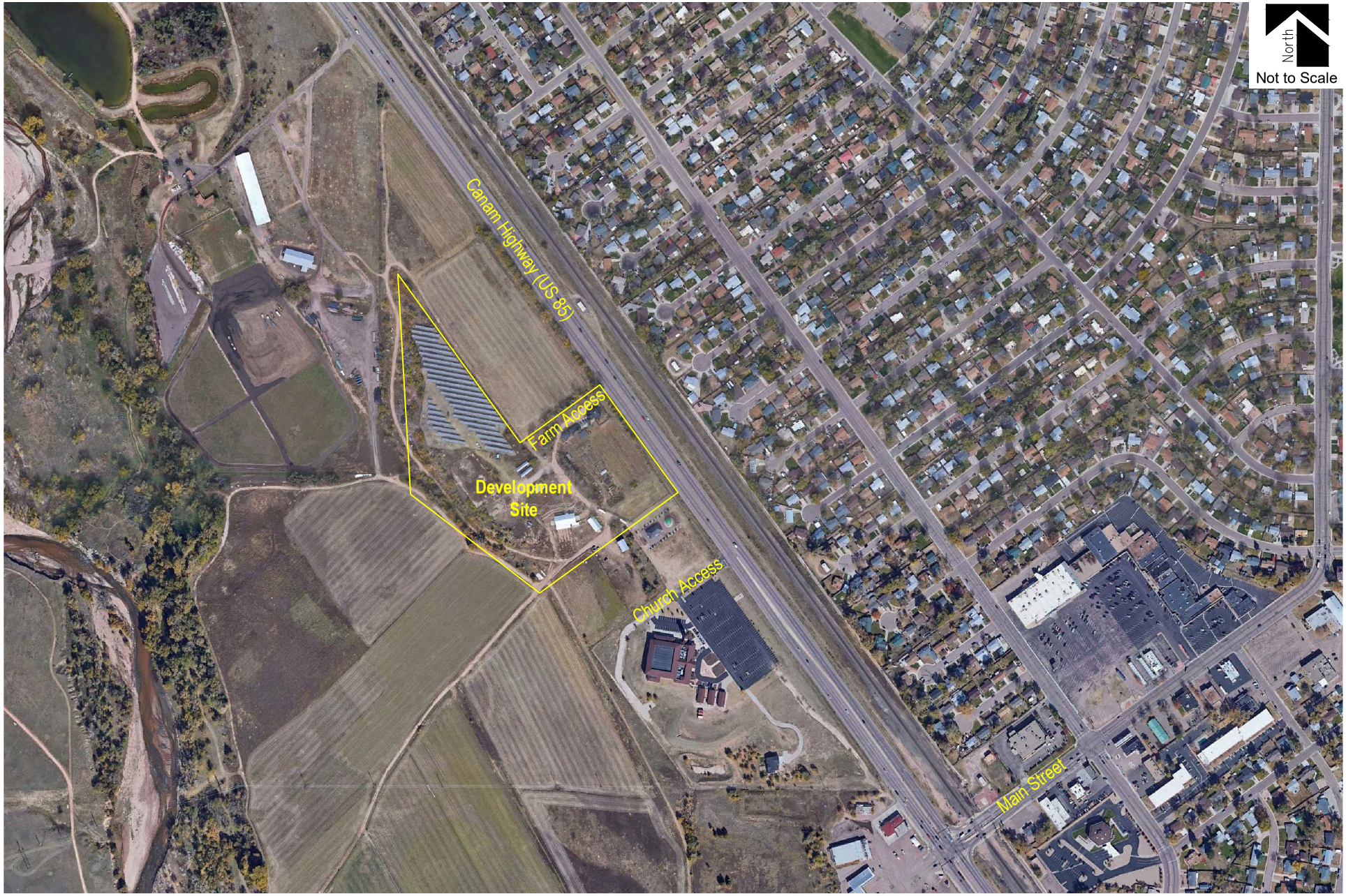
Land for the development is currently occupied by existing agricultural land uses including a single-family residence, as well as a flower garden and retail center with surrounding agricultural fields and ancillary structures. An Xcel Energy solar panel installation is also present within the development area. The site is surrounded by a mix of institutional, residential, and open space land uses. The proposed development is understood to entail the use of the existing farm area as an event venue with a focus on weddings. No major new construction is anticipated with existing farm structures being utilized as part of the event venue and additional facilities including tents, pavilions, and other temporary structures being catered to the site on an as needed basis.

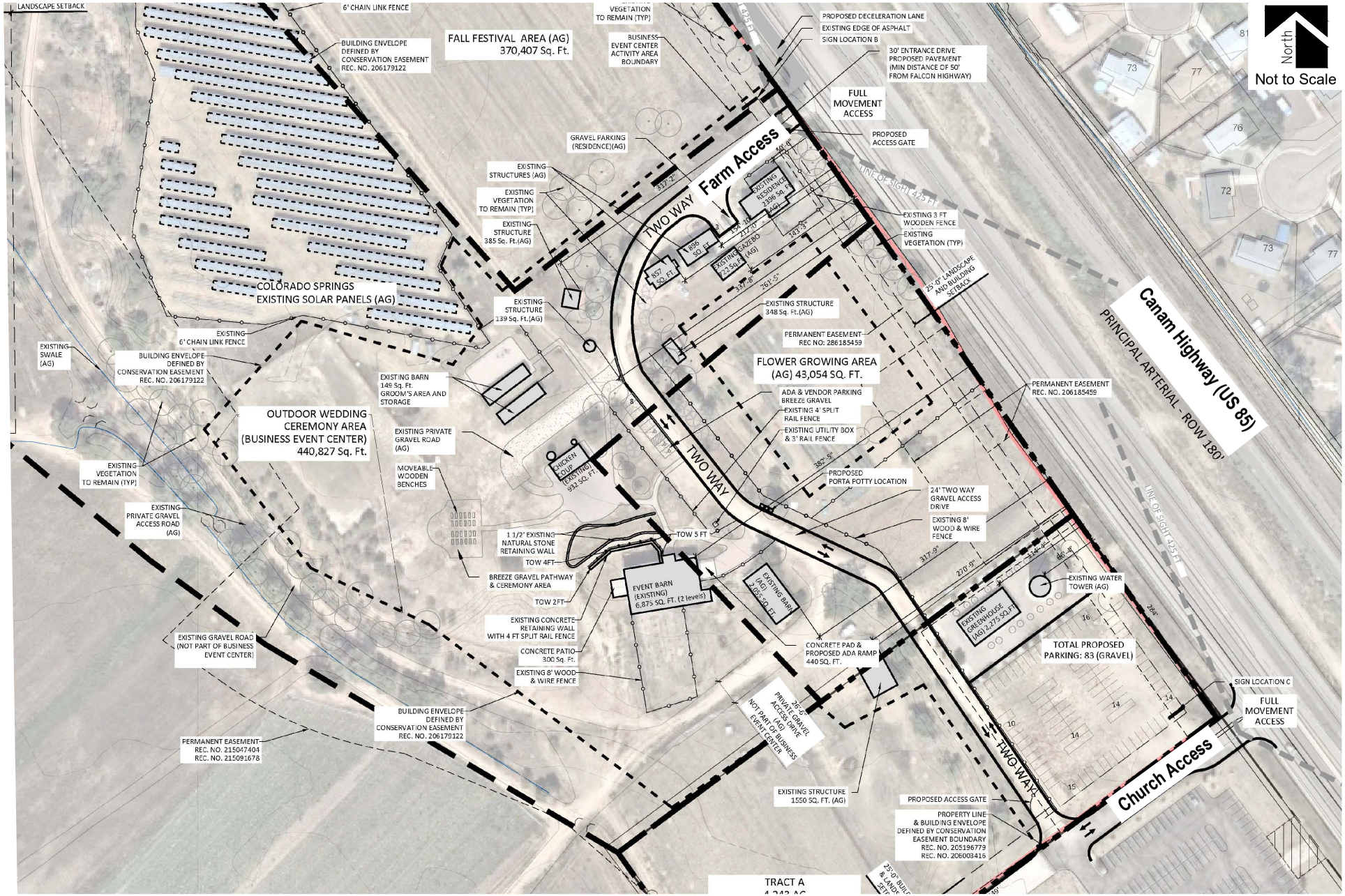
Existing access to the development area is provided at the following locations: one full-movement access onto US 85 shared with an adjacent church land use and located approximately 1,500 feet north of Main Street (referred to as Church Access), and one additional full-movement access located approximately 2,500 feet north of Main Street (referred to as Farm Access).

For analysis purposes it is understood that the Farm Access will be the primary access serving the development site. The Church Access is currently gated and is proposed to serve as an emergency access only. As such, this access is not included in this analysis.

General site and access locations are shown on Figure 1.

An existing and proposed land use concept plan, as prepared by N.E.S. Inc., is shown on Figure 2. This plan is provided for illustrative purposes.


North
Not to Scale
Canam Highway (US-85)
Farm Access
Development Site
Church Access
Main Street


LANDSCAPE SETBACK
6' CHAIN LINK FENCE
BUILDING ENVELOPE DEFINED BY CONSERVATION EASEMENT REC. NO. 206179122
FALL FESTIVAL AREA (AG) 370,407 Sq. Ft.
VEGETATION TO REMAIN (TYP)
BUSINESS EVENT CENTER ACTIVITY AREA BOUNDARY
PROPOSED DECELERATION LANE
EXISTING EDGE OF ASPHALT
SIGN LOCATION B
30' ENTRANCE DRIVE PROPOSED PAVEMENT (MIN DISTANCE OF 50' FROM FALCON HIGHWAY)
FULL MOVEMENT ACCESS
PROPOSED ACCESS GATE
GRAVEL PARKING (RESIDENCE)(AG)
EXISTING STRUCTURES (AG)
EXISTING VEGETATION TO REMAIN (TYP)
EXISTING STRUCTURE 385 Sq. Ft.(AG)
TWO WAY Farm Access
EXISTING RESIDENCE 3396 Sq. Ft. (AG)
LINE OF SIGHT 425 FT
EXISTING 3 FT WOODEN FENCE
EXISTING VEGETATION (TYP)
EXISTING GAZEBO (AG) 225 Sq. Ft.
857 SQ. FT.
898 SQ. FT.
25'-0" LANDSCAPE AND BUILDING SETBACK
COLORADO SPRINGS EXISTING SOLAR PANELS (AG)
EXISTING STRUCTURE 139 Sq. Ft.(AG)
EXISTING STRUCTURE 348 Sq. Ft.(AG)
PERMANENT EASEMENT REC NO: 286185459
EXISTING 6' CHAIN LINK FENCE
EXISTING SWALE (AG)
BUILDING ENVELOPE DEFINED BY CONSERVATION EASEMENT REC. NO. 206179122
EXISTING BARN 149 Sq. Ft. GROOM'S AREA AND STORAGE
FLOWER GROWING AREA (AG) 43,054 SQ. FT.
Canam Highway (US 85)
PRINCIPAL ARTERIAL - ROW 180'
PERMANENT EASEMENT REC. NO. 206185459
OUTDOOR WEDDING CEREMONY AREA (BUSINESS EVENT CENTER) 440,827 Sq. Ft.
EXISTING PRIVATE GRAVEL ROAD (AG)
ADA & VENDOR PARKING BREEZE GRAVEL
EXISTING 4' SPLIT RAIL FENCE
EXISTING UTILITY BOX & 3' RAIL FENCE
MOVEABLE WOODEN BENCHES
CHICKEN COOP (EXISTING) 552 SQ. FT.
PROPOSED PORTA POTTY LOCATION
24' TWO WAY GRAVEL ACCESS DRIVE
EXISTING VEGETATION TO REMAIN (TYP)
EXISTING PRIVATE GRAVEL ACCESS ROAD (AG)
1 1/2' EXISTING NATURAL STONE RETAINING WALL
TOW 5 FT
TOW 4FT
EXISTING 8' WOOD & WIRE FENCE
BREEZE GRAVEL PATHWAY & CEREMONY AREA
EVENT BARN (EXISTING) 6,875 SQ. FT. (2 levels)
EXISTING BARN (AG) 4,085 SQ. FT.
TOW 2FT
EXISTING WATER TOWER (AG)
EXISTING GREENHOUSE (AG) 2,275 SQ.FT
EXISTING CONCRETE RETAINING WALL WITH 4 FT SPLIT RAIL FENCE
CONCRETE PAD & PROPOSED ADA RAMP 440 SQ. FT.
TOTAL PROPOSED PARKING: 83 (GRAVEL)
CONCRETE PATIO 300 Sq. Ft.
EXISTING GRAVEL ROAD (NOT PART OF BUSINESS EVENT CENTER)
SIGN LOCATION C
FULL MOVEMENT ACCESS
BUILDING ENVELOPE DEFINED BY CONSERVATION EASEMENT REC. NO. 206179122
PERMANENT EASEMENT REC. NO. 215047404 REC. NO. 215091678
26'-0" GRAVEL PRIVATE ACCESS DRIVE (AG) NOT PART OF BUSINESS EVENT CENTER
TWO WAY
Church Access
EXISTING STRUCTURE 1550 SQ. FT. (AG)
PROPOSED ACCESS GATE
PROPERTY LINE & BUILDING ENVELOPE DEFINED BY CONSERVATION EASEMENT BOUNDARY REC. NO. 205196779 REC. NO. 206003416
TRACT A
North
Not to Scale

Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11th Edition, are generally applied to proposed land uses in order to estimate the average daily traffic (ADT) and peak hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from point of origin to point of destination.

It is however noted that ITE does not provide trip generation data for an event venue land use. This is due to the intermittent use of event venues and the significant variability in the number of visitors depending on when an event is held and the type of event. Therefore, specific weekday and weekend trip generation rates for the proposed development were estimated based on anticipated venue operations.

The proposed event venue land use is understood to operate as a wedding destination with an anticipated event frequency of one wedding ceremony on a given day. Days of operation are anticipated to be limited to Friday, Saturday and Sunday. Wedding ceremonies may occur at various times throughout the day; however, it is expected that most will occur beginning at 5:00 PM and continue until late evening. The venue is proposed to host up to 150 people per event by Year 2023 including both guests and a limited number of on-site staff.

It is anticipated that the greatest period of site generated traffic entering or exiting the site will occur prior to the start of a wedding ceremony during the arrival of guests. Prior to the arrival of guests, it is expected that catering services and personnel involved in the setup and preparation of venue facilities will arrive and depart the site resulting in additional trips. However, these trips are anticipated to be fewer than those generated by event guests. On average, it is assumed that most guests attending the proposed venue will carpool. As such an assumed ratio of one vehicle for every two guests is applied for trip generation analysis purposes. Additionally, it is expected that the majority guests will all arrive within a 15-to-30-minute time frame and are expected to stay for the duration of the event. A 95 percent to 5 percent split in site generated trips is assumed for determining the number of entering versus exiting vehicles during the peak period of generation. The departure rate of guests is expected to be less than the arrival rate, as guests are considered likely to leave the venue at staggered times throughout the evening depending on their preference.

Pursuant to the indicated development operations, Table 1 summarizes the projected average daily traffic (ADT) and peak hour traffic volumes likely generated by the additional land use area proposed.

Table 1 – Trip Generation Summary

			TOTAL TRIPS GENERATED			
ITE			24	PEAK HOUR OF GENERATION		
CODE	LAND USE	SIZE	HOUR	ENTER	EXIT	TOTAL
-	Event Venue	150 ATTN	150	71	4	75
		Total:	***150***	***71***	***4***	***75***

Key: ATTN = Number of Attendees.
Note: All data and calculations above are subject to being rounded to nearest value.

As Table 1 shows, the additional development area has the potential to generate approximately 150 daily trips with 75 of those occurring during the peak traffic period. The peak traffic period may vary throughout a given day but is generally considered to be off-peak compared to the peak hours of adjacent street traffic and adjacent businesses.

Adjustments to Trip Generation Rates

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis.

Existing and Background Traffic Volumes

Existing weekday morning (AM) and afternoon (PM) peak hour traffic counts as well as weekend peak traffic counts were collected at the US 85 and existing Farm Access intersection. Average daily (24-hour) traffic volumes were also collected along US 85. Weekday counts were collected on Thursday, April 1, 2021, with AM peak hour counts being collected during the period of 7:00 a.m. to 9:00 a.m. and PM peak hour counts being collected during the period of 4:00 p.m. to 6:00 p.m. Weekend counts were collected on Sunday, April 4, 2021, with an observed peak hour occurring during the period of 11:00 a.m. to 1:00 p.m. Traffic count data is included for reference in Attachment A.

It should be noted that due to the effects of the COVID-19 pandemic, traffic volumes collected may not accurately represent peak hour and 24-hour traffic volumes under normal conditions. Therefore, in order to more accurately represent existing traffic volumes under normal conditions, average daily traffic volumes along US 85, provided from the CDOT Online Transportation Information System (OTIS), were referenced for Year 2021. Comparing the CDOT OTIS 24-hour volume to the collected count data concludes that the collected count data is comparable to normal traffic volumes. Therefore, collected count data is believed to adequately represent traffic volumes under normal conditions.

The proposed development is anticipated to achieve peak operation by Year 2023. To account for projected total traffic, including background traffic for Year 2023, a compounded annual growth rate was determined using traffic data provided by the Colorado Department of Transportation's (CDOT) Online Transportation Information System (OTIS), which anticipates a 20-year growth rate less than one percent. In order to provide for a conservative analysis, a conservative compounded annual growth rate of two percent was applied to existing traffic volumes. This annual growth rate is also consistent with regional growth projections and the level of in-fill development expected within the area. Background traffic is the traffic projected to be on area roadways without consideration of the proposed development addition. Background traffic includes traffic generated by development of vacant parcels in the area.

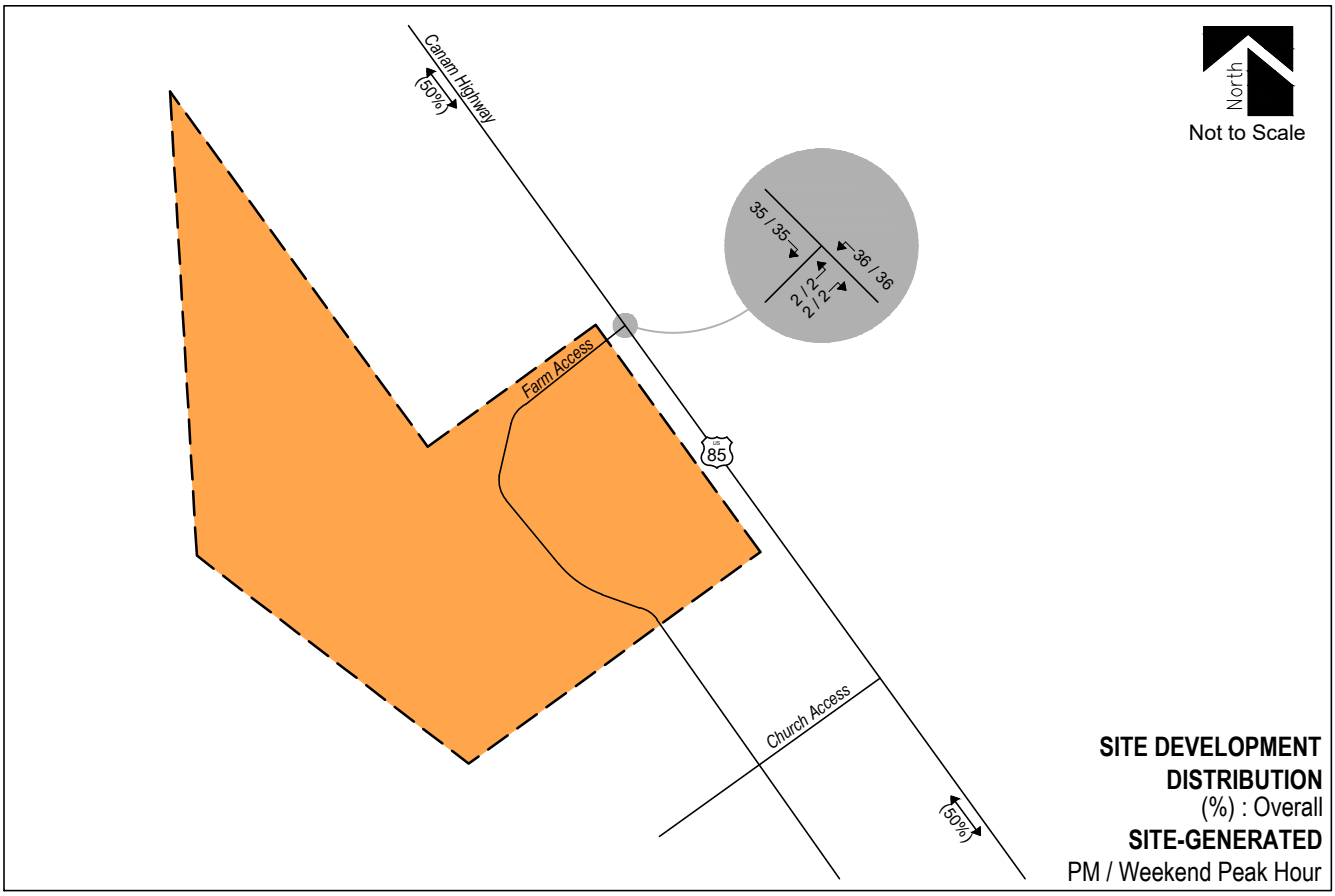
Trip Generation Distribution and Assignment

Overall directional distribution of site-generated traffic was determined based on existing area land uses, the site location within the County, and the available roadway network. General site-generated traffic is anticipated to be distributed along US 85 and assumed to be 50 percent to/from the north and 50 percent to/from the south.

Traffic assignment is how the site-generated and distributed trips are expected to be loaded on the roadway network. Applying assumed trip distribution patterns to site-generated traffic provides the peak hour trip volume assignments for the existing access.

Site-generated traffic was then added to background traffic projections for Year 2023 to develop total traffic projections. As previously noted, site peak hours of operation are anticipated to be off-peak compared to adjacent roadway peak traffic periods. However, in order to provide for potential overlap between event occurrences and adjacent businesses, afternoon peak hour traffic volumes collected from 4:00 to 5:00 PM during weekdays for adjacent street traffic were used to determine estimated total traffic volumes on a given weekday. For weekends, peak hour volumes from the adjacent Church land use collected on Sunday were used to establish estimated total traffic volumes for a given weekend. Some church activities are noted to occur on Saturday which may also overlap events, however these are expected to generate fewer trips compared to Sunday, and therefore Sunday analysis is presented as the greatest period of potential traffic generation between the two sites. It is noted that these assumptions present a worst-case scenario for peak weekday and weekend operations and actual volumes are likely to be less than those indicated.

Overall site-generated trip distribution patterns and assignments are shown on Figure 3. Projected Year 2023 total traffic volumes and intersection geometries are also shown on Figure 3.


Canam Highway
(50%)
35 / 35
36 / 36
2 / 2
2 / 2
Farm Access
US 85
Church Access
(50%)
North
Not to Scale
SITE DEVELOPMENT
DISTRIBUTION
(%) : Overall
SITE-GENERATED
PM / Weekend Peak Hour


Canam Highway
1440 / 773
35 / 35
876 / 734
36 / 36
4 / 2
3 / 2
Farm Access
US 85
(27,220)
Church Access
North
Not to Scale
LEGEND
Study Intersection Volumes
Study Intersection Lane Geometry
Development Site
TOTAL TRAFFIC - YEAR 2023
Volumes & Intersection Geometry
PM / Weekend Peak Hour
(ADT) : Average Daily Traffic

Auxiliary Lane Analysis

Auxiliary lanes for site development accesses are to be based on the CDOT *State Highway Access Code* (SHAC).

The adjacent segment of Canam Highway (US 85) is categorized by CDOT as a Non-Rural Principal Highway (NR-A) and provides a posted speed limit of 50 MPH. Considering development build-out, an evaluation of auxiliary lane requirements, pursuant to Section 3.10(7), of the CDOT SHAC, reveals that a right turn deceleration lane at the Farm Access intersection with US 85 is required if the development's projected peak hour right turn ingress volume exceeds a threshold of 25 vehicles per hour (VPH). A left turn deceleration lane is required if the development's projected peak hour left turn ingress volume exceeds a threshold of 10 VPH. Additionally, a right turn acceleration lane is required if the development's projected peak hour right turn egress volume exceeds a threshold of 50 VPH.

As shown on Figure 3, projected development peak hour ingress volumes indicate that both right-turn and left-turn deceleration lanes are required at Farm Access based on assumed trip distribution. It is noted that a two-way-left-turn-lane (TWLTL) exists along US 85 which may be used by left-turning vehicles. However, pursuant to CDOT review, in order to provide improved vehicle guidance, it is anticipated that the TWLTL would be restriped to accommodate a dedicated one-way left-turn lane at the Farm Access. Projected peak hour egress volumes are shown to be less than CDOT's threshold for requiring a right-turn acceleration lane. However, due to the high traffic volumes and a high posted speed limit along Canam Highway, it is understood through conversation with CDOT Staff that a right-turn acceleration lane is to be required.

Pursuant to CDOT design criteria as defined in Section 4.8 of the CDOT SHAC, the anticipated right-turn and left-turn deceleration lanes are to provide 500 feet of deceleration length including a 180-foot taper assuming a lane width of 12 feet. An additional minimum 50 feet of storage at the end of the left-turn deceleration length is also recommended. The right-turn acceleration lane is to provide 760 feet of acceleration length including a 180-foot taper; however, it is noted that this will overlap the existing right-turn deceleration lane at Church Access. Therefore, it is anticipated that a continuous acceleration/deceleration lane is to be provided between the Farm Access and Church Access.

Development Impacts

Analysis results show that there is an increase in peak hour traffic volumes anticipated for the proposed development addition which are considered minor. These minor volumes are not likely to negatively impact operations of US 85 or other adjacent roadways or intersections.

Conclusion

This analysis assessed traffic generation for the Venetucci Farm development addition and potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic resulting from the additional building area is expected to create no negative impact to traffic operations for the surrounding roadway network and existing site accesses. Analysis of site-generated traffic concludes that proposed development traffic volumes are minor.

An evaluation of auxiliary lane requirements reveals that right-turn and left-turn deceleration lanes, as well as a right-turn acceleration lane, are required at the Farm Access.

We trust that our findings will assist in the planning and approval of the Venetucci Farm development addition. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC
Traffic and Transportation Consultants

Stephen Simon, EIT
Traffic Engineer

Fred Lantz, PE
Traffic Engineer

Please add EPC Standard TIS Certifiction Statements as shown below Per ECM Appdx B.8

A PID cannot be used for this submittal.

Add a section titled "Road Impact Fees"

1. Identify the applicable transportation impact fee which will be "General Commercial"

2. ~~State whether or not the applicant intends to enter into a public improvement district. See https://publicworks.elpasoco.com/road-impact-fees/ for the unit cost for no PID, 5mil PID and 10mil PID.~~

3. Calculate the expected road impact fee by listing the square footage of the existing buildings being utilized for the wedding events and multiplying the the unit cost.

The obligation to pay Road Impact Fee is with the final Land Use Approval which in this case will be with the site plan application.

Traffic Impact Studies

Traffic Engineer's Statement

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

_____ _____
[Name, P.E. #_____]Date

Developer's Statement

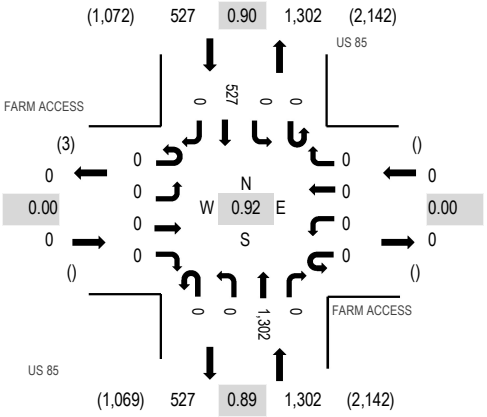
I, the Developer, have read and will comply with all commitments made on my behalf within this report.

_____ _____
[Name, Title]Date
[Business Name]
[Address]

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

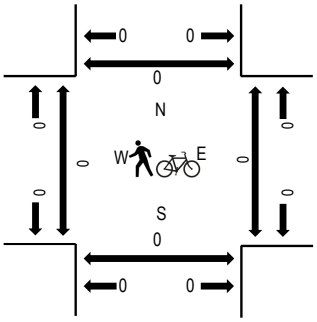
Location: 1 US 85 & FARM ACCESS AM
Date: Thursday, April 1, 2021
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



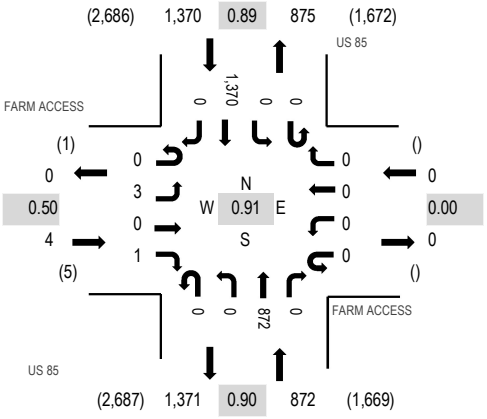
Traffic Counts

Interval Start Time	FARM ACCESS Eastbound				FARM ACCESS Westbound				US 85 Northbound				US 85 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
7:00 AM	0	0	0	0	0	0	0	0	0	0	293	0	0	0	110	0	403	1,829	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	332	0	0	0	123	0	455	1,764	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	367	0	0	0	132	0	499	1,677	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	310	0	0	0	162	0	472	1,522	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	195	0	0	0	141	2	338	1,385	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	221	0	0	0	147	0	368		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	217	0	0	0	127	0	344		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	207	0	0	0	127	1	335		0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	2,142	0	0	0	1,069	3	3,214		0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1,302	0	0	0	527	0	1,829		0	0	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

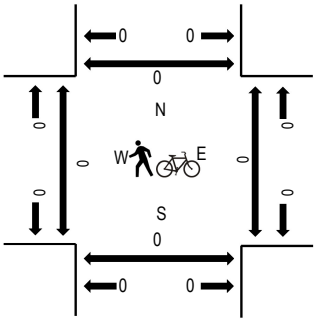
Location: 1 US 85 & FARM ACCESS PM
Date: Thursday, April 1, 2021
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



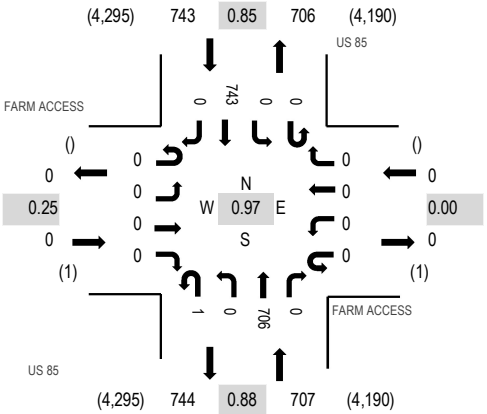
Traffic Counts

Interval Start Time	FARM ACCESS Eastbound				FARM ACCESS Westbound				US 85 Northbound				US 85 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	0	0	0	0	0	205	0	0	0	324	0	529	2,230	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	222	0	0	0	388	0	610	2,238	0	0	0	0
4:30 PM	0	1	0	1	0	0	0	0	0	0	224	0	0	0	324	0	550	2,246	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	191	0	0	0	349	0	541	2,232	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	214	0	0	0	322	0	537	2,130	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	243	0	0	0	375	0	618		0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	1	205	0	0	0	329	0	536		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	164	0	0	0	275	0	439		0	0	0	0
Count Total	0	4	0	1	0	0	0	0	0	1	1,668	0	0	0	2,686	0	4,360		0	0	0	0
Peak Hour	0	3	0	1	0	0	0	0	0	0	872	0	0	0	1,370	0	2,246		0	0	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

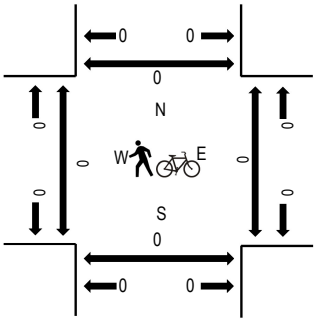
Location: 1 US 85 & FARM ACCESS AM
Date: Sunday, April 4, 2021
Peak Hour: 11:30 AM - 12:30 PM
Peak 15-Minutes: 11:30 AM - 11:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	FARM ACCESS Eastbound				FARM ACCESS Westbound				US 85 Northbound				US 85 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	40	0	0	0	31	0	71	370	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	45	0	0	0	35	0	80	412	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	51	0	0	0	58	0	109	466	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	61	0	0	0	48	0	110	506	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	65	0	0	0	48	0	113	553	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	81	0	0	0	53	0	134	609	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	87	0	0	0	62	0	149	680	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	81	0	0	0	76	0	157	780	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	89	0	0	0	80	0	169	908	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	103	0	0	0	102	0	205	987	1	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	134	0	0	0	115	0	249	1,045	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	159	0	0	0	126	0	285	1,094	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	134	0	0	0	114	0	248	1,115	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	145	0	0	0	118	0	263	1,143	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	137	0	0	0	161	0	298	1,239	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	164	0	0	0	142	0	306	1,313	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	143	0	0	0	133	0	276	1,376	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	176	0	0	0	183	0	359	1,449	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	1	0	200	0	0	0	171	0	372	1,450	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	186	0	0	0	183	0	369	1,427	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	140	0	0	0	209	0	349	1,412	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	180	0	0	0	180	0	360	1,417	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	173	0	0	0	176	0	349	1,382	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	154	0	0	0	200	0	354	1,356	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	181	0	0	1	172	0	354	1,395	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	156	0	0	0	169	0	325	1,404	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	155	0	0	0	168	0	323	1,403	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	165	0	0	0	228	0	393	1,392	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	155	0	0	0	208	0	363	1,357	1	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	159	0	0	0	165	0	324		0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	145	0	0	0	167	0	312		0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	145	0	0	0	213	0	358		0	0	0	0
Count Total	0	1	0	0	0	0	0	0	1	0	4,189	0	0	1	4,294	0	8,486		2	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	706	0	0	0	743	0	1,450		0	0	0	0

All Traffic Data Services

www.alltrafficdata.net

Date Start: 01-Apr-21
Site Code: 5
Station ID: 5
HWY 85 N.O. CHURCH ACCESS

Start Time	01-Apr-21 Thu	NB	SB							Total
12:00 AM		40	30							70
01:00		31	19							50
02:00		26	13							39
03:00		45	21							66
04:00		108	52							160
05:00		377	239							616
06:00		764	397							1161
07:00		**1283**	520							**1803**
08:00		843	537							1380
09:00		748	589							1337
10:00		774	**682**							1456
11:00		763	552							1315
12:00 PM		828	600							1428
01:00		828	857							1685
02:00		834	953							1787
03:00		**988**	1227							2215
04:00		839	**1388**							**2227**
05:00		831	1303							2134
06:00		652	1040							1692
07:00		501	817							1318
08:00		354	595							949
09:00		263	416							679
10:00		159	178							337
11:00		98	96							194
Total		12977	13121							26098
Percent		49.7%	50.3%							
AM Peak	-	07:00	10:00	-	-	-	-	-	-	07:00
Vol.	-	1283	682	-	-	-	-	-	-	1803
PM Peak	-	15:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	988	1388	-	-	-	-	-	-	2227
Grand Total		12977	13121							26098
Percent		49.7%	50.3%							
ADT		ADT 26,098		AADT 26,098						