



January 6, 2025

Tiffany Hennig and Jennifer Chester
Xcel Energy
1800 Larimer Street, Suite 400
Denver, CO 80202

Re: **Revised Traffic Memorandum**, Colorado's Power Pathway, El Paso County, Colorado

Dear Ms. Hennig and Ms. Chester,

Public Service Company of Colorado, a Colorado corporation conducting business as Xcel Energy (Xcel Energy), proposes to construct, maintain, and operate Colorado's Power Pathway (Pathway) in eastern Colorado. Pathway includes installation of approximately 550 miles of 345-kilovolt double circuit transmission line in 12 counties; construction of four new electric substations; and expansion, equipment additions, or equipment upgrades at four existing electric substations. Pathway will be constructed in five segments. A portion of Segment 5 is proposed to be located in El Paso County, including 45 miles of proposed transmission line within El Paso County. No new substations or modifications to existing substations are currently planned within the county.

The purpose of this Traffic Memorandum is to analyze and document the traffic impacts of Pathway within the limits of El Paso County, Colorado (Figure 1). Tetra Tech prepared this Traffic Memorandum to analyze the peak construction traffic for Pathway in El Paso County. The proposed haul routes for the Pathway transmission line in El Paso County are shown on Figure 2. Where practical, existing public roads and private roads will be utilized during Pathway construction, maintenance, and operation. Some private roads may require improvements, and new access roads will need to be constructed to accommodate construction equipment and long-term maintenance of the transmission line. At the request of El Paso County, an analysis of the percent increase in daily traffic at all access points along United States Highway 24 (US-24) and State Highway 94 (SH-94) is included in this memo. At this time, there are no locations where additional turn lanes or acceleration/deacceleration lanes are needed.

Where road improvements are needed, Xcel Energy will acquire any necessary grading, stormwater, and erosion control permits and will comply with permit requirements. Xcel Energy will also acquire access easements where necessary access routes traverse private property. Some access routes may remain post construction to maintain access to transmission lines for operation and maintenance activities.

Existing Conditions

The annual average daily traffic (AADT) for US-24, SH-94, and other roads being used to access US-24 and SH-94 are provided below. This data was obtained from the Colorado Department of Transportation's (CDOT)

Traffic Count Database System (TCDS). The two major roads that will be used during construction, US-24 and SH-94, are defined as “uncongested.” The AADT on US-24 ranges from 2,700 vehicles per day (vpd) near Ramah, Colorado to 7,500 vehicles per day entering Colorado Springs, Colorado. The AADT for SH-94 near the boundary of Colorado Springs is 8,000 vpd, reducing to 1,800 vpd near Rush, Colorado. The roads to be used by Project construction traffic that have intersections with US-24 and SH-94 include S Commercial Street, Ramah Highway, North Rush Road, and Kendrick Road. Data on S Commercial Street and Ramah Highway was not available but based on the nearest roads of a similar size, a conservative AADT has been assumed. Table 1 shows the AADT of the roadways discussed below:

Table 1: AADT at Access Points for Existing Conditions

Roadway	TSDS Location ID	Description	Data Year	AADT
US-24	100863	On US-24 NE/O CR 565, Blasingame Road	2023	4357
SH-94	103951	On SH-94 E/O Ramah Hwy, CR 577	2023	1183
North Rush Road	200636	On Rush Road N/O SH-94	2023	114
North Rush Road	200637	On Rush Road S/O SH-94	2023	699
Kendrick Road	200643	On Kendrick Road N/O SH-94	2023	50
S Commercial Street	N/A	N/A	N/A	300*
Ramah Highway	N/A	N/A	N/A	300*

* nearest data point on similarly sized road had a 2023 AADT of 308 (Location ID 203358)

Haul Route Road Classification

According to the definitions and maps provided in the El Paso County 2016 Major Transportation Corridors Plan Update¹ (El Paso County Transportation Plan), US-24 and SH-94 are considered Principal Arterials. Both are two-lane paved roads. All other roads used during construction are classified as Collectors, or are unclassified, with the exception of Judge Orr Road, which is classified as Minor Arterial. The El Paso County Transportation Plan also describes current traffic conditions for roads in the county. The two major roads that will be used during construction, US-24 and SH-94, are defined as “uncongested.”

Construction Traffic Trip Generation

Construction Schedule and Activities

Xcel Energy is currently working on Pathway permitting activities and final design of the proposed Pathway facilities, including El Paso County’s Areas and Activities of State Interest (1041) permit process. Segment 5

¹ El Paso County. 2016. El Paso County 2016 Major Transportation Corridors Plan Update.
<https://publicworks.elpasoco.com/wp-content/uploads/Documents/MTCP-Adopted-Report-12-6-2016.pdf>

construction is anticipated to be completed within the year 2027. It is anticipated that one 12-hour shift per day (Monday through Saturday) will be worked during transmission line construction, but additional hours may be required. This will be during daylight hours, early morning to early evening. If additional hours are anticipated for shift work, a 24-hour work permit will be obtained from El Paso County. The estimated number of working days for the construction duration is 354 days (see Table 2).

The typical construction workday will see most workers arrive at the laydown yard between 6:00 a.m. and 8:00 a.m. and proceeding from there to the right-of-way (ROW), where active work is being performed. Deliveries will mainly occur between 6:00 a.m. to 4:00 p.m. Most workers will return to the laydown yard between 5:00 p.m. and 6:00 p.m. to depart for the evening.

Construction will generally include the following activities:

- Mobilization
- Site preparation—staging area setup
- Construction
 - Foundations
 - Transmission line structure delivery, erection, and installation
 - Stringing of conductor and static wire
- Testing and commissioning
- Energization
- Cleanup and demobilization.

Activities may vary based on construction phasing.

Haul Routes

Construction traffic will include a combination of construction equipment, material delivery vehicles, construction workers, and job site personnel. Access to the transmission line route will be along several roads and the transmission line ROW within El Paso County. These include two major roads, US Highway 24 (US-24) and State Route 94 (SH-94), as well as many smaller gravel roads, including Ramah Road, Harrisville Road, Corona Road, Holtwood Road, Big Springs Road, Judge Orr Road, Rush Road, Shear Road, and Whittemore Road. Construction-related traffic distribution is assumed to be approximately equal between US-24 and SH-94. See Figure 2 for a detailed map of haul routes.

As a follow up to El Paso County's referral agency review of the 1041 permit application materials, Xcel Energy agrees to incorporate the following information as requested by El Paso County:

- Gravel roads will need to be monitored and maintained with grading and dust control.
 - Water trucks will be utilized during construction activities around roadway access points to suppress dust from vehicles and equipment as necessary within the ROW and county roads as per

coordination with El Paso County. Xcel Energy will apply for a Colorado Department of Public Health and Environment Air Pollutant Emissions Notice (APEN) for land development prior to construction and follow state standards to control the release of fugitive dust related to construction, if necessary. The APEN will be required for a disturbance greater than 25 contiguous acres and land development activities longer than 6 months.

- Paved roads will require a pavement condition index rating (PCI) before, during, and after the route is used.
- Video or photos should be taken along the entire route to show pre-travelled conditions- particularly of the bridges (guardrail, etc.).
- There are some load-posted bridges along this route (and potential detours), with the following required load ratings according to 2022 CDOT Off-System Bridges inspection data. Construction vehicles will comply with the required load ratings for bridges along the haul routes.
 - EPC 1240-03.55 Commerce Rd Bridge, 0.5 mi NW of Blasingame Rd – Large Timber Bridge – 8T/14T/14T and 9T for all SHVs.
 - EPC 0565-08.55 Blasingame Rd Bridge, 0.2 mi W of Commerce Rd – Timber Bridge – 21T/33T/34T and for SHVs – 21T (4 axles) and 23T (5+ axles). This bridge is along a potential detour route for the Commerce Rd Bridge.
 - EPC 0929-09.52 Oil Well Rd, South of Alta Vista – Timber Bridge – 13T/20T/20T.
- All required overweight load permits must be obtained before travel.
- No laydown yards are proposed in El Paso County. The Farmstead Yard (laydown yard) location is identified on the haul route map (Figure 2). The Farmstead Yard is located within Elbert County but will be utilized for construction activities occurring in both Elbert and El Paso counties. Permitting of the Farmstead Yard will take place in accordance with Elbert County requirements.

Construction Traffic Estimates

The Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition² does not contain values for the construction of a high voltage electric transmission line. Estimates for construction duration, number of workers and vehicles, quantity of materials and equipment, and number of deliveries required to construct Pathway in El Paso County were provided by Xcel Energy and are based on prior experience constructing transmission lines (see Table 2). Using these estimates, it is anticipated that peak construction traffic for a period of 3 months will be less than 134 roundtrips per day, including passenger car trips and truck trips. Only 30 passenger car roundtrips per day are anticipated, and it is conservatively assumed that these will occur during peak hours.

² Institute of Transportation Engineers (ITE). 2017. Trip Generation Manual (10th ed.). Washington, D.C.

Table 2: Project Construction Vehicles by Task

Major Construction Tasks	Approximate Construction Duration (Weeks)	Approximate Daily Passenger Car Trips	Approximate Daily Truck trips by Vehicle Type	Approximate Total Daily Roundtrips
Transmission Line Construction				
Foundation Installation (~4 per day)	15 weeks	15	Flatbed trucks 5 Concrete trucks 28	48
Steel Pole Installation (~4 per day)	20 weeks	10	Flatbed and Semi-trucks 25	35
Conductor/Optical Ground Wire	24 weeks	5	Semi-trucks 15 Crane 1 Aerial Lifts 2	21

A commonly used measure of the performance of a roadway or intersection is level of service (LOS). Roadway LOS is measured on a scale from A to F, where A represents the best operations, with no congestion, and F represents poor operations, with severe congestion. The LOS is reported for the peak hour of a roadway and represents a morning or afternoon commuting rush hour. According to the El Paso County Transportation Plan, El Paso County’s goal is to maintain LOS D or better on each roadway segment. Since US-24 experiences about 2,700 vpd in the area where Pathway construction traffic will affect the roadway the most, the Highway Capacity Manual, 7th Edition³ guidelines estimate 270 of those vehicles will be peak-hour vehicles. Pathway construction traffic would equate to an 11% increase during peak hour and is unlikely to have a noticeable impact on traffic flow. Similarly, if all peak construction traffic uses SH-94 instead, with an ADT of 1,800 and an estimated peak hour count of 180 vehicles³, 30 construction traffic trips would be generated during the peak hour, equating to a 17% increase in vehicles. It is worth noting that these are worst case percentages. It is unlikely that all work personnel would be traveling to the same location every day because the construction of the transmission line would be spread out over 45 miles within the County. Instead, several work crews would be traveling to different work areas each day. This would cause the peak hour trips generated by construction to be spread out over several roads and intersections. The LOS for each of these roadways would remain unchanged from the current state of “uncongested,” which as defined by El Paso County, meaning they operate at LOS A or B.

The local county roads likely to be used by construction traffic have low ADT, ranging from 90 to 600 vpd. Very few businesses or residences are located in these areas. They are usually single properties spread out over a large distance. No housing developments were noted in the haul route area along county roads. One notable location where construction traffic would cross paths with significant county road traffic is the Miami-Yoder School, just south of Rush, Colorado. This would likely only occur during the morning peak hour, as afternoon

³ National Academies of Sciences, Engineering, and Medicine (U.S.). Transportation Research Board. (2022). Highway capacity manual: A Guide for Multimodal Mobility Analysis (7th ed.). Transportation Research Board.

school traffic will likely peak before the construction workday is finished. It is unlikely that construction traffic will noticeably impact school traffic. The continuity and adequacy of pedestrian and bicycle facilities was not considered due to the low ADT and rural nature of the roads in the project haul route.

The County requested that additional analysis be completed to determine the percent increase in traffic at access points along US-24 and SH-94. Because daily traffic is likely to be split into several teams spread out along the transmission line being constructed, it is assumed that approximately 1/5th of trips may occur on a single access road per day. With 136 roundtrips (272 one-way trips), this would result in 55 daily trips being added to each access point. This results in an increase in ADT of 8-percent for North Rush Road going south, a 48-percent increase on North Rush Road going north, and a 110-percent increase on Kendrick Road. For S Commercial Street and Ramah Highway, there would be approximately an 18-percent increase in ADT. This analysis would indicate that an Access Permit will be required for Kendrick Road and North Rush Road for traffic approaching from the south. Further coordination with the County will be completed to meet the permit requirements.

Operational Traffic Trip Generation

Once Pathway has been constructed and placed in service, traffic impacts from operations are not expected. The electric transmission line does not require on-site support and will not generate trips in excess of those occasionally needed for maintenance or emergencies. In such a case, vehicle traffic could include pickup trucks, a bucket truck, or emergency services vehicles.

Based on the analysis conducted, Tetra Tech anticipates that Pathway construction traffic will be incorporated into the existing roadway network without noticeable impact. The results of our analysis are as follows:

- The added construction traffic will be less than the typical daily fluctuations in traffic volume and will represent no measurable impact to streets and intersections.
- It is anticipated that construction activities will neither block roadways nor impede daily traffic volume due to the location of Pathway and the proposed type of construction.
- Vehicles associated with maintaining the transmission line once it is built are generally pickup trucks, or an occasional bucket truck, and will have a negligible impact on transportation infrastructure. Such vehicles will likely access the transmission line on a yearly basis.
- The current construction plan does not include the use of helicopters within El Paso County for stringing the conductor wire. If helicopters will be used for stringing the conductor wire, Xcel Energy will provide El Paso County with a comprehensive plan detailing any temporary road closure, including affected routes, closure durations, and detours and will coordinate with El Paso County authorities to minimize disruption and address community concerns.
- Road closures associated with construction deliveries and normal construction activities are not anticipated. Traffic control measures may be needed during wire pulling activities; Xcel Energy will

obtain the necessary permits from El Paso County and from CDOT, as needed, prior to construction. Impacts to school bus routes are not anticipated.

Turn Lanes, Access Modifications, and Sight Distance

Part of the consideration of project impacts includes determining if specific access locations show need for turn lanes and acceleration or deceleration lanes. Due to the rural nature of the project as well as the low volume of peak hour traffic being generated, no lane modifications should be necessary. The type of work being completed during construction will be spread out over several locations with small work crews, and during operations, trips generated along the haul route will be negligible. Stopping sight distance was considered extremely unlikely to be impacted for the same reasons stated previously with regards to lane modifications.

Roadway Signing and Striping

The roadways included in the project haul routes are frequently gravel roads with no striping and limited signage. Due to the low volume of traffic existing on these roadways and the small number of trips being generated by construction and operations, modifications to the roadway signage and striping is not necessary.

Conclusion

In conclusion, Tetra Tech does not recommend changes to the current roadway configurations. Tetra Tech further concludes that short-term construction impacts to local infrastructure will be minimal, and long-term operations impacts will be negligible. Access Permits will be pursued with the County as necessary for Kendrick Road and North Rush Road due to the potential increase in ADT at these access locations to the main highways. If you have any questions or require additional information, please do not hesitate to contact Perry Patton, Civil Engineer, at (303) 980-3549.

Sincerely,

TETRA TECH, INCORPORATED



Perry Patton, P.E.
Project Civil Engineer



Em Johnson, E.I.T.
Senior Associate Civil Engineer

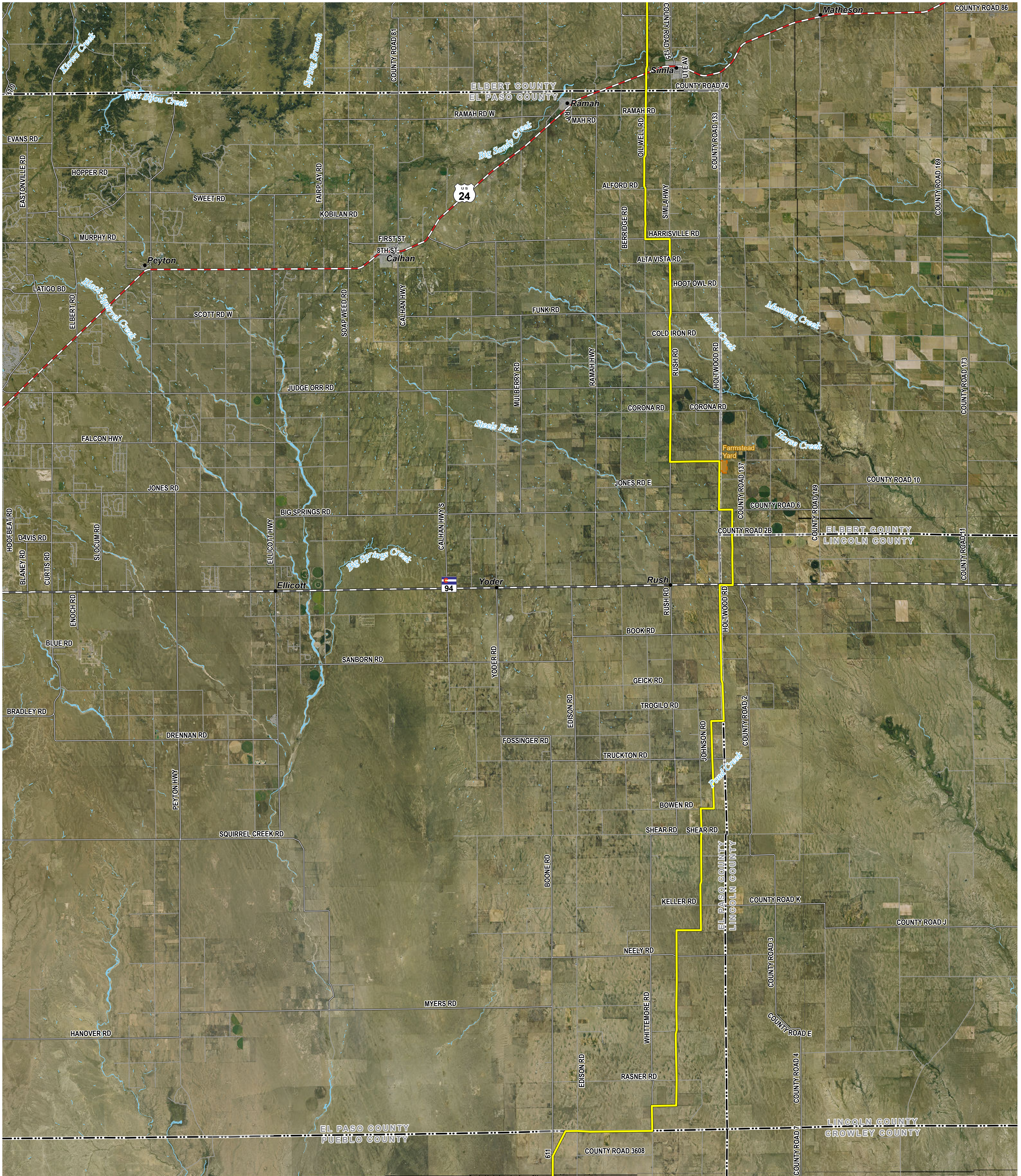
Attachments

Figure 1—Vicinity Map

Figure 2—Haul Route

FIGURES

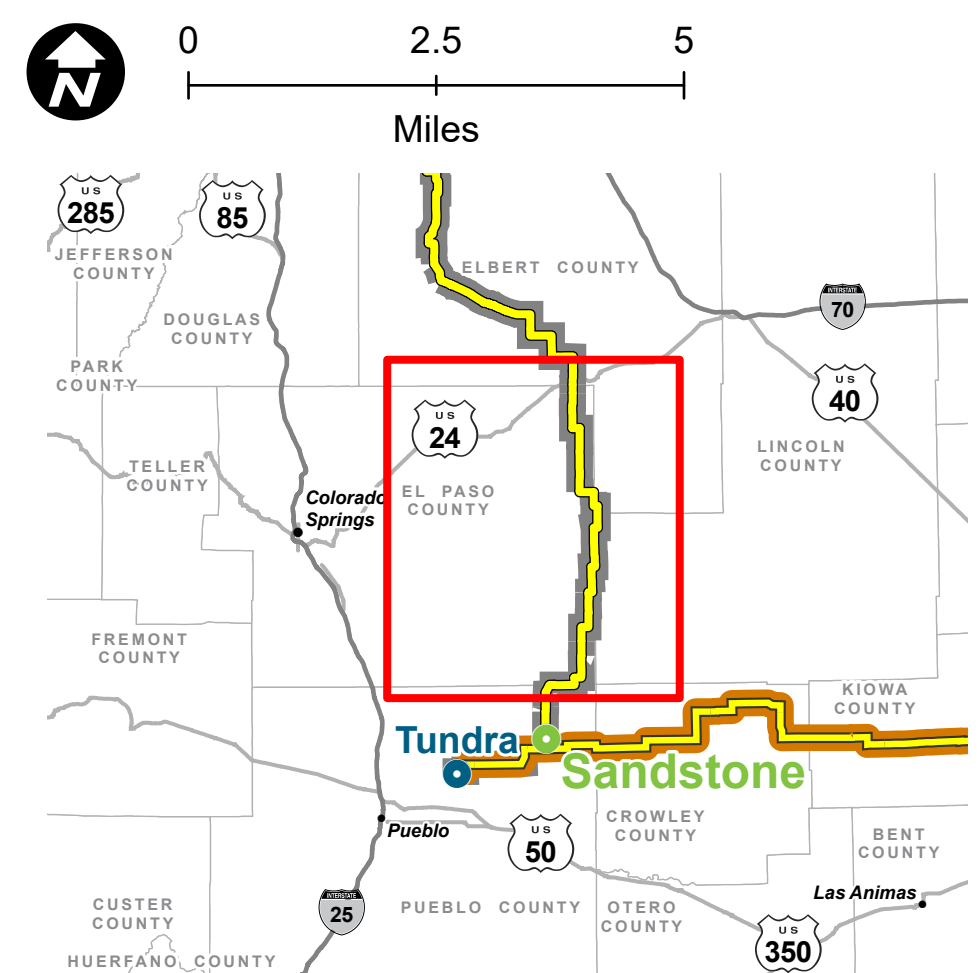
COLORADO'S POWER PATHWAY



- Legend**
- Proposed Transmission Route
 - Proposed Laydown Yard
- Boundary**
(CDOT 2021, DOLA 2021)
- Municipal Boundary
 - County
- Transportation**
(CDOT 2021, BTS 2020)
- U.S. Highway
 - State Highway
 - Local Road

Hydrology
(NHD 2020)

- Perennial Stream
- Intermittent Stream
- Waterbody



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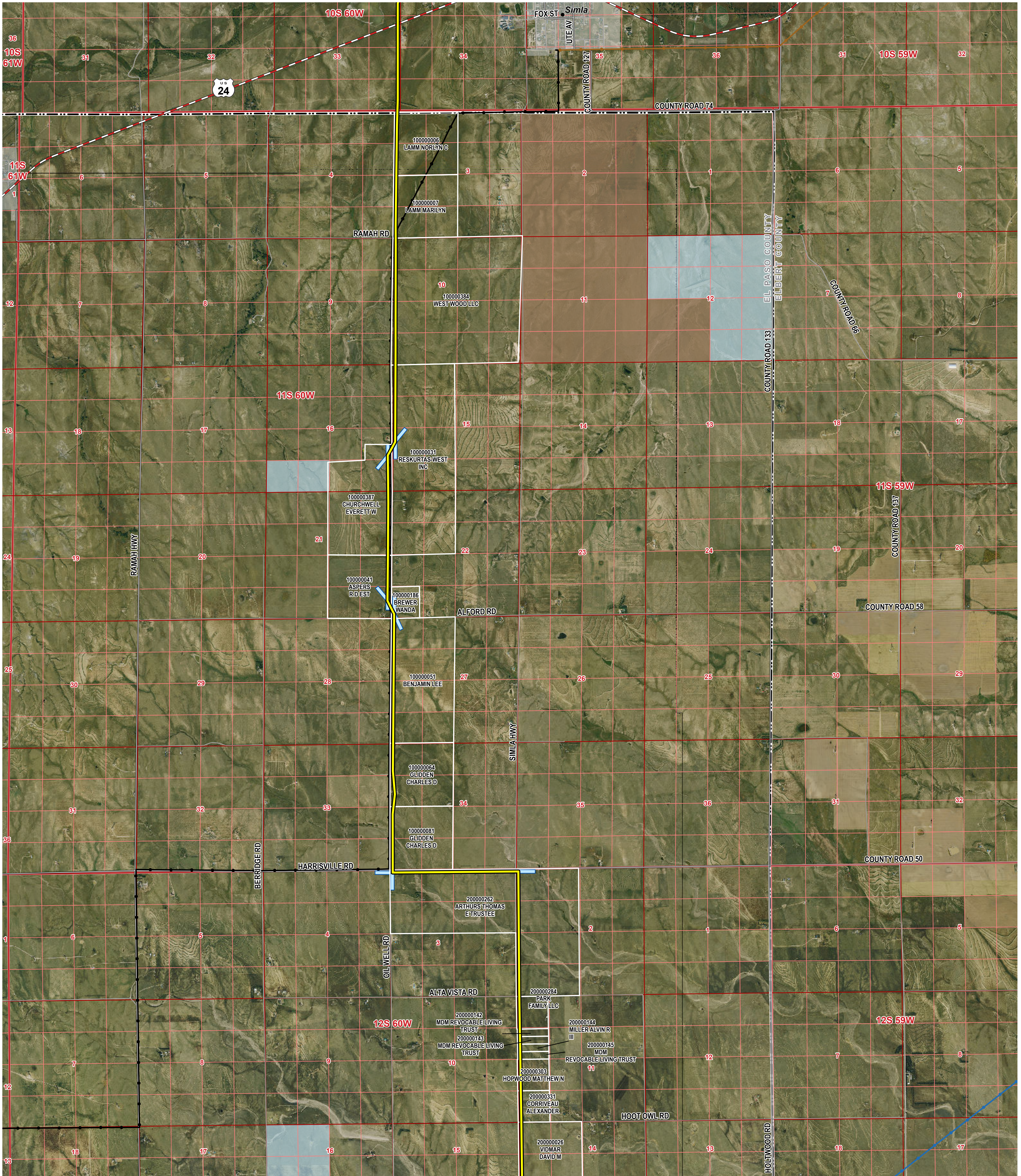
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El Paso County Vicinity

COLORADO'S POWER PATHWAY

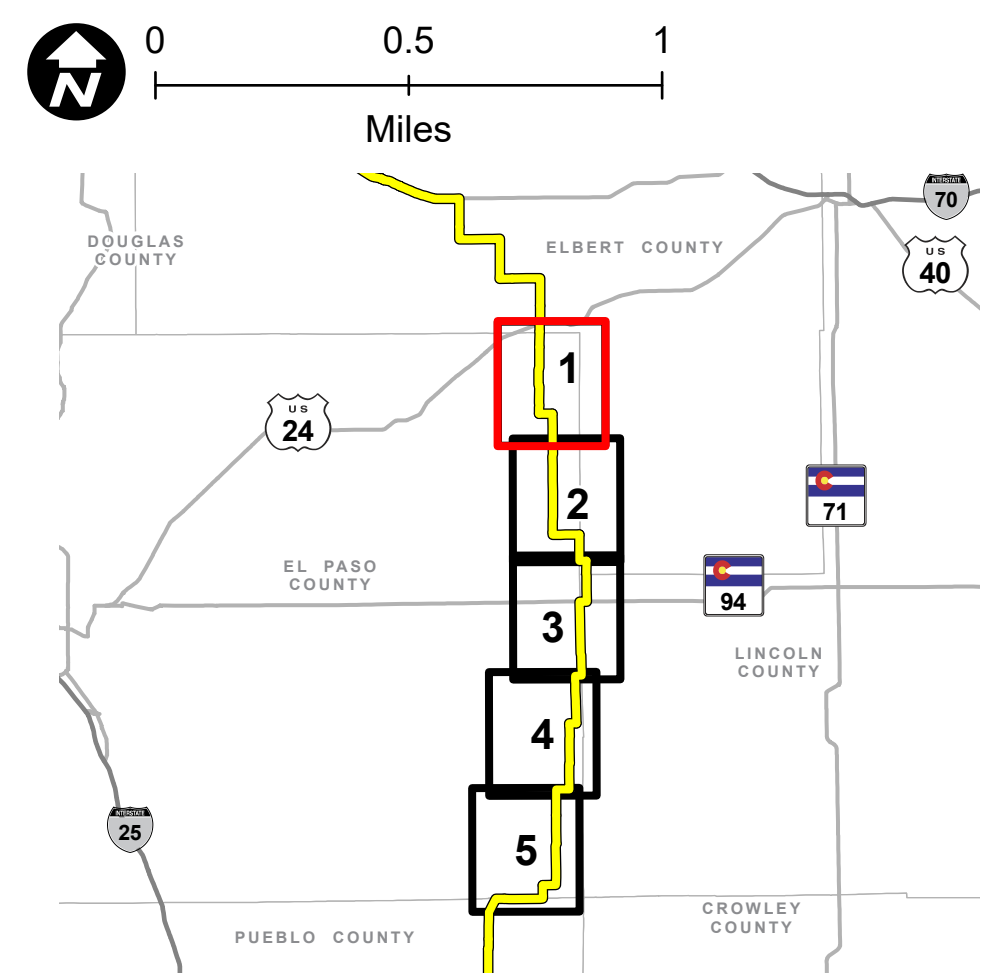


- Legend**
- Proposed Transmission Route
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 - Pull Site
 - Parcel
- Existing Electric Infrastructure (HIFLD 2021)**
- 69kV Transmission Line
 - 115kV Transmission Line
 - 230kV Transmission Line
- Boundary (CDOT 2021, DOLA 2021)**
- Municipal Boundary
 - County

- Transportation (CDOT 2021, BTS 2020)**
- U.S. Highway
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 - Local Road

- Public Land Survey System (BLM 2020)**
- Quarter Section
 - Section
 - Township/Range

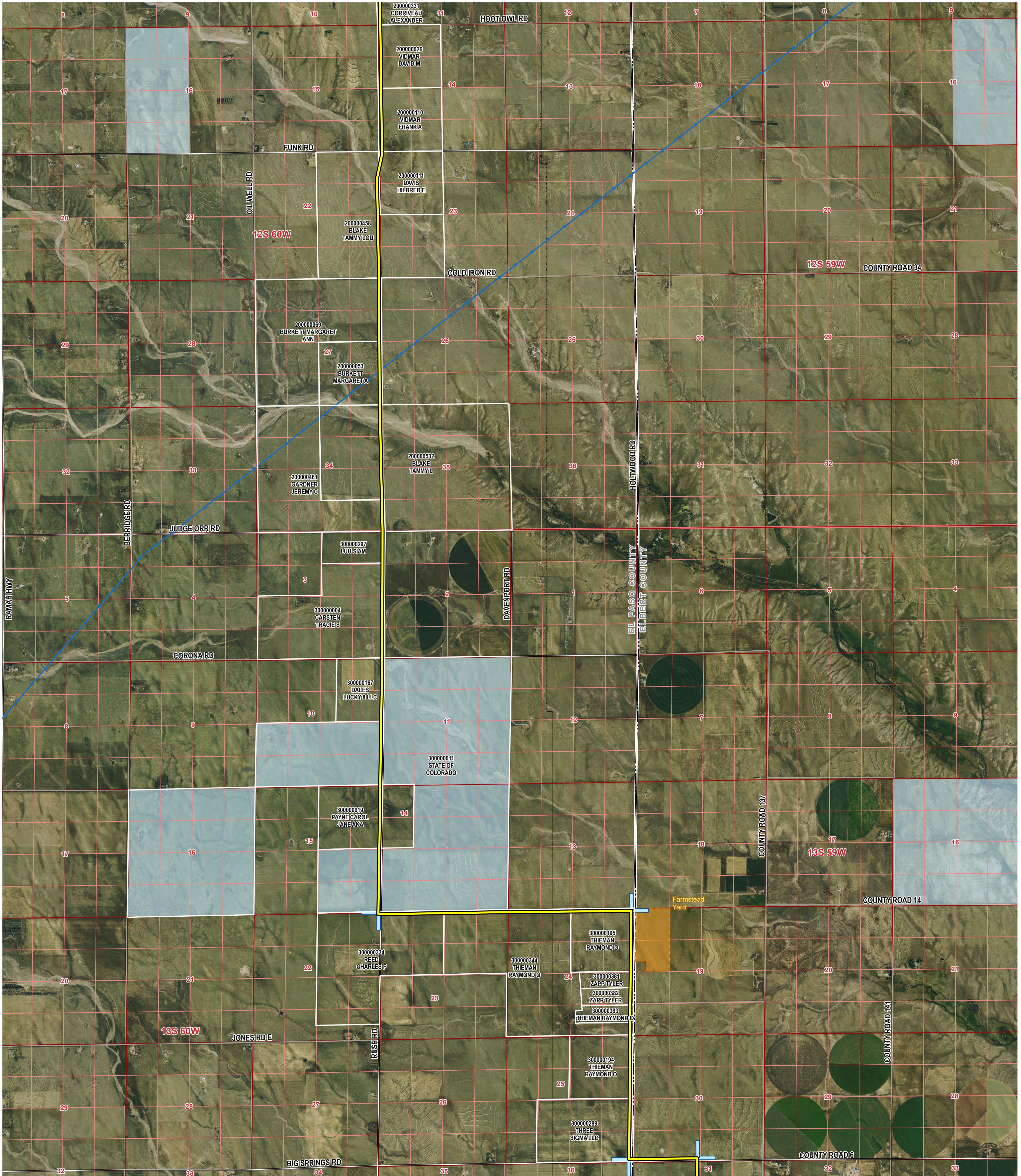
- Jurisdiction (COMap 2021)**
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 - Conservation Easement



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COLORADO'S POWER PATHWAY



Legend

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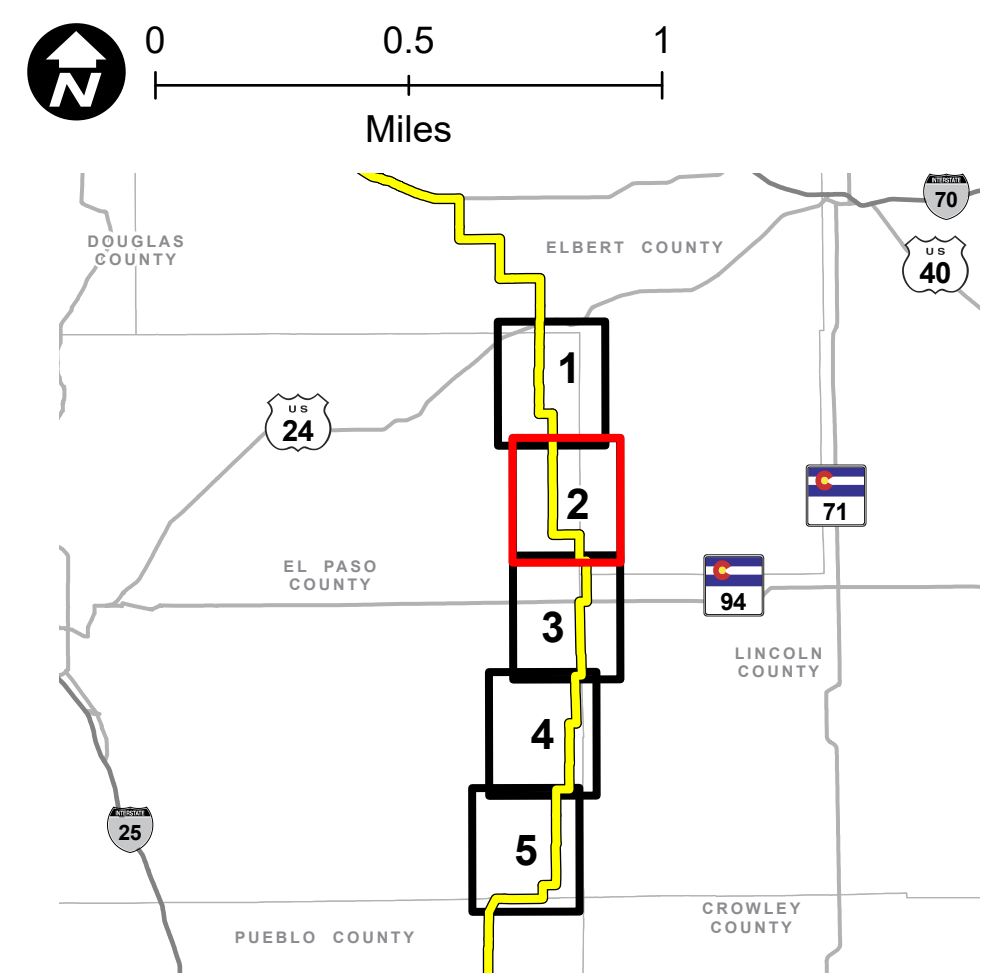
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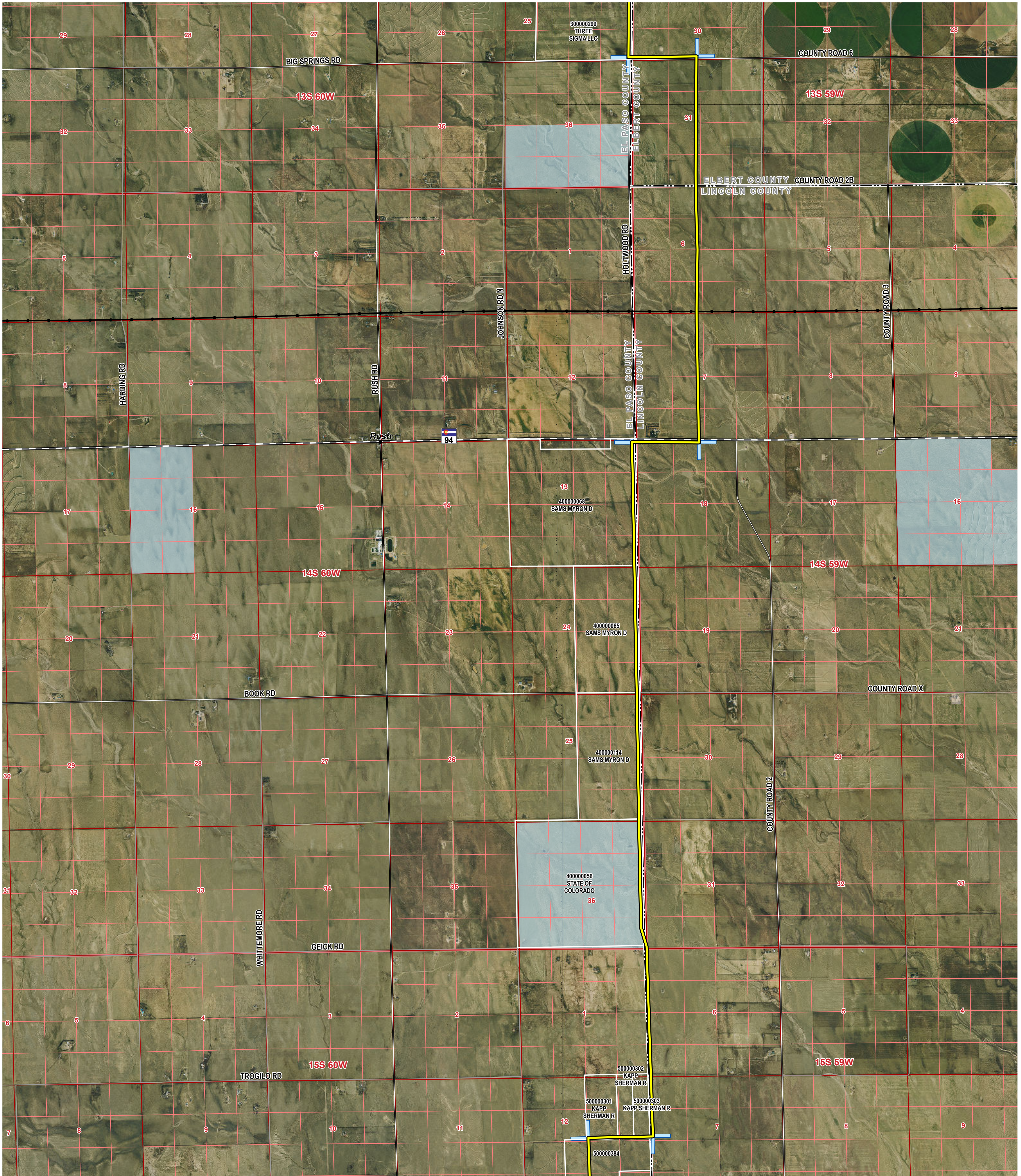


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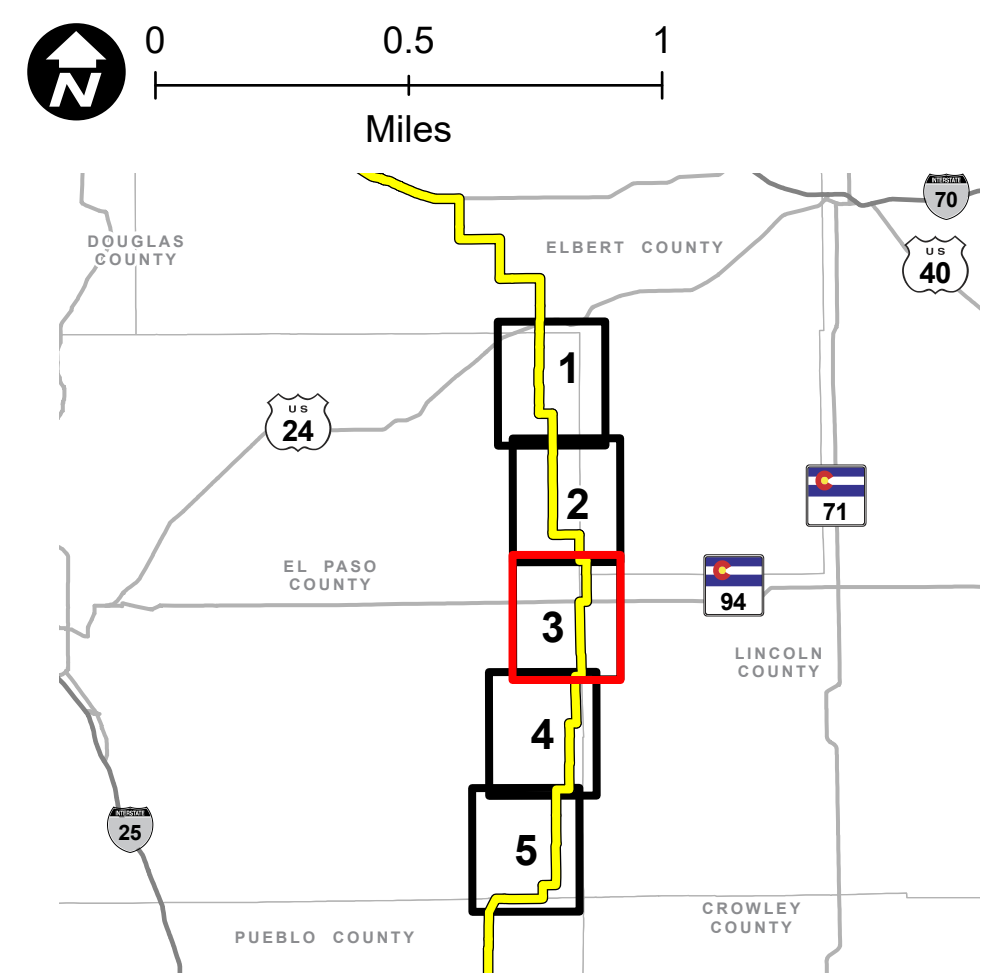
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Jurisdiction

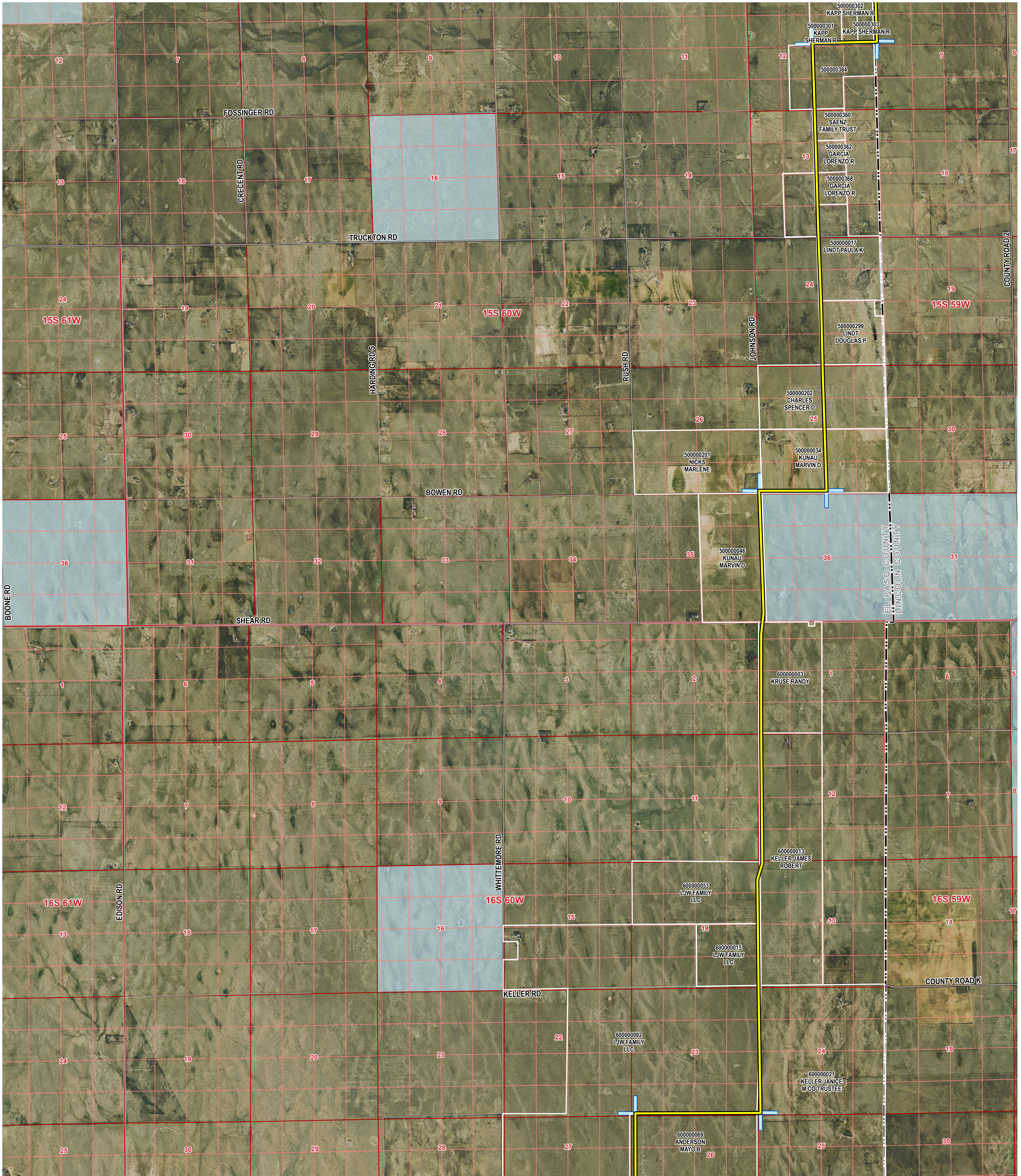
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Transportation (CDOT 2021, BTS 2020)

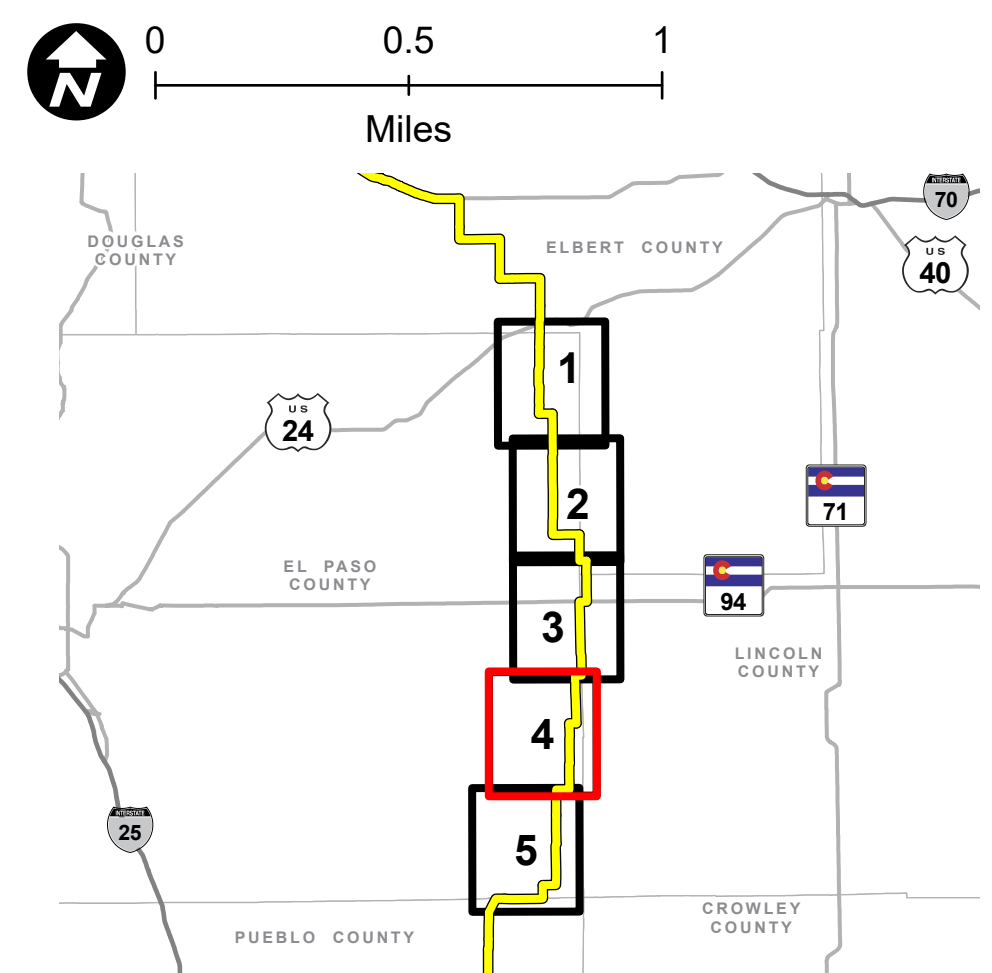
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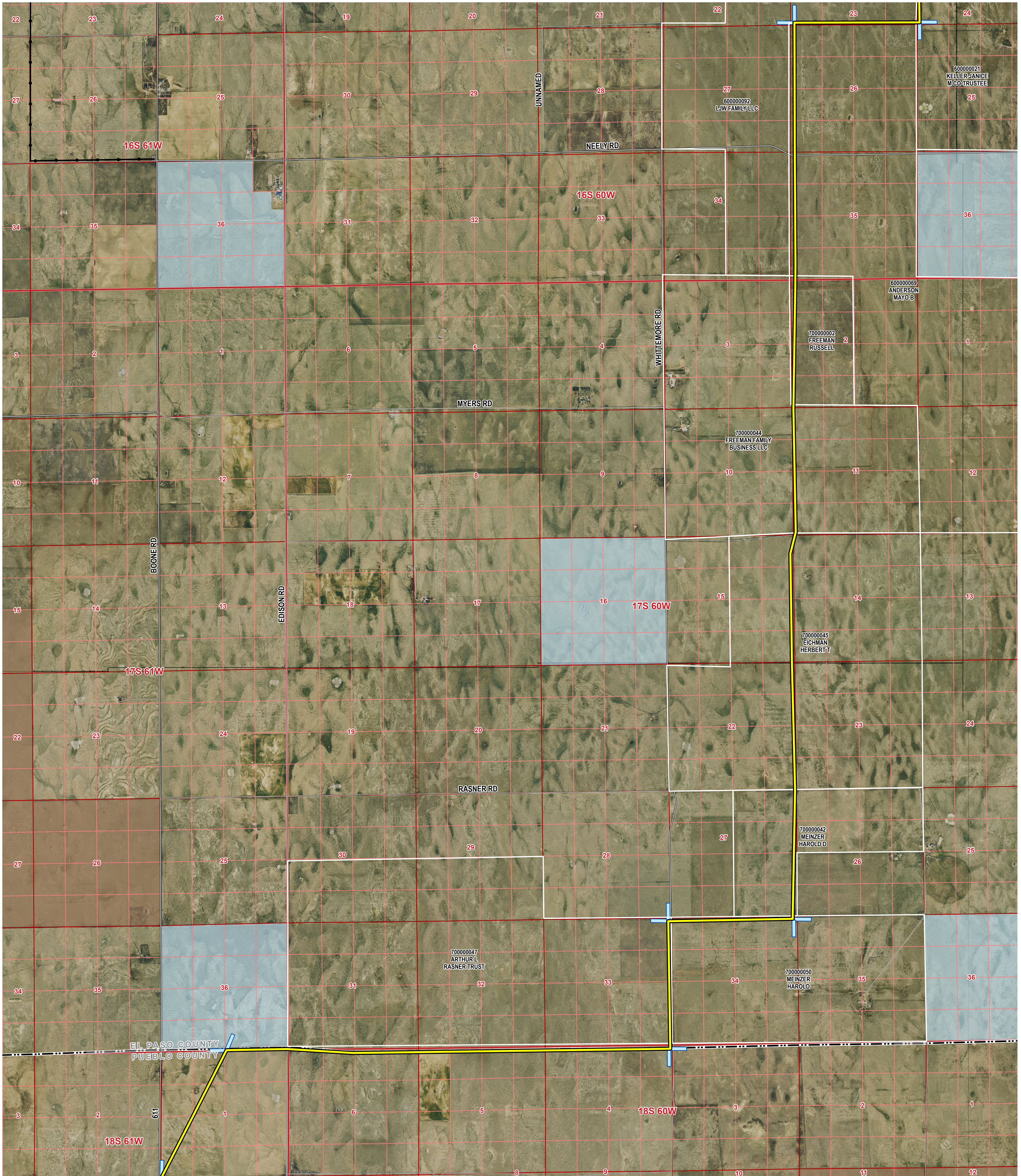


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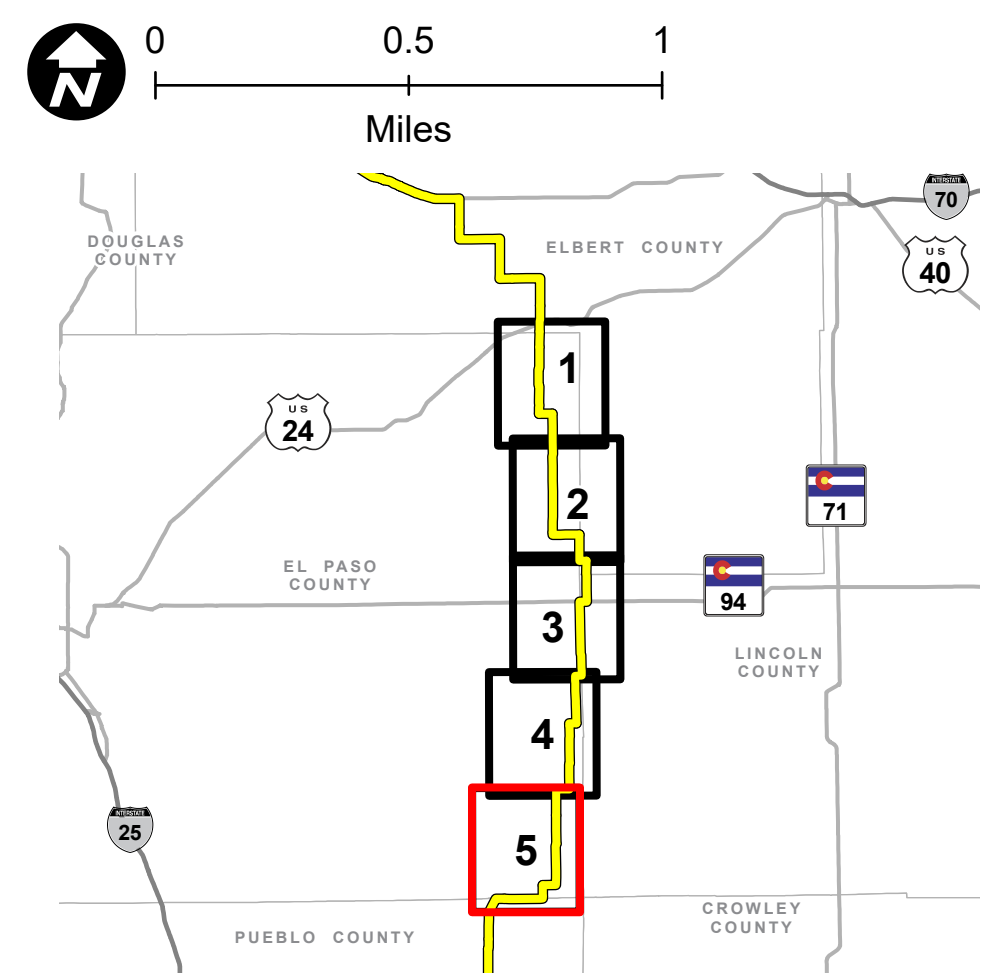
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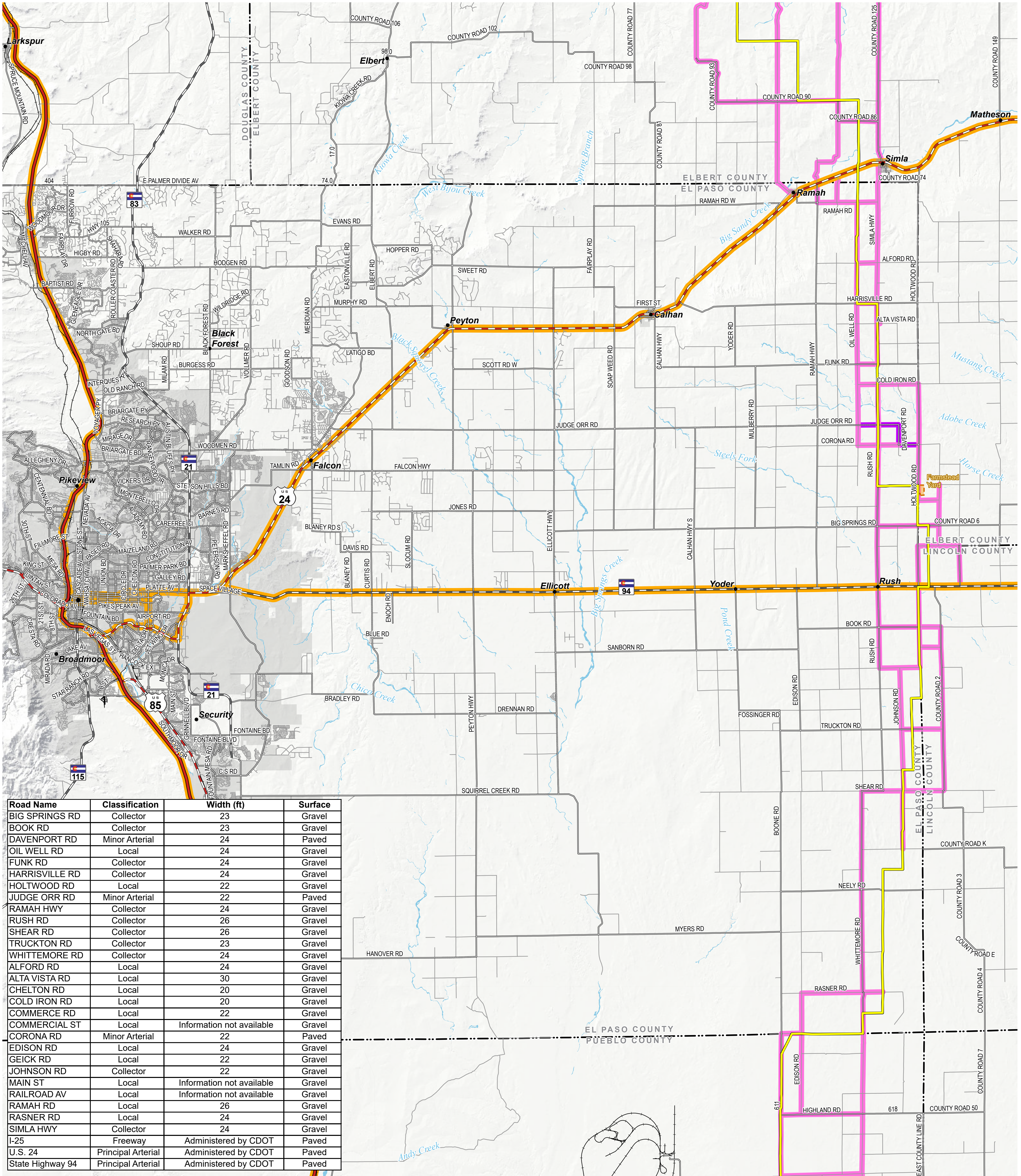


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COLORADO'S POWER PATHWAY



Road Name	Classification	Width (ft)	Surface
BIG SPRINGS RD	Collector	23	Gravel
BOOK RD	Collector	23	Gravel
DAVENPORT RD	Minor Arterial	24	Paved
OIL WELL RD	Local	24	Gravel
FUNK RD	Collector	24	Gravel
HARRISVILLE RD	Collector	24	Gravel
HOLTWOOD RD	Local	22	Gravel
JUDGE ORR RD	Minor Arterial	22	Paved
RAMAH HWY	Collector	24	Gravel
RUSH RD	Collector	26	Gravel
SHEAR RD	Collector	26	Gravel
TRUCKTON RD	Collector	23	Gravel
WHITTEMORE RD	Collector	24	Gravel
ALFORD RD	Local	24	Gravel
ALTA VISTA RD	Local	30	Gravel
CHELTON RD	Local	20	Gravel
COLD IRON RD	Local	20	Gravel
COMMERCE RD	Local	22	Gravel
COMMERCIAL ST	Local	Information not available	Gravel
CORONA RD	Minor Arterial	22	Paved
EDISON RD	Local	24	Gravel
GEICK RD	Local	22	Gravel
JOHNSON RD	Collector	22	Gravel
MAIN ST	Local	Information not available	Gravel
RAILROAD AV	Local	Information not available	Gravel
RAMAH RD	Local	26	Gravel
RASNER RD	Local	24	Gravel
SIMLA HWY	Collector	24	Gravel
I-25	Freeway	Administered by CDOT	Paved
U.S. 24	Principal Arterial	Administered by CDOT	Paved
State Highway 94	Principal Arterial	Administered by CDOT	Paved

Legend

- Proposed Transmission Route
- Heavy Material Delivery Route - Paved*
*Routes used to transport bulk equipment and materials to laydown yards
- General Construction Haul Route - Paved**
- General Construction Haul Route - Gravel**
**Routes used to deliver materials (e.g., anchor bolts, poles, concrete) to individual work sites
- Proposed Laydown Yard

Transportation

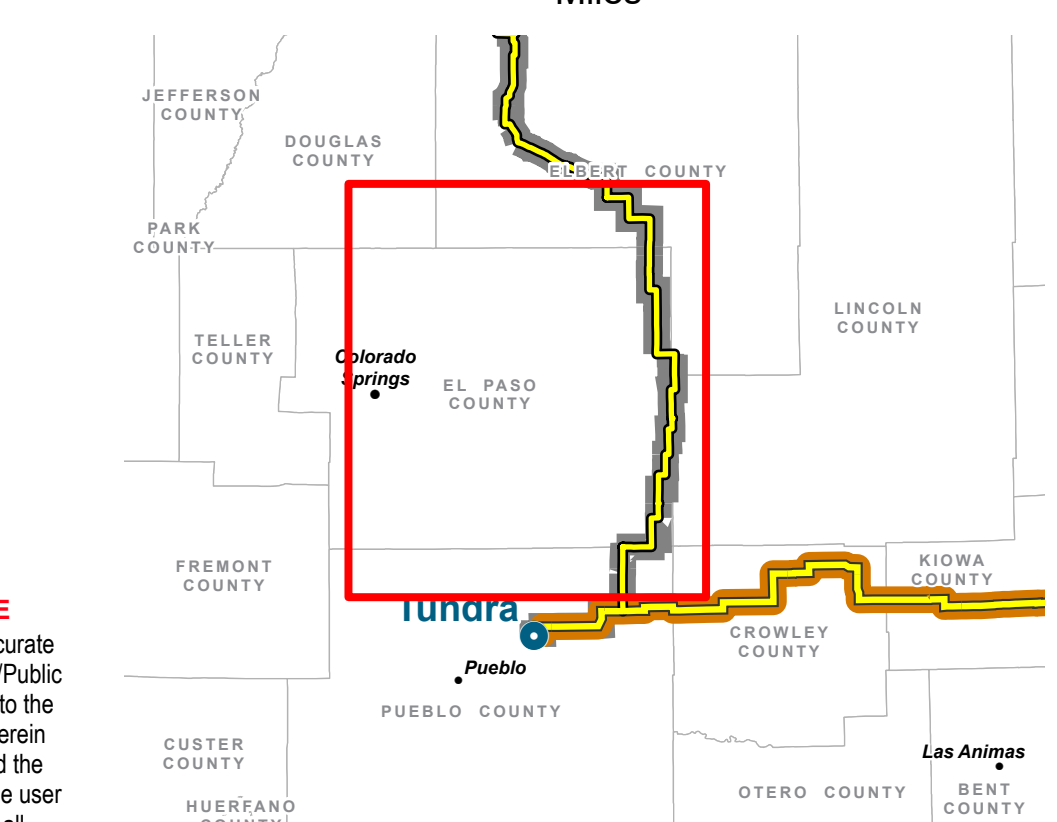
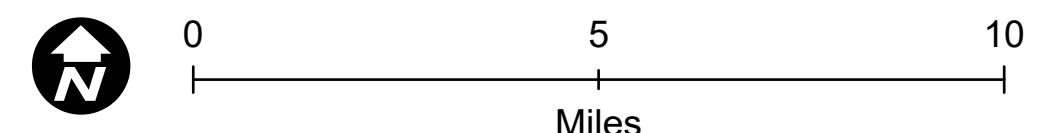
(CDOT 2021, BTS 2020)

- U.S. Highway
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- Local Road

Boundary

(CDOT 2021, DOLA 2021)

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Revised: 9/13/2024 | NOT FOR CONSTRUCTION

Path: Z:\Projects\IDEN\1163_0039_CO_Pathway_Permits\GIS\Layouts\Permitting\El_Paso_Co\El_Paso_Co_Permit.aprx

El Paso County Construction Access