

**Transportation Impact Study**  
for  
**Middle Creek Subdivision, Lot 3**



**March 9, 2021**

PREPARED FOR:  
**Triumph Development**  
Attn. Michael O'Connor  
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Vail, CO 81657

PREPARED BY:  
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Contact: Kari J. McDowell Schroeder, PE, PTOE  
*Project Number: 1502*

## **Statement of Engineering Qualifications**

Kari J. McDowell Schroeder, PE, PTOE is a Transportation and Traffic Engineer for McDowell Engineering, LLC. Ms. McDowell Schroeder has over twenty-four years of extensive traffic and transportation engineering experience. She has completed numerous transportation studies and roadway design projects throughout the State of Colorado. Ms. McDowell Schroeder is a licensed Professional Engineer in the State of Colorado and has her certification as a Professional Traffic Operations Engineer from the Institute of Transportation Engineers.

# Transportation Impact Study for East Vail Residential

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## 1.0 Project Description

The Town of Vail is planning to change the land use of the property at 129 N Frontage Road W (Middle Creek Subdivision, Lot 3). The existing use is *Children's Garden of Learning*, a childcare facility. That facility will be removed and a new 72-unit affordable housing facility will be constructed.

The purpose of this CDOT Level 2 study is to forecast and analyze the impacts of the proposed development's traffic volumes on the surrounding roadway network. This traffic analysis was scoped with both the Town of Vail and CDOT prior to completion.

The proposed site is located northwest of the Main Vail interchange on I-70, Exit 176. The developer is proposing to continue using the existing access onto the north I-70 Frontage Road. The project location is shown in **Figure 1**. A conceptual site plan is shown in **Figure 2**.

*Figure 1: Vicinity Map*

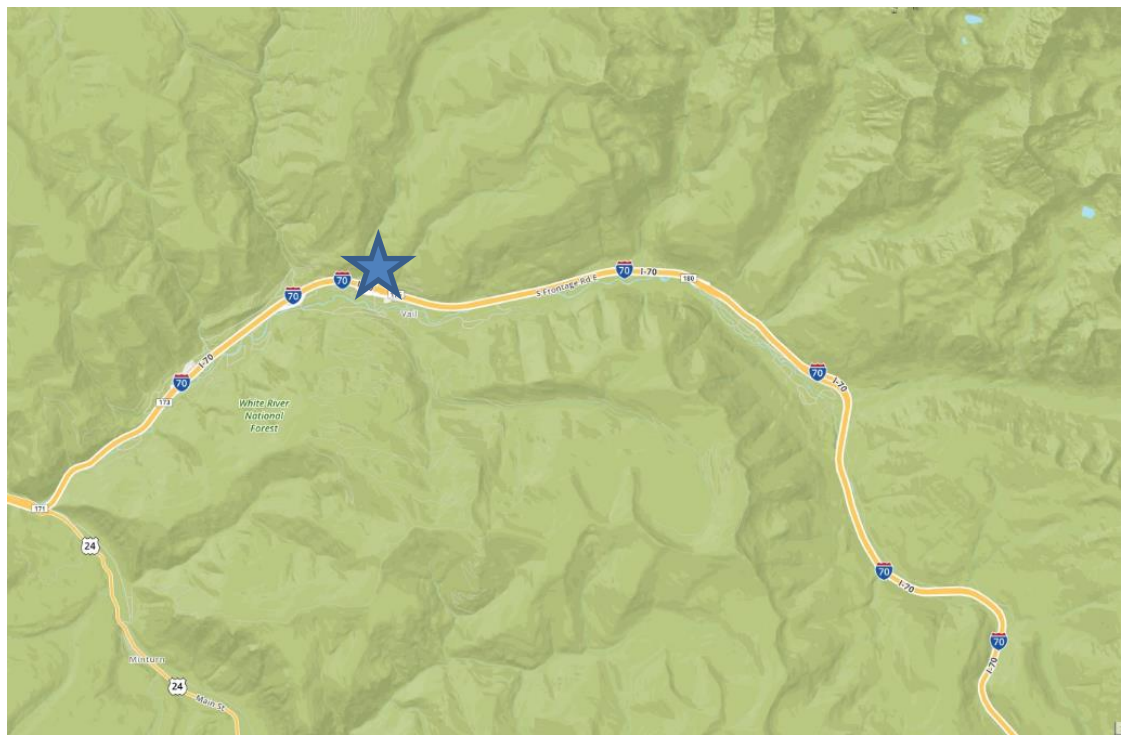
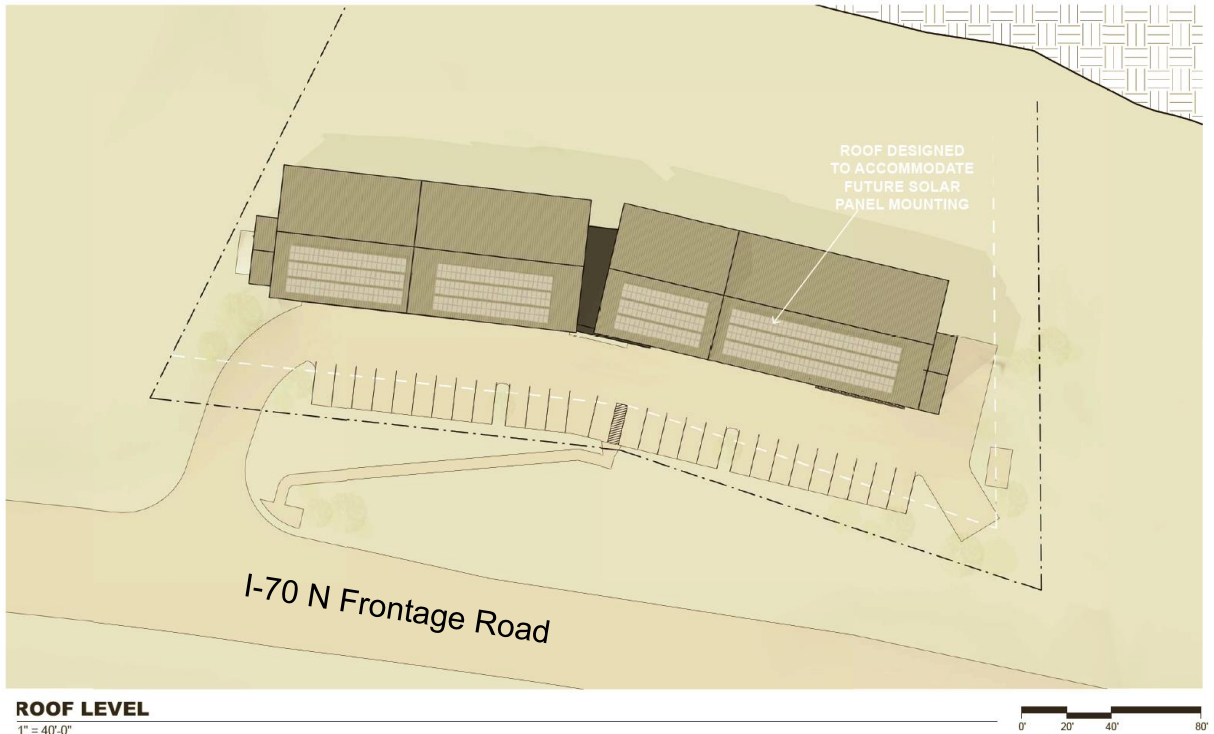


Figure 2: Conceptual Site Plan



## 2.0 Existing Conditions

### 2.1 Description of Existing Transportation System

I-70 North Frontage Road: The I-70 North Frontage Road is a two-lane, paved roadway that parallels the north side of I-70. This frontage road connects Main Vail to West Vail. In the vicinity of the site, I-70 North Frontage Road has posted speed limits of 25 mph eastbound and 35 mph westbound.

### 2.2 Traffic Data Collection

Existing Traffic Volumes: Existing turning movement counts were collected by McDowell Engineering. Traffic data was collected on Tuesday, December 28, 2020. Turning movement counts were collected from 7:00 to 9:00 am and 4:00 to 6:00 pm. This count date and time are considered a seasonal peak for the Town of Vail. The raw traffic data is included in the **Appendix**.

## 3.0 Future Traffic Projections

### 3.1 Existing & Committed Capital Improvement Projects

There are no existing or committed capital improvement projects that will impact this analysis.

### 3.2 Planned or Existing Land Development Projects

There are no planned or existing land development projects in the immediate vicinity.

### 3.3 Seasonal Adjustment Factor

The data collection date and times are considered a seasonal peak for the Town of Vail. Therefore, no seasonal adjustment factor is required for this analysis.

### 3.4 Background Traffic Growth

Long-term background growth was based upon the Town of Vail's historic 1.5% annual growth rate. This is consistent with the Town's latest Vail Master Plan forecast methods. The resulting peak hour forecasted Year 2021 and forecasted Year 2041 background traffic volumes can be seen in **Figure 3**.

## 4.0 Project Traffic

### 4.1 Proposed Land Use

The proposed development will include 72 affordable housing units in a single building.

### 4.2 Trip Generation Analysis

Trip generation rates were established for affordable housing within the Town of Vail by analyzing traffic counts performed at the Timer Ridge and Lion’s Ridge Apartments. See the *Trip Generation for Town of Vail Affordable Housing* memorandum dated January 13, 2021 in the **Appendix**. These rates were used to predict the traffic volumes to be generated by the proposed facility, as shown in **Table 1**.

*Table 1: Project Trip Generation*

Land Use Description	Units	Average Weekday			AM Peak Hour			PM Peak Hour		
		Average Rate	Enter (vpd)	Exit (vpd)	Average Rate	Enter (vph)	Exit (vph)	Average Rate	Enter (vph)	Exit (vph)
<b>Proposed</b>			50%	50%		32%	68%		53%	47%
Vail Affordable Housing [1]	72 Dwelling Units	3.43	123	123	0.21	5	10	0.34	13	12

[1] Town of Vail trip generation rates for Affordable Housing developments within the town limits

### 4.3 Multimodal Reduction

The Town of Vail’s trip generation rate includes the multimodal reduction, so no additional reduction has been applied.

### 4.4 Site-Generated Traffic

The buildout of the site is expected to generate a total of 246 external vehicle trips over the course of an average weekday, including 15 trips during the morning peak hour and 25 trips during the afternoon/evening peak hour.

### 4.5 Site-Generated Directional Distribution

The directional distribution of site-generated traffic on adjacent roadways is influenced by several factors, including the following:

- The location of the site relative to other facilities and the roadway network,
- The configuration of the existing and proposed adjacent roadway network,
- Relative location of neighboring population centers.

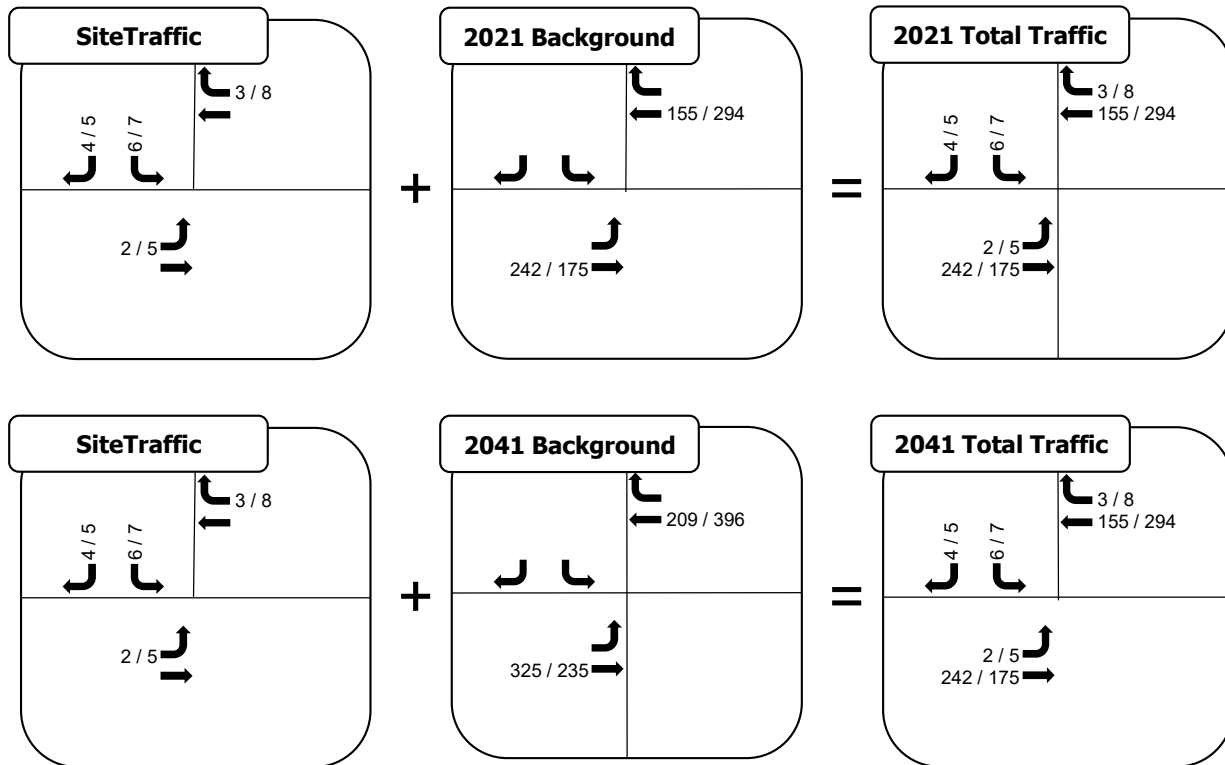
The trip distribution was assumed to be 60% to and from the east and 40% to and from the west.

## 4.6 Traffic Volumes

The trip distribution assumptions were applied to the trip generation volumes to determine the turning movement volumes for the site traffic. The background through volumes on the frontage road for 2021 and 2041 were determined by applying the Town of Vail's standard growth rate of 1.5% per year to the 2020 traffic count volumes. The peak hour site-generated traffic, the 2021 and 2041 background traffic volumes, and the 2021 and 2041 total traffic volumes are shown in **Figure 3**.



Figure 3: Middle Creek Subd. Lot 3, Affordable Housing Project



**LEGEND**  
XX/XX = AM/PM Volumes (vph)

Turning Movements

## 5.0 Transportation Impact Analysis

### 5.1 Site Design and Traffic Circulation Evaluation

The existing access to the *Children's Garden of Learning* will be used as the access to the proposed affordable housing facility. The access is a 24-foot paved driveway accommodating two-way traffic. Internal circulation has been designed to accommodate two-way traffic with backing motions from parking stalls. Some of the parking will be in the lowest level of the building.

### 5.2 Auxiliary Turn Lane Requirements

Turn lane requirements are based on the access classification of the highway, the speed limit and the turning movement volumes. The highway's access classification is FR – Frontage Road. The speed limit is less than 45 mph (25 mph eastbound and 35 mph westbound). As shown in **Table 2**, the turning volumes do not trigger any requirements for turn lanes.

There is an existing left-turn deceleration lane which, though not required, will remain in use.

*Table 2: Auxiliary turn lane requirements*

Intersection	Type of lane	Weekday AM Peak Hour Volume (pce-vph)	Weekday PM Peak Hour Volume (pce-vph)	Trigger Volume [1] (pce-vph)	Required by SHAC?
I-70 North Frontage Road and site access	Left turn decel.	2	5	>25	No
	Right turn decel.	3	8	>50	No
	Right turn accel.	4	5	S&O [2]	No
	Left turn accel.	6	7	S&O [2]	No

[1] Category F-R, <= 40 mph, SHAC §3.13(4)

[2] S&O = Safety and Operation triggers may apply. No traffic volume trigger.

### 5.3 Site Access Sight Distance

The site access has adequate sight distance in both directions, exceeding the 450' requirement per Table 4-2 of the *State Highway Access Code* to the west and extending into the Exit 176 roundabout to the east.

### 5.4 State Highway Access Permit

CDOT Access Permit Number 303014 was issued to the Town of Vail in 2003 for the north side of I-70 frontage MP 175.930 for a Day Care Center with a volume "not to exceed 100 DHV". The proposed development will not require a new State Highway Access Permit since the volume will still be below the permit volume.

## 6.0 Recommendations and Conclusions

The Town of Vail is proposing to construct new 72-unit affordable housing facility at 129 N Frontage Road W (Middle Creek Subdivision, Lot 3). This will be a change in use for the property. The existing use is *Children's Garden of Learning*, a childcare facility. That facility will be removed.

The purpose of this CDOT Level 2 study is to forecast and analyze the impacts of the site's traffic volumes on the surrounding roadway network. This traffic analysis was scoped with both the Town of Vail and CDOT prior to completion.

Site Access and Circulation: The project is proposing to use the existing access onto the I-70 frontage road. Sight distance meets the minimum spacing sight distance requirements per CDOT's *State Highway Access Code*.

Trip Generation: The buildout of the site is expected to generate a total of 246 external vehicle trips over the course of an average weekday, including 15 trips during the morning peak hour and 25 trips during the afternoon/evening peak hour.

Auxiliary Turn Lane Requirements: No additional auxiliary turn lane construction is required.

State Highway Access Permit: There is a State Highway Access Permit in place for the existing access with a permit volume "not to exceed 100 DHV". The peak hour volume from the proposed facility will remain below the permit volume, so a new access permit is not required.

Transportation Recommendations: Based upon the analysis and recommendations presented in this report, the proposed affordable housing facility is anticipated to be successfully incorporated into the Town of Vail's roadway network.

## 7.0 Appendix

### Reference Documents

1. *State Highway Access Code*. State of Colorado, 2002.
2. *CDOT OTIS Data*. <http://dtdapps.coloradodot.info/otis>

### Included Documents

1. Approved Methodology Form
  - a. Includes *Trip Generation for Town of Vail Affordable Housing*, January 13, 2021
2. Traffic Counts, December 28, 2020



Greg Schroeder <greg@mcdowelleng.com>

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## TIS Scoping Form for proposed Multifamily Development in Vail

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**Bunnell - CDOT, Mark** <mark.bunnell@state.co.us>

Thu, Jan 14, 2021 at 2:24 PM

To: Greg Schroeder <greg@mcdowelleng.com>

Cc: Kari McDowell Schroeder <kari@mcdowelleng.com>, Brian Killian - CDOT <brian.killian@state.co.us>, Tom Kassmel <tkassmel@vailgov.com>, Michael O'Connor <michael@triumphdev.com>, Kent Harbert <kent@mcdowelleng.com>, Dan Roussin <Daniel.Roussin@state.co.us>

Greg,

Thank you for including the trip generation data and calculations. The Methodology is acceptable to CDOT.

Thanks,

Mark Bunnell, PE, PTOE  
Resident Engineer  
Region 3 Traffic and Safety



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## Transportation Impact Study Methodology Form

Prior to starting a traffic impact study, a Methodology Form must be submitted for review and signed by the Region 3 Access Engineer. It shall be included as part of the study.

CONTACT INFORMATION	
Consultant:	Name: _____
	Telephone: _____
	Email: _____
	Developer/Owner Name: _____

PROJECT INFORMATION	
Project Name	_____
Project Location	_____
Project Description <i>(Attached proposed site plan)</i>	_____
State Highway	_____
County	_____
Mile Post	_____
Posted Speed Limit	_____

TIS ASSUMPTIONS			
Study Years	Current Year:	Buildout Year:	Long Term Year:
Traffic Assessment Level <i>(Provide justification)</i>	_____		
Study Intersections	1.	6.	
	2.	7.	
	3.	8.	
	4.	9.	
	5.	10.	
Future Growth Rate	<input type="checkbox"/> OTIS	<input type="checkbox"/> Regional TDM	<input type="checkbox"/> Other
Seasonal Adjustment Factor	_____		



**ASSUMPTIONS CONTINUED**

Project Trip Distribution <i>(State assumptions and attach sketch that shows individual movements.)</i>			
Trip Reduction Percentage	Internal Capture:		Pass By:
	Multi-Modal:		Other:
Study Time Periods <i>(Check all that apply)</i>	<input type="checkbox"/> AM (7-9)	<input type="checkbox"/> PM (4-6)	<input type="checkbox"/> Weekday
	<input type="checkbox"/> SAT (Midday)	<input type="checkbox"/> Other	
Existing and Proposed ITE Trip Generation Land Use			
Analysis Methods <i>(Check all that apply)</i>	<input type="checkbox"/> Synchro or <input type="checkbox"/> HCS <i>(isolated intersections only)</i>		<input type="checkbox"/> SimTraffic or <input type="checkbox"/> Other <i>(closely spaced intersections or when known/expected queuing issue)</i>
	<input type="checkbox"/> Signal Warrants		<input type="checkbox"/> Pedestrian/Transit/Bicycle
	<input type="checkbox"/> Safety/Sight Distance		<input type="checkbox"/> Queuing and Storage
	<input type="checkbox"/> Other		
Notes and Other Assumptions			
Crash Data	CDOT will perform a crash data analysis for the highway in the vicinity of the proposed access and provide to the consultant. As a part of the study consultant shall recommend mitigation measures for any identified safety issues.		
Simulation Input Files	Consultant to provide computer files used for analysis with a signed and sealed copy of the study.		

**CDOT INTERNAL USE ONLY**

Review Comments		
<input type="checkbox"/> Revise and Resubmit		
Engineer Signature/Date	<input type="checkbox"/> Approved	

## ***Levels of Traffic Assessments for CDOT R3 Access Permits***

Section 2.3(5) of The State Highway Access Code (SHAC) specifies the thresholds and general requirements of a traffic impact study (TIS). A TIS is required when the proposed land use will generate a Design Hour Volume (DHV) of 100 vehicles or more, or when considered necessary or desirable by CDOT. However, the SHAC provides little detail about traffic assessment requirements for projects generating less than 100 vehicles per hour. This document describes the three levels of traffic assessments required for access permitting in CDOT Region 3. The permit applicant should contact CDOT R3 access permitting (970-248-7230) to determine the appropriate level of traffic evaluation and the specific requirements for each individual application.

### **Level One – Trip Generation Assessment**

The purpose of a Level One Assessment is to document the project trip generation and to confirm that auxiliary turn lanes are not required at the proposed access point.

A Level One Assessment is required for all projects that generate less than ten trips in the peak hour. A single family home usually generates one trip in the peak hour so a project with nine or fewer homes would fit in this category. It is unlikely that any commercial or industrial development would fit in this category.

The Level One Assessment shall include the following:

- Description of project size and location
- Trip Generation Calculations per the Institute of Transportation Engineers Trip Generation document (latest version)
- A Professional Engineer's seal on the calculation is preferred, but not required.

### **Level Two – Auxiliary Turn Lane Assessment**

The purpose of a Level Two Assessment is to document the project trip generation and to determine auxiliary turn lane requirements at the proposed access points. The results of this assessment may reveal that no turn lanes are needed. The assessment may also reveal that a Traffic Impact Study is necessary (see Level Three), as determined by CDOT. It is strongly recommended that all assumptions be confirmed with the CDOT traffic engineer prior to completing the assessment.

A Level Two Assessment shall be required for all projects that generate between 10 and 99 trips in the peak hour. It shall include the following:

- Description of project size and location, include site & location maps
- Trip Generation Calculations per the ITE Trip Generation document (latest version)
- Diagram or table showing existing driveways and side roads within 1000 feet from the access
- A detailed statement of directional distribution assumptions for project traffic, include all correspondence; phone, emails etc., with local authorities concerning directional distribution.
- A detailed statement of the 20 year background traffic growth calculation (source of existing data, growth rate, factors, etc)
- Diagram or table showing am & pm peak-hour traffic volumes for:  
Short Term Traffic – existing, site generated, & total  
Long Term Traffic (20 Year) – background, site generated, & total
- Recommendations for auxiliary turn lanes per the SHAC
- Entering site distance at proposed access, include relative photos
- A Professional Engineer's seal and signature is required

### **Level Three – Traffic Impact Study**

The purpose of a TIS is to understand the full traffic impact of the proposed development, and to identify traffic mitigation measures. A TIS is required when the proposed land use will generate a DHV of 100 vehicles or more, or when considered necessary or desirable by CDOT. Section 2.3(5) of the SHAC specifies the thresholds and general requirements of a TIS. A Professional Engineer's seal is required. It is strongly recommended that all assumptions be confirmed with the CDOT traffic engineer prior to completing the study.

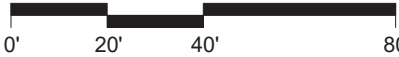


02.0 \ \ SITE: +8237'-6"



**Level 02**

1" = 40'-0"



# TRIP GENERATION FOR TOWN OF VAIL AFFORDABLE HOUSING

January 13, 2021

## Purpose

The purpose of this memorandum is to provide trip generation rates for affordable housing within the Town of Vail.

## Site

The Timber Ridge and Lion's Ridge Apartments are located at 1280 N Frontage Road West and 1265 N Frontage Road West respectively, in Vail, CO. Collectively, there are a total of 210 dwelling units. **Figure 1** shows the vicinity map and the two accesses to the frontage road for the apartments.

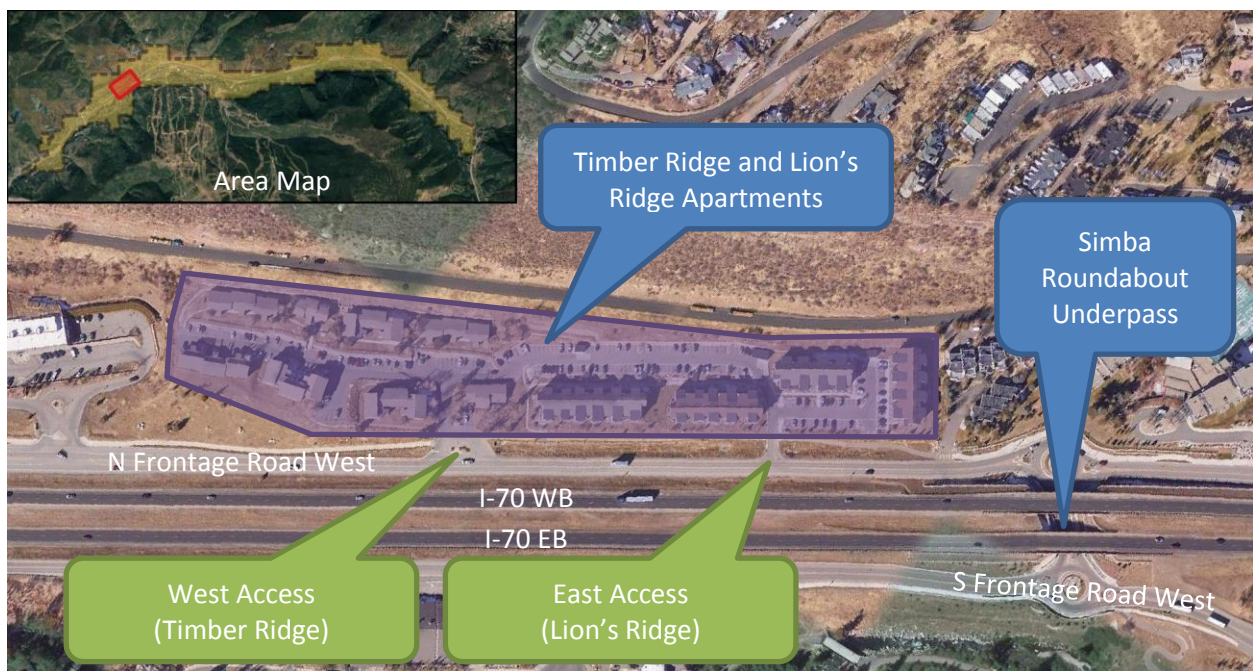


Figure 1: Vicinity Map

## Traffic Counts

Traffic counts were taken onsite on December 1, 2018. Counts are enclosed with this memorandum. **Table 1** and **Table 2** summarize the inbound, outbound and total volumes for both accesses in Vehicles per Hour (vph):

Table 1: Summary of Access Volumes for AM Peak (in Vehicles per Hour)

Direction	West Access AM Peak	East Access AM Peak	Both Accesses AM Peak
Inbound	8	6	14
Outbound	14	16	30
Total	22	22	44



*Table 2: Summary of Access Volumes for PM Peak (in Vehicles per Hour)*

Direction	West Access PM Peak	East Access PM Peak	Both Accesses AM Peak
<b>Inbound</b>	17	21	38
<b>Outbound</b>	16	18	34
<b>Total</b>	33	39	72

### Trip Generation Rates

The trip generation rates for AM and PM peaks are derived by dividing the total volume of both accesses by the number of dwelling units. The weekday rate is calculated by assuming the average daily traffic (ADT) is ten percent (10%) of the highest design hourly volume (DHV). **Table 3** summarizes these calculations below:

*Table 3: Trip Generation Rate Calculations*

Timeframe	Total Access Volume (vph)	Number of Dwelling Units	Trip Generation Rate
<b>AM Peak</b>	44	210	0.21
<b>PM Peak</b>	72	210	0.34
<b>Weekday *</b>	-	-	3.43

\* Weekday trip generation rates are estimated by assuming a DHV (design hourly volume) of 10% of ADT (average daily traffic)

### Directional Distribution

Directional Distribution is calculated by taking the percentage of the inbound and outbound traffic of the total traffic. **Table 4** summarizes these calculations:

*Table 4: Directional Distribution for AM and PM Peaks*

Direction	Both Accesses AM Peak	Directional Distribution AM Peak	Both Accesses PM Peak	Directional Distribution PM Peak
<b>Inbound</b>	14	32%	38	53%
<b>Outbound</b>	30	68%	34	47%
<b>Total</b>	44	100%	72	100%

### Multimodal Reductions

The Timber Ridge and Lion’s Ridge Apartments are located within close proximity of a bus stop, and there are multimodal paths adjacent to the properties. Therefore, these rates include multimodal reductions, as the counted access volumes were taken when residents were using these facilities.

### Summary

The trip generation rates presented in this memorandum are appropriate for proposed sites that look to construct affordable or multifamily housing within the Town of Vail or other similar communities. The proposed sites should have close access to multimodal facilities including bus stops and multimodal paths.



Intersection: N. FRONTAGE RD & LIONS RIDGE APARTMENT COMPLEX  
 Location: VAIL, COLORADO  
 Traffic Data Collection Date: SATURDAY, DECEMBER 1, 2018  
 Weather: SNOWING



Time	N Frontage Rd												N Frontage Rd												N/A												Lions Ridge Apt Complex													
	Eastbound												Westbound												Northbound												Southbound													
	Left				Thru				Right				Left				Thru				Right				Left				Thru				Right																	
	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik					
7:00 AM	0	0	0	0	0	14	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	0	26	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	35	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	1	0	31	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	0	0	1	0	31	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	47	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	0	54	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

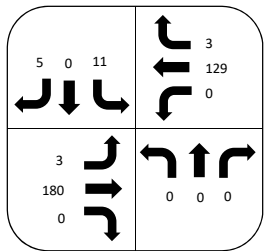
Overall Intersection: (8:00 - 9:00AM)

Total	5	0	0	4	0	262	26	11	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	4	0	0	0	0	0	0	9	0	0	10	0
Peak Hour Total	3	0	0	4	0	163	12	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	4	0	0	0	0	0	0	5	0	0	10	0
Peak Hour Total	3 vph	4 pph	180 vph	5 pph	0 vph	0 pph	0 vph	2 pph	3 vph	0 pph	0 vph	0 pph	0 vph	0 pph	11 vph	4 pph	0 vph	0 pph	5 vph	10 pph																				

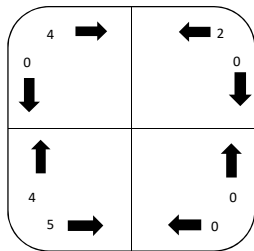
Access Movements Only: (8:00 - 9:00AM)

Total	5	0	0	4	0						6	0	0	0	0						20	0	0	4	0						9	0	0	10	0
Peak Hour Total	3	0	0	4	0						3	0	0	0	0						11	0	0	4	0						5	0	0	10	0
Peak Hour Total	3 vph	4 pph	0 vph	0 pph	0 vph	0 pph	0 vph	0 pph	3 vph	0 pph	0 vph	0 pph	0 vph	0 pph	11 vph	4 pph	0 vph	0 pph	5 vph	10 pph															

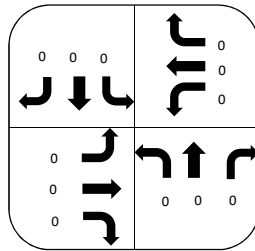
Total Peak Hour Vehicle Traffic at Intersection	331	vph
Total Peak Hour Peds/Bikes at Intersection	25	pph
Total Peak Hour Traffic (All Modes) at Intersection	356	pph
Percentage Peak Hour Trucks at Intersection	6.5	%
Peak Hour Factor	0.85	



Peak Hour Data (Cars & Trucks)



Peak Hour Pedestrian Data



Peak Hour Bicycle Data

Intersection: N. FRONTAGE RD & LIONS RIDGE APARTMENT COMPLEX  
 Location: VAIL, COLORADO  
 Traffic Data Collection Date: SATURDAY, DECEMBER 1, 2018  
 Weather: SNOWING



Time	N Frontage Rd															N Frontage Rd															N/A															Lions Ridge Apt Complex														
	Eastbound															Westbound															Northbound															Southbound														
	Left					Thru					Right					Left					Thru					Right					Left					Thru					Right																			
	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik										
2:00 PM	1	0	0	1	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	2	0	0	0	0										
2:15 PM	0	0	0	0	0	27	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	0										
2:30 PM	3	0	0	0	0	32	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0										
2:45 PM	0	0	0	0	0	37	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	3	0	0	0	0										
3:00 PM	4	0	0	2	0	30	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3:15 PM	4	0	0	2	0	28	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0										
3:30 PM	1	0	0	0	0	48	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0										
3:45 PM	2	0	0	5	0	36	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	1										
4:00 PM	3	0	0	1	0	36	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	2										
4:15 PM	0	0	0	0	0	37	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
4:30 PM	1	0	0	3	0	31	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0										
4:45 PM	3	0	0	2	0	36	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0										
5:00 PM	4	0	0	0	0	37	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	3	0	0	0	2															
5:15 PM	2	0	0	1	0	27	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0	2	0	0	0	0															

Overall Intersection: (3:00 - 4:00PM)

Total	28	0	0	17	0	471	43	20	11	0	0	0	0	0	0	1089	56	34	5	2	40	0	0	10	1	0	0	0	0	0	0	0	0	0	0	29	1	0	3	0	0	0	0	0	0	22	0	0	9	0
Peak Hour Total	11	0	0	9	0	142	15	7	1	0	0	0	0	0	0	465	17	13	1	2	9	0	0	4	1	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	6	0	0	3	0

Peak Hour Total	11 vph	0 pph	9 pph	0 pph	0 pph	164 vph	15 pph	7 pph	1 pph	0 pph	0 vph	0 pph	0 pph	0 pph	0 vph	0 pph	17 pph	1 pph	2 pph	9 vph	0 pph	0 pph	4 pph	1 pph	0 vph	0 pph	0 vph	0 pph	0 vph	0 pph	10 vph	0 pph	0 vph	0 pph	6 vph	0 pph	3 pph
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Access Movements Only: (3:15 - 4:15PM)

Total	28	0	0	17	0											40	0	0	10	1											29	1	0	3	0						22	0	0	9	0
Peak Hour Total	10	0	0	8	0											11	0	0	1	1											9	0	0	0	0						9	0	0	5	0

Peak Hour Total	10 vph	0 pph	8 pph	0 pph	0 pph	0 vph	0 pph	0 pph	0 pph	0 pph	0 vph	0 pph	0 pph	0 pph	0 vph	0 pph	11 vph	0 pph	2 pph	9 vph	0 pph	0 pph	4 pph	1 pph	0 vph	0 pph	0 vph	0 pph	0 vph	0 pph	9 vph	0 pph	0 vph	0 pph	9 vph	0 pph	5 pph
-----------------	--------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	--------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------

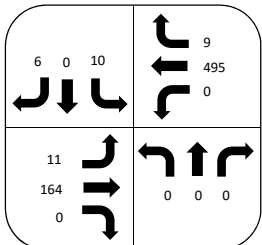
Total Peak Hour Vehicle Traffic at Intersection 695 vph

Total Peak Hour Peds/Bikes at Intersection 21 pph

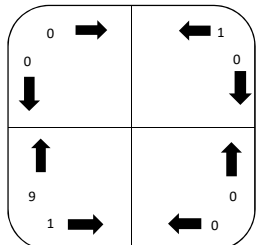
Total Peak Hour Traffic (All Modes) at Intersection 716 pph

Percentage Peak Hour Trucks at Intersection 4.5 %

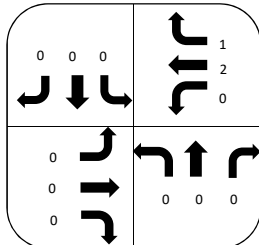
Peak Hour Factor 0.82



Peak Hour Data (Cars & Trucks)



Peak Hour Pedestrian Data



Peak Hour Bicycle Data

Intersection: N. FRONTAGE RD & TIMBER RIDGE APARTMENT COMPLEX  
 Location: VAIL, COLORADO  
 Traffic Data Collection Date: SATURDAY, DECEMBER 1, 2018  
 Weather: SNOWING



Time	N Frontage Rd															N Frontage Rd															N/A															Timber Ridge Apt Complex														
	Eastbound															Westbound															Northbound															Southbound														
	Left					Thru					Right					Left					Thru					Right					Left					Thru					Right																			
	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik										
7:00 AM	0	0	0	0	0	14	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0					
7:15 AM	1	0	0	0	0	26	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	3	0	0	0	0										
7:30 AM	3	0	0	0	0	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4	0	0	0	0															
7:45 AM	1	0	0	0	0	32	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	1	0	0	0	0															
8:00 AM	1	0	0	0	0	27	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	3	0	0	0	0															
8:15 AM	2	0	0	0	0	34	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	4	0	0	1	0															
8:30 AM	1	0	0	0	0	42	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0															
8:45 AM	2	0	0	0	0	54	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	0	0	0	0															

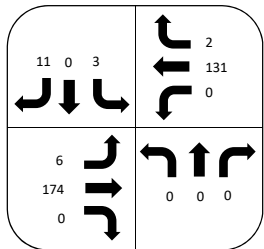
Overall Intersection: (8:00 - 9:00AM)

Total	11	0	0	0	0	250	26	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	57	0	0	0	0	0	0	20	0	0	1	0
Peak Hour Total	6	0	0	0	0	157	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	32	0	0	0	0	0	0	11	0	0	1	0
Peak Hour Total	6	vph	0	pph	174	vph	1	pph	0	vph	0	pph	0	pph	0	vph	0	pph	0	pph	0	vph	0	pph	0	pph	3	vph	32	pph	0	vph	0	pph	11	vph	1	pph							

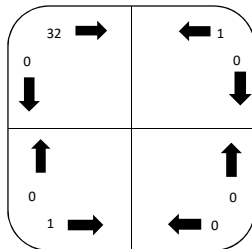
Access Movements Only: (8:00 - 9:00AM)

Total	11	0	0	0	0						2	0	0	0	0																9	0	0	57	0						20	0	0	1	0
Peak Hour Total	6	0	0	0	0						2	0	0	0	0																3	0	0	32	0						11	0	0	1	0
Peak Hour Total	6	vph	0	pph	0	vph	0	pph	0	vph	0	pph	0	pph	2	vph	0	pph	0	pph	0	vph	0	pph	0	pph	3	vph	32	pph	0	vph	0	pph	11	vph	1	pph							

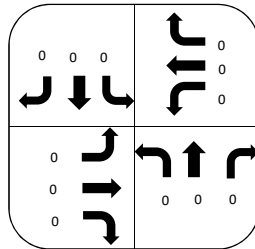
Total Peak Hour Vehicle Traffic at Intersection	327	vph
Total Peak Hour Peds/Bikes at Intersection	35	pph
Total Peak Hour Traffic (All Modes) at Intersection	362	pph
Percentage Peak Hour Trucks at Intersection	6.1	%
Peak Hour Factor	0.84	



Peak Hour Data (Cars & Trucks)



Peak Hour Pedestrian Data



Peak Hour Bicycle Data

Intersection: N. FRONTAGE RD & TIMBER RIDGE APARTMENT COMPLEX  
 Location: VAIL, COLORADO  
 Traffic Data Collection Date: SATURDAY, DECEMBER 1, 2018  
 Weather: SNOWING



Time	N Frontage Rd												N Frontage Rd												N/A												Timber Ridge Apt Complex																		
	Eastbound												Westbound												Northbound												Southbound																		
	Left				Thru				Right				Left				Thru				Right				Left				Thru				Right																						
	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik										
2:00 PM	2	0	0	0	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2:15 PM	2	0	0	0	0	27	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
2:30 PM	3	0	0	0	0	32	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2:45 PM	1	0	0	0	0	37	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
3:00 PM	1	0	0	0	0	33	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0					
3:15 PM	0	0	0	0	0	31	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0					
3:30 PM	1	1	0	0	0	48	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0					
3:45 PM	3	0	0	0	0	35	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0										
4:00 PM	3	0	0	0	0	39	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0										
4:15 PM	2	0	0	0	0	37	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0															
4:30 PM	1	0	0	0	0	32	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0					
4:45 PM	2	0	0	0	0	36	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0															
5:00 PM	2	0	0	0	0	39	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0															
5:15 PM	5	0	0	0	0	28	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0															

**Overall Intersection: (3:15 - 4:15PM)**

Total	28	1	0	0	0	483	41	20	6	0	0	0	0	0	0	1104	53	33	3	2	17	1	0	73	0	0	0	0	0	0	0	0	0	0	0	16	19	0	0	0	0	0	0	0	0	24	3	0	0	0
Peak Hour Total	7	1	0	0	0	153	14	7	1	0	0	0	0	0	0	450	16	13	0	2	9	0	0	19	0	0	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0	0	0	0	5	0	0	0	0

Peak Hour Total	8 vph	0 pph	174 vph	1 pph	0 vph	0 pph	0 vph	0 pph	0 vph	0 pph	479 vph	2 pph	9 vph	19 pph	0 vph	0 pph	0 vph	0 pph	0 vph	0 pph	11 vph	0 pph	0 vph	0 pph	5 vph	0 pph
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**Access Movements Only: (3:15 - 4:15PM)**

Total	28	1	0	0	0											17	1	0	73	0											16	19	0	0	0						24	3	0	0	0
Peak Hour Total	7	1	0	0	0											9	0	0	19	0											6	5	0	0	0						5	0	0	0	0

Peak Hour Total	8 vph	0 pph	0 vph	0 pph	0 vph	0 pph	0 vph	0 pph	9 vph	19 pph	0 vph	0 pph	0 vph	0 pph	11 vph	0 pph	0 vph	0 pph	5 vph	0 pph
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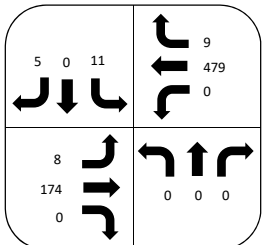
Total Peak Hour Vehicle Traffic at Intersection: 686 vph

Total Peak Hour Peds/Bikes at Intersection: 22 pph

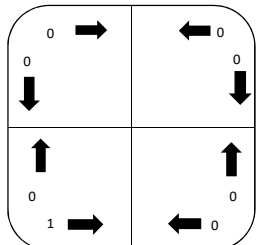
Total Peak Hour Traffic (All Modes) at Intersection: 708 pph

Percentage Peak Hour Trucks at Intersection: 5.1 %

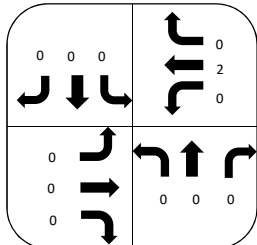
Peak Hour Factor: 0.82



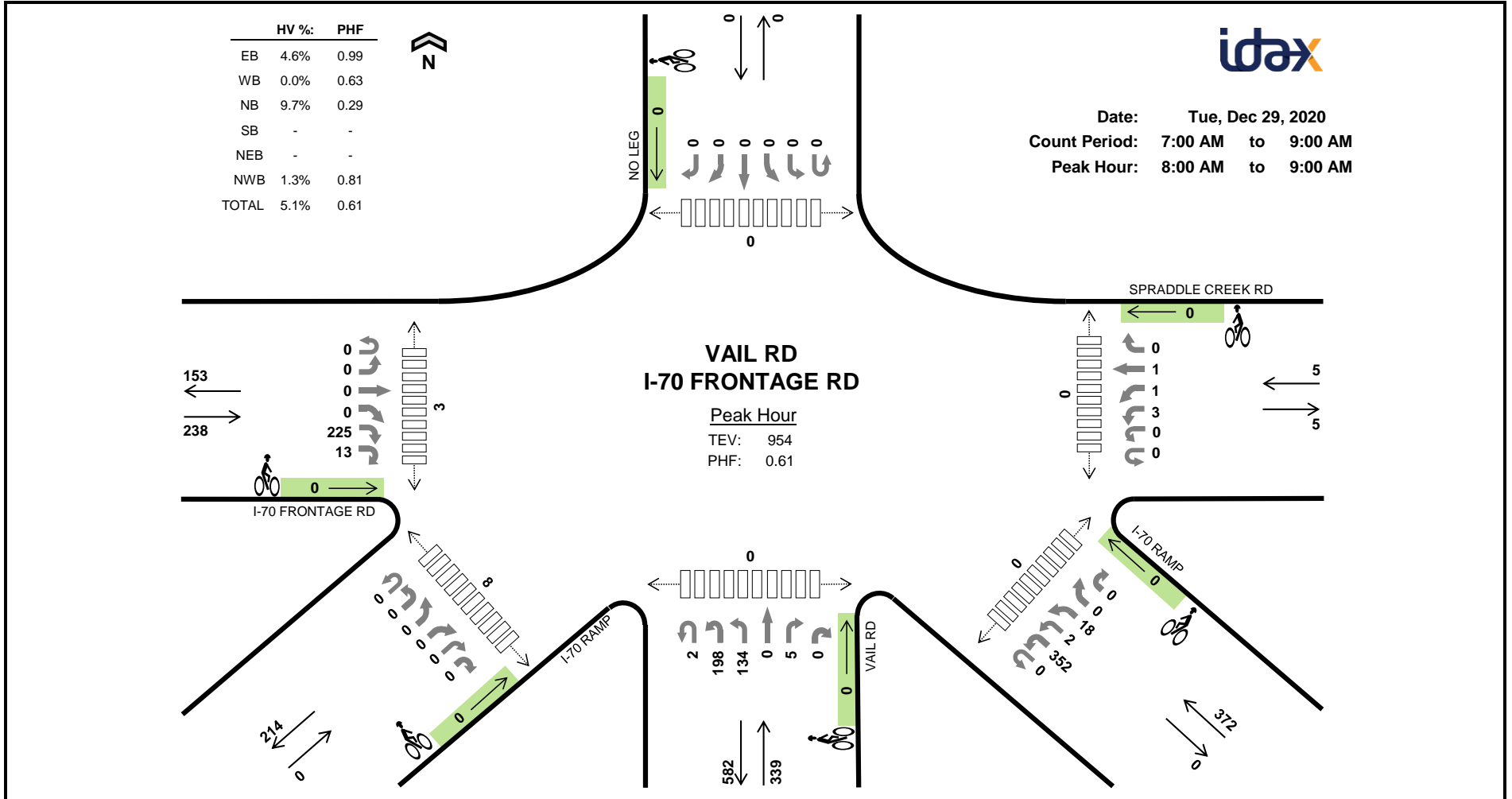
Peak Hour Data (Cars & Trucks)



Peak Hour Pedestrian Data



Peak Hour Bicycle Data



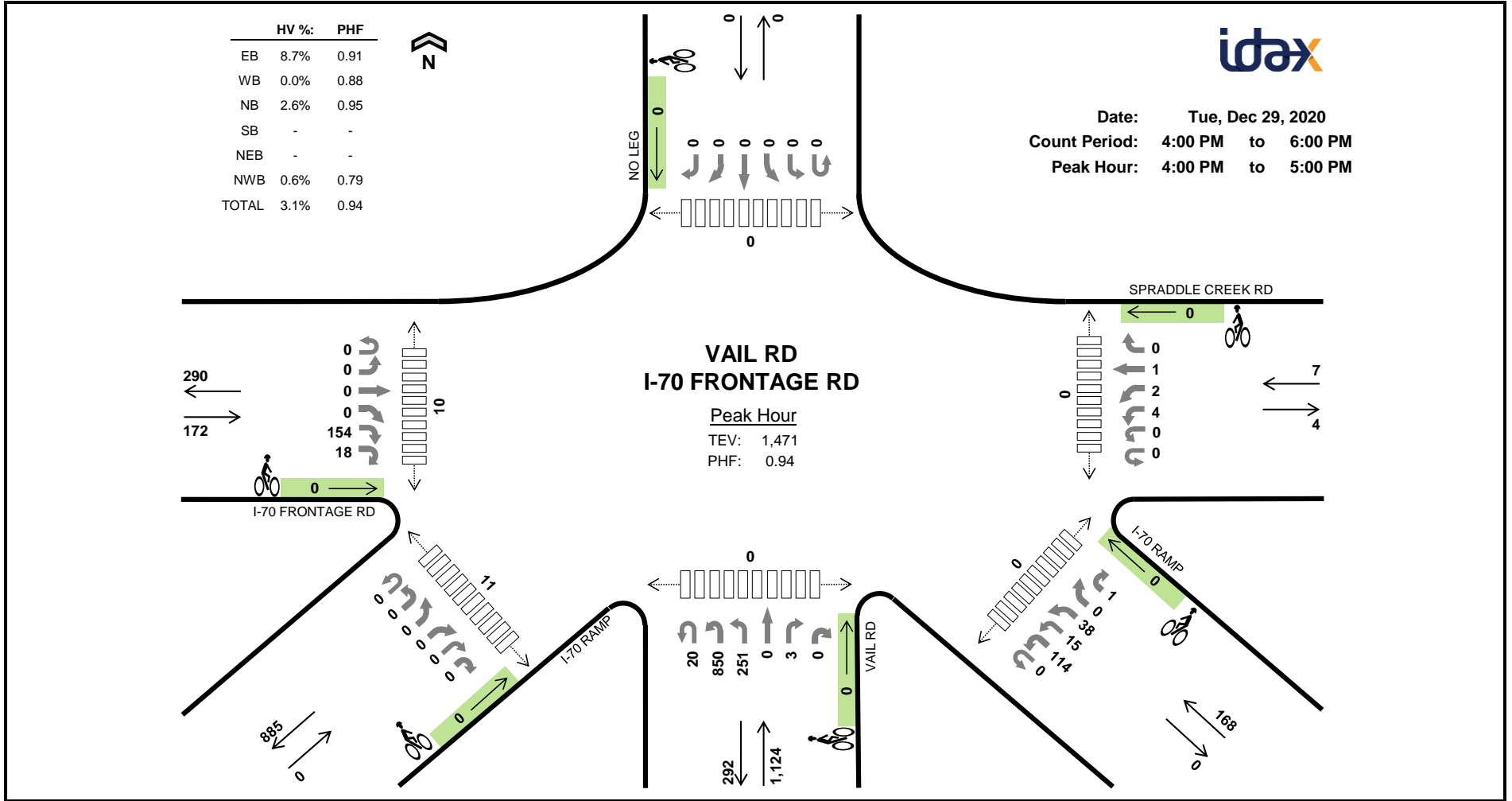


Two-Hour Count Summaries

Interval Start	I-70 FRONTAGE RD					SPRADDLE CREEK RD					VAIL RD					NO LEG					I-70 RAMP					I-70 RAMP					15-min Total	Rolling One Hour			
	Eastbound					Westbound					Northbound					Southbound					Northeastbound					Northwestbound									
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR			UT	HL	LT
7:00 AM	0	0	0	0	23	2	0	0	0	0	0	0	0	25	15	0	1	0	0	0	0	0	0	0	0	0	0	17	1	4	0	0	88	0	
7:15 AM	0	0	0	0	20	1	0	0	0	0	0	0	0	16	11	0	1	0	0	0	0	0	0	0	0	0	12	0	1	0	0	62	0		
7:30 AM	0	0	0	0	15	2	0	0	0	0	0	0	0	18	16	0	0	0	0	0	0	0	0	0	0	38	0	3	0	0	92	0			
7:45 AM	0	0	0	0	44	2	0	0	0	0	0	0	1	28	17	0	1	0	0	0	0	0	0	0	0	56	1	3	0	0	153	395			
8:00 AM	0	0	0	0	61	2	0	0	1	0	0	0	1	51	28	0	0	0	0	0	0	0	0	0	0	97	1	5	0	0	247	554			
8:15 AM	0	0	0	0	62	5	0	0	0	1	1	0	1	43	32	0	3	0	0	0	0	0	0	0	90	1	2	0	0	241	733				
8:30 AM	0	0	0	0	56	4	0	0	0	0	0	0	0	51	34	0	1	0	0	0	0	0	0	0	109	0	6	0	0	261	902				
8:45 AM	0	0	0	0	46	2	0	0	2	0	0	0	0	53	40	0	1	0	0	0	0	0	0	0	56	0	5	0	0	205	954				
Count Total	0	0	0	0	327	20	0	0	3	1	1	0	3	285	193	0	8	0	0	0	0	0	0	0	475	4	29	0	0	1,349	0				
Peak Hour	0	0	0	0	225	13	0	0	3	1	1	0	2	198	134	0	5	0	0	0	0	0	0	0	352	2	18	0	0	954	0				

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals							Bicycles							Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	NEB	NWB	Total	EB	WB	NB	SB	NEB	NWB	Total	East	West	North	South	SE	SW	Total	
7:00 AM	3	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	4	0	0	0	4	8
7:15 AM	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
7:30 AM	1	0	7	0	0	0	8	0	0	0	0	0	0	0	2	0	0	0	0	0	8	10
7:45 AM	6	0	4	0	0	1	11	0	0	0	0	0	0	0	3	0	0	0	0	0	3	6
8:00 AM	1	0	12	0	0	2	15	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
8:15 AM	3	0	8	0	0	1	12	0	0	0	0	0	0	0	1	0	0	0	0	1	2	2
8:30 AM	3	0	11	0	0	1	15	0	0	0	0	0	0	0	1	0	0	0	0	3	4	
8:45 AM	4	0	2	0	0	1	7	0	0	0	0	0	0	0	1	0	0	0	0	2	3	
Count Total	22	0	49	0	0	6	77	0	0	0	0	0	0	0	13	0	0	0	0	24	37	
Peak Hr	11	0	33	0	0	5	49	0	0	0	0	0	0	0	3	0	0	0	0	8	11	



Two-Hour Count Summaries

Interval Start	I-70 FRONTAGE RD						SPRADDLE CREEK RD						VAIL RD						NO LEG						I-70 RAMP						I-70 RAMP						15-min Total	Rolling One Hour
	Eastbound						Westbound						Northbound						Southbound						Northeastbound						Northwestbound							
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
4:00 PM	0	0	0	0	44	3	0	0	1	0	1	0	9	215	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	3	13	0	0	391	0		
4:15 PM	0	0	0	0	35	4	0	0	1	0	0	0	3	224	57	0	2	0	0	0	0	0	0	0	0	0	0	0	27	3	5	0	1	362	0			
4:30 PM	0	0	0	0	42	5	0	0	2	0	0	0	7	223	66	0	0	0	0	0	0	0	0	0	0	0	0	0	26	4	9	0	0	384	0			
4:45 PM	0	0	0	0	33	6	0	0	0	2	0	0	1	188	63	0	1	0	0	0	0	0	0	0	0	0	0	24	5	11	0	0	334	1,471				
5:00 PM	0	0	0	0	39	4	0	0	0	1	1	0	1	170	53	0	0	0	0	0	0	0	0	0	0	0	0	44	2	6	0	1	322	1,402				
5:15 PM	0	0	0	0	31	2	0	0	0	2	1	0	4	162	53	0	1	0	0	0	0	0	0	0	0	0	0	26	4	11	0	1	298	1,338				
5:30 PM	0	0	0	0	29	6	0	0	1	1	0	0	3	138	39	0	1	0	0	0	0	0	0	0	0	0	0	21	1	4	0	0	244	1,198				
5:45 PM	0	0	0	0	24	3	0	0	0	3	0	0	1	120	49	0	1	0	0	0	0	0	0	0	0	0	0	30	1	8	0	0	240	1,104				
Count Total	0	0	0	0	277	33	0	0	5	9	3	0	29	1,440	445	0	6	0	0	0	0	0	0	0	0	0	0	235	23	67	0	3	2,575	0				
Peak Hour	0	0	0	0	154	18	0	0	4	2	1	0	20	850	251	0	3	0	0	0	0	0	0	0	0	0	0	114	15	38	0	1	1,471	0				

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals							Bicycles							Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	NEB	NWB	Total	EB	WB	NB	SB	NEB	NWB	Total	East	West	North	South	SE	SW	Total	
4:00 PM	4	0	4	0	0	0	8	0	0	0	0	0	0	0	0	4	0	0	0	0	4	8
4:15 PM	3	0	8	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
4:30 PM	5	0	9	0	0	0	14	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
4:45 PM	3	0	8	0	0	1	12	0	0	0	0	0	0	0	0	4	0	0	0	0	5	9
5:00 PM	5	0	13	0	0	0	18	0	0	0	0	0	0	0	0	5	0	1	1	4	11	
5:15 PM	1	0	6	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	0	7	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	6	0	7	0	0	0	13	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4
Count Total	29	0	62	0	0	2	93	0	0	0	0	0	0	0	0	17	0	1	1	17	36	
Peak Hr	15	0	29	0	0	1	45	0	0	0	0	0	0	0	0	10	0	0	0	11	21	