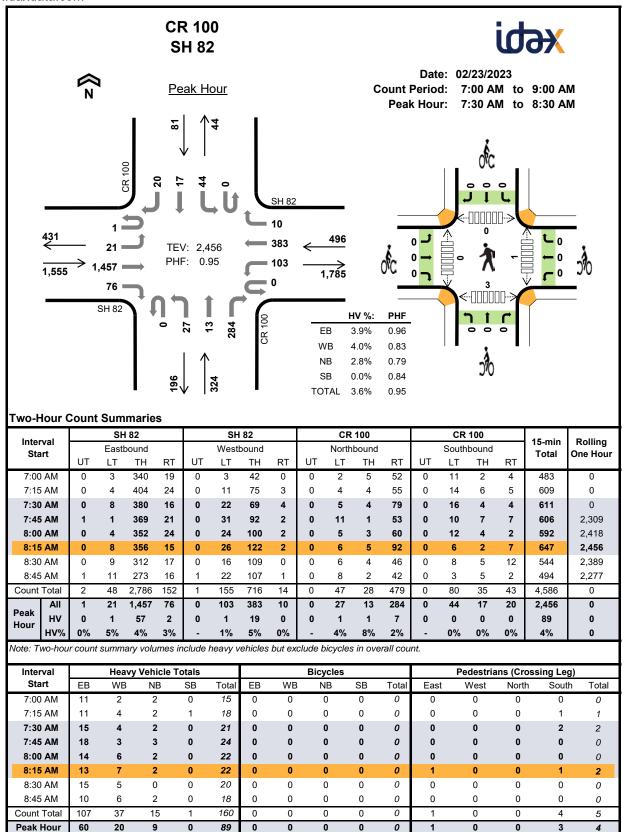


Appendix

Existing Traffic Counts

Garfield County Access Permit

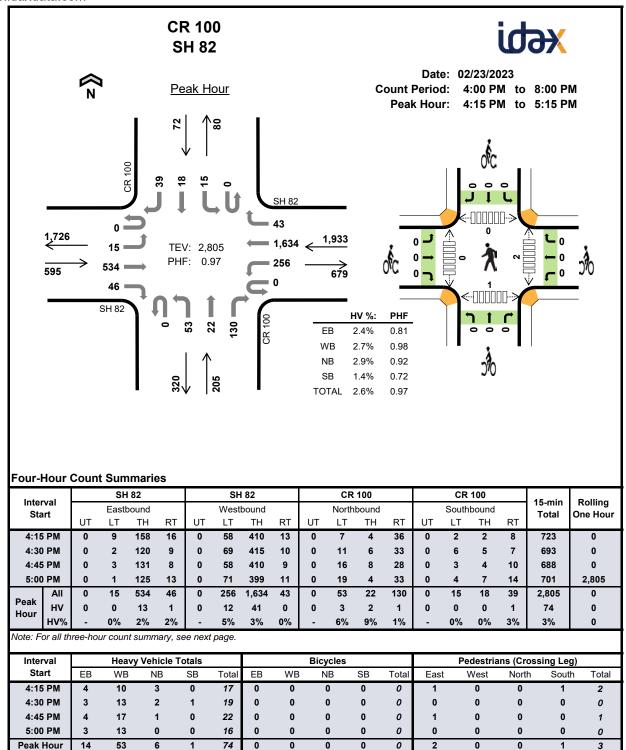
Denver and Rio Western Railroad Company



141		SH	82			SH	82			CR	100			CR	100		45	D - 111
Interval Start		Easth	ound			Westl	bound			North	bound			South	bound		15-min Total	Rolling One Hour
Otart	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	Ono mou
7:00 AM	0	0	10	1	0	0	2	0	0	0	1	1	0	0	0	0	15	0
7:15 AM	0	0	11	0	0	0	4	0	0	0	0	2	0	0	1	0	18	0
7:30 AM	0	0 15		0	0	0	4	0	0	0	1	1	0	0	0	0	21	0
7:45 AM				0	0	0	3	0	0	1	0	2	0	0	0	0	24	78
8:00 AM	0	1	11	2	0	0	6	0	0	0	0	2	0	0	0	0	22	85
8:15 AM	0	0	13	0	0	1	6	0	0	0	0	2	0	0	0	0	22	89
8:30 AM	0	0	15	0	0	0	5	0	0	0	0	0	0	0	0	0	20	88
8:45 AM	0	0	9	1	1	0	5	0	0	0	0	2	0	0	0	0	18	82
Count Total				4	1	1	35	0	0	1	2	12	0	0	1	0	160	0
Peak Hour	0	1	57	2	0	1	19	0	0	1	1	7	0	0	0	0	89	0

Two-Hour Count Summaries - Bikes

late med		SH 82			SH 82			CR 100			CR 100		45	D - 1111
Interval Start	E	Eastboun	d	V	Vestbour	ıd	N	lorthbour	nd	S	outhbou	nd	15-min Total	Rolling One Hour
Start	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	i otai	Ono rioui
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0



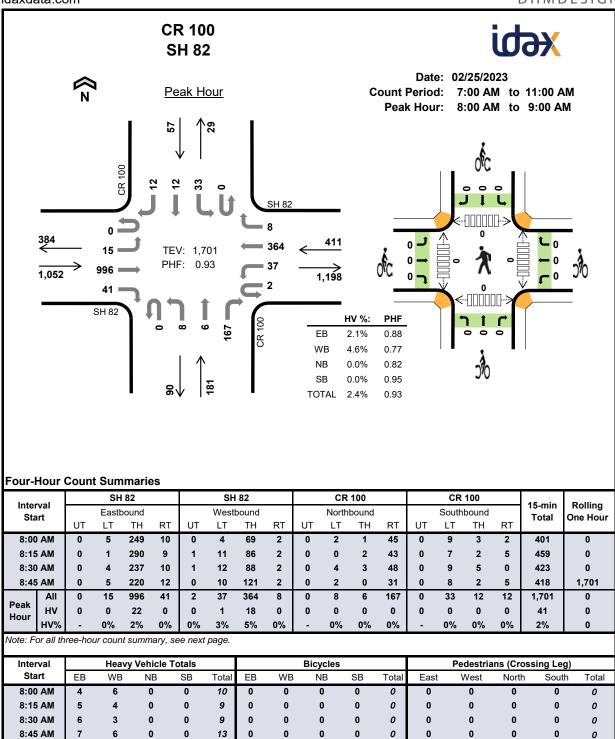
	lour																		
Inter	val			1 82				82			CR					100		15-min	Rolling
Sta	rt			bound				bound			North					bound		Total	One Hour
	5	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	222	
4:00		0	6	116	6	0	55	359	8	0	10	5	25	0	4	2	10	606	0
4:15		0	9	158	16	0	58	410	13	0	7	4	36	0	2	2	8	723	0
4:30	PM	0	2	120	9	0	69	415	10	0	11	6	33	0	6	5	7	693	0
4:45	PM	0	3	131	8	0	58	410	9	0	16	8	28	0	3	4	10	688	2,710
5:00	PM	0	1	125	13	0	71	399	11	0	19	4	33	0	4	7	14	701	2,805
5:15	PM	0	11	122	10	0	81	391	8	0	17	10	36	0	3	4	4	697	2,779
5:30	PM	0	5	131	12	0	55	411	12	0	8	3	37	0	2	5	4	685	2,771
5:45	PM	0	8	114	9	0	73	337	13	0	18	10	32	0	2	5	8	629	2,712
6:00	PM	0	3	105	8	0	49	277	8	0	14	7	20	0	2	4	8	505	2,516
6:15	PM	0	5	95	7	0	42	202	3	0	7	6	21	0	5	3	5	401	2,220
6:30	PM	0	15	87	5	0	30	140	11	0	8	4	19	0	1	5	6	331	1,866
6:45	PM	0	10	87	5	0	30	117	9	0	3	8	19	0	0	2	5	295	1,532
7:00	PM	1	2	80	5	0	14	122	6	0	2	0	15	0	2	0	4	253	1,280
7:15	PM	0	2	72	1	0	23	98	6	0	3	0	11	0	2	1	3	222	1,101
7:30	РМ	0	0	77	4	0	15	94	5	0	2	2	13	0	2	1	1	216	986
7:45	РМ	0	3	63	5	0	12	70	2	0	0	6	10	0	4	0	1	176	867
Count	Total	1	85	1,683	123	0	735	4,252	134	0	145	83	388	0	44	50	98	7,821	0
	All	0	15	534	46	0	256	1,634	43	0	53	22	130	0	15	18	39	2,805	0
Peak	HV	0	0	13	1	0	12	41	0	0	3	2	1	0	0	0	1	74	0
Hour	HV%	-	0%	2%	2%	-	5%	3%	0%	_	6%	9%	1%	-	0%	0%	3%	3%	0

Interval			Vehicle					Bicycles					ıns (Cross	ing Leg)	
Start	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	6	23	1	1	31	0	0	0	0	0	0	0	0	0	0
4:15 PM	4	10	3	0	17	0	0	0	0	0	1	0	0	1	2
4:30 PM	3	13	2	1	19	0	0	0	0	0	0	0	0	0	0
4:45 PM	4	17	1	0	22	0	0	0	0	0	1	0	0	0	1
5:00 PM	3	13	0	0	16	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	10	1	0	13	0	0	0	0	0	0	0	0	0	0
5:30 PM	4	15	0	0	19	0	0	0	0	0	0	0	0	0	0
5:45 PM	3	13	0	0	16	0	0	0	0	0	0	0	0	1	1
6:00 PM	4	6	0	0	10	0	0	0	0	0	1	0	0	1	2
6:15 PM	3	8	0	0	11	0	0	0	0	0	2	0	0	0	2
6:30 PM	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0
6:45 PM	1	4	1	0	6	0	0	0	0	0	0	0	0	0	0
7:00 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
7:15 PM	1	7	0	0	8	0	0	0	0	0	0	0	0	0	0
7:30 PM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0
7:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	44	151	9	2	206	0	0	0	0	0	5	0	0	3	8
Peak Hour	14	53	6	1	74	0	0	0	0	0	2	0	0	1	3

Four-Hour	Coun	t Sum	marie	es - H	eavy	Vehic	les											
l=4		SH	82			SH	82			CR	100			CR	100		45	D-III
Interval Start		Easth	ound			West	bound			North	bound			South	bound		15-min Total	Rolling One Hour
Gtart	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	Ono mou
4:00 PM	0	0	6	0	0	3	20	0	0	1	0	0	0	0	0	1	31	0
4:15 PM	0	0	3	1	0	3	7	0	0	1	2	0	0	0	0	0	17	0
4:30 PM	0	0	3	0	0	4	9	0	0	2	0	0	0	0	0	1	19	0
4:45 PM	0	0	4	0	0	2	15	0	0	0	0	1	0	0	0	0	22	89
5:00 PM	0	0	3	0	0	3	10	0	0	0	0	0	0	0	0	0	16	74
5:15 PM	0	0	2	0	0	1	9	0	0	1	0	0	0	0	0	0	13	70
5:30 PM	0	0	4	0	0	1	14	0	0	0	0	0	0	0	0	0	19	70
5:45 PM	0	1	2	0	0	2	11	0	0	0	0	0	0	0	0	0	16	64
6:00 PM	0	0	3	1	0	0	6	0	0	0	0	0	0	0	0	0	10	58
6:15 PM	0	0	2	1	0	1	7	0	0	0	0	0	0	0	0	0	11	56
6:30 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	43
6:45 PM	0	0	1	0	0	0	4	0	0	0	0	1	0	0	0	0	6	33
7:00 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	27
7:15 PM	0	0	1	0	0	1	6	0	0	0	0	0	0	0	0	0	8	24
7:30 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	23
7:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	20
Count Total	0	1	40	3	0	21	130	0	0	5	2	2	0	0	0	2	206	0
Peak Hour	0	0	13	1	0	12	41	0	0	3	2	1	0	0	0	1	74	0

Four-Hour Count Summaries - Bikes

l4		SH 82			SH 82			CR 100			CR 100		45	D-III
Interval Start	Е	Eastboun	d	V	Vestbour	ıd	N	lorthbour	nd	S	outhbour	nd	15-min Total	Rolling One Hour
Otart	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Total	Ono mou
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Peak Hour

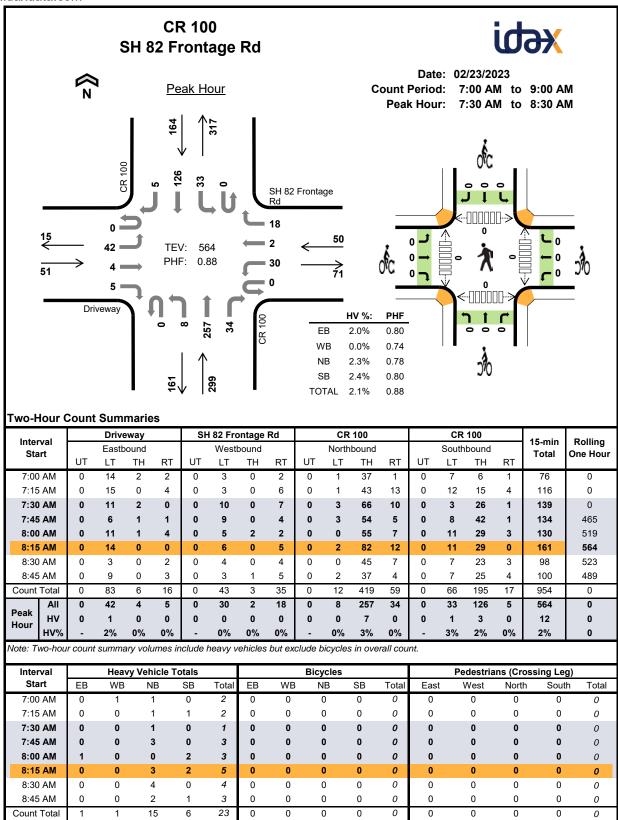
14			SH	182			SH	82			CR	100			CR	100		45	D - III
Inter Sta			East	bound			West	bound			North	bound			South	bound		15-min Total	Rolling One Hour
Sia		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	i Otai	One Hour
7:00	AM	0	1	158	6	0	4	29	0	0	1	0	22	0	5	1	1	228	0
7:15	AM	0	2	195	7	0	4	47	5	0	0	1	17	0	4	0	0	282	0
7:30	AM	0	3	241	10	0	5	60	1	0	2	1	29	0	6	3	6	367	0
7:45	AM	0	4	243	2	0	10	66	4	0	0	0	44	0	9	1	5	388	1,265
8:00	AM	0	5	249	10	0	4	69	2	0	2	1	45	0	9	3	2	401	1,438
8:15	AM	0	1	290	9	1	11	86	2	0	0	2	43	0	7	2	5	459	1,615
8:30	AM	0	4	237	10	1	12	88	2	0	4	3	48	0	9	5	0	423	1,671
8:45	AM	0	5	220	12	0	10	121	2	0	2	0	31	0	8	2	5	418	1,701
9:00	AM	0	5	186	10	1	3	87	2	0	1	4	31	0	7	3	4	344	1,644
9:15	AM	0	5	203	8	0	13	99	2	0	7	3	40	0	8	1	4	393	1,578
9:30	AM	1	8	158	5	0	13	114	3	0	4	4	33	0	3	4	10	360	1,515
9:45	AM	0	7	171	8	0	19	130	9	0	5	2	37	0	7	6	3	404	1,501
10:00	MA C	0	2	140	8	0	14	150	2	0	1	4	26	0	4	12	5	368	1,525
10:15	5 AM	0	5	134	13	0	16	134	9	0	5	0	28	0	12	3	5	364	1,496
10:30	MA C	0	3	145	7	0	17	139	2	0	2	3	38	0	4	1	9	370	1,506
10:45	5 AM	0	3	141	6	0	22	172	4	0	4	1	28	0	12	5	5	403	1,505
Count	Total	1	63	3,111	131	3	177	1,591	51	0	40	29	540	0	114	52	69	5,972	0
Peak	All	0	15	996	41	2	37	364	8	0	8	6	167	0	33	12	12	1,701	0
Hour	HV	0	0	22	0	0	1	18	0	0	0	0	0	0	0	0	0	41	0
	HV%	-	0%	2%	0%	0%	3%	5%	0%	-	0%	0%	0%	-	0%	0%	0%	2%	0

Interval		Heavy	Vehicle	Totals				Bicycles				Pedestria	ns (Cross	ing Leg)	
Start	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	3	0	0	8	0	0	0	0	0	0	0	0	0	0
7:15 AM	7	8	1	0	16	0	0	0	0	0	0	0	0	0	0
7:30 AM	9	2	2	1	14	0	0	0	0	0	2	0	0	0	2
7:45 AM	9	5	1	1	16	0	0	0	0	0	2	0	0	0	2
8:00 AM	4	6	0	0	10	0	0	0	0	0	0	0	0	0	0
8:15 AM	5	4	0	0	9	0	0	0	0	0	0	0	0	0	0
8:30 AM	6	3	0	0	9	0	0	0	0	0	0	0	0	0	0
8:45 AM	7	6	0	0	13	0	0	0	0	0	0	0	0	0	0
9:00 AM	5	3	1	0	9	0	0	0	0	0	0	0	0	0	0
9:15 AM	8	4	0	1	13	0	0	0	0	0	0	0	0	0	0
9:30 AM	5	5	1	0	11	0	0	0	0	0	0	0	0	0	0
9:45 AM	8	4	0	0	12	0	0	0	0	0	0	0	0	0	0
10:00 AM	4	1	0	1	6	0	0	0	0	0	0	0	0	0	0
10:15 AM	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0
10:30 AM	2	7	0	0	9	0	0	0	0	0	2	0	0	0	2
10:45 AM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
Count Total	89	65	6	4	164	0	0	0	0	0	6	0	0	0	6
Peak Hour	22	19	0	0	41	0	0	0	0	0	0	0	0	0	0

		SH	82			SH	82			CR	100			CR	100			
Interval Start		Easth	ound			West	bound			North	bound			South	bound		15-min Total	Rolling One Hour
Start	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One nour
7:00 AM	0	0	4	1	0	0	3	0	0	0	0	0	0	0	0	0	8	0
7:15 AM	0	0	5	2	0	1	7	0	0	0	0	1	0	0	0	0	16	0
7:30 AM	0	0	9	0	0	1	1	0	0	0	0	2	0	0	1	0	14	0
7:45 AM	0	0	9	0	0	0	5	0	0	0	0	1	0	1	0	0	16	54
8:00 AM	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	10	56
8:15 AM	0	0	5	0	0	1	3	0	0	0	0	0	0	0	0	0	9	49
8:30 AM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	9	44
8:45 AM	0	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0	13	41
9:00 AM	0	0	4	1	0	0	3	0	0	0	0	1	0	0	0	0	9	40
9:15 AM	0	0	8	0	0	0	3	1	0	0	0	0	0	1	0	0	13	44
9:30 AM	0	0	5	0	0	0	5	0	0	0	0	1	0	0	0	0	11	46
9:45 AM	0	1	6	1	0	1	2	1	0	0	0	0	0	0	0	0	12	45
10:00 AM	0	0	3	1	0	0	1	0	0	0	0	0	0	1	0	0	6	42
10:15 AM	0	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	5	34
10:30 AM	0	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	9	32
10:45 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	24
Count Total	0	3	80	6	0	4	59	2	0	0	0	6	0	3	1	0	164	0
Peak Hour	0	0	22	0	0	1	18	0	0	0	0	0	0	0	0	0	41	0

Four-Hour Count Summaries - Bikes

Interval		SH 82			SH 82			CR 100			CR 100		45	Dalling
Start	Е	Eastboun	d	V	Vestbour	nd	N	lorthbour	nd	S	outhbou	nd	15-min Total	Rolling One Hour
Otart	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	i otai	Ono nour
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

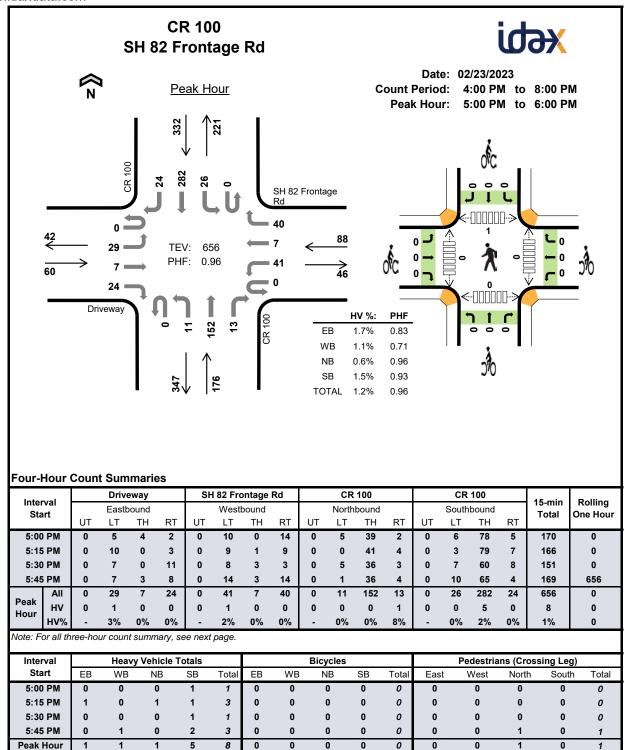


Peak Hour

		Drive	eway		SH	82 Fro	ontage	Rd		CR	100			CR	100		4	.
Interval Start		Easth	ound			Westl	bound			North	bound			South	bound		15-min Total	Rolling One Hour
Otart	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One nour
7:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0 0 0 0			0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	8
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3	9
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	12
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4	15
8:45 AM				0	0	0	0	0	0	0	2	0	0	0	1	0	3	15
Count Total	0 0 0				0	1	0	0	0	0	13	2	0	1	4	1	23	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	7	0	0	1	3	0	12	0

Two-Hour Count Summaries - Bikes

I4		Driveway	/	SH 8	2 Fronta	ge Rd		CR 100			CR 100		45	D - 1111
Interval Start	E	Eastboun	d	V	Vestbour	ıd	N	lorthbour	nd	S	outhbou	nd	15-min Total	Rolling One Hour
Start	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	i otai	Ono rioui
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0



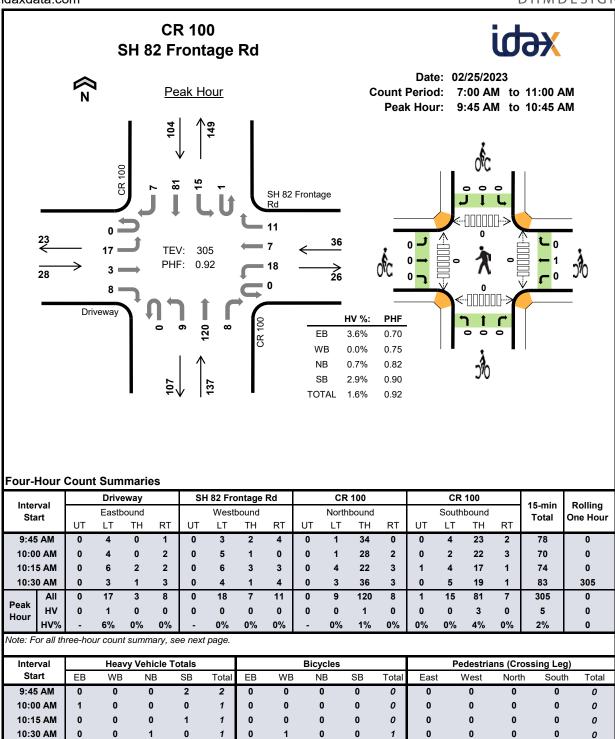
			Driv	ewav		SH	82 Fro	ntage	tage Rd CR 100 CR 100 und Northbound Southbound										
Inter				oound			West											15-min	Rolling
Sta	irt	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One Hour
4:00	PM	0	6	2	4	0	11	4	8	0	1	27	3	0	5	50	2	123	0
4:15	PM	0	8	1	7	0	10	0	1	0	0	39	6	0	8	61	4	145	0
4:30	PM	0	2	0	7	0	13	0	10	0	0	37	7	0	7	58	7	148	0
4:45	PM	0	10	2	9	0	18	2	9	0	5	32	1	0	3	59	6	156	572
5:00	PM	0	5	4	2	0	10	0	14	0	5	39	2	0	6	78	5	170	619
5:15	PM	0	10	0	3	0	9	1	9	0	0	41	4	0	3	79	7	166	640
5:30	PM	0	7	0	11	0	8	3	3	0	5	36	3	0	7	60	8	151	643
5:45	PM	0	7	3	8	0	14	3	14	0	1	36	4	0	10	65	4	169	656
6:00	PM	0	7	0	5	0	8	1	6	0	1	28	1	0	3	46	4	110	596
6:15	PM	0	4	1	2	0	7	2	4	0	0	34	0	0	0	52	0	106	536
6:30	PM	0	5	0	3	0	2	0	3	0	0	24	2	0	0	36	0	75	460
6:45	PM	0	5	1	1	0	0	1	1	0	2	23	0	0	0	33	1	68	359
7:00	PM	0	1	0	1	0	1	1	1	0	1	18	1	0	0	13	0	38	287
7:15	PM	0	2	1	1	0	2	1	1	0	0	9	0	1	0	25	0	43	224
7:30	PM	0	1	1	1	0	0	1	0	0	2	14	1	0	0	16	2	39	188
7:45	PM	0	1	0	0	0	2	0	0	0	0	17	1	0	2	16	1	40	160
Count	Total	0	81	16	65	0	115	20	84	0	23	454	36	1	54	747	51	1,747	0
Peak	All	0	29	7	24	0	41	7	40	0	11	152	13	0	26	282	24	656	0
Hour	HV	0	1	0	0	0	1	0	0	0	0	0	1	0	0	5	0	8	0
	HV%	-	3%	0%	0%	-	2%	0%	0%	-	0%	0%	8%	-	0%	2%	0%	1%	0

Interval		Heavy	Vehicle	Totals				Bicycles				Pedestria	ns (Cross	ing Leg)	
Start	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	0	2	4	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	1	3	5	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	3	1	2	6	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	1	1	3	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	2	3	0	0	0	0	0	0	0	1	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
6:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	4	5	5	13	27	0	0	0	0	0	1	0	4	0	5
Peak Hour	1	1	1	5	8	0	0	0	0	0	0	0	1	0	1

Four-Hour	Coun	t Sum	marie	es - H	eavy	Vehic	les											
Interval		Drive	eway		SH	82 Fro	ontage	Rd		CR	100			CR	100		15-min	Rolling
Start		Eastb	ound			Westl	bound			North	bound			South	bound		Total	One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	4	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3	0	5	0
4:30 PM	0	0	0	0	0	1	0	2	0	0	1	0	0	0	2	0	6	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	18
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	15
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	13
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3	8
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	2	0	2	0	2	0	3	0	0	4	1	0	0	13	0	27	0
Peak Hour	0	1	0	0	0	1	0	0	0	0	0	1	0	0	5	0	8	0

Four-Hour Count Summaries - Bikes

Interval	I	Driveway	/	SH 82	2 Fronta	ge Rd		CR 100			CR 100		15-min	Rolling
Start	Е	astboun	d	٧	Vestboun	ıd	N	lorthbour	nd	S	outhbour	nd	Total	One Hour
- Ctart	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		0.101.104.1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Peak Hour

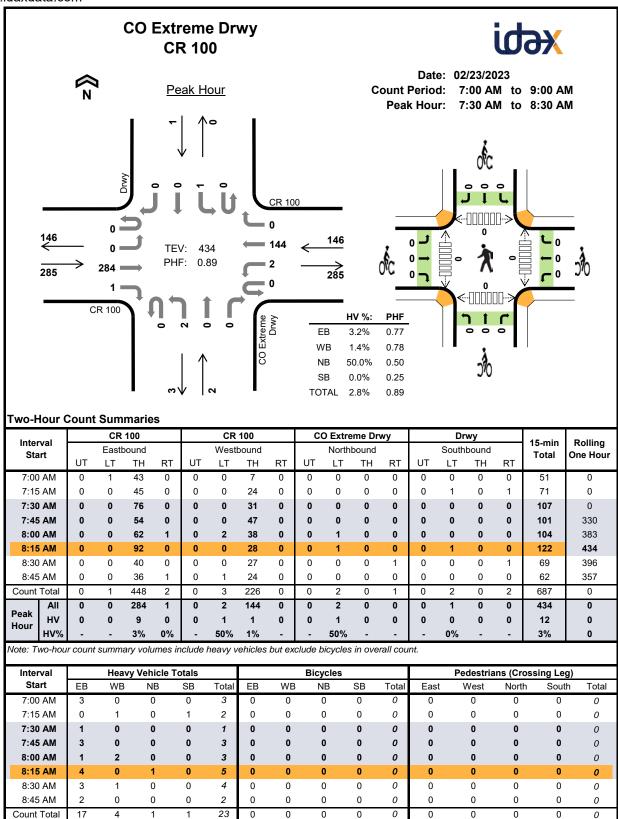
Inter			Driv	eway		SH	1 82 Fro	ntage	Rd		CR	100			CR	100		45	Dalling
Sta			Eastl	oound			Westl	oound			North	bound			South	bound		15-min Total	Rolling One Hour
Ota		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One riou
7:00	AM	0	5	0	1	0	0	0	1	0	0	17	1	0	2	2	2	31	0
7:15	AM	0	2	0	0	0	1	0	0	0	0	17	1	0	1	4	1	27	0
7:30	AM	0	7	0	0	0	0	0	3	0	1	26	0	0	5	7	1	50	0
7:45	AM	0	6	0	0	0	1	0	2	0	0	39	3	0	1	7	0	59	167
8:00	AM	0	5	0	2	0	1	0	1	0	3	42	3	0	2	8	1	68	204
8:15	AM	1	5	0	2	0	1	0	3	0	5	44	3	0	2	13	1	80	257
8:30	AM	0	9	1	1	0	4	0	4	0	2	37	2	0	7	13	1	81	288
8:45	AM	0	5	0	1	0	0	0	2	0	1	26	7	0	4	16	2	64	293
9:00	AM	0	7	0	0	0	6	0	1	0	0	31	2	0	3	5	1	56	281
9:15	AM	0	3	0	1	0	4	0	9	0	0	42	0	2	4	14	1	80	281
9:30	AM	0	3	1	0	0	2	0	3	0	0	36	1	1	2	16	1	66	266
9:45	AM	0	4	0	1	0	3	2	4	0	1	34	0	0	4	23	2	78	280
10:00	MA 0	0	4	0	2	0	5	1	0	0	1	28	2	0	2	22	3	70	294
10:1	5 AM	0	6	2	2	0	6	3	3	0	4	22	3	1	4	17	1	74	288
10:30	MA 0	0	3	1	3	0	4	1	4	0	3	36	3	0	5	19	1	83	305
10:45	5 AM	0	1	1	1	0	4	0	5	0	2	29	3	0	0	28	0	74	301
Count	Total	1	75	6	17	0	42	7	45	0	23	506	34	4	48	214	19	1,041	0
Peak	All	0	17	3	8	0	18	7	11	0	9	120	8	1	15	81	7	305	0
eak Iour	HV	0	1	0	0	0	0	0	0	0	0	1	0	0	0	3	0	5	0
·Jui	HV%	-	6%	0%	0%	-	0%	0%	0%	-	0%	1%	0%	0%	0%	4%	0%	2%	0

Interval		Heavy	Vehicle	Totals				Bicycles				Pedestria	ns (Cross	ing Leg)	
Start	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	0	0	1	3	0	0	0	0	0	0	0	2	0	2
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
10:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Count Total	6	0	5	5	16	0	1	0	0	1	0	0	4	0	4
Peak Hour	1	0	1	3	5	0	1	0	0	1	0	0	0	0	0

Interval		Drive	eway		SH	82 Fro	ontage	Rd		CR	100			CR	100		45	Dalling
Start		Eastb	ound			Westl	bound			North	bound			South	bound		15-min Total	Rolling One Hour
Otart	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	Ono mour
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	1	5	0	0	0	0	0	0	0	0	5	0	0	0	5	0	16	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	1	0	0	0	3	0	5	0

Four-Hour Count Summaries - Bikes

lusto musel	1	Driveway	У	SH 82	2 Fronta	ge Rd		CR 100			CR 100		45	D-III
Interval Start	E	Eastboun	d	V	Vestbour	ıd	N	lorthbour	nd	S	outhbou	nd	15-min Total	Rolling One Hour
Juli	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		0.10 1.10
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	1	0	0	0	0	0	0	0	1	0

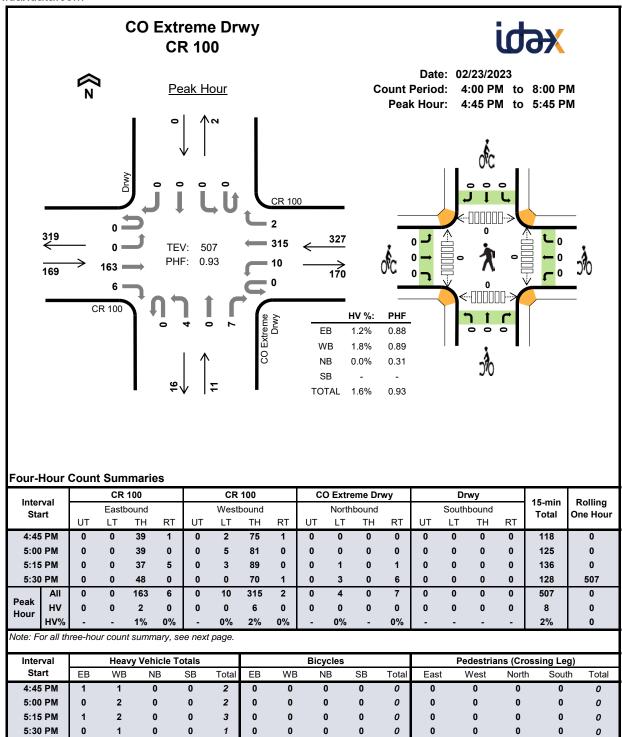


Peak Hour

lusta mod		CR	100			CR	100		C) Extre	me Dr	wy		Dr	wy		45	Dalling
Interval Start		Easth	ound			Westl	bound			North	bound			South	bound		15-min Total	Rolling One Hour
Otart	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	Ono mou
7:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0
7:30 AM	0 0 1 0			0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0 0 3 0			0	0	0	0	0	0	0	0	0	0	0	0	0	3	9
8:00 AM	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	9
8:15 AM	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5	12
8:30 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	15
8:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
Count Total	0 1 16 0			0	0	1	3	0	0	1	0	0	0	0	0	1	23	0
Peak Hour	0				0	1	1	0	0	1	0	0	0	0	0	0	12	0

Two-Hour Count Summaries - Bikes

lost a maral		CR 100			CR 100		COE	xtreme	Drwy		Drwy		45	D-III
Interval Start	E	Eastboun	d	V	Vestbour	nd	N	lorthbour	nd	S	outhbou	nd	15-min Total	Rolling One Hour
Otart	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	i otai	Ono mour
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Peak Hour

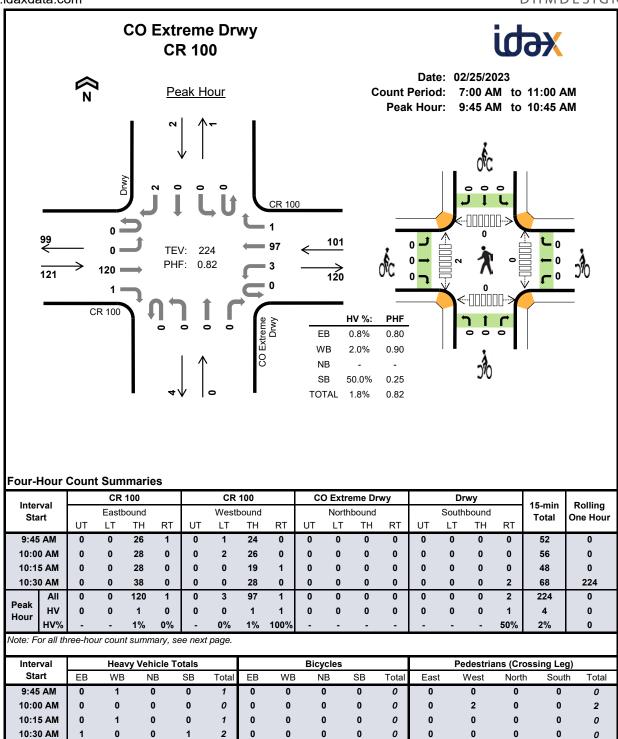
Four-l	Hour	Coun	t Sun	nmarie	es														
14	1		CR	100			CR	100		C	O Extre	me Dr	wy		Dr	wy		45	D - III
Inter Sta	-		Eastl	bound			West	bound			North	bound			South	bound		15-min Total	Rolling One Hour
Oto		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One Hour
4:00	PM	0	1	31	0	0	4	61	0	0	2	0	0	0	0	1	1	101	0
4:15	PM	0	0	45	3	0	6	62	0	0	2	0	4	0	0	0	1	123	0
4:30	PM	0	0	33	3	0	1	72	0	0	0	0	0	0	0	0	0	109	0
4:45	PM	0	0	39	1	0	2	75	1	0	0	0	0	0	0	0	0	118	451
5:00	PM	0	0	39	0	0	5	81	0	0	0	0	0	0	0	0	0	125	475
5:15	PM	0	0	37	5	0	3	89	0	0	1	0	1	0	0	0	0	136	488
5:30	PM	0	0	48	0	0	0	70	1	0	3	0	6	0	0	0	0	128	507
5:45	PM	0	0	35	1	0	0	77	1	0	0	0	3	0	0	0	0	117	506
6:00	PM	0	0	27	1	0	3	57	2	0	2	0	0	0	0	0	0	92	473
6:15	PM	0	1	26	8	0	1	53	0	0	2	0	0	0	0	0	0	91	428
6:30	PM	0	0	24	0	0	2	39	0	0	7	0	4	0	0	0	0	76	376
6:45	PM	0	0	19	0	0	0	25	0	0	1	0	1	0	0	0	0	46	305
7:00	PM	0	0	14	0	1	0	21	0	0	1	0	1	0	0	0	0	38	251
7:15	PM	0	0	18	1	0	0	27	0	0	0	0	0	0	0	0	0	46	206
7:30	PM	0	0	17	1	0	0	17	0	0	0	0	1	0	0	0	0	36	166
7:45	PM	0	0	23	2	0	0	13	0	0	3	1	1	0	0	0	0	43	163
Count	Total	0	2	475	26	1	27	839	5	0	24	1	22	0	0	1	2	1,425	0
Dook	All	0	0	163	6	0	10	315	2	0	4	0	7	0	0	0	0	507	0
Peak Hour	HV	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	8	0
11501	HV%	-	-	1%	0%	-	0%	2%	0%	-	0%	-	0%	-	-	-	-	2%	0

										-					
Interval		Heavy	Vehicle	Totals				Bicycles				Pedestria	ıns (Cross	ing Leg)	
Start	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	2	18	1	0	21	0	0	0	0	0	0	0	0	0	0
Peak Hour	2	6	0	0	8	0	0	0	0	0	0	0	0	0	0

		CR	100			CR	100		C) Extre	me Dr	wy		Dr	wy			
Interval Start		Eastb	ound			Westl	bound			North	bound			South	bound		15-min Total	Rolling One Hour
Start	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	i Otai	One Hour
4:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0
4:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	10
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	10
5:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	10
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	8
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	8
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	2	0	0	0	18	0	0	0	0	1	0	0	0	0	21	0
Peak Hour	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	8	0

Four-Hour Count Summaries - Bikes

lests most		CR 100			CR 100		CO E	xtreme	Drwy		Drwy		45	D. III.
Interval Start	E	astboun	d	V	Vestbour	ıd	N	orthbour	nd	S	outhbour	nd	15-min Total	Rolling One Hour
Otare	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	. ota	Ono mou
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Peak Hour

14	1		CR	100			CR	100		C) Extre	me Dr	wy		Dr	wy		45	D - III
Interv Star			Easth	ound			Westl	bound			North	bound			South	bound		15-min Total	Rolling One Hour
Otal		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One Hour
7:00	AM	0	0	17	0	0	0	3	0	0	0	0	0	0	0	0	0	20	0
7:15	AM	0	0	21	0	0	0	4	0	0	0	0	0	0	0	0	0	25	0
7:30	AM	0	0	25	0	0	0	6	0	0	0	0	0	0	0	0	0	31	0
7:45	AM	0	0	39	0	0	1	5	1	0	0	0	0	0	0	0	0	46	122
8:00	AM	0	0	36	0	0	0	10	0	0	0	0	0	0	0	0	0	46	148
8:15	AM	0	0	46	0	0	0	15	0	0	0	0	0	0	0	0	0	61	184
8:30	AM	0	0	35	0	0	1	12	0	0	0	0	0	0	0	0	0	48	201
8:45	AM	0	0	32	0	0	1	18	0	0	0	0	0	0	0	0	0	51	206
9:00	AM	0	0	26	1	0	0	10	0	0	0	0	0	0	0	0	0	37	197
9:15	AM	0	0	35	0	0	0	16	0	0	1	0	1	0	0	0	0	53	189
9:30	AM	0	0	37	0	0	2	14	0	0	0	0	1	0	0	1	0	55	196
9:45	AM	0	0	26	1	0	1	24	0	0	0	0	0	0	0	0	0	52	197
10:00	AM	0	0	28	0	0	2	26	0	0	0	0	0	0	0	0	0	56	216
10:15	AM	0	0	28	0	0	0	19	1	0	0	0	0	0	0	0	0	48	211
10:30	AM	0	0	38	0	0	0	28	0	0	0	0	0	0	0	0	2	68	224
10:45	6 AM	0	0	28	0	0	0	23	0	0	1	0	0	0	0	0	0	52	224
Count 7	Total	0	0	497	2	0	8	233	2	0	2	0	2	0	0	1	2	749	0
Peak	All	0	0	120	1	0	3	97	1	0	0	0	0	0	0	0	2	224	0
Peak Hour	HV	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	1	4	0
	HV%	-	-	1%	0%	-	0%	1%	100%	-	-	-	-	-	-	-	50%	2%	0

Interval		Heavy	Vehicle	Totals				Bicycles				Pedestria	ıns (Cross	ina Lea)	
Start	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
10:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
10:30 AM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	6	3	0	1	10	0	0	0	0	0	0	2	0	0	2
Peak Hour	1	2	0	1	4	0	0	0	0	0	0	2	0	0	2

		CR	100			CR	100		C) Extre	me Dr	wy		Dr	wy			
Interval Start		Easth	ound			Westl	bound			North	bound	-		South	bound		15-min Total	Rolling One Hour
Start	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	TOLAI	Offe Hour
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
9:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3
10:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	6	0	0	0	2	1	0	0	0	0	0	0	0	1	10	0
Peak Hour	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	1	4	0

Four-Hour Count Summaries - Bikes

Intomial		CR 100			CR 100		COE	xtreme	Drwy		Drwy		45	Dalling
Interval Start	E	astboun	d	V	Vestbour	nd	N	lorthbour	nd	S	outhbou	nd	15-min Total	Rolling One Hour
Otare	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	i otai	Ono nou
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date: 02-23-2022

	Light V	ehicles	Heavy \	/ehicles	
Time	Volu	ume	Volu	ume	Total
Time	NB	SB	NB	SB	
0:00	0	0	0	0	
0:15	0	0	0	0	0
0:30	0	0	0	0	U
0:45	0	0	0	0	
1:00	0	0	0	0	
1:15	0	0	0	0	0
1:30	0	0	0	0	U
1:45	0	0	0	0	
2:00	0	0	0	0	
2:15	0	0	0	0	0
2:30	0	0	0	0	U
2:45	0	0	0	0	
3:00	0	0	0	0	
3:15	0	0	0	0	0
3:30	0	0	0	0	U
3:45	0	0	0	0	
4:00	0	0	0	0	
4:15	0	0	0	0	
4:30	0	0	0	0	0
4:45	0	0	0	0	
5:00	0	0	0	0	
5:15	0	0	0	0	
5:30	0	0	0	0	0
5:45	0	0	0	0	
6:00	0	0	0	0	
6:15	0	0	0	0	
6:30	0	0	0	0	0
6:45	0	0	0	0	
7:00	0	0	0	0	
7:15	0	0	0	0	
7:30	0	0	0	0	0
7:45	0	0	0	0	
8:00	1	2	0	1	
8:15	0	0	1	0	
8:30	1	0	0	0	8
8:45	0	2	0	0	
9:00	0	1	0	0	
9:15	0	1	0	0	
9:30	2	0	0	0	4
9:45	0	0	0	0	
10:00	0	0	0	0	
10:15	0	0	0	0	
10:30	2	0	0	0	2
10:45	0	0	0	0	
11:00	0	1	0	0	
11:15	1	1	0	0	
11:30	0	0	0	0	3
11:45	0	0	0	0	
		ı ,		1	

		Bikes o	n Road	
	Time	Volu	ume	Total
	Time	NB	SB	
	0:00	0	0	
	0:15	0	0	
Ī	0:30	0	0	0
	0:45	0	0	
F	1:00	0	0	
	1:15	0	0	
	1:30	0	0	0
	1:45	0	0	
	2:00	0	0	
	2:15	0	0	
	2:30	0	0	0
-	2:45	0	0	
-	3:00	0	0	
	3:15	0	0	
┢	3:30	0	0	0
-	3:45	0	0	
F	4:00	0	0	
-	4:15	0		
F			0	0
-	4:30	0	0	
F	4:45	0	0	
-	5:00	0	0	
-	5:15	0	0	0
-	5:30	0	0	
F	5:45	0	0	
	6:00	0	0	
	6:15	0	0	0
L	6:30	0	0	
L	6:45	0	0	
	7:00	0	0	
	7:15	0	0	0
L	7:30	0	0	
L	7:45	0	0	
	8:00	0	0	
5	8:15	0	0	0
6	8:30	0	0	
8	8:45	0	0	
5	9:00	0	0	
5	9:15	0	0	
6	9:30	0	0	0
	9:45	0	0	
	10:00	0	0	
	10:15	0	0	
	10:30	0	0	0
ļ	10:45	0	0	
r	11:00	0	0	
F	11:15	0	0	
F	11:30	0	0	0
F	11:45	0	0	
ᆫ	11.73		ı	

Date: 02-23-2022

24-HOUR TOTAL	70	71	2	2	145
23:45	0	0	0	0	
23:30	0	0	0	0	,
23:15	0	0	0	0	0
23:00	0	0	0	0	
22:45	0	0	0	0	
22:30	0	0	0	0	
22:15	0	0	0	0	0
22:00	0	0	0	0	
21:45	0	0	0	0	
21:30	0	0	0	0	0
21:15	0	0	0	0	0
21:00	0	0	0	0	
20:45	0	0	0	0	
20:30	0	0	0	0	11
20:15	1	0	0	0	11
20:00	10	0	0	0	
19:45	5	2	0	0	
19:30	1	1	0	0	11
19:15	0	1	0	0	
19:00	1	0	0	0	
18:45	3	0	0	0	
18:30	11	2	0	0	32
18:15	2	9	0	0	
18:00	1	4	0	0	
17:45	4	1	0	0	
17:30	9	0	0	0	29
17:15	2	8	0	0	
17:00	0	5	0	0	
16:45	0	4	0	0	
16:30	6	3	0	0	29
16:15	2	9	0	0	
16:00	0	5	0	0	
15:45	1	2	0	0	
15:30	0	0	0	0	6
15:00	0	1	0	0	
15:00	0	0	0	0	
14:30 14:45	0	0	0	0	
14:15	0	0	0	0	2
14:00	0	0	0	0	
13:45	0	1	0	0	
13:30	0	0	0	0	
13:15	2	2	0	0	6
13:00	0	1	0	0	
12:45	1	0	0	0	
12:30	0	0	0	0	
12:15	0	0	0	0	2
12:00	0	1	0	0	

	12:00	0	0	
	12:15	0	0	
	12:30	0	0	0
	12:45	0	0	
	13:00	0	0	
	13:15	0	0	
	13:30	0	0	0
	13:45	0	0	
	14:00	0	0	
	14:15	0	0	
	14:30	0	0	0
	14:45	0	0	
	15:00	0	0	
	15:15	0	0	
	15:30	0	0	0
	15:45	0	0	
	16:00	0	0	
	16:15	0	0	
	16:30	0	0	0
	16:45	0	0	
	17:00	0	0	
	17:15	0	0	
28	17:30	0	0	0
29	17:45	0	0	
29	18:00	0	0	
30	18:15	0	0	
34	18:30	0	0	0
32	18:45	0	0	
28	19:00	0	0	
18	19:15	0	0	
7	19:30	0	0	0
11	19:45	0	0	
20	20:00	0	0	
20	20:15	0	0	
18	20:30	0	0	0
	20:45	0	0	
	21:00	0	0	
	21:15	0	0	
	21:30	0	0	0
	21:45	0	0	
	22:00	0	0	
	22:15	0	0	_
	22:30	0	0	0
	22:45	0	0	
	23:00	0	0	
	23:15	0	0	
	23:30	0	0	0
	23:45	0	0	
24-	HOUR TOTAL	0	0	0

Date: 02-25-2023

	Light Ve	hicles	Heavy \	/ehicles	
Time	Volu	me	Volu	ume	Total
Time	NB	SB	NB	SB	
0:00	0	0	0	0	
0:15	0	0	0	0	0
0:30	0	0	0	0	U
0:45	0	0	0	0	
1:00	0	0	0	0	
1:15	0	0	0	0	0
1:30	0	0	0	0	U
1:45	0	0	0	0	
2:00	0	0	0	0	
2:15	0	0	0	0	•
2:30	0	0	0	0	0
2:45	0	0	0	0	
3:00	0	0	0	0	
3:15	0	0	0	0	
3:30	0	0	0	0	0
3:45	0	0	0	0	
4:00	0	0	0	0	
4:15	0	0	0	0	
4:30	0	0	0	0	0
4:45	0	0	0	0	
5:00	0	0	0	0	
5:15	0	0	0	0	
5:30	0	0	0	0	0
5:45	0	0	0	0	
6:00	0	0	0	0	
6:15	0	0	0	0	
6:30	0	0	0	0	0
6:45	0	0	0	0	
7:00	0	0	0	0	
7:15	0	0	0	0	
7:30	0	0	0	0	1
7:45	0	1	0	0	
8:00	0	0	0	0	
8:15	0	0	0	0	
8:30	0	1	0	0	2
8:45	0	1	0	0	
9:00	0	1	0	0	
9:15	2	0	0	0	
9:30	1	3	0	0	9
9:45	0	2	0	0	
10:00		2	0	0	
10:15	0	0	0	0	
10:30	0	0	0	0	3
10:45	1	0	0	0	
11:00	4	0	0	0	
11:15	2	0	0	0	
11:30	0	0	0	0	6
11:45	0	0	0	0	

		Bikes o	n Road	
	Times	Volu	ıme	Total
	Time	NB	SB	
	0:00	0	0	
	0:15	0	0	0
	0:30	0	0	U
	0:45	0	0	
	1:00	0	0	
	1:15	0	0	•
	1:30	0	0	0
	1:45	0	0	
	2:00	0	0	
	2:15	0	0	0
	2:30	0	0	U
	2:45	0	0	
	3:00	0	0	
ſ	3:15	0	0	C
ſ	3:30	0	0	0
Г	3:45	0	0	
	4:00	0	0	
	4:15	0	0	•
	4:30	0	0	0
	4:45	0	0	
	5:00	0	0	
	5:15	0	0	•
	5:30	0	0	0
	5:45	0	0	
	6:00	0	0	
	6:15	0	0	•
	6:30	0	0	0
	6:45	0	0	
	7:00	0	0	
	7:15	0	0	•
	7:30	0	0	0
	7:45	0	0	
	8:00	0	0	
	8:15	0	0	0
	8:30	0	0	3
Ĺ	8:45	0	0	
	9:00	0	0	
	9:15	0	0	0
	9:30	0	0	J
L	9:45	0	0	
10	10:00	0	0	
8	10:15	0	0	0
4	10:30	0	0	J
3	10:45	0	0	
5	11:00	0	0	
7	11:15	0	0	0
	11:30	0	0	3
	11:45	0	0	

Date: 02-25-2023

_					
12:00	0	0	0	0	
12:15	0	0	0	1	1
12:30	0	0	0	0	
12:45	0	0	0	0	
13:00	0	1	0	0	
13:15	0	0	0	0	2
13:30	0	0	0	0	_
13:45	0	0	1	0	
14:00	0	0	0	0	
14:15	1	0	0	0	3
14:30	1	1	0	0	
14:45	0	0	0	0	
15:00	0	0	0	0	
15:15	0	0	0	0	3
15:30	1	1	0	0	3
15:45	0	1	0	0	
16:00	0	0	0	0	
16:15	0	0	0	0	
16:30	0	0	0	0	0
16:45	0	0	0	0	
17:00	0	0	0	0	
17:15	0	2	0	0	
17:30	0	4	0	0	14
17:45	0	8	0	0	
18:00	1	5	0	0	
18:15	3	6	0	0	
18:30	0	9	0	0	27
18:45	0	3	0	0	
19:00	0	0	0	0	
19:15	3	0	0	0	
19:30	3	2	0	0	9
19:45	1	0	0	0	
20:00	2	1	0	0	
20:15	2	0	0	0	
20:30	13	0	0	0	27
20:45	9	0	0	0	
21:00	4	1	0	0	
21:15	1	0	0	0	
21:30	0	0	0	0	6
21:45	0	0	0	0	
22:00	1	0	0	0	
22:15	0	0	0	0	
22:30		0	0	0	1
22:45	0	0	0	0	
23:00		0	0	0	
23:15	0	0	0	0	
23:30		0	0	0	0
23:45	0	0	0	0	
24-HOUR TOTAL	56	56	1	1	114
24-HOOK TOTAL	30	90	1	1	114

	22:15 22:30 22:45	0 0	0	0
Ĭ	22:00	0	0	
15 6	21:30 21:45	0	0	
28	21:15	0	0	0
29	21:00	0	0	
19 27	20:30 20:45	0	0	
11	20:15	0	0	0
12	20:00	0	0	
9	19:45	0	0	
11	19:30	0	0	
15	19:15	0	0	0
21	19:00	0	0	
27	18:45	0	0	
32	18:30	0	0	U
27	18:15	0	0	0
20	18:00	0	0	
14	17:45	0	0	
6	17:30	0	0	U
2	17:15	0	0	0
ľ	17:00	0	0	
ľ	16:45	0	0	
ľ	16:30	0	0	0
ľ	16:15	0	0	
ľ	16:00	0	0	
ŀ	15:45	0	0	
ŀ	15:30	0	0	0
ŀ	15:15	0	0	
ŀ	15:00	0	0	
ŀ	14:45	0	0	
ŀ	14:15 14:30	0	0	0
ŀ	14:00	0	0	
ŀ	13:45	0	0	
ŀ	13:30	0	0	
ŀ	13:15	0	0	0
ļ	13:00	0	0	
ŀ	12:45	0	0	
	12:30	0	0	
ļ	12:15	0	0	0
ŀ	12:00	0	0	

Location: CR 100 W/O CO Extreme Drwy

Date: 02-23-2022

	Light V		Heavy \		
Time	Volu	ıme		ume	Total
Time	WB	EB	WB	EB	
0:00	2	1	0	0	
0:15	0	0	0	0	6
0:30	0	0	0	0	U
0:45	3	0	0	0	
1:00	1	1	0	0	
1:15	0	1	0	0	6
1:30	1	0	0	0	U
1:45	1	1	0	0	
2:00	1	1	0	0	
2:15	0	0	0	0	5
2:30	1	2	0	0	3
2:45	0	0	0	0	
3:00	0	1	0	0	
3:15	0	0	0	0	3
3:30	0	1	0	0	3
3:45	0	1	0	0	
4:00	1	1	0	0	
4:15	0	3	0	0	8
4:30	1	1	0	0	0
4:45	0	1	0	0	
5:00	0	5	0	0	
5:15	5	4	0	0	22
5:30	2	8	0	0	33
5:45	3	6	0	0	
6:00	2	17	0	1	
6:15	5	23	0	3	140
6:30	5	38	1	5	149
6:45	7	37	1	4	
7:00	7	41	0	3	
7:15	23	45	2	0	220
7:30	31	75	0	1	329
7:45	47	51	0	3	
8:00	38	62	1	1	
8:15	28	88	1	4	352
8:30	27	37	1	3	552
8:45	24	35	0	2	
9:00	24	39	0	1	
9:15	19	30	0	2	217
9:30	17	24	1	0	217
9:45	26	34	0	0	
10:00	28	22	2	2	
10:15	29	31	0	3	222
10:30	26	27	0	1	223
10:45	20	28	3	1	
11:00	21	26	1	1	
11:15	28	25	1	1	222
11:30	21	24	2	0	223
11:45	42	29	1	0	

	Bikes on Road		
Time	Vol	Volume	
Tille	WB	EB	
0:0	0	0	
0:1	5 0	0	0
0:30	0	0	U
0:4	5 0	0	
1:00	0 0	0	
1:1	5 0	0	
1:30	0 0	0	0
1:4	5 0	0	
2:00	0 0	0	
2:1	5 0	0	
2:30	0 0	0	0
2:4	5 0	0	
3:00	0 0	0	
3:1	5 0	0	
3:30	0 0	0	0
3:4	5 0	0	
4:0	0 0	0	
4:1	5 0	0	
4:30		0	0
4:4	5 0	0	
5:0	0	0	
5:1	5 0	0	
5:30	0 0	0	0
5:4	5 0	0	
6:0	0	0	
6:1	_	0	
6:3	0	0	0
6:4	5 0	0	
7:0	0 0	0	
7:1	_	0	
277 7:30	0	0	0
329 7:4	_	0	
380 8:0	0	0	
431 8:1		0	
392 8:30		0	0
352 8:4	5 0	0	
9:0	-	0	
9:1	_	0	
9:30		0	0
9:4		0	
10:0		0	
10:1		0	
10:30	_	0	0
10:4		0	
11:00		0	
11:1		0	
11:30		0	0
11:4		0	
	_		

Location: CR 100 W/O CO Extreme Drwy

Date: 02-23-2022

12:15 30	24-HOUR TOTAL	2097	2057	75	68	4297
12:15 30	23:45	6	0	0	0	
12:15 30	23:30		1	0	0	21
12:15 30	23:15	1	4	0	0	21
12:15 30		0	5	0	0	
12:15 30 22 0 2 237 12:30 25 31 1 1 1 12:45 32 32 1 0 1 13:00 28 32 5 3 1 13:00 28 32 5 3 1 13:30 29 31 3 1 3 13:45 33 19 0 0 0 14:00 30 32 7 3 1 14:00 30 32 7 3 1 14:30 39 21 0 0 0 14:43 32 29 3 1 2 15:00 42 29 1 1 1 348 1 2 1 1 1 348 1 1 15:15 33 42 3 1 1 15:45 58 33 4	22:45	5	4	0	0	
12:15 30 22 0 2 237 12:30 25 31 1 1 1 12:45 32 32 1 0 1 13:00 28 32 5 3 1 13:00 28 32 5 3 1 13:30 29 31 3 1 3 13:45 33 19 0 0 0 14:00 30 32 7 3 1 14:00 30 32 7 3 1 14:30 39 21 0 0 0 14:43 55 34 1 2 15:00 42 29 1 1 1 15:00 42 29 1 1 1 15:05 34 1 2 15:15 33 42 3 1 1 15:35 52 41 6 1			3	0	1	54
12:15 30 22 0 2 12:30 25 31 1 1 12:45 32 32 1 0 13:00 28 32 5 3 13:15 22 25 1 3 1 13:30 29 31 3 1 1 13:45 33 19 0 0 0 14:00 30 32 7 3 1 14:30 39 21 0 0 0 14:45 55 34 1 2 289 14:45 55 34 1 2 15:00 42 29 1 1 1 13:48 1 2 15:00 42 29 1 1 1 15:15 33 42 3 1 1 15:15 33 42 3 1 1 15:45 58 33 4<				0	0	5/1
12:15 30 22 0 2 12:30 25 31 1 1 12:45 32 32 1 0 13:00 28 32 5 3 13:15 22 25 1 3 1 13:30 29 31 3 1 3 1 13:45 33 19 0 0 0 14:00 30 32 7 3 14:15 32 29 3 1 289 14:45 32 29 3 1 289 14:45 32 29 3 1 289 14:45 32 29 3 1 289 1 1 2 15:45 33 4 1 2 1 1 348 1 2 15:45 58 33 4 1 1 1 15:45 58 33 4 1 1 1 1 <td>22:00</td> <td>12</td> <td>12</td> <td>0</td> <td>0</td> <td></td>	22:00	12	12	0	0	
12:15 30 22 0 2 12:30 25 31 1 1 12:45 32 32 1 0 13:00 28 32 5 3 13:15 22 25 1 3 13:30 29 31 3 1 13:45 33 19 0 0 14:00 30 32 7 3 14:15 32 29 3 1 14:30 39 21 0 0 14:45 55 34 1 2 15:00 42 29 1 1 15:15 33 42 3 1 15:15 33 42 3 1 15:15 58 33 4 1 16:00 62 32 2 0 16:15 62 48 3 0	21:45	7	4	0	0	
12:15 30 22 0 2 12:30 25 31 1 1 12:45 32 32 1 0 13:00 28 32 5 3 13:15 22 25 1 3 13:30 29 31 3 1 13:45 33 19 0 0 14:00 30 32 7 3 14:15 32 29 3 1 14:30 39 21 0 0 14:45 55 34 1 2 15:00 42 29 1 1 15:15 33 42 3 1 15:30 52 41 6 1 15:45 58 33 4 1 16:00 62 32 2 0 16:15 62 48 3 0 16:30 69 36 3 0 16:45 74 39 1 1 17:00 79 39 2 0 18:00 59 28 0 0 18:15	21:30	12	8	0	0	/5
12:15 30 22 0 2 12:30 25 31 1 1 12:45 32 32 1 0 13:00 28 32 5 3 13:15 22 25 1 3 13:30 29 31 3 1 13:45 33 19 0 0 14:00 30 32 7 3 14:15 32 29 3 1 14:30 39 21 0 0 14:45 55 34 1 2 15:00 42 29 1 1 15:15 33 42 3 1 15:30 52 41 6 1 15:45 58 33 4 1 16:00 62 32 2 0 16:15 62 48 3 0 16:30 69 36 3 0 16:45 74 39 1 1 17:00 79 39 2 0 17:15 88 41 2 1 17:45	21:15	6	9	0	0	75
12:15 30 22 0 2 12:30 25 31 1 1 12:45 32 32 1 0 13:00 28 32 5 3 13:15 22 25 1 3 13:30 29 31 3 1 13:45 33 19 0 0 14:00 30 32 7 3 14:15 32 29 3 1 14:30 39 21 0 0 14:45 55 34 1 2 15:00 42 29 1 1 15:15 33 42 3 1 15:30 52 41 6 1 15:45 58 33 4 1 15:45 58 33 4 1 16:00 62 32 2 0 16:15 62 48 3 0 16:30 69 36 3 0 17:15 88 41 2 1 17:30 72 48 1 0 17:45	21:00	14		0		
12:15 30 22 0 2 12:30 25 31 1 1 12:45 32 32 1 0 13:00 28 32 5 3 13:15 22 25 1 3 13:30 29 31 3 1 13:45 33 19 0 0 14:00 30 32 7 3 14:15 32 29 3 1 14:30 39 21 0 0 14:45 55 34 1 2 15:00 42 29 1 1 15:15 33 42 3 1 15:15 33 42 3 1 15:45 58 33 4 1 15:45 58 33 4 1 16:00 62 32 2 0 16:15 62 48 3 0 16:30 69 36 3 0 17:15 88 41 2 1 17:30 72 48 1 0 17:45						
12:15 30 22 0 2 12:30 25 31 1 1 12:45 32 32 1 0 13:00 28 32 5 3 13:15 22 25 1 3 13:30 29 31 3 1 13:45 33 19 0 0 14:00 30 32 7 3 14:15 32 29 3 1 14:30 39 21 0 0 14:45 55 34 1 2 15:00 42 29 1 1 15:15 33 42 3 1 15:30 52 41 6 1 15:45 58 33 4 1 16:00 62 32 2 0 16:15 62 48 3 0 16:45 74 39 1 1 17:00 79 39 2 0 17:15 88 41 2 1 17:30 72 48 1 0 18:00						116
12:15 30 22 0 2 12:30 25 31 1 1 12:45 32 32 1 0 13:00 28 32 5 3 13:15 22 25 1 3 13:30 29 31 3 1 13:45 33 19 0 0 14:00 30 32 7 3 14:15 32 29 3 1 14:30 39 21 0 0 15:00 42 29 1 1 15:00 42 29 1 1 15:30 52 41 6 1 15:45 58 33 4 1 15:45 58 33 4 1 16:30 69 36 3 0 16:45 74 39 1 1 17:00 79 39 2 0 17:15 88 41 2 1 17:30 72 48 1 0 17:45 75 36 2 0 18:00						
12:15 30 22 0 2 12:30 25 31 1 1 12:45 32 32 1 0 13:00 28 32 5 3 13:15 22 25 1 3 13:30 29 31 3 1 13:45 33 19 0 0 14:00 30 32 7 3 14:15 32 29 3 1 14:30 39 21 0 0 14:45 55 34 1 2 15:00 42 29 1 1 15:30 52 41 6 1 15:45 58 33 4 1 15:45 58 33 4 1 16:00 62 32 2 0 16:15 62 48 3 0 16:45 74 39 1 1 17:00 79 39 2 0 17:15 88 41 2 1 17:45 75 36 2 0 18:00						
12:15 30 22 0 2 12:30 25 31 1 1 12:45 32 32 1 0 13:00 28 32 5 3 13:15 22 25 1 3 13:30 29 31 3 1 13:45 33 19 0 0 14:00 30 32 7 3 14:15 32 29 3 1 14:30 39 21 0 0 14:45 55 34 1 2 15:00 42 29 1 1 15:30 52 41 6 1 15:45 58 33 4 1 15:45 58 33 4 1 16:00 62 32 2 0 16:15 62 48 3 0 16:45 74 39 1 1 17:00 79 39 2 0 17:15 88 41 2 1 17:30 72 48 1 0 18:00						
12:15 30 22 0 2 12:30 25 31 1 1 12:45 32 32 1 0 13:00 28 32 5 3 13:15 22 25 1 3 13:30 29 31 3 1 13:45 33 19 0 0 14:00 30 32 7 3 14:15 32 29 3 1 14:30 39 21 0 0 14:45 55 34 1 2 15:00 42 29 1 1 15:30 52 41 6 1 15:45 58 33 4 1 15:45 58 33 4 1 16:30 69 36 3 0 16:45 74 39 1 1 17:00 79 39 2 0 17:15 88 41 2 1 17:30 72 48 1 0 17:45 75 36 2 0 18:00						158
12:15 30 22 0 2 12:30 25 31 1 1 12:45 32 32 1 0 13:00 28 32 5 3 13:15 22 25 1 3 13:30 29 31 3 1 13:45 33 19 0 0 14:00 30 32 7 3 14:15 32 29 3 1 14:30 39 21 0 0 14:45 55 34 1 2 15:00 42 29 1 1 15:30 52 41 6 1 15:45 58 33 4 1 15:45 58 33 4 1 16:00 62 32 2 0 16:15 62 48 3 0 16:45 74 39 1 1 17:00 79 39 2 0 17:15 88 41 2 1 17:45 75 36 2 0 18:00						
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12:15 30 22 0 2 12:30 25 31 1 1 12:45 32 32 1 0 13:00 28 32 5 3 13:15 22 25 1 3 1 13:30 29 31 3 1 235 13:45 33 19 0 0 0 14:00 30 32 7 3 3 14:15 32 29 3 1 289 14:30 39 21 0 0 14:45 55 34 1 2						
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12:15 30 22 0 2 12:30 25 31 1 1 12:45 32 32 1 0 13:00 28 32 5 3 13:15 22 25 1 3 13:30 29 31 3 1		30	32		3	
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12:15 30 22 0 2 12:30 25 31 1 1 12:45 32 32 1 0	13:15	22	25	1	3	225
12:15 30 22 0 2 12:30 25 31 1 1	13:00	28	32	5	3	
12:15 30 22 0 2	12:45	32	32	1	0	
12:15 30 22 0 2	12:30	25	31	1	1	237
12.00 1/ 3/ 3 3 1	12:15	30	22	0	2	227
12:00 17 27 2 2	12:00	17	37	3	3	

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	12:00	0	0	
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Ī	12:30	0	0	0
Ī	12:45	0	0	
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ľ	13:45	0	0	
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	15:30	0	0	0
ŀ	15:45	0	0	
ŀ	16:00	0	0	
ŀ	16:15	0	0	
ŀ	16:30	0	0	0
432	16:45	0	0	
456	17:00	0	0	
475	17:15	0	0	
488	17:30	0	0	0
486	17:45	0	0	
453	18:00	0	0	
433 411	18:15	0	0	
411	18:30	0		0
ŀ	18:45	0	0	
ŀ	19:00			
		0	0	
ŀ	19:15	0	0	0
-	19:30 19:45	0	0	
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-	20:00	0	0	
-	20:15	0	0	0
-	20:30	0	0	
-	20:45	0	0	
-	21:00	0	0	
-	21:15	0	0	0
	21:30	0	0	
].	21:45	0	0	
].	22:00	0	0	
	22:15	0	0	0
].	22:30	0	0	
L	22:45	0	0	
	23:00	0	0	
L	23:15	0	0	0
	23:30	0	0	•
Ļ	23:45	0	0	
	24-HOUR TOTAL	0	0	0

Location: CR 100 W/O CO Extreme Drwy

Date: 02-25-2023

	Light Ve	hicles	Heavy \	/ehicles	
Time	Volu	Volume		Volume	
Time	WB	EB	WB	EB	
0:00	6	6	0	0	
0:15	2	0	0	0	10
0:30	0	0	0	0	18
0:45	2	2	0	0	
1:00	2	1	0	0	
1:15	1	1	0	0	•
1:30	2	2	0	0	9
1:45	0	0	0	0	
2:00	0	1	0	0	
2:15	2	1	0	0	
2:30	1	1	0	0	6
2:45	0	0	0	0	
3:00	1	0	0	0	
3:15	1	0	0	0	
3:30	2	0	0	0	6
3:45	1	1	0	0	
4:00	0	2	0	0	
4:15	0	2	0	0	
4:30	0	2	0	0	7
4:45	0	1	0	0	
5:00	1	3	0	0	
5:15	0	4	0	0	
5:30	1	3	0	0	15
5:45	1	2	0	0	
6:00	0	4	0	1	
6:15	1	8	0	1	
6:30	2	11	0	2	54
6:45	2	21	0	1	
7:00	3	17	0	0	
7:15	4	19	0	2	
7:30	5	25	1	0	120
7:45	5	39	0	0	
8:00	10	35	0	1	
8:15	15	46	0	0	
8:30	12	35	0	0	204
8:45	18	32	0	0	
9:00	10	26	0	1	
9:15	17	35	0	0	
9:30		36	0	1	191
9:45	23	27	1	0	
10:00		28	0	0	
10:15	19	28	0	0	
10:30	29	37	1	1	221
10:45	24	28	0	0	
11:00	32	15	0	0	
11:15	22	29	0	0	
11:30	24	36	0	0	220
11:45	34	26	2	0	
22:13	J-	-0		· ·	

		Bikes on Road		
	Time o	Volu	ıme	Total
	Time	WB	EB	
	0:00	0	0	
	0:15	0	0	0
	0:30	0	0	U
	0:45	0	0	
	1:00	0	0	
	1:15	0	0	0
	1:30	0	0	· ·
	1:45	0	0	
	2:00	0	0	
	2:15	0	0	0
	2:30	0	0	
	2:45	0	0	
	3:00	0	0	
	3:15	0	0	0
	3:30	0	0	
	3:45	0	0	
	4:00	0	0	
	4:15	0	0	0
	4:30	0	0	
	4:45	0	0	
	5:00	0	0	
	5:15	0	0	0
	5:30	0	0	
	5:45	0	0	
	6:00	0	0	
	6:15	0	0	0
	6:30	0	0	
	6:45	0	0	
	7:00	0	0	
	7:15	0	0	0
	7:30	0	0	
	7:45	0	0	
	8:00	0	0	
	8:15	0	0	0
	8:30	0	0	
	8:45	0	0	
<u> </u>	9:00	0	0	
<u> </u>	9:15	0	0	0
<u> </u>	9:30	0	0	
<u> </u>	9:45	0	0	
<u> </u>	10:00	0	0	
220	10:15	0	0	0
220	10:30	0	0	
221	10:45	0	0	
214	11:00	0	0	
218	11:15	0	0	1
210	11:30	1	0	
220	11:45	0	0	

Location: CR 100 W/O CO Extreme Drwy

Date: 02-25-2023

0 0 1 0 0 0 1 237 0 0 0 0 0 0 0 0 261 0	4 1	28	16	12:00
1 205 0 0 1 237 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 297				
1 0 0 1 0 237 0 0 0 0 0 0 0 0 0 0		25	24	12:15
0 1 237 0 0 0 0 0 261 0 0	0	32	26	12:30
1 237 0 0 0 0 261 0 0 1 297	1	24	23	12:45
0 237 0 0 0 261 0 0 0 1 297	0	26	23	13:00
0 0 0 0 0 0 0 0 0	0	38	23	13:15
0 0 0 0 0 0	0	28	36	13:30
0 0 0 0 0	1	28	33	13:45
0 261 0 0 1 297	0	21	29	14:00
0 0 0 1 297	2	44	37	14:15
0 297	0	31	30	14:30
1 297	0	27	40	14:45
1 297	0	27	44	15:00
297	0	28	38	15:15
U	0	17	62	15:30
0	1	33	46	15:45
1	1	35	39	16:00
0	0	29	63	16:15
0 334	0	21	69	16:30
0	0	24	52	16:45
0	0	24	50	17:00
0	0	29	49	17:15
0 295	0	28	39	17:30
0	0	33	43	17:45
1	0	20	35	18:00
0	0	28	40	18:15
0 222	1	20	31	18:30
0	0	20	26	18:45
0	0	17	19	19:00
2	0	16	19	19:15
0 139	0	15	18	19:30
0	0		12	19:45
		21		
0	0	16	7	20:00
0 92	0	10	10	20:15
0	1	10	15 5	20:30
0	0	18		20:45
0	0	15	19	21:00
0 106	0	8	11	21:15
0	0	10	13	21:30
0	1	13	16	21:45
0	0	15	12	22:00
0 69	0	7	12	22:15
0	0	3	10	22:30
0	0	4	6	22:45
0	0	6	4	23:00
0 42	0	4	8	23:15
1	0	5	7	23:30
0	0	3	4	23:45
19 3370	19	1662	1670	24-HOUR TOTAL

220		24-HOUR TOTAL	5	6	11
220					
220				0	
220					0
220			0	0	
220				0	
220			0	0	,
220			0	0	0
220		22:00	0	0	
220			0		
220			0		Ü
220		21:15			
220					
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220 12:15 0 1 219 12:30 0 1 205 12:45 0 0 206 13:00 1 2 218 13:15 0 0 223 13:30 2 0 237 13:45 0 0 238 14:00 0 0 259 14:15 0 1 256 14:30 0 0 261 14:45 0 0 282 15:00 0 0 266 15:15 1 0 284 15:30 0 0 297 15:45 0 0 302 16:00 0 0 327 16:15 0 1 338 16:30 0 0 337 17:00 0 0 338 16:30 0 0 338 16:30 0 0 338 17:00 0 0 <td></td> <td></td> <td></td> <td></td> <td></td>					
220 12:15 0 1 219 12:30 0 1 205 12:45 0 0 206 13:00 1 2 218 13:15 0 0 223 13:30 2 0 237 13:45 0 0 238 14:00 0 0 259 14:15 0 1 256 14:30 0 0 261 14:45 0 0 282 15:00 0 0 284 15:30 0 0 297 15:45 0 0 302 16:00 0 0 327 16:15 0 1 338 16:30 0 0 337 16:15 0 0 338 16:30 0 0 338 16:30 0 0 338 16:30 0 0 338 17:00 0 0 <td></td> <td></td> <td></td> <td></td> <td></td>					
220 12:15 0 1 219 12:30 0 1 205 12:45 0 0 206 13:00 1 2 218 13:15 0 0 218 13:15 0 0 223 13:30 2 0 237 13:45 0 0 238 14:00 0 0 259 14:15 0 1 256 14:30 0 0 261 14:45 0 0 282 15:00 0 0 284 15:30 0 0 297 15:45 0 0 302 16:00 0 0 327 16:15 0 1 338 16:30 0 0 334 16:45 0 0 332 17:00 0 0 318 17:15 0 0 295 17:45 0 0 <td></td> <td></td> <td></td> <td></td> <td>0</td>					0
220 12:15 0 1 219 12:30 0 1 205 12:45 0 0 206 13:00 1 2 218 13:15 0 0 223 13:30 2 0 237 13:45 0 0 238 14:00 0 0 259 14:15 0 1 256 14:30 0 0 261 14:45 0 0 282 15:00 0 0 284 15:30 0 0 297 15:45 0 0 302 16:00 0 0 327 16:15 0 1 338 16:30 0 0 334 16:45 0 0 332 17:00 0 0 338 17:15 0 0 338 16:30 0 0 3318 17:15 0 0 295 17:45 0 0 295 17:45 0 0 297 18:00 0 0 295					
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220					
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220					1
220					
220				0	
220					1
220	266			0	1
220	282			0	
220			0	0	
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220 12:15 0 1 219 12:30 0 1 205 12:45 0 0 206 13:00 1 2 218 13:15 0 0 223 13:30 2 0 237 13:45 0 0					
220 12:15 0 1 2 2 19 12:30 0 1 2 2 205 12:45 0 0 2 206 13:00 1 2 2 218 13:15 0 0 5 2 23 13:30 2 0 5					
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220 12:15 0 1 219 12:30 0 1 205 12:45 0 0 206 13:00 1 2					5
220 12:15 0 1 219 12:30 0 1 205 12:45 0 0					
220 12:15 0 1 219 12:30 0 1					
220 12:15 0 1					
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221▮ 12:00▮ 0 ▮ 0 ▮	221	12:00	0	0	

Location: CR 100 N/O Roaring Fork Bridge

Date: 02-23-2022

	Light V	ehicles	Heavy \	/ehicles	
Time	Volu	ume	Volu	ume	Total
Time	NB	SB	NB	SB	
0:00	1	2	0	0	
0:15	0	0	0	0	6
0:30	0	0	0	0	U
0:45	0	3	0	0	
1:00	1	1	0	0	
1:15	1	0	0	0	4
1:30	0	1	0	0	4
1:45	0	0	0	0	
2:00	1	1	0	0	
2:15	0	0	0	0	5
2:30	2	1	0	0	3
2:45	0	0	0	0	
3:00	0	0	0	0	
3:15	1	0	0	0	2
3:30	1	0	0	0	3
3:45	1	0	0	0	
4:00	0	0	1	1	
4:15	2	0	0	0	
4:30	1	1	0	0	8
4:45	2	0	0	0	
5:00	6	0	0	0	
5:15	4	5	0	0	
5:30	8	3	0	0	32
5:45	4	2	0	0	
6:00	16	2	2	0	
6:15	18	5	4	0	
6:30	41	5	4	1	147
6:45	36	7	5	1	
7:00	36	6	1	2	
7:15	49	21	2	2	
7:30	70	34	1	0	325
7:45	52	46	3	0	
8:00	59	37	1	2	
8:15	93	28	3	1	254
8:30	41	25	2	0	351
8:45	32	25	2	0	
9:00	39	22	2	0	
9:15	30	20	1	0	245
9:30	23	15	1	2	215
9:45	32	25	0	3	
10:00	25	26	2	1	
10:15	25	29	4	0	265
10:30	30	27	1	1	216
10:45	25	17	1	2	
11:00	30	22	1	1	
11:15	22	24	1	2	
11:30	21	21	3	3	224
11:45	33	38	0	2	
			, ,		

		Bikes on Road		
	Time	Volu	ume	Total
	Tille	NB	SB	
	0:00	0	0	
	0:15	0	0	•
	0:30	0	0	0
	0:45	0	0	
	1:00	0	0	
	1:15	0	0	•
	1:30	0	0	0
	1:45	0	0	
	2:00	0	0	
	2:15	0	0	
	2:30	0	0	0
	2:45	0	0	
	3:00	0	0	
	3:15	0	0	
	3:30	0	0	0
	3:45	0	0	
	4:00	0	0	
	4:15	0	0	
	4:30	0	0	0
	4:45	0	0	
	5:00	0	0	
	5:15	0	0	
	5:30	0	0	0
	5:45	0	0	
	6:00	0	0	
	6:15	0	0	
	6:30	0	0	0
	6:45	0	0	
	7:00	0	0	
219	7:00	0	0	
273	7:30	0	0	0
325	7:45	0	0	
379	8:00	0	0	
430	8:15	0	0	
393	8:30	0	0	0
351	8:45	_	•	
315		0	0	
241	9:00 9:15			
241	9:30	0	0	0
	9:45			
		0	0	
	10:00	0	0	
	10:15	0	0	0
	10:30	0	0	
	10:45	0	0	
	11:00	0	0	
	11:15	0	0	0
	11:30	0	0	
	11:45	0	0	

Location: CR 100 N/O Roaring Fork Bridge

Date: 02-23-2022

24-HOUR TOTAL	2030	2069	77	90	4266
23:45	0	5	0	0	
23:30	1	5	0	0	
23:15	4	1	0	0	21
23:00	5	0	0	0	
22:45	3	5	1	0	
22:30	2	5	1	0	
22:15	7	5	0	0	51
22:00	12	10	0	0	
21:45	4	7	0	1	
21:30	10	13	0	0	32
21:15	10	6	0	0	82
21:00	16	15	0	0	
20:45	18	15	0	0	
20:30	18	8	0	0	120
20:15	21	16	0	0	120
20:00	19	5	0	0	
19:45	22	15	0	0	
19:30	16	15	0	0	148
19:15	12	27	0	1	4
19:00	18	22	0	0	
18:45	20	23	0	0	
18:30	26	43	0	0	279
18:15	29	52	0	1	270
18:00	29	55	0	1	
17:45	40	74	0	3	
17:30	46	75	0	1	487
17:15	36	79	1	2	407
17:00	47	83	0	0	
16:45	35	80	1	3	
16:30	37	66	1	4	439
16:15	39	78	2	4	
16:00	30	55	0	4	
15:45	35	62	1	4	
15:30	39	54	1	6	356
15:15	40	33	2	3	
15:00	35	38	2	1	
14:45	28	53	1	1	
14:15	21	40	0	0	277
14:00	30	31	1	3	
14:00	29	32	2	5	
13:30	25	35	1	1	
13:15	26	28	1	3	239
13:00 13:15	33 24	29 21	3	5	
12:45	33	35	0	1	
12:30	31	18	0	1	
12:15	20	28	2	1	231
12:00	35	22	2	2	
42.00	25	22	2	2	

	i de la companya de			
	12:00	0	0	
	12:15	0	0	
	12:30	0	0	0
	12:45	0	0	
	13:00	0	0	
	13:15	0	0	
	13:30	0	0	0
	13:45	0	0	
	14:00	0	0	
	14:15	0	0	
	14:30	0	0	0
	14:45	0	0	
	15:00	0	0	
	15:15	0	0	
	15:30	0	0	0
	15:45	0	0	
	16:00	0	0	
	16:15	0	0	
422	16:30	0	0	0
439	16:45	0	0	
480	17:00	0	0	
475	17:15	0	0	
489	17:30	0	0	0
487	17:45	0	0	
442	18:00	0	0	
406	18:15	0	0	
353	18:30	0	0	0
	18:45	0	0	
	19:00	0	0	
	19:15	0	0	
	19:30	0	0	0
	19:45	0	0	
	20:00	0	0	
	20:15	0	0	
	20:30	0	0	0
	20:45	0	0	
	21:00	0	0	
	21:15	0	0	
	21:30	0	0	0
	21:45	0	0	
	22:00	0	0	
	22:15	0	0	
	22:30	0	0	0
	22:45	0	0	
	23:00	0	0	
	23:15	0	0	
	23:30	0	0	0
	23:45	0	0	
	24-HOUR TOTAL	0	0	0
ļ				

Location: CR 100 E/O Snowmass Dr

Date: 02-23-2022

	Light V	ehicles	Heavy \	/ehicles	
Time	Volu	ıme	Volu	ıme	Total
Time	WB	EB	WB	EB	
0:00	2	1	0	0	
0:15	1	0	0	0	6
0:30	0	0	0	0	0
0:45	2	0	0	0	
1:00	1	1	0	0	
1:15	0	1	0	0	6
1:30	0	0	0	0	· ·
1:45	2	1	0	0	
2:00	1	1	0	0	
2:15	0	0	0	0	4
2:30	0	2	0	0	4
2:45	0	0	0	0	
3:00	0	1	0	0	
3:15	0	0	0	0	4
3:30	0	2	0	0	4
3:45	0	1	0	0	
4:00	0	0	0	1	
4:15	1	3	1	0	9
4:30	1	2	0	0	9
4:45	0	0	0	0	
5:00	1	11	0	0	
5:15	1	13	0	1	
5:30	0	9	0	0	52
5:45	3	12	0	1	
6:00	2	21	0	1	
6:15	4	22	0	0	4.00
6:30	10	40	1	2	169
6:45	10	53	0	3	
7:00	7	46	1	0	
7:15	18	58	2	0	225
7:30	30	74	1	2	325
7:45	37	48	0	1	
8:00	56	79	0	2	
8:15	19	84	2	4	277
8:30	34	28	1	1	377
8:45	24	43	0	0	
9:00	27	34	1	0	
9:15	17	28	0	0	227
9:30	25	27	1	2	227
9:45	28	36	0	1	
10:00	30	24	0	0	
10:15	27	36	0	3	222
10:30	29	29	2	0	239
10:45	23	34	1	1	
11:00	17	28	0	0	
11:15	33	30	0	0	225
11:30	19	32	3	0	235
11:45	37	33	1	2	

_		Bikes on Road		
ſ	Time	Volu	ume	Total
	rime	WB	EB	
ſ	0:00	0	0	
ĺ	0:15	0	0	•
ĺ	0:30	0	0	0
ĺ	0:45	0	0	
ſ	1:00	0	0	
ĺ	1:15	0	0	•
ĺ	1:30	0	0	0
ĺ	1:45	0	0	
ſ	2:00	0	0	
ĺ	2:15	0	0	•
l	2:30	0	0	0
l	2:45	0	0	
l	3:00	0	0	
ĺ	3:15	0	0	•
l	3:30	0	0	0
ı	3:45	0	0	
l	4:00	0	0	
ı	4:15	0	0	
ı	4:30	0	0	0
ı	4:45	0	0	
ı	5:00	0	0	
l	5:15	0	0	
ı	5:30	0	0	0
l	5:45	0	0	
ı	6:00	0	0	
l	6:15	0	0	
l	6:30	0	0	0
ı	6:45	0	0	
ľ	7:00	0	0	
251	7:15	0	0	
305	7:30	0	0	0
325	7:45	0	0	
408	8:00	0	0	
439	8:15	0	0	
396	8:30	0	0	0
377	8:45	0	0	
302	9:00	0	0	
238	9:15	0	0	
ı	9:30	0	0	0
ı	9:45	0	0	
	10:00	0	0	
İ	10:15	0	0	
İ	10:30	0	0	0
İ	10:45	0	0	
	11:00	0	0	
	11:15	0	0	
İ	11:30	0	0	0
İ	11:45	0	0	
L			•	

Location: CR 100 E/O Snowmass Dr

Date: 02-23-2022

4615	53	56	2247	2259	24-HOUR TOTAL
	0	0	0	2	23:45
10	0	0	1	4	23:30
16	0	0	3	1	23:15
	0	0	3	2	23:00
	0	0	6	3	22:45
30	0	0	5	6	22:30
58	0	0	8	5	22:15
	0	0	12	13	22:00
	0	0	3	8	21:45
78	0	0	11	10	21:30
70	0	0	7	12	21:15
	0	0	15	12	21:00
1	0	0	15	9	20:45
120	0	0	22	13	20:30
1	0	0	21	13	20:15
	0	0	14	13	20:00
1	0	0	23	23	19:45
176	0	0	19	23	19:30
1	0	1	20	25	19:15
	0	1	17	24	19:00
-	0	0	15	39	18:45
314	0	0	24	43	18:30
-	1	0	23	67	18:15
	0	0	44	58	18:00
-	0	2	40	85	17:45
509	0	0	40	76	17:15
-	0	1	42	84	17:00
	1	0	45 42	91	17:00
-	2	3	36 45	77 81	16:30 16:45
473	2	5	50	70	16:15
	0	1	35	63	16:00
	1	2	39	58	15:45
	1	2	44	50	15:30
380	1	1	48	35	15:15
	1	1	41	55	15:00
	0	1	32	62	14:45
	0	0	23	32	14:30
292	0	3	32	45	14:15
	0	3	36	23	14:00
	1	0	25	35	13:45
251	0	2	33	37	13:30
251	1	2	26	24	13:15
	3	1	22	39	13:00
	1	0	46	35	12:45
295	2	3	40	31	12:30
205	4	0	29	34	12:15
	0	3	37	30	12:00

	24-HOUR TOTAL	U	0	U
	24-HOUR TOTAL	0		0
	23:45	0	0	
	23:30	0	0	0
	23:15	0	0	
	23:00	0	0	
	22:45	0	0	
	22:30	0	0	0
	22:15	0	0	
	22:00	0	0	
	21:45	0	0	
	21:30	0	0	0
	21:00	0	0	
	21:00	0	0	
	20:30 20:45	0	0	
	20:15	0	0	0
	20:00	0	0	
	19:45		0	
	19:30	0	0	
209	19:15	0	0	0
254	19:00	0	0	
314	18:45	0	0	
387	18:30	0	0	
437	18:15	0	0	0
477	18:00	0	0	
509	17:45	0	0	
514	17:30	0	0	
512	17:15	0	0	0
508	17:00	0	0	
473	16:45	0	0	
441	16:30	0	0	
423	16:15	0	0	0
	16:00	0	0	
	15:45	0	0	
	15:30	0	0	
	15:15	0	0	0
	15:00	0	0	
	14:45	0	0	
	14:30	0	0	U
	14:15	0	0	0
	14:00	0	0	
	13:45	0	0	
	13:30	0	0	0
	13:15	0	0	
	13:00	0	0	
	12:45	0	0	
	12:30	0	0	0
	12:15	0	0	
	12:00	0	0	

Location: CR 100 N/O Roaring Fork Bridge

Date: 02-25-2023

Time		Light Ve	hicles	Heavy \	/ehicles	
NB	Time	Volu	me	Vol	ume	Total
0:15	Time	NB	SB	NB	SB	
18	0:00	6	6	0	0	
0:30	0:15	0	2	0	0	10
1:00	0:30	0	0	0	0	10
1:15 1 1 0 0 1:30 2 3 0 0 1:45 0 0 0 0 2:00 1 1 0 0 2:15 1 2 0 0 2:30 1 1 0 0 2:45 0 0 0 0 3:00 0 1 0 0 3:30 0 2 0 0 3:35 0 2 0 0 3:35 0 0 0 0 4:00 1 0 0 0 4:30 2 2 0 0 4:45 2 2 0 0 5:00 3 0 0 0 5:15 3 0 0 0 5:30 4 1 0 0 5:45 1 1 0 0 6:30 13 2 2 0	0:45	2	2	0	0	
1:30 2 3 0 0 1:45 0 0 0 0 2:00 1 1 0 0 2:15 1 2 0 0 2:30 1 1 0 0 2:45 0 0 0 0 3:00 0 1 0 0 3:30 0 2 0 0 3:35 1 0 0 0 4:00 1 0 0 0 4:00 1 0 0 0 4:00 1 0 0 0 4:30 2 0 0 0 4:45 2 2 0 0 5:00 3 0 0 0 5:15 3 0 0 0 5:30 4 1 0 0 6:15 9 1 2 0 6:30 13 2 2 0	1:00	1	2	0	0	
1:30	1:15	1	1	0	0	10
1	1:30	2	3	0	0	10
2:15 1 2 0 0 7 2:30 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 0 3:30 10 0 0 0 0 0 0 0 0 14 0 0 0 0 0 0 14 14 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1:45	0	0	0	0	
2:30 1 1 0 0 2:45 0 0 0 0 3:00 0 1 0 0 3:30 0 2 0 0 3:35 1 0 0 0 3:45 2 2 0 0 4:00 1 0 0 0 4:00 1 0 0 0 4:00 1 0 0 0 4:15 2 2 0 0 4:45 2 2 0 0 5:00 3 0 0 0 5:15 3 0 0 0 5:15 3 0 0 0 5:15 3 0 0 0 5:45 1 1 0 0 6:30 13 2 2 0 6:45 20 3 1 0 7:15 17 3 2 1 <td>2:00</td> <td>1</td> <td>1</td> <td>0</td> <td>0</td> <td></td>	2:00	1	1	0	0	
2:45 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 1 4 0 0 0 1 4 1 0 0 0 1 4 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 <td>2:15</td> <td>1</td> <td>2</td> <td>0</td> <td>0</td> <td>7</td>	2:15	1	2	0	0	7
3:00 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1	1	0	0	,
3:15 1 0 0 0 8 3:30 0 2 0 0 0 3:45 2 2 0 0 0 4:00 1 0 0 0 0 4:15 2 1 0 0 0 4:30 2 0 0 0 0 5:00 3 0 0 0 0 5:15 3 0 0 0 0 5:15 3 0 0 0 0 5:30 4 1 0 0 0 5:45 1 1 0 0 0 6:45 1 1 0 0 0 0 6:45 20 3 1 0 0 0 0 7 1 1 0 0 0 0 1 122 0 0 0 0 1 122 0 0 0 0 1 122 0	2:45	0	0	0	0	
3:30 0 2 0 0 3:45 2 2 0 0 4:00 1 0 0 0 4:15 2 1 0 0 0 4:30 2 0 0 0 0 4:45 2 2 0 0 0 5:00 3 0 0 0 0 5:15 3 0 0 0 0 5:30 4 1 0 0 0 6:45 1 1 0 0 0 6:45 9 1 2 0 0 6:45 20 3 1 0 0 7:00 17 5 0 0 0 7:15 17 3 2 1 12 7:30 25 5 0 1 122 7:45 39 7 0 0 0 8:00 37 10 0 0	3:00	0	1	0	0	
3:30 0 2 0 0 4:00 1 0 0 0 4:15 2 1 0 0 4:30 2 0 0 0 4:45 2 2 0 0 5:00 3 0 0 0 5:15 3 0 0 0 5:30 4 1 0 0 5:45 1 1 0 0 6:00 4 0 0 0 6:15 9 1 2 0 6:30 13 2 2 0 6:45 20 3 1 0 7:00 17 5 0 0 7:15 17 3 2 1 7:30 25 5 0 1 7:45 39 7 0 0 8:00 37 10 0 0 8:15 44 13 0 0	3:15	1	0	0	0	
4:00 1 0 0 0 4:15 2 1 0 0 4:30 2 0 0 0 4:45 2 2 0 0 5:00 3 0 0 0 5:15 3 0 0 0 5:30 4 1 0 0 6:00 4 0 0 0 6:15 9 1 2 0 6:30 13 2 2 0 6:45 20 3 1 0 7:00 17 5 0 0 7:15 17 3 2 1 7:30 25 5 0 1 7:45 39 7 0 0 8:00 37 10 0 0 8:31 44 13 0 0 8:45 33 19 0 0 9:15 36 16 0 0 <td>3:30</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td>	3:30	0	2	0	0	0
4:15 2 1 0 0 4:30 2 0 0 0 5:00 3 0 0 0 5:15 3 0 0 0 5:30 4 1 0 0 5:45 1 1 0 0 6:00 4 0 0 0 6:30 13 2 2 0 6:45 20 3 1 0 7:00 17 5 0 0 7:15 17 3 2 1 7:30 25 5 0 1 7:45 39 7 0 0 8:00 37 10 0 0 8:315 44 13 0 0 8:45 33 19 0 0 9:00 26 9 1 0 9:15 36 16 0 0 9:45 23 23 23 <td< td=""><td>3:45</td><td>2</td><td>2</td><td>0</td><td>0</td><td></td></td<>	3:45	2	2	0	0	
4:30 2 0 0 0 4:45 2 2 0 0 5:00 3 0 0 0 5:15 3 0 0 0 5:30 4 1 0 0 6:00 4 0 0 0 6:15 9 1 2 0 6:30 13 2 2 0 6:45 20 3 1 0 7:00 17 5 0 0 7:15 17 3 2 1 7:30 25 5 0 1 7:45 39 7 0 0 8:00 37 10 0 0 8:15 44 13 0 0 8:45 33 19 0 0 9:00 26 9 1 0 9:15 36 16 0 0 9:45 23 23 23	4:00	1	0	0	0	
4:30 2 0 0 0 5:00 3 0 0 0 5:15 3 0 0 0 5:30 4 1 0 0 5:45 1 1 0 0 6:00 4 0 0 0 6:15 9 1 2 0 6:30 13 2 2 0 6:45 20 3 1 0 7:00 17 5 0 0 7:15 17 3 2 1 7:30 25 5 0 1 7:45 39 7 0 0 8:00 37 10 0 0 8:15 44 13 0 0 8:45 33 19 0 0 9:15 36 16 0 0 9:15 36 16 1 0 9:45 23 23 0	4:15	2	1	0	0	10
5:00 3 0 0 0 5:15 3 0 0 0 5:30 4 1 0 0 5:45 1 1 0 0 6:00 4 0 0 0 6:15 9 1 2 0 6:30 13 2 2 0 6:45 20 3 1 0 7:00 17 5 0 0 7:15 17 3 2 1 7:30 25 5 0 1 7:45 39 7 0 0 8:00 37 10 0 0 8:15 44 13 0 0 8:45 33 19 0 0 8:45 33 19 0 0 9:15 36 16 0 0 9:30 35 16 1 0 9:45 23 23 23 <	4:30		0	0	0	10
5:15 3 0 0 0 5:30 4 1 0 0 5:45 1 1 0 0 6:00 4 0 0 0 6:15 9 1 2 0 6:30 13 2 2 0 6:45 20 3 1 0 7:00 17 5 0 0 7:15 17 3 2 1 7:45 39 7 0 0 8:00 37 10 0 0 8:15 44 13 0 0 8:45 33 19 0 0 8:45 33 19 0 0 9:00 26 9 1 0 9:30 35 16 1 0 9:35 36 16 0 0 10:00 27 29 0 0 10:15 25 17 0	4:45	2	2	0	0	
5:30 4 1 0 0 5:45 1 1 0 0 6:00 4 0 0 0 6:15 9 1 2 0 6:30 13 2 2 0 6:45 20 3 1 0 7:00 17 5 0 0 7:15 17 3 2 1 7:30 25 5 0 1 7:45 39 7 0 0 8:00 37 10 0 0 8:15 44 13 0 0 8:45 33 19 0 0 9:00 26 9 1 0 9:15 36 16 0 0 9:30 35 16 1 0 9:45 23 23 0 1 10:00 27 29 0 0 10:15 25 17 0	5:00	3	0	0	0	
5:30 4 1 0 0 5:45 1 1 0 0 6:00 4 0 0 0 6:15 9 1 2 0 6:30 13 2 2 0 6:45 20 3 1 0 7:00 17 5 0 0 7:15 17 3 2 1 7:30 25 5 0 1 7:45 39 7 0 0 8:00 37 10 0 0 8:15 44 13 0 0 8:30 37 14 0 0 8:45 33 19 0 0 9:00 26 9 1 0 9:15 36 16 0 0 9:45 23 23 23 0 1 10:00 27 29 0 0 10:15 25 17	5:15	3	0	0	0	13
6:00 4 0 0 0 6:15 9 1 2 0 6:30 13 2 2 0 6:45 20 3 1 0 7:00 17 5 0 0 7:15 17 3 2 1 7:30 25 5 0 1 7:45 39 7 0 0 8:00 37 10 0 0 8:15 44 13 0 0 8:30 37 14 0 0 8:45 33 19 0 0 9:00 26 9 1 0 9:15 36 16 0 0 9:30 35 16 1 0 9:45 23 23 23 0 1 10:00 27 29 0 0 10:15 25 17 0 1 0 10:45 32 <td>5:30</td> <td>4</td> <td>1</td> <td>0</td> <td>0</td> <td>13</td>	5:30	4	1	0	0	13
6:15 9 1 2 0 6:30 13 2 2 0 6:45 20 3 1 0 7:00 17 5 0 0 7:15 17 3 2 1 7:30 25 5 0 1 7:45 39 7 0 0 8:00 37 10 0 0 8:15 44 13 0 0 0 8:30 37 14 0 0 0 8:45 33 19 0 0 0 9:00 26 9 1 0 0 0 9:15 36 16 0 0 187 9:30 35 16 1 0 0 187 9:45 23 23 23 0 1 187 10:00 27 29 0 0 0 1 1 1 1 0 0 1<	5:45	1	1	0	0	
6:30 13 2 2 0 6:45 20 3 1 0 7:00 17 5 0 0 7:15 17 3 2 1 7:30 25 5 0 1 7:45 39 7 0 0 8:00 37 10 0 0 8:15 44 13 0 0 8:30 37 14 0 0 8:45 33 19 0 0 9:00 26 9 1 0 9:15 36 16 0 0 9:30 35 16 1 0 9:45 23 23 23 0 1 10:00 27 29 0 0 1 10:30 36 29 1 0 0 10:45 32 26 0 0 0 11:00 19 28 0 0 <t< td=""><td>6:00</td><td>4</td><td>0</td><td>0</td><td>0</td><td></td></t<>	6:00	4	0	0	0	
6:30	6:15	9	1	2	0	
7:00 17 5 0 0 7:15 17 3 2 1 7:30 25 5 0 1 7:45 39 7 0 0 8:00 37 10 0 0 8:15 44 13 0 0 8:30 37 14 0 0 8:45 33 19 0 0 9:00 26 9 1 0 9:15 36 16 0 0 9:30 35 16 1 0 9:45 23 23 0 1 10:00 27 29 0 0 10:15 25 17 0 1 10:30 36 29 1 0 10:45 32 26 0 0 11:00 19 28 0 0 11:15 28 18 0 0 11:30 36 25	6:30	13	2	2	0	3/
7:15 17 3 2 1 7:30 25 5 0 1 7:45 39 7 0 0 8:00 37 10 0 0 8:15 44 13 0 0 8:30 37 14 0 0 8:45 33 19 0 0 9:00 26 9 1 0 9:15 36 16 0 0 9:30 35 16 1 0 9:45 23 23 0 1 10:00 27 29 0 0 10:15 25 17 0 1 10:30 36 29 1 0 10:45 32 26 0 0 11:00 19 28 0 0 11:15 28 18 0 0 11:30 36 25 0 0	6:45	20	3	1	0	
7:30	7:00	17	5	0	0	
7:30	7:15	17	3	2	1	122
8:00 37 10 0 0 8:15 44 13 0 0 8:30 37 14 0 0 8:45 33 19 0 0 9:00 26 9 1 0 9:15 36 16 0 0 9:30 35 16 1 0 9:45 23 23 0 1 10:00 27 29 0 0 10:15 25 17 0 1 10:30 36 29 1 0 10:45 32 26 0 0 11:00 19 28 0 0 11:15 28 18 0 0 11:30 36 25 0 0	7:30	25	5	0	1	122
8:15 44 13 0 0 8:30 37 14 0 0 8:45 33 19 0 0 9:00 26 9 1 0 9:15 36 16 0 0 9:30 35 16 1 0 9:45 23 23 0 1 10:00 27 29 0 0 10:15 25 17 0 1 10:30 36 29 1 0 10:45 32 26 0 0 11:00 19 28 0 0 11:15 28 18 0 0 11:30 36 25 0 0	7:45	39	7	0	0	
8:30 37 14 0 0 8:45 33 19 0 0 9:00 26 9 1 0 9:15 36 16 0 0 9:30 35 16 1 0 9:45 23 23 0 1 10:00 27 29 0 0 10:15 25 17 0 1 10:30 36 29 1 0 10:45 32 26 0 0 11:00 19 28 0 0 11:15 28 18 0 0 11:30 36 25 0 0	8:00	37	10	0	0	
8:30 37 14 0 0 0 8:45 33 19 0 0 0 9:00 26 9 1 0 9:15 36 16 0 0 0 9:30 35 16 1 0 9:45 23 23 0 1 10:00 27 29 0 0 10:15 25 17 0 1 10:30 36 29 1 0 10:45 32 26 0 0 0 11:00 19 28 0 0 11:15 28 18 0 0 11:30 36 25 0 0	8:15	44	13	0	0	207
9:00 26 9 1 0 9:15 36 16 0 0 9:30 35 16 1 0 9:45 23 23 0 1 10:00 27 29 0 0 10:15 25 17 0 1 10:30 36 29 1 0 10:45 32 26 0 0 11:00 19 28 0 0 11:15 28 18 0 0 11:30 36 25 0 0						207
9:15 36 16 0 0 9:30 35 16 1 0 9:45 23 23 0 1 10:00 27 29 0 0 10:15 25 17 0 1 10:30 36 29 1 0 10:45 32 26 0 0 11:00 19 28 0 0 11:15 28 18 0 0 11:30 36 25 0 0		33	19	0	0	
9:30 35 16 1 0 187 9:45 23 23 0 1 10:00 27 29 0 0 10:15 25 17 0 1 10:30 36 29 1 0 10:45 32 26 0 0 11:00 19 28 0 0 11:15 28 18 0 0 11:30 36 25 0 0		26	9	1	0	
9:30 35 16 1 0 9:45 23 23 0 1 10:00 27 29 0 0 10:15 25 17 0 1 10:30 36 29 1 0 10:45 32 26 0 0 11:00 19 28 0 0 11:15 28 18 0 0 11:30 36 25 0 0	9:15	36	16	0	0	197
10:00 27 29 0 0 10:15 25 17 0 1 10:30 36 29 1 0 10:45 32 26 0 0 11:00 19 28 0 0 11:15 28 18 0 0 11:30 36 25 0 0		35	16	1	0	107
10:15 25 17 0 1 10:30 36 29 1 0 10:45 32 26 0 0 11:00 19 28 0 0 11:15 28 18 0 0 11:30 36 25 0 0	9:45	23	23	0	1	
10:30 36 29 1 0 10:45 32 26 0 0 11:00 19 28 0 0 11:15 28 18 0 0 11:30 36 25 0 0	10:00	27	29	0	0	
10:30 36 29 1 0 10:45 32 26 0 0 11:00 19 28 0 0 11:15 28 18 0 0 11:30 36 25 0 0	10:15	25	17	0	1	222
11:00 19 28 0 0 11:15 28 18 0 0 11:30 36 25 0 0		36	29	1	0	223
11:15 28 18 0 0 11:30 36 25 0 0	10:45	32	26	0	0	
11:30 36 25 0 0	11:00	19	28	0	0	
11:30 36 25 0 0	11:15	28	18	0	0	215
11:45 26 33 0 2	11:30	36	25	0	0	213
	11:45	26	33	0	2	

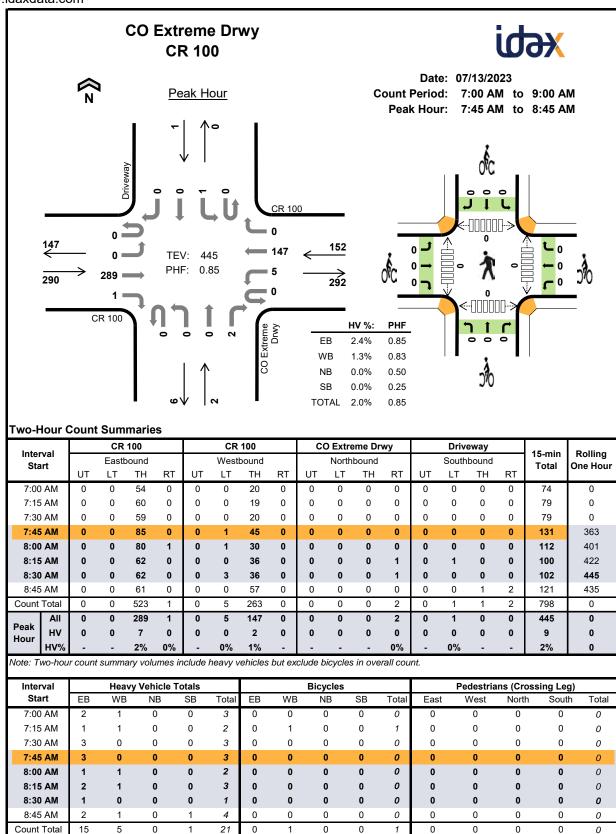
		Bikes o	n Road	
	T:	Volu	ume	Total
	Time	NB	SB	
	0:00	0	0	
	0:15	0	0	•
	0:30	0	0	0
	0:45	0	0	
	1:00	0	0	
	1:15	0	0	•
	1:30	0	0	0
	1:45	0	0	
	2:00	0	0	
	2:15	0	0	
	2:30	0	0	0
	2:45	0	0	
	3:00	0	0	
	3:15	0	0	
	3:30	0	0	0
	3:45	0	0	
	4:00	0	0	
-	4:15	0	0	
-	4:30	0	0	0
	4:45	0	0	
	5:00	0	0	
	5:15	0	0	
	5:30	0	0	0
-	5:45	0	0	
	6:00	0	0	
	6:15	0	0	
-	6:30	0	0	0
	6:45	0	0	
	7:00	0	0	
	7:15	0	0	
	7:30	0	0	0
	7:45	0	0	
	8:00	0	0	
	8:15	0	0	
	8:30	0	0	0
	8:45	0	0	
	9:00	0	0	
	9:15	0	0	
	9:30	0	0	0
	9:45	0	0	
—	10:00	0	0	
—	10:15	0	0	
	10:30	0	0	0
	10:45	0	0	
—	11:00	0	0	
-	11:15	0	0	
212	11:30	0	1	1
215	11:45	0	0	
-10	11.43	U	U	

Location: CR 100 N/O Roaring Fork Bridge

Date: 02-25-2023

12:00	28	16	0	4	
12:15	27	24	1	0	203
12:30	31	28	1	0	203
12:45	20	22	0	1	
13:00	30	27	0	0	
13:15	32	21	1	0	
13:30	32	35	0	0	246
13:45	30	38	0	0	
14:00	20	27	0	0	
14:15	45	49	0	1	
14:30	27	25	0	0	264
14:45	32	38	0	0	
15:00	28	48	0	0	
15:15	29	38	0	0	
15:30	21	62	0	1	306
15:45	33	46	0	0	
16:00	32	47	0	1	
16:15	34	65	0	0	
16:30	20	62	0	1	343
16:45	27	54	0	0	
17:00	26	50	0	0	
17:15	22	51	0	0	
17:30	27	42	0	0	297
17:45	30	48	0	1	
18:00	19	38	0	0	
18:15	32	41	0	0	
18:30	23	42	0	1	240
18:45	19	25	0	0	
19:00	17	20	0	0	
19:15	18	18	1	0	
19:30	17	16	0	0	140
19:45	21	12	0	0	
20:00	17	9	0	0	
20:15	10	8	0	0	
20:30	21	14	0	0	112
20:45	27	6	0	0	
21:00	16	16	0	0	
21:15	9	11	0	0	
21:30		15	0	0	108
21:45	12	19	0	0	
22:00	15	10	0	0	
22:15	8	11	0	0	
22:30	3	10	0	0	67
22:45	5	5	0	0	
23:00	5	5	0	0	
23:15	4	8	0	0	
23:30	6	7	1	0	44
23:45	2	6	0	0	
24-HOUR TOTAL	1699	1716	1 5	1 7	3447
27-1100K TOTAL	1033	1/10	13	1/	J44/

216	12:00	0	0	
222	12:15	0	0	1
221	12:30	0	0	
203	12:45	1	0	
212	13:00	2	2	
214	13:15	0	0	6
221	13:30	0	2	
246	13:45	0	0	
236	14:00	0	0	
277	14:15	0	0	1
262	14:30	1	0	
264	14:45	0	0	
293	15:00	0	0	
265	15:15	0	1	1
297	15:30	0	0	
306	15:45	0	0	
310	16:00	0	0	
342	16:15	1	0	1
341	16:30	0	0	
343	16:45	0	0	
339	17:00	1	0	
313	17:15	0	0	1
299	17:30	0	0	
297	17:45	0	0	
278	18:00	0	0	
278	18:15	0	0	0
275	18:30	0	0	
240	18:45	0	0	
220	19:00	0	0	
184	19:15	0	0	0
	19:30	0	0	
	19:45	0	0	
	20:00	0	0	
	20:15	0	0	0
	20:30	0	0	
	20:45	0	0	
	21:00	0	0	
	21:15	0	0	0
	21:30	0	0	
	21:45	0	0	
	22:00	0	0	
	22:15	0	0	0
	22:30	0	0	
	22:45	0	0	
	23:00	0	0	
	23:15	0	0	0
	23:30	0	0	
	23:45	0	0	
24-H	OUR TOTAL	6	6	12

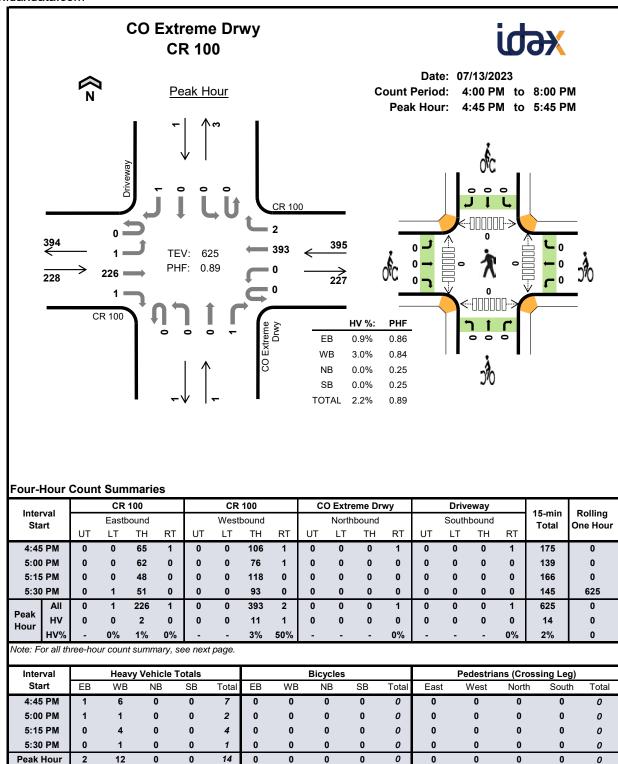


Peak Hour

I4I		CR	100			CR	100		C	O Extre	me Dr	wy		Drive	eway		45	D-111
Interval Start		Easth	ound			Westl	bound			North	bound			South	bound		15-min Total	Rolling One Hour
Otart	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One near
7:00 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:45 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11
8:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	10
8:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	11
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
8:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	4	10
Count Total	0	0	15	0	0	0	5	0	0	0	0	0	0	0	0	1	21	0
Peak Hour	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	9	0

Two-Hour Count Summaries - Bikes

Interval		CR 100			CR 100		CO	Extreme	Drwy		Drivewa	у	45	Dalling
Interval Start	Е	Eastboun	d	٧	Vestbour	nd	N	lorthbour	nd	S	outhbour	nd	15-min Total	Rolling One Hour
Juli 6	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		0.10 1.10
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0



			CD	100			C	100		C) Extre	me Dr	M/M		Drive	oway.			
Inter				oound				bound			North		wy		South			15-min	Rolling
Sta	ırt	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One Hour
4:00	PM	0	0	46	0	0	0	82	0	0	0	0	0	0	0	0	0	128	0
4:15	PM	0	0	57	0	0	0	95	0	0	0	0	0	0	0	0	0	152	0
4:30	PM	0	0	55	0	0	0	70	0	0	0	0	0	0	0	0	0	125	0
4:45	PM	0	0	65	1	0	0	106	1	0	0	0	1	0	0	0	1	175	580
5:00	PM	0	0	62	0	0	0	76	1	0	0	0	0	0	0	0	0	139	591
5:15	PM	0	0	48	0	0	0	118	0	0	0	0	0	0	0	0	0	166	605
5:30	PM	0	1	51	0	0	0	93	0	0	0	0	0	0	0	0	0	145	625
5:45	PM	0	0	48	0	0	0	101	0	0	0	0	0	0	0	0	0	149	599
6:00	PM	0	0	47	0	0	0	104	1	0	0	0	0	0	0	0	0	152	612
6:15	PM	0	0	28	0	0	0	100	0	0	0	0	0	0	2	0	1	131	577
6:30	PM	0	0	32	0	0	0	96	0	0	0	0	0	0	0	0	0	128	560
6:45	PM	0	0	40	0	0	1	68	0	0	0	0	1	0	0	0	0	110	521
7:00	PM	0	0	36	0	0	0	86	0	0	0	0	0	0	0	0	0	122	491
7:15	PM	0	0	21	0	0	0	51	0	0	0	0	0	0	0	0	0	72	432
7:30	PM	0	0	29	0	0	0	58	0	0	0	0	0	0	0	0	0	87	391
7:45	PM	0	0	28	0	0	0	50	1	0	0	0	0	0	0	0	0	79	360
Count	Total	0	1	693	1	0	1	1,354	4	0	0	0	2	0	2	0	2	2,060	0
Peak	All	0	1	226	1	0	0	393	2	0	0	0	1	0	0	0	1	625	0
Hour	HV	0	0	2	0	0	0	11	1	0	0	0	0	0	0	0	0	14	0
	HV%	-	0%	1%	0%	-	-	3%	50%	-	-	-	0%	-	-	-	0%	2%	0

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

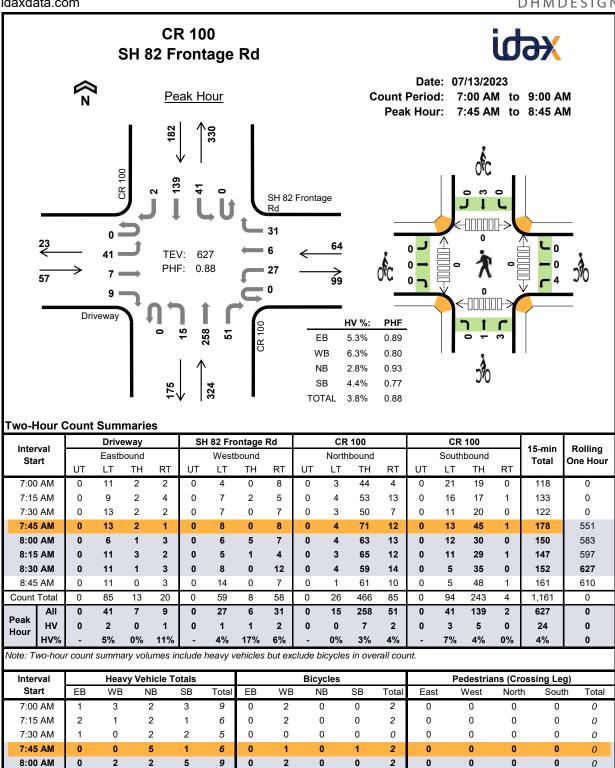
Interval		Heavy	Vehicle	Totals				Bicycles				Pedestria	ıns (Cross	ing Leg)	
Start	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	5	31	0	0	36	0	0	0	0	0	0	0	0	0	0
Peak Hour	2	12	0	0	14	0	0	0	0	0	0	0	0	0	0

		CR	100			CR	100		C	Extre	me Drv	wy		Driv	eway		4	.
Interval Start		Eastb	ound			West	bound			North	bound			South	bound		15-min Total	Rolling One Hour
Otart	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One flour
4:00 PM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8	0
4:15 PM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	6	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	7	22
5:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	16
5:15 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	14
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	14
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	8
6:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
6:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	5
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
7:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4
7:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	5	0	0	0	30	1	0	0	0	0	0	0	0	0	36	0
Peak Hour	0	0	2	0	0	0	11	1	0	0	0	0	0	0	0	0	14	0

Four-Hour Count Summaries - Bikes

		CR 100			CR 100		COE	xtreme	Drwy		Driveway	/	4	
Interval Start	Е	astboun	d	V	Vestbour	nd	N	orthbour	nd	S	outhbour	nd	15-min Total	Rolling One Hour
Gtart	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	rotai	Ono nou
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DHMDESIGN.COM www.idaxdata.com



8:15 AM

8:30 AM

8:45 AM

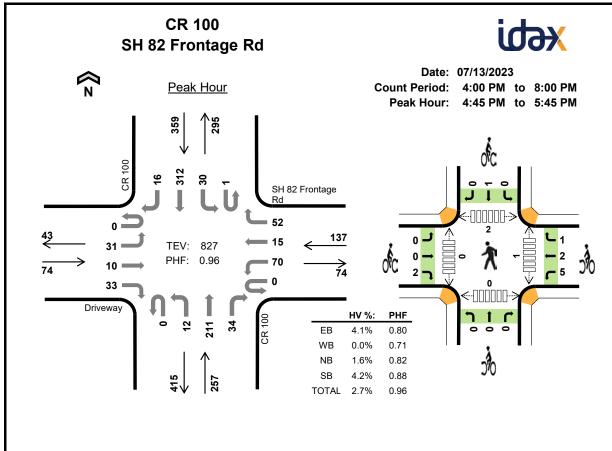
Count Total

Peak Hour

		Drive	eway		SH	82 Fr	ontage	Rd		CR	100			CR	100		45	D-111
Interval Start		Easth	ound			West	bound			North	bound			South	bound		15-min Total	Rolling One Hour
Otart	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One nour
7:00 AM	0	0	1	0	0	0	0	3	0	0	2	0	0	3	0	0	9	0
7:15 AM	0	1	0	1	0	1	0	0	0	0	2	0	0	0	1	0	6	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	5	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	6	26
8:00 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	5	0	9	26
8:15 AM	0	2	0	0	0	1	0	0	0	0	0	1	0	1	0	0	5	25
8:30 AM	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	4	24
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	3	0	5	23
Count Total	0	5	1	2	0	2	1	5	0	0	13	3	0	6	11	0	49	0
Peak Hour	0	2	0	1	0	1	1	2	0	0	7	2	0	3	5	0	24	0

Two-Hour Count Summaries - Bikes

late med		Driveway	/	SH 8:	2 Fronta	ge Rd		CR 100			CR 100		45	D-III
Interval Start	E	Eastboun	d	٧	Vestbour	ıd	N	lorthbour	nd	S	outhbou	nd	15-min Total	Rolling One Hour
Start	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Total	Ono rioui
7:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	2	6
8:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	2	6
8:15 AM	0	0	0	0	0	0	0	0	2	0	1	0	3	7
8:30 AM	0	0	0	1	0	0	0	1	1	0	1	0	4	11
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	10
Count Total	0	0	0	7	0	1	0	2	3	0	3	0	16	0
Peak Hour	0	0	0	4	0	0	0	1	3	0	3	0	11	0



Four-Hour Count Summaries

leste	m.a.l		Drive	eway		SH	1 82 Fro	ntage	Rd		CR	100			CR	100		45 min	Dalling
Inte Sta			Eastb	oound			Westl	oound			North	bound			South	bound		15-min Total	Rolling One Hour
3.0	art	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One Hour
4:4	5 PM	0	8	2	13	0	10	2	14	0	1	57	7	0	13	84	5	216	0
5:00	0 PM	0	7	4	7	0	23	8	17	0	3	65	10	0	2	60	3	209	0
5:1	5 PM	0	6	0	10	0	23	2	11	0	4	42	5	1	4	92	4	204	0
5:30	D PM	0	10	4	3	0	14	3	10	0	4	47	12	0	11	76	4	198	827
	All	0	31	10	33	0	70	15	52	0	12	211	34	1	30	312	16	827	0
Peak Hour	HV	0	0	0	3	0	0	0	0	0	0	3	1	0	3	12	0	22	0
Hour	HV%	-	0%	0%	9%	-	0%	0%	0%	-	0%	1%	3%	0%	10%	4%	0%	3%	0

Note: For all three-hour count summary, see next page.

Interval		Heavy	Vehicle	Totals				Bicycles	;			Pedestria	ıns (Cross	ing Leg)	
Start	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:45 PM	1	0	2	7	10	0	1	0	0	1	0	0	2	0	2
5:00 PM	1	0	1	4	6	1	2	0	0	3	1	0	0	0	1
5:15 PM	0	0	1	3	4	0	0	0	1	1	0	0	0	0	0
5:30 PM	1	0	0	1	2	1	5	0	0	6	0	0	0	0	0
Peak Hour	3	0	4	15	22	2	8	0	1	11	1	0	2	0	3

14			Drive	eway		SH	82 Fro	ntage	Rd		CR	100			CR	100		45	D - III
Inter Sta			Eastb	ound			West	oound			North	bound			South	bound		15-min Total	Rolling One Hour
Sta		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	TOtal	One Hour
4:00	PM	0	6	2	5	0	10	1	6	0	4	47	8	0	5	93	5	192	0
4:15	PM	0	11	2	7	0	10	3	14	0	8	47	5	0	7	72	4	190	0
4:30	PM	0	12	1	4	0	8	1	8	0	5	56	5	1	9	66	6	182	0
4:45	PM	0	8	2	13	0	10	2	14	0	1	57	7	0	13	84	5	216	780
5:00	PM	0	7	4	7	0	23	8	17	0	3	65	10	0	2	60	3	209	797
5:15	PM	0	6	0	10	0	23	2	11	0	4	42	5	1	4	92	4	204	811
5:30	PM	0	10	4	3	0	14	3	10	0	4	47	12	0	11	76	4	198	827
5:45	PM	0	9	1	9	0	22	3	6	0	1	38	7	0	9	71	7	183	794
6:00	PM	0	14	3	9	0	23	1	23	0	4	40	4	0	4	71	10	206	791
6:15	PM	0	16	3	7	0	17	2	14	0	4	29	3	1	11	75	3	185	772
6:30	PM	0	7	0	5	0	14	4	15	0	1	29	5	0	8	80	7	175	749
6:45	PM	0	1	1	6	0	11	0	8	0	0	32	5	0	5	69	3	141	707
7:00	PM	0	9	1	6	0	9	0	3	0	3	40	10	0	1	70	2	154	655
7:15	PM	0	3	2	0	0	8	1	3	0	3	18	5	0	3	51	4	101	571
7:30	PM	0	5	0	9	0	5	0	6	0	2	24	4	0	1	39	2	97	493
7:45	PM	0	4	1	3	0	11	1	2	0	0	22	3	0	4	38	2	91	443
Count	Total	0	128	27	103	0	218	32	160	0	47	633	98	3	97	1,107	71	2,724	0
D I.	All	0	31	10	33	0	70	15	52	0	12	211	34	1	30	312	16	827	0
Peak Hour	HV	0	0	0	3	0	0	0	0	0	0	3	1	0	3	12	0	22	0
iioai	HV%	-	0%	0%	9%	-	0%	0%	0%	-	0%	1%	3%	0%	10%	4%	0%	3%	0

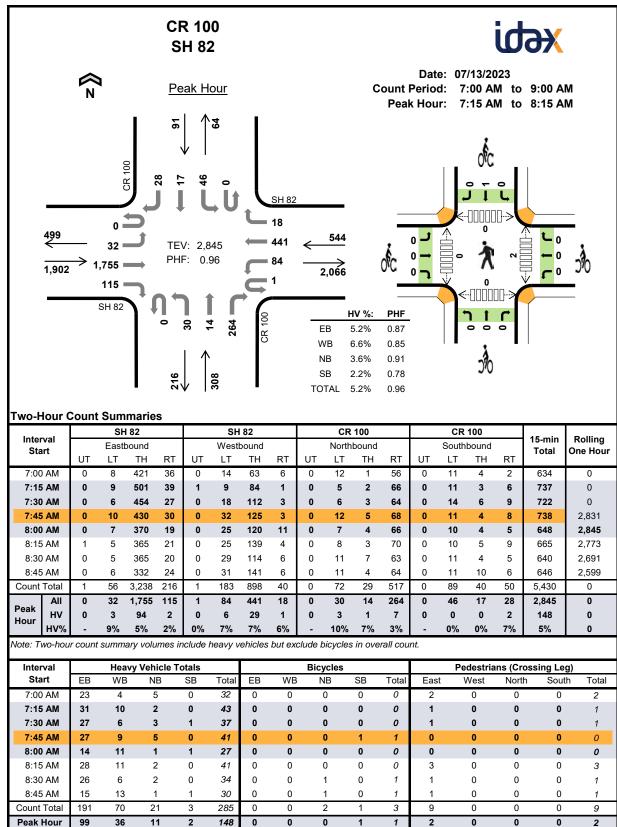
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

			.,					<u> </u>				5	- (0		
Interval			Vehicle					Bicycles					ns (Cross	<u> </u>	
Start	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	1	6	9	0	0	7	0	7	0	0	0	0	0
4:15 PM	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	1	0	1
4:45 PM	1	0	2	7	10	0	1	0	0	1	0	0	2	0	2
5:00 PM	1	0	1	4	6	1	2	0	0	3	1	0	0	0	1
5:15 PM	0	0	1	3	4	0	0	0	1	1	0	0	0	0	0
5:30 PM	1	0	0	1	2	1	5	0	0	6	0	0	0	0	0
5:45 PM	2	0	0	4	6	0	1	1	0	2	0	0	0	0	0
6:00 PM	6	1	0	1	8	0	0	0	0	0	1	0	0	0	1
6:15 PM	1	2	1	2	6	1	1	2	0	4	0	0	1	0	1
6:30 PM	1	1	0	1	3	0	0	0	3	3	0	0	0	2	2
6:45 PM	1	1	0	2	4	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	1	1	2	2	2	1	0	5	0	0	1	0	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	1	0	0	1	2	0	0	2	0	2	0	0	0	0	0
7:45 PM	0	0	1	1	2	1	0	0	0	1	0	0	0	0	0
Count Total	16	6	9	41	72	6	12	13	4	35	2	0	5	2	9
Peak Hour	3	0	4	15	22	2	8	0	1	11	1	0	2	0	3

		Drive	ewav		SH	1 82 Fro	ontage	Rd		CR	100			CR	100			
Interval			ound		-		bound	110			bound				bound		15-min	Rolling
Start	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One Hour
4:00 PM	0	0	0	1	0	1	0	0	0	0	1	0	0	1	5	0	9	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	6	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	1	1	0	2	5	0	10	27
5:00 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4	0	6	24
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	4	22
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	22
5:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	0	6	18
6:00 PM	0	3	2	1	0	0	0	1	0	0	0	0	0	0	1	0	8	20
6:15 PM	0	1	0	0	0	2	0	0	0	0	1	0	0	1	1	0	6	22
6:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	3	23
6:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	4	21
7:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	15
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	8
7:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	6
Count Total	0	7	2	7	0	5	0	1	0	0	7	2	0	6	35	0	72	0
Peak Hour	0	0	0	3	0	0	0	0	0	0	3	1	0	3	12	0	22	0

Four-Hour Count Summaries - Bikes

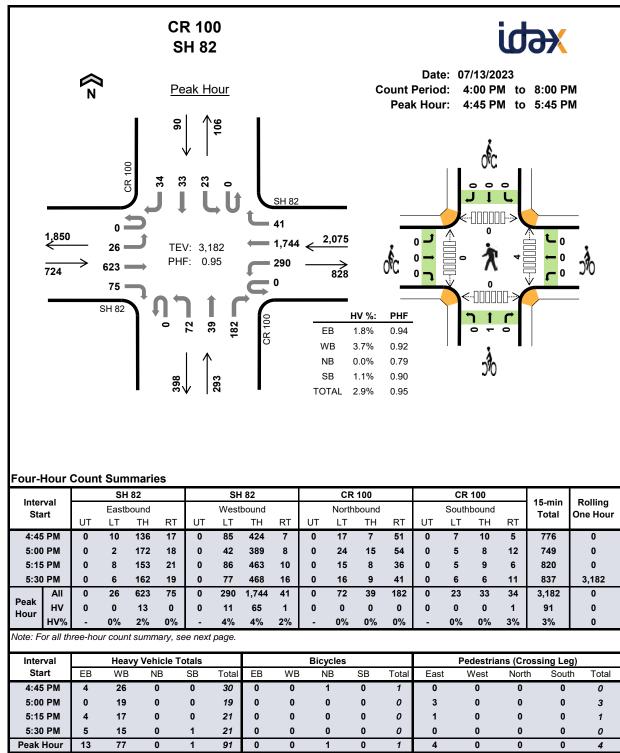
Interval		Driveway	y	SH 8	2 Fronta	ge Rd		CR 100			CR 100		45	D-III
Start	Е	astboun	d	٧	Vestbour	nd	N	lorthbour	nd	S	outhbour	nd	15-min Total	Rolling One Hour
- Cuint	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	. • • • • •	0.10 1.10
4:00 PM	0	0	0	0	0	0	1	1	5	0	0	0	7	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	8
5:00 PM	0	0	1	1	1	0	0	0	0	0	0	0	3	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	5
5:30 PM	0	0	1	4	1	0	0	0	0	0	0	0	6	11
5:45 PM	0	0	0	1	0	0	0	1	0	0	0	0	2	12
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
6:15 PM	0	1	0	1	0	0	1	1	0	0	0	0	4	12
6:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	9
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:00 PM	0	0	2	0	2	0	0	1	0	0	0	0	5	12
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	2	7
7:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	8
Count Total	0	1	5	7	4	1	3	4	6	0	4	0	35	0
Peak Hour	0	0	2	5	2	1	0	0	0	0	1	0	11	0



Two-Hour (Count	Sum	marie	s - He	eavy \	/ehic	les											
		SH	82			SH	82			CR	100			CR	100		4	.
Interval Start		Easth	oound			Westl	bound			North	bound			South	bound		15-min Total	Rolling One Hour
Otart	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One nou
7:00 AM	0 1 20 2 0 2 29 0				0	1	3	0	0	3	0	2	0	0	0	0	32	0
7:15 AM	0	2	29	0	0	1	9	0	0	0	0	2	0	0	0	0	43	0
7:30 AM	0 1 25 1				0	1	5	0	0	1	1	1	0	0	0	1	37	0
7:45 AM	0 0 26 1				0	0	9	0	0	1	0	4	0	0	0	0	41	153
8:00 AM	0	0	14	0	0	4	6	1	0	1	0	0	0	0	0	1	27	148
8:15 AM	0	0	28	0	0	0	11	0	0	2	0	0	0	0	0	0	41	146
8:30 AM	0	0	26	0	0	2	4	0	0	1	0	1	0	0	0	0	34	143
8:45 AM	0	0	15	0	0	1	10	2	0	0	0	1	0	1	0	0	30	132
Count Total	0	4	183	4	0	10	57	3	0	9	1	11	0	1	0	2	285	0
Peak Hour	0	3	94	2	0	6	29	1	0	3	1	7	0	0	0	2	148	0

Two-Hour Count Summaries - Bikes

lusta maral		SH 82			SH 82			CR 100			CR 100		45	D-III
Interval Start	E	Eastboun	d	٧	Vestbour	ıd	N	lorthbour	nd	S	outhbou	nd	15-min Total	Rolling One Hour
Otart	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	rotai	Ono rioui
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	2
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Count Total	0	0	0	0	0	0	0	2	0	0	1	0	3	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	1	0



			SH	182			SH	82			CR	100			CR	100			
Inter Sta			East	bound			West	bound			North	bound			South	bound		15-min Total	Rolling One Hour
Sla	II L	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	TOTAL	Olle Hour
4:00	PM	0	7	144	20	0	82	376	19	0	24	3	37	0	8	8	5	733	0
4:15	PM	0	7	175	13	0	63	404	7	0	19	6	45	0	6	9	8	762	0
4:30	PM	0	8	163	17	0	63	373	12	0	14	11	50	0	4	5	9	729	0
4:45	PM	0	10	136	17	0	85	424	7	0	17	7	51	0	7	10	5	776	3,000
5:00	PM	0	2	172	18	0	42	389	8	0	24	15	54	0	5	8	12	749	3,016
5:15	PM	0	8	153	21	0	86	463	10	0	15	8	36	0	5	9	6	820	3,074
5:30	PM	0	6	162	19	0	77	468	16	0	16	9	41	0	6	6	11	837	3,182
5:45	PM	0	5	156	14	0	72	419	21	0	15	9	35	0	5	10	7	768	3,174
6:00	PM	0	7	136	18	1	74	387	11	0	31	9	34	0	3	12	6	729	3,154
6:15	PM	0	5	127	20	0	83	372	12	0	23	9	33	0	8	5	4	701	3,035
6:30	PM	0	15	147	13	0	75	212	8	0	12	9	31	0	1	10	5	538	2,736
6:45	PM	0	8	154	18	0	59	179	9	0	12	8	23	0	5	3	6	484	2,452
7:00	PM	0	3	79	8	1	65	164	7	0	11	7	36	0	5	6	4	396	2,119
7:15	PM	0	5	85	15	0	44	147	3	0	8	0	16	0	0	4	2	329	1,747
7:30	PM	0	1	94	13	0	35	138	4	0	7	6	26	0	3	4	2	333	1,542
7:45	PM	0	4	95	8	0	37	117	6	0	5	7	18	0	2	4	3	306	1,364
Count	Total	0	101	2,178	252	2	1,042	5,032	160	0	253	123	566	0	73	113	95	9,990	0
Peak	All	0	26	623	75	0	290	1,744	41	0	72	39	182	0	23	33	34	3,182	0
Hour	HV	0	0	13	0	0	11	65	1	0	0	0	0	0	0	0	1	91	0
	HV%	-	0%	2%	0%	-	4%	4%	2%	-	0%	0%	0%	-	0%	0%	3%	3%	0

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

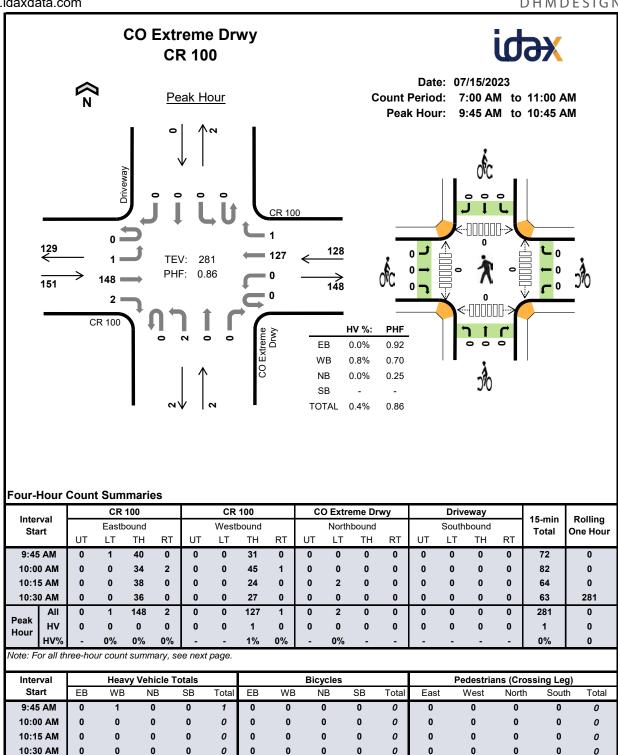
Interval		Ноэми	Vehicle	Totals				Bicycles				Dodoctria	ıns (Cross	ina Loa)	
Start	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	6	22	0	0	28	0	0	0	0	0	0	0	0	0	0
4:15 PM	4	31	0	0	35	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	12	0	2	16	0	0	0	0	0	0	0	0	0	0
4:45 PM	4	26	0	0	30	0	0	1	0	1	0	0	0	0	0
5:00 PM	0	19	0	0	19	0	0	0	0	0	3	0	0	0	3
5:15 PM	4	17	0	0	21	0	0	0	0	0	1	0	0	0	1
5:30 PM	5	15	0	1	21	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	22	0	1	24	0	0	2	0	2	0	0	0	0	0
6:00 PM	2	7	3	0	12	0	0	0	0	0	0	0	0	0	0
6:15 PM	3	14	0	0	17	0	0	1	0	1	0	0	0	0	0
6:30 PM	2	12	0	0	14	0	0	0	4	4	0	0	0	0	0
6:45 PM	2	9	0	0	11	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	10	1	0	11	0	0	0	0	0	0	0	0	0	0
7:15 PM	1	5	0	0	6	0	1	0	0	1	0	0	0	0	0
7:30 PM	2	5	0	0	7	0	0	0	0	0	0	0	0	0	0
7:45 PM	2	7	0	0	9	0	0	0	0	0	0	0	0	0	0
Count Total	40	233	4	4	281	0	1	4	4	9	4	0	0	0	4
Peak Hour	13	77	0	1	91	0	0	1	0	1	4	0	0	0	4

141		SH	82			SH	82			CR	100			CR	100		45	D-111
Interval Start		Easth	ound			West	bound			North	bound			South	bound		15-min Total	Rolling One Hour
Otart	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One Hour
4:00 PM	0	0	4	2	0	5	16	1	0	0	0	0	0	0	0	0	28	0
4:15 PM	0	1	3	0	0	0	31	0	0	0	0	0	0	0	0	0	35	0
4:30 PM	0	0	1	1	0	1	11	0	0	0	0	0	0	1	0	1	16	0
4:45 PM	0	0	4	0	0	5	21	0	0	0	0	0	0	0	0	0	30	109
5:00 PM	0	0	0	0	0	2	16	1	0	0	0	0	0	0	0	0	19	100
5:15 PM	0	0	4	0	0	1	16	0	0	0	0	0	0	0	0	0	21	86
5:30 PM	0	0	5	0	0	3	12	0	0	0	0	0	0	0	0	1	21	91
5:45 PM	0	0	1	0	0	8	13	1	0	0	0	0	0	0	1	0	24	85
6:00 PM	0	0	2	0	0	3	4	0	0	2	1	0	0	0	0	0	12	78
6:15 PM	0	0	2	1	0	2	12	0	0	0	0	0	0	0	0	0	17	74
6:30 PM	0	0	2	0	0	1	11	0	0	0	0	0	0	0	0	0	14	67
6:45 PM	0	0	2	0	0	1	8	0	0	0	0	0	0	0	0	0	11	54
7:00 PM	0	0	0	0	0	1	9	0	0	0	0	1	0	0	0	0	11	53
7:15 PM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	6	42
7:30 PM	0	0	2	0	0	1	4	0	0	0	0	0	0	0	0	0	7	35
7:45 PM	0	0	2	0	0	1	6	0	0	0	0	0	0	0	0	0	9	33
Count Total	0	1	35	4	0	35	195	3	0	2	1	1	0	1	1	2	281	0
Peak Hour	0	0	13	0	0	11	65	1	0	0	0	0	0	0	0	1	91	0

Four-Hour Count Summaries - Bikes

lasta arrad		SH 82			SH 82			CR 100			CR 100		45	D-III
Interval Start	Е	astboun	d	٧	Vestbour	nd	N	lorthbour	nd	S	outhbour	nd	15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		0.10 1.10
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	3
6:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	4	7
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	5
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	1	0	4	0	0	2	2	9	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	0	0	1	0

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Peak Hour

			CR	100			CR	100		C) Extre	me Dr	wy		Drive	eway			
Inter Sta			Eastb	ound			West	bound			North	oound			South	bound		15-min Total	Rolling One Hour
Sic	ii t	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	TOTAL	Olle Houl
7:00) AM	0	0	31	1	0	0	13	0	0	0	0	0	0	0	0	0	45	0
7:15	AM.	0	0	21	1	0	0	10	0	0	0	0	1	0	0	0	0	33	0
7:30) AM	0	0	21	0	0	0	10	0	0	0	0	0	0	0	0	0	31	0
7:45	AM.	0	0	35	0	0	0	20	0	0	0	0	0	0	0	0	0	55	164
8:00) AM	0	0	13	0	0	0	9	0	0	0	0	1	0	0	0	0	23	142
8:15	AM.	0	0	28	0	0	0	18	0	0	0	0	0	0	0	0	0	46	155
8:30) AM	0	0	24	0	0	0	28	0	0	0	0	0	0	1	0	0	53	177
8:45	AM.	0	1	37	0	0	1	36	0	0	0	0	0	0	0	0	0	75	197
9:00	AM (0	0	26	0	0	0	12	0	0	0	0	0	0	0	0	0	38	212
9:15	AM.	0	0	36	0	0	0	22	0	0	0	0	0	0	0	0	1	59	225
9:30	AM (0	0	31	0	0	0	28	0	0	0	0	0	0	0	0	0	59	231
9:45	AM	0	1	40	0	0	0	31	0	0	0	0	0	0	0	0	0	72	228
10:0	0 AM	0	0	34	2	0	0	45	1	0	0	0	0	0	0	0	0	82	272
10:1	5 AM	0	0	38	0	0	0	24	0	0	2	0	0	0	0	0	0	64	277
10:3	0 AM	0	0	36	0	0	0	27	0	0	0	0	0	0	0	0	0	63	281
10:4	5 AM	0	0	31	0	0	0	39	0	0	0	0	0	0	0	0	0	70	279
Count	Total	0	2	482	4	0	1	372	1	0	2	0	2	0	1	0	1	868	0
Peak	All	0	1	148	2	0	0	127	1	0	2	0	0	0	0	0	0	281	0
Hour	HV	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
	HV%	-	0%	0%	0%	-	-	1%	0%	-	0%	-	-	-	-	-	-	0%	0

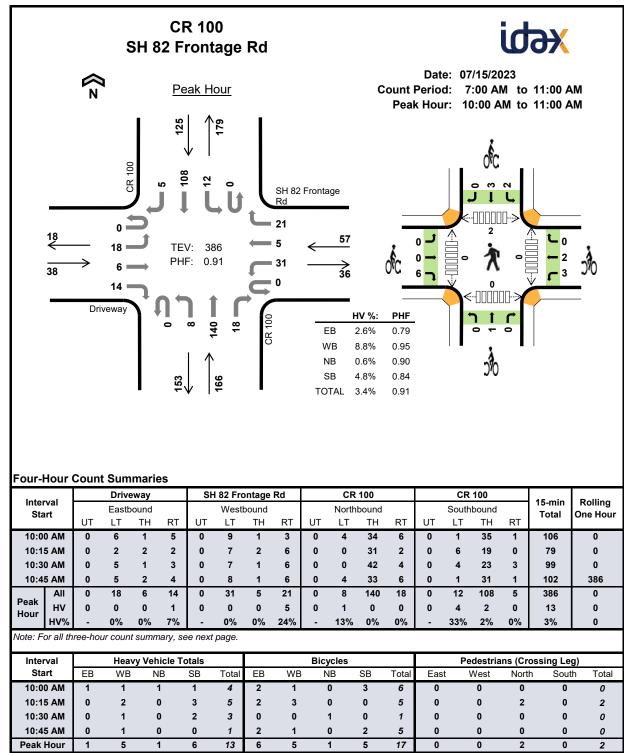
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval		Heavy	Vehicle	Totals				Bicycles	;			Pedestria	ıns (Cross	ing Leg)	
Start	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	9	4	0	0	13	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0

		CR	100			CR	100		C) Extre	me Dr	wv		Driv	eway			
Interval		Easth				West					bound	,			bound		15-min	Rolling
Start	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One Hour
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
8:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	5
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:30 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	5
9:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	0	9	0	0	0	4	0	0	0	0	0	0	0	0	0	13	0
Peak Hour	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0

Four-Hour Count Summaries - Bikes

		CR 100			CR 100		COE	xtreme	Drwy		Driveway	/	4	.
Interval Start	Е	astboun	d	V	Vestbour	ıd	N	lorthbour	nd	S	outhbour	nd	15-min Total	Rolling One Hour
- Cian C	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		0.101.104.1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Inter			Driv	eway		SH	82 Frc	ntage	Rd		CR	100			CR	100		15-min	Dallina
Inter			East	oound			West	bound			North	bound			South	bound		Total	Rolling One Hour
Ota	11	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One nour
7:00	AM	0	8	1	2	0	1	0	3	0	0	26	3	0	3	10	2	59	0
7:15	AM	0	7	0	3	0	0	0	1	0	2	21	2	0	11	9	0	56	0
7:30	AM	0	3	1	2	0	2	0	1	0	0	20	1	0	0	9	0	39	0
7:45	AM	0	3	0	2	0	2	0	6	0	2	36	3	0	6	15	3	78	232
8:00	AM	0	5	2	0	0	3	0	3	0	1	19	4	0	3	8	0	48	221
8:15	AM	0	6	0	1	0	6	1	4	0	3	27	4	0	2	21	2	77	242
8:30	AM	0	5	1	1	0	4	1	1	0	2	25	6	0	1	22	2	71	274
8:45	AM	0	2	0	2	0	6	1	6	0	1	34	3	0	3	28	0	86	282
9:00	AM	0	4	1	2	0	3	0	5	0	4	32	4	0	3	16	0	74	308
9:15	AM	0	3	0	0	0	7	0	3	0	0	37	4	0	2	24	0	80	311
9:30	AM	0	7	1	2	0	6	0	4	0	1	32	6	0	4	30	2	95	335
9:45	AM	0	4	0	1	0	12	1	4	0	3	37	4	0	3	25	2	96	345
10:00	MA C	0	6	1	5	0	9	1	3	0	4	34	6	0	1	35	1	106	377
10:1	5 AM	0	2	2	2	0	7	2	6	0	0	31	2	0	6	19	0	79	376
10:30) AM	0	5	1	3	0	7	1	6	0	0	42	4	0	4	23	3	99	380
10:4	5 AM	0	5	2	4	0	8	1	6	0	4	33	6	0	1	31	1	102	386
Count	Total	0	75	13	32	0	83	9	62	0	27	486	62	0	53	325	18	1,245	0
Daak	All	0	18	6	14	0	31	5	21	0	8	140	18	0	12	108	5	386	0
Peak Hour	HV	0	0	0	1	0	0	0	5	0	1	0	0	0	4	2	0	13	0
. ioui	HV%	-	0%	0%	7%	-	0%	0%	24%	-	13%	0%	0%	-	33%	2%	0%	3%	0

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

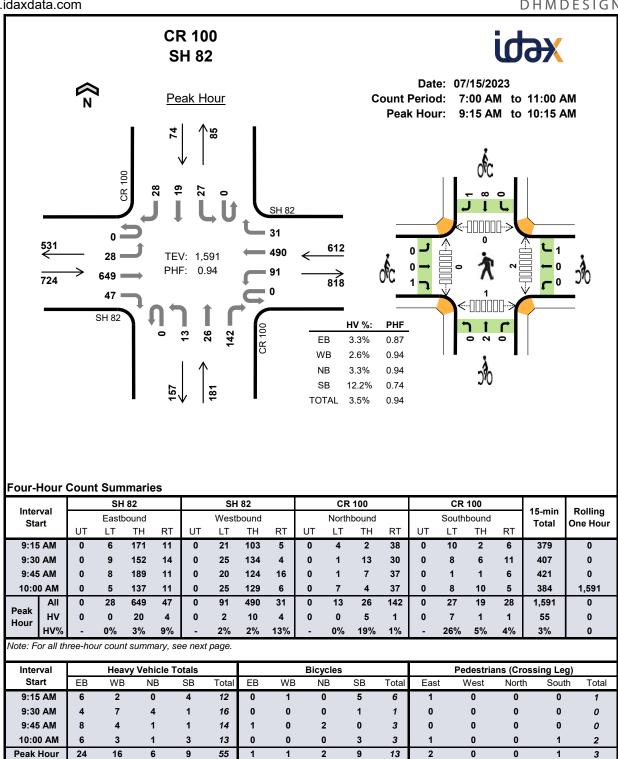
Interval		Heavy	Vehicle	Totals				Bicycles				Pedestria	ıns (Cross	ing Leg)	
Start	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	0	1	0	3	0	1	0	0	1	0	0	0	1	1
7:15 AM	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	1	0	2	0	1	0	0	1	0	0	0	1	1
7:45 AM	0	2	2	0	4	0	0	1	0	1	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1
8:15 AM	1	1	2	1	5	0	0	1	0	1	0	0	0	0	0
8:30 AM	0	0	2	2	4	0	0	1	2	3	0	0	0	0	0
8:45 AM	1	2	1	0	4	0	4	0	0	4	0	0	0	4	4
9:00 AM	1	2	1	1	5	0	1	0	0	1	0	0	0	0	0
9:15 AM	0	0	0	1	1	0	4	2	5	11	0	0	0	0	0
9:30 AM	1	2	2	2	7	0	0	0	0	0	0	0	0	0	0
9:45 AM	1	1	1	3	6	2	2	0	1	5	0	0	0	0	0
10:00 AM	1	1	1	1	4	2	1	0	3	6	0	0	0	0	0
10:15 AM	0	2	0	3	5	2	3	0	0	5	0	0	2	0	2
10:30 AM	0	1	0	2	3	0	0	1	0	1	0	0	0	0	0
10:45 AM	0	1	0	0	1	2	1	0	2	5	0	0	0	0	0
Count Total	10	17	14	18	59	8	18	6	13	45	1	0	2	6	9
Peak Hour	1	5	1	6	13	6	5	1	5	17	0	0	2	0	2

		Drive	eway		SH	82 Fr	ntage	Rd		CR	100			CR	100		4	.
Interval Start		Easth	ound			West	bound			North	bound			South	bound		15-min Total	Rolling One Hour
Otart	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One nour
7:00 AM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	13
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	11
8:15 AM	0	1	0	0	0	1	0	0	0	0	2	0	0	0	1	0	5	12
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	14
8:45 AM	0	0	0	1	0	0	0	2	0	0	1	0	0	0	0	0	4	14
9:00 AM	0	0	0	1	0	1	0	1	0	1	0	0	0	0	1	0	5	18
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	14
9:30 AM	0	1	0	0	0	0	0	2	0	0	2	0	0	0	2	0	7	17
9:45 AM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	2	1	6	19
10:00 AM	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0	0	4	18
10:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0	0	5	22
10:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	3	18
10:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	13
Count Total	0	7	0	3	0	4	0	13	0	2	12	0	0	6	11	1	59	0
Peak Hour	0	0	0	1	0	0	0	5	0	1	0	0	0	4	2	0	13	0

Four-Hour Count Summaries - Bikes

lests must		Driveway	/	SH 82	2 Fronta	ge Rd		CR 100			CR 100		45	D - 111
Interval Start	Е	Eastboun	d	V	Vestbour	nd	N	lorthbour	nd	S	outhbour	nd	15-min Total	Rolling One Hour
- Ctant	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		0.101.104.1
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	3
8:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	5
8:45 AM	0	0	0	4	0	0	0	0	0	0	0	0	4	8
9:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	9
9:15 AM	0	0	0	4	0	0	0	1	1	0	5	0	11	19
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	16
9:45 AM	2	0	0	0	2	0	0	0	0	0	1	0	5	17
10:00 AM	0	0	2	1	0	0	0	0	0	0	3	0	6	22
10:15 AM	0	0	2	1	2	0	0	0	0	0	0	0	5	16
10:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	17
10:45 AM	0	0	2	1	0	0	0	0	0	2	0	0	5	17
Count Total	2	0	6	14	4	0	0	4	2	2	11	0	45	0
Peak Hour	0	0	6	3	2	0	0	1	0	2	3	0	17	0

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			SH	l 82			SH	l 82			CR	100			CR	100			
Inter Sta			East	bound			West	bound			North	bound			South	bound		15-min Total	Rolling One Hour
318		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One nour
7:00) AM	0	4	140	13	0	9	52	0	0	1	3	29	0	6	4	1	262	0
7:15	5 AM	0	0	172	15	0	5	53	3	0	1	1	29	0	7	4	5	295	0
7:30) AM	0	3	198	7	0	7	72	2	0	3	1	20	0	1	2	5	321	0
7:45	AM.	0	5	174	5	0	14	71	2	0	5	5	37	0	9	5	11	343	1,221
8:00) AM	0	4	164	5	0	6	64	3	0	6	3	17	0	7	3	7	289	1,248
8:15	AM.	0	5	174	8	0	17	80	8	0	4	2	32	0	7	2	7	346	1,299
8:30) AM	0	6	138	6	0	19	88	1	0	3	1	29	0	9	6	5	311	1,289
8:45	5 AM	0	9	128	3	0	21	97	2	0	6	6	31	0	6	8	5	322	1,268
9:00) AM	0	4	156	6	0	17	116	9	0	8	3	31	0	8	0	7	365	1,344
9:15	AM	0	6	171	11	0	21	103	5	0	4	2	38	0	10	2	6	379	1,377
9:30	AM	0	9	152	14	0	25	134	4	0	1	13	30	0	8	6	11	407	1,473
9:45	AM	0	8	189	11	0	20	124	16	0	1	7	37	0	1	1	6	421	1,572
10:0	0 AM	0	5	137	11	0	25	129	6	0	7	4	37	0	8	10	5	384	1,591
10:1	5 AM	0	3	146	9	0	17	126	9	0	8	7	26	0	8	4	5	368	1,580
10:3	0 AM	0	3	153	10	0	23	144	3	0	8	5	39	0	11	6	7	412	1,585
10:4	5 AM	0	5	155	8	0	26	114	6	0	5	5	37	0	9	5	3	378	1,542
Count	Total	0	79	2,547	142	0	272	1,567	79	0	71	68	499	0	115	68	96	5,603	0
Peak	All	0	28	649	47	0	91	490	31	0	13	26	142	0	27	19	28	1,591	0
Hour	HV	0	0	20	4	0	2	10	4	0	0	5	1	0	7	1	1	55	0
	HV%	-	0%	3%	9%	-	2%	2%	13%	-	0%	19%	1%	-	26%	5%	4%	3%	0

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

Interval		Heavy	Vehicle	Totals				Bicycles	;			Pedestria	ns (Cross	ing Leg)	
Start	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	6	1	1	0	8	0	0	0	0	0	0	0	0	0	0
7:15 AM	9	2	2	0	13	0	0	0	0	0	0	0	0	0	0
7:30 AM	5	5	1	0	11	0	0	0	0	0	0	0	0	0	0
7:45 AM	8	3	4	0	15	0	0	0	0	0	0	0	0	0	0
8:00 AM	6	6	1	0	13	0	0	0	0	0	1	0	0	0	1
8:15 AM	5	2	2	0	9	0	0	1	0	1	0	0	0	0	0
8:30 AM	4	5	2	4	15	2	0	1	1	4	0	0	0	0	0
8:45 AM	2	3	3	2	10	0	0	0	0	0	0	0	0	0	0
9:00 AM	4	6	1	1	12	0	0	0	0	0	0	0	0	0	0
9:15 AM	6	2	0	4	12	0	1	0	5	6	1	0	0	0	1
9:30 AM	4	7	4	1	16	0	0	0	1	1	0	0	0	0	0
9:45 AM	8	4	1	1	14	1	0	2	0	3	0	0	0	0	0
10:00 AM	6	3	1	3	13	0	0	0	3	3	1	0	0	1	2
10:15 AM	2	6	1	1	10	0	0	0	0	0	1	0	0	1	2
10:30 AM	4	7	1	3	15	0	0	1	2	3	0	0	0	0	0
10:45 AM	6	5	1	1	13	0	0	0	2	2	0	0	0	1	1
Count Total	85	67	26	21	199	3	1	5	14	23	4	0	0	3	7
Peak Hour	24	16	6	9	55	1	1	2	9	13	2	0	0	1	3

l4		SH	82			SH	l 82			CR	100			CR	100		45	D-111
Interval Start		East	ound			West	bound			North	bound			South	bound		15-min Total	Rolling One Hour
Otart	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	Ono nou
7:00 AM	0	0	4	2	0	0	1	0	0	0	0	1	0	0	0	0	8	0
7:15 AM	0	0	8	1	0	0	2	0	0	0	0	2	0	0	0	0	13	0
7:30 AM	0	0	5	0	0	0	5	0	0	0	0	1	0	0	0	0	11	0
7:45 AM	0	0	8	0	0	0	3	0	0	1	2	1	0	0	0	0	15	47
8:00 AM	0	1	5	0	0	1	3	2	0	0	1	0	0	0	0	0	13	52
8:15 AM	0	0	5	0	0	0	2	0	0	0	0	2	0	0	0	0	9	48
8:30 AM	0	0	2	2	0	1	4	0	0	0	0	2	0	3	1	0	15	52
8:45 AM	0	0	2	0	0	0	2	1	0	0	2	1	0	2	0	0	10	47
9:00 AM	0	0	4	0	0	0	5	1	0	0	1	0	0	1	0	0	12	46
9:15 AM	0	0	5	1	0	1	1	0	0	0	0	0	0	3	0	1	12	49
9:30 AM	0	0	4	0	0	1	5	1	0	0	4	0	0	1	0	0	16	50
9:45 AM	0	0	6	2	0	0	2	2	0	0	0	1	0	0	1	0	14	54
10:00 AM	0	0	5	1	0	0	2	1	0	0	1	0	0	3	0	0	13	55
10:15 AM	0	1	1	0	0	0	4	2	0	0	1	0	0	0	1	0	10	53
10:30 AM	0	0	3	1	0	1	6	0	0	0	1	0	0	3	0	0	15	52
10:45 AM	0	0	4	2	0	0	5	0	0	0	1	0	0	1	0	0	13	51
Count Total	0	2	71	12	0	5	52	10	0	1	14	11	0	17	3	1	199	0
Peak Hour	0	0	20	4	0	2	10	4	0	0	5	1	0	7	1	1	55	0

Four-Hour Count Summaries - Bikes

		SH 82			SH 82			CR 100			CR 100		45	Dallia a
Interval Start	Е	astboun	d	٧	Vestbour	ıd	N	lorthbour	nd	S	outhbour	nd	15-min Total	Rolling One Hour
- Ctart	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		0.101.104.1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	1
8:30 AM	0	0	2	0	0	0	0	1	0	0	1	0	4	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
9:15 AM	0	0	0	0	0	1	0	0	0	0	5	0	6	10
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	7
9:45 AM	0	0	1	0	0	0	0	2	0	0	0	0	3	10
10:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	13
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:30 AM	0	0	0	0	0	0	1	0	0	0	2	0	3	9
10:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	8
Count Total	0	0	3	0	0	1	1	4	0	0	13	1	23	0
Peak Hour	0	0	1	0	0	1	0	2	0	0	8	1	13	0



Location: CR 100 W/O CO Extreme Drwy Date Range: 7/13/2023 - 7/19/2023

Time		hursda //13/202		_ ;	Friday 7/14/202			Saturda //15/202	_		Sunday 7/16/202			Monda 7/17/202	_		Tuesda _y 7/18/202			/ednesd 7/19/202		Mid-V	Veek Av	verage
	ЕВ	WB	Total	ЕВ	WB	Total	EB	WB	Total	ЕВ	WB	Total	EB	WB	Total	ЕВ	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	4	9	13	-	-	-	9	10	19	-	-	-	-	-	-	-	-	-	-	-	-	4	9	13
1:00 AM	6	2	8	-	-	-	3	6	9	-	-	-	-	-	-	-	-	-	-	-	-	6	2	8
2:00 AM	1	4	5	-	-	-	4	3	7	-	-	-	-	-	-	-	-	-	-	-	-	1	4	5
3:00 AM	1	2	3	-	-	-	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
4:00 AM	6	1	7	-	-	-	5	0	5	-	-	-	-	-	-	-	-	-	-	-	-	6	1	7
5:00 AM	34	8	42	-	-	-	15	2	17	-	-	-	-	-	-	-	-	_	-	-	-	34	8	42
6:00 AM	170	51	221	-	-	-	65	24	89	-	-	-	-	-	-	-	-	-	-	-	-	170	51	221
7:00 AM	261	100	361	-	-	-	110	50	160	-	-	-	-	-	-	-	-	-	-	-	-	261	100	361
8:00 AM	265	159	424	-	-	-	103	89	192	-	-	-	-	-	-	-	-	-	-	-	-	265	159	424
9:00 AM	179	154	333	-	-	-	136	92	228	-	-	-	-	-	-	-	-	-	-	-	-	179	154	333
10:00 AM	170	169	339	-	-	-	143	142	285	-	-	-	-	-	-	-	-	-	-	-	-	170	169	339
11:00 AM	171	171	342	-	-	-	149	173	322	-	-	-	-	-	-	-	-	-	-	-	-	171	171	342
12:00 PM	186	197	383	-	-	-	147	172	319	-	-	-	-	-	-	-	_	-	-	-	-	186	197	383
1:00 PM	184	206	390	-	-	-	142	163	305	-	-	-	-	-	-	-	-	_	-	-	-	184	206	390
2:00 PM	179	213	392	-	-	-	155	162	317	-	-	-	-	-	-	-	-	-	-	-	-	179	213	392
3:00 PM	205	268	473	-	-	-	138	166	304	-	-	-	-	-	-	-	-	-	-	-	-	205	268	473
4:00 PM	228	348	576	-	-	-	116	249	365	-	-	-	-	-	-	-	-	-	-	-	-	228	348	576
5:00 PM	219	382	601	-	-	-	108	260	368	-	-	-	-	-	-	-	-	-	-	-	-	219	382	601
6:00 PM	151	366	517	-	-	-	112	192	304	-	-	-	-	-	-	-	-	-	-	-	-	151	366	517
7:00 PM	112	244	356	-	-	-	111	135	246	-	-	-	-	-	-	-	-	-	-	-	-	112	244	356
8:00 PM	159	124	283	-	-	-	104	98	202	-	-	-	-	-	-	-	-	-	-	-	-	159	124	283
9:00 PM	292	79	371	_	-	_	136	54	190	_	_	_	-	_	_	_	_	_	-	_	_	292	79	371
10:00 PM	63	42	105	-	-	_	128	37	165	-	-	-	-	-	-	-	_	-	-	-	-	63	42	105
11:00 PM	14	31	45	-	-	-	44	27	71	_	-	_	-	-	-	_	-	_	1	-	_	14	31	45
Total	3,260	3,330	6,590	-	-	-	2,186	2,307	4,493	-	-	-	-	-	-	-	-	-	-	-	-	3,260	3,330	6,590
Percent	49%	51%	20.23	-	-		49%	51%		-	-		-	-		-	-		-	-		49%	51%	
AM Peak	08:00	11:00	08:00	-			11:00	11:00 173	11:00 322	_		-	_		-	-		-	-			08:00	11:00 171	
Vol. PM Peak	265 21:00	171 17:00	424 17:00	_	_	_	149 14:00	17:00	17:00	_	_	-	-	_	_	_	_	_	-	_	_	265 21:00	17:00	424 17:00
Vol.	292	382	601				155	260	368				_						_			292	382	601

^{1.} Mid-week average includes data between Tuesday and Thursday.



Location: CR 100 N/O Roaring Fork Bridge
Date Range: 7/13/2023 - 7/19/2023
Site Code: 04

Time		hursda //13/202	-	7	Friday 7/14/202			Saturda 7/15/202	_		Sunday 7/16/202			Monda 7/17/202			Tuesda 7/18/202	_		/ednesd 7/19/202		Mid-V	Veek Av	verage
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	4	8	12	-	-	-	9	10	19	-	-	-	-	-	-	-	-	-	-	-	-	4	8	12
1:00 AM	6	2	8	-	-	-	3	7	10	-	-	-	-	-	-	-	-	-	-	-	-	6	2	8
2:00 AM	1	5	6	-	-	-	4	3	7	-	-	-	-	-	-	-	-	-	-	-	-	1	5	6
3:00 AM	1	2	3	-	-	-	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
4:00 AM	5	0	5	-	-	-	5	0	5	-	-	-	-	-	-	-	-	-	-	-	-	5	0	5
5:00 AM	32	8	40	_	-	-	14	2	16	-	-	-	-	-	-	-	-	-	-	-	-	32	8	40
6:00 AM	169	50	219	-	-	-	64	25	89	-	-	-	-	-	-	-	-	-	-	-	-	169	50	219
7:00 AM	252	118	370	_	-	-	109	54	163	-	-	-	-	-	-	-	-	-	-	-	-	252	118	370
8:00 AM	268	169	437	-	-	-	105	89	194	-	-	-	-	-	_	-	-	-	-	-	-	268	169	437
9:00 AM	184	160	344	_	-	-	136	110	246	-	-	-	-	-	-	-	-	-	-	-	-	184	160	344
10:00 AM	174	173	347	-	-	-	148	153	301	-	-	-	-	-	-	-	-	-	-	-	-	174	173	347
11:00 AM	173	173	346	_	-	-	156	178	334	_	_	-	_	_	_	_	_	_	-	_	_	173	173	346
12:00 PM	202	199	401	-	-	-	150	183	333	-	-	-	-	-	-	-	-	-	-	-	-	202	199	401
1:00 PM	180	196	376	_	-	-	142	179	321	_	-	-	-	-	-	_	-	-	-	-	-	180	196	376
2:00 PM	190	214	404	-	-	-	157	163	320	-	-	-	-	-	-	-	-	-	-	-	-	190	214	404
3:00 PM	200	282	482	_	-	-	148	164	312	-	-	-	-	-	-	-	-	-	-	-	-	200	282	482
4:00 PM	224	356	580	-	-	-	126	243	369	-	-	-	-	-	-	-	-	-	-	-	_	224	356	580
5:00 PM	209	402	611	_	_	_	112	276	388	_	-	_	_	_	_	_	_	_	-	_	_	209	402	611
6:00 PM	162	375	537	-	-	_	114	197	311	-	-	-	-	-	_	-	-	-	-	-	-	162	375	537
7:00 PM	122	247	369	_	_	_	110	125	235	_	-	_	_	_	_	_	-	_	-	_	_	122	247	369
8:00 PM	165	119	284	-	-	-	102	99	201	-	-	-	-	-	_	_	-	-	-	_	-	165	119	284
9:00 PM	293	78	371	_	_	_	137	55	192	_	_	_	_	_	_	_	-	_	-	_	_	293	78	371
10:00 PM	71	41	112	-	_	_	134	35	169	-	-	-	-	_	_	-	_	-	-	_	_	71	41	112
11:00 PM	14	30	44	-	-	-	45	28	73	-	-	-	-	-	-	-	-	-	-	-	-	14	30	44
Total	3,301		6,708	-	-	-			4,612	-	-	-	-	-	-	-	-	-	-	-	-	3,301	3,407	6,708
Percent	49%	51%		-	-		48%	52%		-	-		-	-		-	-		-	-		49%	51%	
AM Peak	08:00		08:00 437	-					11:00	-		-	-			-		-				08:00	10:00 173	08:00
Vol. PM Peak	268 21:00	173 17:00		_	_	_	156 14:00	178 17:00	334 17:00	_	_	_	_	_	_	_	_	_	-	_	_	268 21:00		437 17:00
Vol.	293	402	611	_			157	276	388	_		_	_			_						293	402	611

^{1.} Mid-week average includes data between Tuesday and Thursday.

TJ Wethington: 720-646-1008 tj.wethington@idaxdata.com



Location: CR 100 E/O Snowmass Dr Date Range: 7/13/2023 - 7/19/2023

Site Code: 05

Time		Thursday 7/13/2023			Friday 7/14/2023			Saturday 7/15/2023		Sunday 7/16/2023		Monday 7/17/2023		Tuesday 7/18/2023		Wednesday 7/19/2023		Mid-Week Average						
	ЕВ	WB	Total	ЕВ	WB	Total	ЕВ	WB	Total	ЕВ	WB	Total	ЕВ	WB	Total	ЕВ	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	6	8	14	-	-	-	6	11	17	-	-	-	-	-	-	-	-	-	-	-	-	6	8	14
1:00 AM	6	3	9	-	-	-	4	5	9	-	-	-	-	-	-	-	-	-	-	-	-	6	3	9
2:00 AM	1	4	5	-	-	-	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	1	4	5
3:00 AM	2	2	4	-	-	-	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	2	2	4
4:00 AM	8	0	8	-	-	-	8	1	9	-	-	-	-	-	-	-	-	-	-	-	-	8	0	8
5:00 AM	64	7	71	-	-	-	17	4	21	-	-	-	-	-	-	-	-	-	-	-	-	64	7	71
6:00 AM	205	52	257	-	-	-	70	25	95	-	-	-	-	-	-	-	-	-	-	-	-	205	52	257
7:00 AM	250	132	382	-	-	-	111	54	165	-	-	-	-	-	-	-	-	-	-	-	-	250	132	382
8:00 AM	273	175	448	-	-	-	124	89	213	-	-	-	-	-	-	-	-	-	-	-	-	273	175	448
9:00 AM	196	167	363	-	-	-	142	111	253	-	-	-	-	-	-	-	-	-	-	-	-	196	167	363
10:00 AM	177	171	348	-	-	-	150	141	291	-	-	-	-	-	-	-	-	-	-	-	-	177	171	348
11:00 AM	187	163	350	-	-	-	152	185	337	-	-	-	-	-	-	-	-	-	-	-	-	187	163	350
12:00 PM	207	201	408	-	-	-	147	185	332	-	-	-	-	-	-	-	-	-	-	-	-	207	201	408
1:00 PM	201	215	416	-	-	-	150	173	323	-	-	-	-	-	-	-	-	-	-	-	-	201	215	416
2:00 PM	193	209	402	-	-	-	162	172	334	-	-	-	-	-	-	-	-	-	-	-	-	193	209	402
3:00 PM	230	282	512	-	-	-	137	168	305	-	-	-	-	-	-	-	-	-	_	-	-	230	282	512
4:00 PM	249	331	580	-	-	-	123	242	365	-	-	-	-	-	-	-	-	-	-	-	-	249	331	580
5:00 PM	255	369	624	-	-	-	115	275	390	-	-	-	-	-	-	-	-	-	_	-	-	255	369	624
6:00 PM	253	299	552	-	-	-	117	195	312	-	-	-	-	-	-	-	-	-	-	-	-	253	299	552
7:00 PM	259	192	451	-	-	-	121	134	255	-	-	-	-	-	-	-	-	-	-	-	-	259	192	451
8:00 PM	151	152	303	-	-	-	118	108	226	-	-	-	-	-	-	-	-	-	-	-	-	151	152	303
9:00 PM	103	349	452	_	-	-	151	56	207	-	-	-	-	_	_	_	-	-	_	-	-	103	349	452
10:00 PM	40	68	108	-	-	-	129	39	168	-	-	-	_	-	-	-	-	-	-	-	-	40	68	108
11:00 PM	15	32	47	_	_	_	40	26	66	_	_	-	_	_	_	_	_	_	_	-	-	15	32	47
Total	3,531	3,583	7,114	-	-	-		2,403		-	-	-	-	-	-	-	-	-	-	-	-		3,583	7,114
Percent	50%	50%		-	-		49%	51%		-	-		-	-		-	-		-	-		50%	50%	
AM Peak	08:00	08:00	08:00	-		-	11:00	11:00	11:00	-			-			-			-			08:00	08:00	
Vol. PM Peak	273 19:00	175 17:00	448 17:00	_	_	_	152 14:00	185 17:00	337 17:00	_	_	_	_	_	_	_	_	_	_	_	_	273 19:00	175 17:00	448 17:00
Vol.	259	369	624	_			162	275	390	_			_			_			_			259	369	624

^{1.} Mid-week average includes data between Tuesday and Thursday.

TJ Wethington: 720-646-1008 tj.wethington@idaxdata.com



Location: CO Extreme Drwy / Trail Crossing

Date: 7/13/2023 Site Code: PED 4

1	Trail Crossing							
	Pedes							
Time	EB	WB	Total					
0:00	0	0						
0:15	0	0	•					
0:30	0	0	0					
0:45	0	0						
1:00	0	0						
1:15	0	0	0					
1:30	0	0						
1:45	0	0						
2:00	0	0						
2:15	0	0	0					
2:30	0	0	J					
2:45	0	0						
3:00	0	0						
3:15	0	0	0					
3:30	0	0						
3:45	0	0						
4:00	0	0						
4:15	0	0	0					
4:30	0	0	J					
4:45	0	0						
5:00	0	0						
5:15	0	0	0					
5:30	0	0	U					
5:45	0	0						
6:00	0	0						
6:15	0	0	0					
6:30	0	0	U					
6:45	0	0						
7:00	0	0						
7:15	0	0	0					
7:30	0	0	U					
7:45	0	0						
8:00	0	0						
8:15	0	0	0					
8:30	0	0						
8:45	0	0						
9:00	0	1						
9:15	0	0	1					
9:30	0	0	_					
9:45	0	0						
10:00	1	1						
10:15	8	8	18					
10:30	0	0	20					
10:45	0	0						
11:00	0	0						
11:15	0	0	0					
11:30	0	0						
11:45	0	0						



Location: CO Extreme Drwy / Trail Crossing

Date: 7/13/2023 Site Code: PED 4

	Trail Crossing						
	Pedes						
Time	EB	WB	Total				
12:00	0	0					
12:15	0	0					
12:30	0	0	0				
12:45	0	0					
13:00	0	0					
13:15	0	0					
13:30	0	0	0				
13:45	0	0					
14:00	0	0					
14:15	0	0					
14:30	0	0	0				
14:45	0	0					
15:00	0	0					
15:15	0	0					
15:30	0	0	0				
15:45	0	0					
16:00	0	0					
16:15	0	0					
16:30	0	0	0				
16:45	0	0					
17:00	0	0					
17:15	0	0					
17:30	0	0	0				
17:45	0	0					
18:00	0	0					
18:15	0	0					
18:30	0	0	0				
18:45	0	0					
19:00	0	0					
19:15	0	0					
19:30	0	0	0				
19:45	0	0					
20:00	0	0					
20:15	0	0					
20:30	0	0	0				
20:45	0	0					
21:00	0	0					
21:15	0	0					
21:30	0	0	0				
21:45	0	0					
22:00	0	0					
22:15	0	0					
22:30	0	0	0				
22:45	0	0					
23:00	0	0					
23:15	0	0					
23:30	0	0	0				
23:45	0	0					
Total	9	10	19				



	Trail C	rossing	
	Bil	ces	
Time	EB	WB	Total
0:00	0	0	
0:15	0	0	
0:30	0	0	0
0:45	0	0	
1:00	0	0	
1:15	0	0	
1:30	0	0	0
1:45	0	0	
2:00	0	0	
2:15	0	0	
2:30	0	0	0
2:45	0	0	
3:00	0	0	
3:15	0	0	
3:30	0	0	0
3:45	0	0	
4:00	0	0	
4:15	0	0	
4:30	0	0	0
4:45	0	0	
5:00	0	0	
5:15	0	0	
5:30	0	0	1
5:45	1	0	
6:00	1	0	
6:15	0	0	
6:30	0	0	1
6:45	0	0	
7:00	0	1	
7:15	3	1	
7:30	3	0	16
7:45	6	2	
8:00	2	1	
8:15	6	3	
8:30	5	1	26
8:45	5	3	
9:00	4	2	
9:15	3	7	
9:30	2	2	28
9:45	6	2	
10:00	1	5	
10:15	5	3	
10:30	7	6	39
10:45	9	3	
11:00	9	7	
11:15	5	10	
11:30	2	5	59
11:45	5	16	
21.13	_	10	



	Trail Crossing		
Time	Bikes		Total
Time	EB	WB	TOLAI
12:00	1	11	
12:15	3	1	40
12:30	7	11	40
12:45	4	2	
13:00	0	3	
13:15	2	5	4.0
13:30	5	0	16
13:45	1	0	
14:00	0	3	
14:15	0	1	
14:30	3	9	19
14:45	1	2	
15:00	0	3	
15:15	1	0	
15:30	1	1	10
15:45	3	1	
16:00	3	1	
16:15	3	2	
16:30	3	1	19
16:45	3	3	
17:00	1	6	
17:15	1	2	19
17:30	1	3	
17:45	1		
18:00	2	4	
18:15	0	4	21
18:30	0	4	
18:45	4	3	
19:00	3	3	
19:15	3	7	23
19:30	1	2	
19:45	3	1	
20:00	0	2	
20:15	1	0	10
20:30	4	2	
20:45	0	1	
21:00	0	0	
21:15	0	0	0
21:30	0	0	
21:45	0	0	
22:00	0	0	
22:15	0	0	0
22:30	0	0	,
22:45	0	0	
23:00	0	0	
23:15	0	0	C
23:30	0	0	0
23:45	0	0	
Total	159	188	347



Trail Crossing			
	Pedes	Pedestrians	
Time	EB	WB	Total
0:00	0	0	
0:15	0	0	
0:30	0	0	0
0:45	0	0	
1:00	0	0	
1:15	0	0	
1:30	0	0	0
1:45	0	0	
2:00	0	0	
2:15	0	0	
2:30	0	0	0
2:45	0	0	
3:00	0	0	
3:15	0	0	
3:30	0	0	0
3:45	0	0	
4:00	0	0	
4:15	0	0	
4:30	0	0	0
4:45	0	0	
5:00	0	0	
5:15	0	0	
5:30	0	0	0
5:45	0	0	
6:00	2	0	
6:15	1	0	9
6:30	0	4	
6:45	1	1	
7:00	2	1	
7:15	0	0	3
7:30	0	0	
7:45	0	0	
8:00	0	0	
8:15	0	0	
8:30	0	0	1
8:45	1	0	
9:00	0	0	
9:15	0	0	
9:30	0	0	0
9:45	0	0	
10:00	1	1	
10:15	0	0	
10:30	0	0	2
10:45	0	0	
11:00	0	0	
11:15	0	0	
11:30	0	0	0
11:45	0	0	
11.73	, ,	ı ,	



	Trail Crossing		
		trians	
Time	EB	WB	Total
12:00	0	0	
12:15	0	0	
12:30	0	0	0
12:45	0	0	
13:00	0	0	
13:15	0	0	
13:30	0	0	0
13:45	0	0	
14:00	0	0	
14:15	0	0	
14:30	0	0	0
14:45	0	0	
15:00	0	0	
15:15	0	0	
15:30	0	0	0
15:45	0	0	
16:00	0	0	
16:00	0		
16:30	0	0	0
16:45			
	0	0	
17:00	0	0	
17:15	0	0	0
17:30	0	0	
17:45	0	0	
18:00	0	0	
18:15	0	0	0
18:30	0	0	
18:45	0	0	
19:00	0	0	
19:15	0	0	1
19:30	0	0	
19:45	1	0	
20:00	0	0	
20:15	0	0	0
20:30	0	0	
20:45	0	0	
21:00	0	0	
21:15	0	0	0
21:30	0	0	
21:45	0	0	
22:00	0	0	
22:15	0	0	0
22:30	0	0	_
22:45	0	0	
23:00	0	0	
23:15	0	0	0
23:30	0	0	
23:45	0	0	
Total	9	7	16



	Trail C	rossing	
T:	Bikes		Total
Time	EB	WB	Total
0:00	0	0	
0:15	0	0	
0:30	0	0	0
0:45	0	0	
1:00	0	0	
1:15	0	0	
1:30	0	0	0
1:45	0	0	
2:00	0	0	
2:15	0	0	
2:30	0	0	0
2:45	0	0	
3:00	0	0	
3:15	0	0	
3:30	0	0	0
3:45	0	0	
4:00	0	0	
4:15	0	0	
4:30	0	0	0
4:45	0	0	
5:00	0	0	
5:15	0	0	
5:30	0	0	1
5:45	1	0	
6:00	0	0	
6:15	0	1	
6:30	0	0	1
6:45	0	0	
7:00	0	1	
7:15	0	1	
7:30	2	0	8
7:45	4	0	
8:00	3	3	
8:15	5	3	
8:30	3	1	30
8:45	8	4	
9:00	6	4	
9:15	9	8	
9:30	7	8	76
9:45	23	11	
10:00	12	11	
10:15	6	9	
10:30	5	7	69
10:45	8	11	
11:00	21	8	
11:15	4	20	
11:30	18	26	117
11:45	8	12	
11.73	ا ا		



1	Trail Crossing		
	Bikes		
Time	EB	WB	Total
12:00	6	11	
12:15	6	5	
12:30	8	12	68
12:45	10	10	
13:00	4	3	
13:15	5	16	
13:30	10	8	66
13:45	5	15	
14:00	7	3	
14:15	5	18	
14:30	3	4	46
14:45	4	2	
15:00	4	3	
15:15	1	1	
15:30	1	5	19
15:45	0	4	
16:00	0	2	
16:15	3	0	
16:30	2	1	12
16:45	2	2	
17:00	2	4	
17:15	0	6	
17:30	2	3	24
17:45	0	7	
18:00	0	3	
18:15	2	0	
18:30	3	3	12
18:45	1	0	
19:00	4	2	
19:15	0	1	
19:30	4	3	20
19:45	2	4	
20:00	0	1	
20:15	0	0	
20:30	1	0	2
20:45	0	0	
21:00	0	0	
21:15	0	0	
21:30	0	0	0
21:45	0	0	
22:00	0	0	
22:15	0	0	
22:30	0	0	0
22:45	0	0	
23:00	0	0	
23:15	0	0	
23:30	0	0	0
23:45	0	0	
Total	260	311	571



Application for Driveway Permit

Application Desc: 9/23/2004

Termination Date: 10/23/2004

District: 1

Permit Number: 68 County Road Number: 109

Sub-Contractor:

Permitee: Rex Coffman Immector: Bobby Brankam

hereby requests permission and authority from the Board of County Commissioners to construct a driveway approach (es) on the right-of-way off of County Road, 100, At Address of 2340 CR 100, adjacent to Applicant's property located on the North side of road for the purpose of obtaining access to property.

Applicant submits herewith for the consideration and approval of the Board of County Commissioners, a sketch of the proposed installation showing all the necessary specification detail including:

- Frontage of lot along road.
- 2. Distance from centerline of road to property line.
- 3. Number of driveways requested
- Width of proposed driveways and angle of approach.
- 5. Distance from driveway to road intersection, if any.
- 6. Size and shape of area separating driveways if more than one approach,
- Setback distance of building(s) and other structure improvements.
- 8. No unloading of equipment on county road, any damage caused to county road will be repaired at subdivision eccense.
- Responsible for two years from the date of completion.

General Provisions

- 1) The applicant represents all parties in interest, and affirms that the griveway approach (es) is to be constructed by him for the bona fide purpose of securing access to his property and not for the purpose of doing business or servicing vehicles on the road right of way.
- 2) The applicant shall furnish all labor and materials, perform all work, and pay all costs in connection with the construction of the driveway(s). All work shall be completed within thirty (30) days of the permit date.
- 3) The type of construction shall be as designated and/or approved by the Board of County Commissioners or their representative and all materials used shall be of satisfactory quality and subject to inspection and approval of the Board of County Commissioners or their representative,
- 4) The traveling public shall be protected during the installation with proper warning signs and signals and the Board of County Commissioners and their duly appointed agents and employee shall be held harmless against any action for personal injury or property damage sustained by any reason of the exercise of the Permit.
- The Applicant shall assume responsibility for the removal or clearance of snow, ice, or sleet upon any portion of the driveway approach (es) even though deposited on the driveway(s) in the course of the County snow removal operations.

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- 6) In the event it becomes necessary to remove any right-of-way fence, the posts on either side of the entrance shall be surely braced before the fence is cut to prevent any slacking of the remaining fence and all posts and wire removed shall be turned over to the District Road Supervisor of the Board of County Commissioners.
- 7) No revisions or additions shall be made to the driveway(s) or its appurtenances on the right-of-way without written permission of the Board of County Commissioners.
- 8) Provisions and specifications outlined herein shall apply on all roads under the jurisdiction of the Board of County Commissioners of Garfield County, Colorado, and the Specifications, set forth on the attached hereof and incorporated herein as conditions hereof,

Special Conditions:

- 1. Driveway Width-50ft
- 2. 15"x50ft Culvert required.
- 50ftx10ftx4" asphalt or concrete pad required,
- 4. Work Zone signs required.

In signing this application and upon receiving authorization and permission to install the driveway approach (es) described herein the Applicant aignifies that he has read, understands and accepts the foregoing provisions and conditions and agrees to construct the driveway(s) in accordance with the accompanying specification plan reviewed and approved by the Board of County Commissioners.

Address:

Telephone Number:

Permit granted 9/23/2004, subject to the provisions, specifications and conditions stipulated herein.

For Board of County Commissioners' of Garfield County, Colorado:

Representative of Garfield County Road and Bridge Signature

THE DENVER AND KIO GRANDE WESTERN RAILROAD COMPANY SOUTHERN PACIFIC TRANSPORTATION COMPANY



P.O. Box 5482 • Denver, Colorado 80217 REAL ESTATE DEPARTMENT



April 21, 1993 File: Contract No. 30959

Rex and Joann Coffman 1837 County Road 100 Carbondale, Colorado 81623

Dear Mr. Mrs. Coffman:

Enclosed, for your records, is a fully executed copy of Private Way License covering a private road crossing at Mile Post 375 + 2956 feet near Carbondale, Colorado, designated in Rio Grande files as Contract No. 30959. Please refer to this mile post location and file reference in any future correspondence.

Yours truly,

D. G. Webster

Asst. Manager of Contracts

Enclosure

PRIVATE WAY LICENSE

THIS AGREEMENT, Made and entered into this 14thday of October A.D. 1992, by and between THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY, a corporation of the State of Delaware, hereinafter called the "Licensor" party of the first part, and REX A. COFFMAN and JOANN G. COFFMAN, whose address is 1837 County Road 100, Carbondale, CO 81623,

hereinafter called the "Licensee" party of the second part:

WITNESSETH, That the Licensor, for and in consideration of the covenants and agreements of the Licensee herein contained and upon the terms and conditions hereinafter set forth, hereby licenses and permits the construction, maintenance and use of the Private Way or private ways hereinafter described (hereinafter called "Private Way") across the right of way and track or tracks of the Licensor as herein specified, to wit:

A 16 feet wide private road crossing at grade extending southerly at right angles across the 100 feet wide right of way and main track of the Licensor's Aspen Branch at Mile Post 375+2956' near Carbondale, Garfield County, Colorado, within the SESE of Section 36, T7S, R88W, 6th P.M.

This License is expressly conditioned upon the performance by the Licensee of all and singular the covenants and agreements hereinafter set forth to be by said Licensee kept and performed, each of said covenants and agreements being hereby made a condition; and it is also hereby stipulated that a waiver by the Licensor of any breach of any condition shall in no way impair the right of the Licensor to avail itself of any subsequent breach of the same or any other condition.

PRIVATE WAY as and wherever said term is employed herein, shall mean a way for travel for pedestrians, vehicles, implements and live stock. Licensee agrees said Private Way shall be used for the following purpose and for no other, to-wit:

Ingress and egress to residence. private business.

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And said term shall include such grading, approaches, planking, ditches, drains, tiling, drain boxes, culverts, cattle guards, wing fences and fences, gates with proper hinges and latches, raising of telegraph, telephone and signal wires for proper clearance, and such signals, bells, sign post and signs and other safety devices as shall in the particular instance be required by the Licensor, or which may now or hereafter be prescribed and required by any law, State or Federal, or by any order of any officer or regulatory board, State or Federal, having jurisdiction over such matters.

The foregoing License is subject to all outstanding superior rights (including those in favor of telegraph and telephone companies, lessees of said right-of-way and others) and the right of the Licensor to renew and extend the same.

portion thereof, and shall so notify the Licensee, the Licensee agrees to pay to the Licensor, in advance, such sum of money estimated to be \$-0-, as shall be necessary to construct such portion or all of said Private Way, including the cost of all necessary material and the transportation thereof and the cost of all labor and superintendence. If the Licensor shall elect not to construct said Private Way, the Licensee shall furnish material for, and construct said Private Way at the sole cost and expense of the Licensee, in such manner and according to such plans as the

1

Licensor may deem best for the safety and proper protection of the track, roadbed and premises of the Licensor. If the amount to be advanced by the Licensee as hereinbefore provided should be in excess of the amount required, the excess shall be returned to the Licensee, if such amount should not be sufficient to cover the expense of work done by the Licensor, the Licensee shall pay such additional amount to the Licensor on demand.

- 2. The Licensee shall, at the sole cost and expense of the Licensee, maintain, repair, and reconstruct, whenever necessary and when required so to do by the Licensor, said Private Way and all its appurtenances in accordance with plans and in a manner satisfactory to the Licensor; and at all times keep said Private Way in a good state of repair; the Licensor, however, shall have the right, if it so elects, at any time, though it shall be under no obligation whatever to do so, to make necessary or proper repairs or to reconstruct said Private Way, notwithstanding the obligation of the Licensee to maintain, repair and reconstruct; and in the event the Licensor at any time elects to repair or reconstruct said Private Way, the Licensee shall, upon presentation of estimates, advance such sum of money as the Licensor may deem necessary for such repair or reconstruction, or upon bill being rendered for work already done, the Licensee shall reimburse the Licensor for the cost of such repair or construction. The optional right of the Licensor to make repairs or to reconstruct said Private Way shall in no manner or degree relieve the Licensee from responsibility to the Licensor or to other persons or corporations for the failure of the Licensee to properly maintain or reconstruct said Private Way, or any structure which the Licensee agrees, as aforesaid to maintain or reconstruct.
- 3. The Licensee agrees to pay to the Licensor, in advance, the sum of \$ 250.00*** , as consideration for license and permit herein granted.

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- 4. If at any time after the installation of said Private Way, any law, State or Federal, or any officer or regulatory board or commission, State or Federal, having jurisdiction, shall require any alterations, changes or improvements of said Private Way and of its appurtenances, as herein defined, or any additional safeguards, protection, signals or warnings, the same shall be constructed, maintained and operated at the sole expense of the Licensee, as herein provided with respect to maintenance, repair, reconstruction, etc., in paragraph 2 hereof.
- of constructing said Private Way nor for the purpose of repairing or renewing the same, without special written license or permit first had and obtained from the Licensor, or the Licensor's duly authorized agent, except in cases of emergency when work is necessary to avert loss or damage to property. All work of construction, maintenance, operation or reconstruction shall be done by the Licensee in such manner as to cause no interference with the constant, continuous and uninterrupted use of the tracks and property of the Licensor as to operation, maintenance, renewals or possible new construction by the Licensor.
- 6. This License shall not be deemed to give the Licensee exclusive possession of any part of the premises described, but the Licensor shall have unimpaired right to retain its track or tracks as now owned and operated at the place of construction of such Private Way, and nothing shall be done or suffered to be done by the Licensee at any time that shall in any manner impair the usefulness or safety of said track or tracks of the Licensor or of any track or improvement to be hereafter constructed. The Licensor shall have the right at any and all times hereafter to construct, maintain and operate such additional tracks, structures and

improvements where said Private Way is to be constructed and across the same, as it may from time to time elect; and in case of any change at any time in the arrangement, construction or plan of the Licensor's tracks, or in case of the construction of any buildings or improvements by the Licensor, said Private Way shall be altered or entirely removed by the Licensee at the sole cost and expense of the Licensee, in such manner as may be necessary to conform to the tracks, building or improvements of the Licensor as so changed, altered or improved, and if the Licensee shall fail to do any of the things in this paragraph enumerated, the Licensor may do or cause the same to be done at the cost of the Licensee.

- The Licensee shall at all times protect, indemnify and save harmless the Licensor from any and all claims including claims of negligence against Licensor, demands, judgments, cost, expenses, and all damage of every kind and nature made, rendered or incurred by or in behalf of any person or corporation whatsoever, in any manner due to or arising out of any injury to or death of any person, or damage to property of any person or persons whomsoever, including the parties hereto and their officers, families, servants and employees, in any manner arising from or growing out of the construction, maintenance, operation, repair, extension, renewal, existence, use or removal of said Private Way, or the failure to properly construct, operate, maintain, renew or remove the same, and from all costs and expenses, including attorneys' fees connected in anywise with the matters and things contained in this Agreement. Neither the right of supervision by the Licensor of the location, installation, operation and the maintenance of said Private Way, nor the exercise or failure to exercise said right, nor the approval or failure to disapprove, by the Licensor of the location, installation, operation and maintenance of said Private Way, nor the election of the Licensor to construct or reconstruct the whole or any part or to repair said Private Way, shall be deemed a waiver of the obligations of the Licensee contained in this paragraph or a release therefrom, or from any other obligation of this agreement resting upon said Licensee that is hereinbefore or hereinafter expressed or implied.
- If the Licensee shall fail to locate, construct, operate, repair, extend, renew or remove said Private Way in accordance with the terms of this License and to the entire satisfaction of the Licensor, or shall fail to pay to the Licensor any sum of money for the construction, repair, extension, renewal or removal of said Private Way, or shall fail to adjust the said Private Way to any changes made by the Licensor, or shall in any respect fail to keep and perform any of the conditions, stipulations, covenants and provisions of this License to be kept and performed by the said Licensee, this Agreement shall at the option of the Licensor be void and of no effect; and this License shall cease and the Licensor shall have the right to remove said Private Way and restore the right of way and premises of the Licensor at any time thereafter at the sole expense of the Licensee. Any forfeiture hereunder may be claimed by the Licensor without notice to the Licensee. Any notice herein provided for shall be sufficiently given and delivered if mailed in an envelope properly stamped and addressed to the Licensee at the last known post office address, or if no address is known, at the post office nearest to the place where the said Private Way is located.
- 9. Non-use of such Private Way for the purpose for which it was originally constructed, continuing at any time for the period of one year, shall constitute an abandonment of this License. Unless so abandoned or terminated, as hereinabove or hereinafter provided, this License and Agreement shall remain in full force and effect until terminated by written notice given by either party to the other party not less than sixty days in advance of the date of such termination; but it is understood that if at any time the maintenance and operation of said Private Way shall be inconsistent with the use by the Licensor, of the right of way for railroad purposes, this License shall immediately cease ipso facto.

- Within thirty days after the termination of this License howsoever, the Licensee at Licensee's sole expense, shall, if the Licensor so desires the Licensee to do, remove the said Private Way (including all approaches, planking, gates, and all other structures constructed in connection with said Private Way) and restore the premises of the Licensor, including all right-of-way fences, to a condition which will be satisfactory to the Licensor, and if the Licensee fails so to do, the Licensor may do such work of removal and restoration at the expense of the Licensee. In the event of the removal of the Private Way as in this section provided, the Licensor shall not be liable to the Licensee for the damage sustained by Licensee for or on account of such removal, and such removal shall not prejudice or impair any right of action for damages or otherwise which the Licensor may have against the Licensee.
 - (This paragraph left blank intentionally.) 11.
- The covenants, stipulations and conditions of this Agreement shall extend to and be binding upon, the Licensor, its successors and assigns, and shall extend to and be binding upon the Licensee and the heirs, administrators, executors, successors and assigns of the Licensee (as the context may admit), and the term "Licensee" used herein shall be held to include such persons, copartnerships or corporations as are mentioned herein as of the second part. The Licensee shall not assign this License or any interest therein directly or indirectly, nor encumber the same without the written consent of the Licensor first had and obtained.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be duly executed the day and year first hereinabove written.

ATTEST:

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ATTEST:

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THE DENVER AND RIO GRANDE WESTERN_RAILROAD COMPANY

Vice President

Private Road Crossing License

THIS LICENSE AGREEMENT is made and entered into, effective Sept 25.209 by and between the ROARING FORK TRANSPORTATION AUTHORITY (RFTA), hereinafter called the "Licensor" or "RFTA" and Nordic Garden Land Fund, LLC, 2340 CR 100, Carbondale, CO 81623 hereinafter called the "Licensee."

WITNESSETH, that RFTA, for and in consideration of the covenants and agreements of the Licensee contained herein and upon the terms and conditions stated, hereby licenses and permits the construction, maintenance and use of a non-exclusive Access License ("Access Road") within RFTA's Railroad Corridor ("Corridor"), the Corridor being 100 feet wide, that is to say 50 feet on each side of the center line of the railroad tracks, adjacent to the Licensee's property. The Access Road is more particularly described as a driveway or entrance to permit ingress and egress to and from the Licensee's property located at 2340 County Road 100, Carbondale, Colorado, extending west across the corridor at milepost 375.58.

THIS LICENSE is expressly conditioned upon the performance by the Licensee of all the covenants and agreements hereinafter set forth, and it is also hereby stipulated that a waiver by RFTA of any breach of any such covenant or agreement shall in no way impair the right of RFTA to avail itself of any subsequent breach of the same or any other covenant or agreement.

The Access Road may be used as a non-exclusive way for travel for pedestrians, livestock, non-motorized and motorized vehicles. Use of the Access Road shall be as required by RFTA, or which may at any time be required by any Local, State or Federal law, or by any order of any Local, State or Federal officer or regulatory board having jurisdiction over such matters.

- Re-vegetation and Weed Control. The Licensee agrees to present to RFTA a revegetation and weed control plan for the reclamation of any soil disturbed within the rail corridor resulting from the installation, maintenance, inspection, future repairs or future upgrade of the access road. The re-vegetation plan should be consistent with the RFTA weed control plan and address the replacement of any grasses, trees, or shrubs, disturbed or destroyed as a result of the installation or maintenance process. The re-vegetation plan will need to maintained and monitored over a three year period after the re-vegetation plan has been implemented.
- Maintenance and Repair. The Licensee shall, at the sole cost and expense of the 2. Licensee, construct, maintain, repair, reconstruct, relocate or remove the Access road and all its appurtenances whenever necessary and when required to do so by RFTA, in accordance with plans prepared by Licensee and in a manner satisfactory to RFTA. RFTA, however, shall have the right, if it so elects, at any time, though it shall be under no obligation whatever to do so, to construct,

License Page 1 of 8 maintain, repair, reconstruct, relocate or remove the Access road and all or any of its appurtenances, notwithstanding the obligation of the Licensee to construct, maintain, repair, reconstruct, relocate or remove the Access road. The optional right of RFTA to maintain, repair, reconstruct, relocate or remove the Access road shall in no manner or degree relieve the Licensee's responsibility to RFTA or to other persons or corporations for the failure of the Licensee to properly maintain, repair, reconstruct, relocate or remove the Access road, or any other structure which RFTA agrees to maintain, repair, reconstruct, relocate or remove.

- Limitations on Rights Granted. This License is without covenant of title or quiet 3. enjoyment and is subject and subordinate to a reservation of the prior and continuing right of RFTA to all other uses of the Corridor, including the right to construct, use, maintain, repair, relocate and renew in RFTA's sole discretion any and all improvements, including without limitation tracks, overhead lines, pipelines, busways, Trails and other facilities upon, along, over, under or across any or all parts of the Corridor, all of which may be done at any time by RFTA without prior notice and without liability to Licensee or to any other party for compensation or damages. This License is subject and subordinate to all existing leases, licenses, easements, permits, claims of title or other interests and as may in the future be modified, renewed or extended by RFTA, including but not limited to any fiber optic cable.
- License Fee. The Licensee agrees to pay to RFTA, in advance, the sum of \$100.00 per year for the License herein granted and a one-time \$250.00 processing fee, due and payable to RFTA upon execution of license.
- 5. No Interference with RFTA's Uses. The Licensee at the Licensee's expense, shall keep any track, busway, Walkway or other improvement constructed at the Access road clean and free from dirt, rocks and other material, and shall not damage or permit the damaging of any track, busway, trail or other improvement on the Corridor, or permit any condition which RFTA determines in its discretion may interfere with the safe operation of locomotives, railcars, trains or other vehicles or the use of any trail over the Corridor. Licensee acknowledges that RFTA's Corridor is not abandoned and is under the jurisdiction of the federal Surface Transportation Board. Licensee further acknowledges that the Corridor is "railbanked" so that RFTA is required to preserve the Corridor for future rail use and further understands and acknowledges that RFTA is and will continue to preserve the Corridor for future rail use.
- 6. Protection of Drainage. Any and all cuts and fills, excavations or embankments necessary in the maintenance or future alteration for Licensee's use of the Access road shall be made and maintained in such manner, form and extent as will provide adequate drainage of the Access road, the Corridor, and adjoining lands. Wherever any such fill or embankment may obstruct the natural and pre-existing drainage from such lands, Licensec shall construct and maintain sufficient culverts or drains as may be required to accommodate and preserve such natural and pre-existing drainage.

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- 7. Environmental Protection. Licensee shall, at its expense, comply with all applicable laws, regulations, rules and orders regardless of when they become or became effective, including, without limitation, those relating to health, safety, noise, environmental protection, waste disposal, and water and air quality, and furnish satisfactory evidence of such compliance upon request of RFTA with regard to activities on the Access road. Should any discharge, leakage, spillage, emission or pollution of any type occur upon or arise from the Access road as a result of Licensee's use, presence, operations or exercise of the rights granted hereunder, Licensee shall immediately notify RFTA and shall, at Licensee's expense, clean all property affected thereby, to the reasonable satisfaction of RFTA (insofar as the property owned or controlled by RFTA is concerned) and any governmental body having jurisdiction in the matter. RFTA may, at its option, clean RFTA's property of such discharge referred to above, and Licensee shall indemnify, defend and hold RFTA harmless from and against all claims, liability, costs and expenses (including without limitation, any fines, penalties, judgments, litigation costs and attorneys' and consultants' fees and expenses) incurred by RFTA as a result of any such discharge, leakage, spillage, emission or pollution by Licensee.
- Protection of Underground Utilities. Licensee acknowledges that Qwest 8. Communications Corporation or its successor has an easement for underground cable along the Corridor and that fiber optic cable is buried through the Corridor and possibly under the Access road. Licensee, at least five (5) days prior to performing any excavation activities on the Corridor or Access road, shall notify RFTA at (970) 384-4971 and shall notify the Qwest at 1-800-AT-FIBER (a 24-hour number) at least three business days before doing any digging. Prior to beginning any work on the Access road, Licensee shall determine where any utilities are buried on or about the Access road. Licensee shall pay special attention to fiber optic cable and determine the names of the telecommunications company(ies) involved, arrange for a cable locator, determine whether arrangements for relocation or other protection of the fiber optic cable is required and shall so notify RFTA. Any such relocation or protection shall be at Licensee's expense.
- Protection of Trail and Conservation Easement. Licensee acknowledges that the 9. Corridor is subject to and encumbered by a perpetual covenant running with the land held by the State Board of the Great Outdoors Colorado Trust Fund for the protection of the Conservation and Trail Values. The Licensee agrees not to undertake any further activity within the Corridor other than customary maintenance and repair without first obtaining the written approval of RFTA. The notice addresses are as follows:

If to RFTA: **RFTA**

> Angela M. Henderson Assistant Director, Project Management and Facilities Operations 1340 Main Street Carbondale, Colorado 81623 970-384-4982

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If to Licensee: Nordic Garden Land Fund, LLC C/O Keith Keating 2340 CR 100 Carbondale, CO 81623 (970) 379-3307 kfkeating@gmail.com

- 10. Licensee's Duty to Install Safety Improvements. If at any time after the installation of the Access road, any Local, State or Federal law or regulation, or any Local, State or Federal officer or regulatory board or commission having jurisdiction shall require any alterations, changes or improvements of the Access road, as herein defined, or any additional safeguards, protection, signals or warnings, the same shall be constructed, maintained and operated at the sole expense of the Licensee.
- 11. Any Future Work to Require Permit. Licensee shall not enter upon the Access road or Corridor for the purpose of constructing, repairing, reconstructing, relocating or removing the Access road without special written permit first had and obtained from RFTA, except in cases of an emergency when work is necessary to avert injury to persons or loss or damage to property. All work of construction, maintenance, repair, relocation or removal shall be done by the Licensee in such manner as to cause no interference with the constant, continuous and uninterrupted use of the tracks, Trail, buildings or other improvements of RFTA now in place or as may be installed in the future by RFTA in RFTA's discretion.
- RFTA's Right to Alter, Relocate, or Remove. This License shall not be deemed to give the Licensee exclusive possession of any part of the premises described, but RFTA shall have the unimpaired right to construct, maintain, repair, relocate or remove track, trails, buildings or appurtenant structures or other improvements deemed appropriate in RFTA's discretion and nothing shall be done or suffered to be done by the Licensee at any time that shall in any manner impair the usefulness or safety of any property of RFTA or of any track, Trail, building or appurtenant structure or other improvement to be hereafter constructed. RFTA shall have the right at any and all times hereafter to construct, maintain and operate such additional tracks, trails, buildings, appurtenant structures or other improvements where the Pedestrian Trail is located, as RFTA may from time to time elect. In case of any such change by RFTA requiring in RFTA's discretion the alteration, relocation or removal of the Encroachment structures, the structures shall be altered as directed by RFTA or entirely removed by the Licensee at the sole cost and expense of the Licensee, in such manner as may be deemed necessary by RFTA to conform to the tracks, trails, buildings, appurtenant structures or other improvements on the Corridor or Encroachment area as so changed, altered or improved, and if the Licensee shall fail to do any of the things in this paragraph enumerated, RFTA may do or cause the same to be done at the cost of the Licensec. RFTA shall use its best efforts to relocate the Access road if it determines that the current Access road must be removed.

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- 13. No Liens to be Filed. Licensee shall pay in full all persons who perform labor on the Access road for Licensee and will not allow any mechanics' or material men's liens to be enforced against RFTA's Corridor for work done or materials furnished at Licensee's instance or request. If any such liens are filed thereon, Licensee agrees to remove the same at Licensee's own cost and expense and to pay any judgment, which may be entered thereon or thereunder. Should Licensee fail, neglect or refuse to do so, RFTA may pay any amount required to release any such lien or liens, or to defend any action brought thereon, and to pay any judgment entered therein, and Licensee shall be liable to RFTA for the payment of any such liens or judgment and any and all costs, expenses, damages, attorneys' and consultants' fees and expenses, and any other amounts expended in defending any such proceedings.
- 14. Licensee's Assumption of Liability. The Licensee assumes the entire burden and duty of preventing the use of the Access road by any persons, firms or corporations, other than those mentioned herein for whose benefit the Access road is licensed; and Licensee assumes all liability for damage to or destruction of property, injury to or the death of persons resulting from the use of the Access road by persons other than those for whose benefit the Access road is licensed, or resulting from the failure on the part of the Licensee to keep the Access road and all of its appurtenances in safe condition.
- 15. <u>Indemnification</u>. The Licensee shall at all times protect, indemnify, defend and save RFTA harmless from any and all claims, demands, judgments, cost, expenses, and all damage of every kind and nature made, rendered or incurred by or in behalf of any person or corporation whatsoever, in any manner due to or arising out of any claim for injury to or death of any person, or any claim for damage to property of any person or persons whomsoever, including the parties hereto and their officers, families, servants and employees, in any manner arising from or growing out of the construction, maintenance, operation, repair, extension, renewal, existence, use or removal of the Private Access Road, or the failure to properly construct, operate, maintain, renew or remove the same, and from all costs and expenses, including attorneys' and consultants' fees and expenses, connected in any way with the matters and things contained in this License Agreement. Neither the right of supervision by RFTA of the location, installation, operation and the maintenance of the Private Access Road, nor the exercise or failure to exercise the right, nor the approval or failure to disapprove, by RFTA of the location, installation, operation and maintenance of the Private Access Road, nor the election of RFTA to repair, construct, reconstruct or remove the whole or any part of the Private Access Road, shall be deemed a waiver of the obligations of the Licensee contained in this License Agreement, expressed or implied.
- 16. RFTA's Right to Terminate License. If the Licensee shall fail to locate, construct, operate, use, repair, extend, renew, relocate or remove the Access road in accordance with the terms of this License Agreement and to the entire satisfaction of RFTA, or shall fail to pay to RFTA any License Fee or any other sum of money for the construction, repair, extension, renewal, relocation or removal of the Access road, or shall fail to adjust the Access road to any changes made by RFTA, or shall in any respect fail to keep and perform any of the conditions,

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stipulations, covenants and provisions of this License Agreement to be kept and performed by the Licensee, this License Agreement shall at the option of RFTA be void and of no effect; and this License shall immediately cease and terminate and RFTA shall have the right to remove the Access road and restore the right of way and premises of RFTA at any time thereafter at the sole expense of the Licensee. Any termination hereunder shall be effective thirty (30) days following notice delivered to Licensee. Any notice herein provided for shall be deemed given and delivered if mailed in an envelope properly stamped and addressed to the Licensee at Licensee's last known address. Termination of this License for the convenience of RFTA shall occur only if the RFTA Board votes by a 2/3 majority to do so.

- Abandonment of the Access road. Non-use of such Access road for the purpose 17. for which it was originally constructed, continuing at any time for the period of one year; shall constitute an abandonment of this License. Unless so abandoned or terminated, as provided herein, this License shall remain in full force and effect until terminated by written notice given by either party to the other party not less than sixty days in advance of the date of such termination; but it is understood that if at any time in RFTA's discretion the maintenance and operation of the Access road shall be inconsistent with the use by RFTA, this License shall immediately cease and terminate.
- Licensee's Duty to Remove the Access road Upon Termination. Within thirty 18. days after the abandonment or termination of this License, the Licensee, at Licensee's sole expense, shall, if RFTA so desires the Licensee to do, remove the Access road and all their appurtenances and restore or construct the premises of RFTA, including all right-of-way fences and drains, to a condition which will be satisfactory to RFTA, and if the Licensee fails to do so, RFTA may do such work of removal, restoration and construction at the expense of the Licensee. In the event of the removal of the Access road as in this section provided, RFTA shall not be liable to the Licensee for any damage sustained by Licensee for or on account of such removal, and such removal shall not prejudice or impair any right of action for damages or otherwise which RFTA may have against the Licensee.
- License Non-Assignable. This License is personal to Licensee. The Licensee shall not assign this License or any interest therein directly or indirectly voluntarily or involuntarily. Upon any assignment or attempted assignment in violation of this paragraph, this License shall terminate. The covenants, stipulations and conditions of this License shall extend to and be binding upon RFTA and, if assigned with RFTA's written consent, its successors and assigns, and shall extend to and be binding upon the Licensee and the heirs, administrators, executors, and successors of the Licensee.
- Headings. The section headings contained in this License Agreement are inserted 20. for convenience only and are not intended to in any way affect the meaning or interpretation of any such section or provision of this License Agreement.

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- 21. Governing Law. This License Agreement shall be governed and construed in accordance with the laws of the State of Colorado.
- Amendments and Waivers. No amendment of any provision of this License Agreement shall be valid unless the same shall be in writing and signed by RFTA. No waiver by RFTA of any default or breach of any covenant or agreement hereunder shall be deemed to extend to any prior or subsequent default or affect in any way any of RFTA's rights arising by virtue of any prior or subsequent default.
- Severability. Any term or provision of this License Agreement that is held by a court of competent jurisdiction to be invalid or unenforceable shall not affect the validity or enforceability of the remaining terms and provisions of this License Agreement.
- 24. Entire Agreement. This License Agreement constitutes the entire agreement between the parties and supersedes all prior understandings, agreements or representations among them, written or oral, that may have related in any way to the subject matter hereof.
- No Third Party Beneficiaries. This License Agreement defines the rights and duties of the parties hereto and may not be relied upon by any third party as the basis of a claim.

SUBUR YRATON STATE OF COLORADO PROPERTY OF SUPPLIES MY COMMITSHIN EXPIRES JULY 14, 2021 IN WITNESS WHEREOF, the parties hereto have executed this License Agreement.

LICENSOR, ROARING FORK TRANSPORTATION AUTHORITY	LICENSEE, Nordic Garden Land Fund, LLC
By: Charam Stender	By:
Angela M. Henderson, Assistant Director of Property Management & Facilities Operations	Keith Keating, Owner Licensee
STATE OF COLORADO)	
COUNTY OF GARFIELD)	
The foregoing instrument was acknowledged before 2019, by Angela M. Henderson , Assistant Directory Operations, Roaring Fork Transportation Authority	ector, Property Management & Facilities
Witness my hand and official seal.	Λ // -
My commission expires 7-14-21.	Notary Public
STATE OF COLORADO) COUNTY OF Garfield)	
The foregoing instrument was acknowledged before 20, by Keith Keating, Owner, Nordic Garden	ore me this 45 day of 500 licensee).
Jens Jens	
Witness my hand and official seal.	0 1
My commission expires Dec 19, 2021.	Notary Public
YOLIBETH IRAZU UGALDE Notary Public – State of Colorado Notary ID 20174051626 Notary In Engine Dec 19, 2021	License Page 8 of 8

Appendix D - Engineering Report JVA Engineering, Inc.

Blue Mind LLC has engaged a new engineering firm, Roaring Fork Engineering, to carry forward any additional materials needed for this application. As part of this application, we have included the previous engineering report prepared by JVA for the 2023 application submittal for informational purposes and will be coordinating with Roaring Fork Engineering to revise and update this report to reflect the altered proposed conditions and produce any suplementary drawings to support those conditions. JVA's engineering report contains narrative descriptions of the implemented site improvements related to the site entry, union ditch piping and expanded parking to support a second hockey rink. Since the writing of this report, Blue Mind LLC purchased the lot to the west of the existing parcel and the two properties have been consolidated.

While the previous site plans and report contained a second rink, this rink has been relocated to the western edge of the consolidated lot and has also been updated from a small rink (115 x 55') to a full-size rink (80 x 200'). A second training facility (long span structure) has also been added, this will be located on the far northeastern edge of the developable portion of the property. Additional parking and ADA parking have also been provided to account for the increased number of athletes associated with these improvements although full programmatic use of the Long Span Structure will not occur till a subsequent phase.

Proposed grading on site remains minimal to reduce disturbance and impacts. As in the previous report, no offsite drainage will be required and existing drainage patterns from the large hillside above the project limits will remain the same. Drainage swales are provided around the proposed facilities and erosion control measures have been proposed in these locations.

All the utilities descriptions in the previous engineering report remain the same apart from the newly purchased parcel containing a second well. An updated well-test is being prepared and will be provided after this application submittal but the previous pump test for the original well showed capacity for the anticipated use of the site. The proposed number of portable toilets will remain the same and will remain adequate to serve the proposed usage of 150 people per day. No changes to electric, gas communications or telephone utilities are proposed, those items will remain as they are described in the previous engineering report.



Civil Engineering Report Colorado Extreme Hockey Rink 2340 Cr 100 Carbondale, Colorado 81623 817 Colorado Avenue Suite 301

Glenwood Springs,

970.404.3100 info@jvajva.com

www.jvajva.com

1. Existing Conditions

The existing parcel under evaluation for this engineering report is located at 2340 County Road 100, also known as Catherine Store Road, outside of Carbondale, Colorado. The Garfield County Parcel ID is 239336400267 with a legal description of "Section: 36 Township: 7 Range: 88 A PARCEL OF LAND IN GOVERNMENT LOTS 17 AND 21, A PORTION OF GOVERNMENT LOT 14, SEC. 31, TWN 7, RNG 87, AND IN GOVENMENT LOT 1, SEC. 1, TWN 8, RNG 88. 35.02 ACRES". The parcel is 34.67 acres in size, with only 4.90 acres being developable due to steep hillside conditions within the southern portion of the property. The site was historically used as a contractor's yard prior to Colorado Extreme ownership. Since 2022 a portion of the developable site has been utilized as a youth hockey facility with primary operation during the winter of '22-'23.

The existing access to the site is located off County Road 100 (CR 100), which serves as a shared access for the neighboring property located to the west. A twenty-foot egress through the RFTA Rio Grande Railroad Corridor is located approximately 35 feet to the south of the county road edge of pavement, allowing for passage through this corridor and onto the site.

Developed areas exist only on the north portion of the property, north of the toe of slope of the steep hillside to the south. An existing access easement exists on site between the entry to the property and to the west for legal access to the neighboring property. Gravel drives surround the developed area for circulation and parking, as well as the access for the neighbor to the west. Several small structures have been removed from the interior of the site, leaving only a mobile office in the center of the site for use by the property owner. The Union irrigation ditch runs from the east to the west through the site, as does an irrigation ditch lateral which diverts flows to the north side of CR100. Existing overhead electric lines run within an easement through the lot as well.

A temporary hockey facility has been fully built out, as described in the previously approved 2022 land-use application. Currently on site as a part of this development are an outdoor hockey rink and associated ice chillers, a looped gravel access drive around the rink with 42 attached parking stalls (including 2 ADA accessible stalls), light poles and electric yard boxes, and multiple temporary use buildings to support program operations.

2. Proposed Conditions

This limited impact review application is requesting the use of the site as "Recreation, Outdoor". This type of use is noted within the standard county use Table 3-403 (Article 3 of the land use code), under the commercial use category recreation and entertainment. The specific programming of the site will be two temporary ice hockey rinks with associated parking. There are three primary updates currently being proposed on this site.

Update 1 – Site Entry/ Shared Driveway: The main entrance to the site has been redesigned to provide safety, accessibility and functionality improvements for Colorado Extreme visitors, drivers on Catherine Store Road (CR100), RFTA multimodal users and residents of the neighboring rural property to the west. These updates are based on data and recommendations from Fox Tuttle made in response to an updated traffic analysis based on the increased quantity of program attendees. These updates include the addition of acceleration and deceleration lanes along CR100, the straightening and widening of the main entrance driveway, and the relocation/ realignment of a portion of the existing Rio Grande trail between the site and CR100.

Update 2 – Union Ditch Rerouting: The existing open-channel Union Irrigation Ditch that flows through the center of the Colorado Extreme site was determined to be a hazard to program attendees due to the high flow rates and lack of existing safety measures surrounding the ditch. The ditch has been redesigned to enter a pipe at the east end of the site, and to bypass the central area of the site underground, along the toe of the slope at the south end of the developable portion of the site. The piped condition reduces on-site infiltration and evaporation which results in a lower volume of water loss across the site. A diversion structure was designed to provide flow to the lateral ditch which serves the property to the north of CR100. This lateral was also redesigned to be piped for a majority of its length, which provides added safety and reduced water loss. A Parshall Flume was included along this lateral to properly quantify the diversion of water away from the Union Ditch.

Update 3 – Site Improvements: The eastern portion of the property will be minimally improved with new gravel paving and 21 new parking stalls, as well as a small skills-learning hockey rink. This rink will be shaded by the hillside and will therefore only utilize natural ice, with no chillers proposed. The western portion of the property will maintain the existing hockey rink, gravel loop drive and parking as previously developed, with the addition of 9 new parking stalls and the addition of one ADA accessible parking stall.

All access roads and driveways shall conform to Garfield County requirements by paving the entry, increasing the width in certain areas, providing adequate shoulders, parking, and grading, as well as navigation and turnaround of emergency vehicles.

The existing well onsite is currently permitted through the Colorado Division of Water Resources as a commercial well. Proposed wastewater improvements for this project include temporary portable toilets, that will be self-contained and cleaned/maintained regularly. Existing electric services on-site are adequate to serve the increased usage of the site.

3. Access, Roads and Parking

The site will retain the existing access point along eastbound CR100. CR100 will be widened on the south side of the road and on either side of the main entrance, by the addition of a deceleration lane and an acceleration lane, which improve safety and access at the site entrance. The improved access driveway being proposed will connect CR100 and the Colorado Extreme property, located primarily within RFTA-owned right of way. The drive will be paved and increased to 24' wide with 2' concrete paved shoulders on both

sides. This access driveway will extend 10' into the Colorado Extreme Property. The driveway includes a raised tabletop traffic calming feature at the intersection with the realigned Rio Grande Trail. Curves were added to the paved trail and the portion crossing the driveway was shifted south towards the Colorado Extreme property line. This adds critical stacking distance between CR100 and the trail crossing, which improves safety for trail users. The traffic-calming speed table allows trail users to cross the driveway without changing elevation and requires motor vehicles on the road to slow down and stop for trail users.

From the end of the concrete pavement, the improved entrance drive will connect to the existing shared gravel drive on site that connects the access point to the property to the west. This gravel drive is being maintained at a 16' width with 2' shoulders. The previous development resulted in a 24-foot-wide gravel drive which loops around the existing hockey rink on the north side connecting to the existing gravel drive on both sides. 43 parking stalls (including 2 ADA accessible stalls) are currently existing on-site along the looped 24-foot-wide portion of the drive, as is a pull-off/drop-off zone on the west side of the rink. The location of this pull-off will prevent cars from queueing up in the main entrance. 30 new parking stalls are proposed to be added to the site to account for the increased traffic and the new programming possible at the skills rink. Two of the existing parking stalls on the west end of the site were converted to an ADA accessible stall and access aisle. This results in a total parking count of 71.

Average total users per day is 150. The proposed use of this site is not listed in table 7-302A, "Minimum Off-Street Parking Standards By Use", so the total number of parking spots was determined by the approximate average total users at a given time. Users will be split across 4 separate scheduled sessions, with the largest session including 50 people. With 71 total parking stalls on site, there is adequate space for all intended users, with added overflow capacity.

The loop portion of the existing drive is designed for one-way traffic around the hockey rink in a clockwise direction. The existing gravel drive through the site will be maintained as a two-way road. A "do not enter" sign is currently installed to control traffic to the correct route. The looped drive also provides access for firefighting apparatus to reach all points on the west half of the developed site. A clear area was delineated on the plans at the east end of the site to provide adequate turning space for a firefighting apparatus. This allows a fire truck to access and serve all portions of the developed site. The turning radii of the roadways allow for adequate turning clearance for a 45' fire truck. Exhibits showing the fire truck turning movements, and an exhibit showing a large tractor trailer navigating to the neighboring property to the west is included in the civil plan set.

Signage and Striping plans are provided by Fox Tuttle and are included in the full plan set.

Sight triangles have been provided on the civil plans showing the required clear area free from vegetation required to provide adequate lines of sight when leaving the site.

Snow storage area equal to at least 2.5% of the drive area has been provided on the west side of the site just north of the parking stalls in the same location as the proposed grass swale, and at the far east end of the site, east of the proposed parking stalls.

4. Grading and Drainage

For this Land Use Application, the proposed grading on the site has been minimized to reduce site disturbance and impacts. The site generally slopes from the southeast to the northwest. Grades do not exceed eight percent in usable areas of proposed disturbance, except for the side slopes of drainage pathways where a 3:1 maximum side slope was utilized, or where the site grading ties into existing grades, in which case existing slopes were matched. The average grade is 5.6%. Total earthwork on site results in a net fill of 3,791 cubic yards. It is anticipated that all fill material can be obtained from existing on-site stockpiles. Existing drainage paths from the large hillside above the project limits are to remain. No offsite drainage will be required for the project, as existing irrigation ditches and other drainage patterns convey runoff away from project limits.

No onsite detention is provided. All rainfall that lands on the ice rinks will stay on the ice rinks, and no new impervious areas are provided within the proposed development, other than the improved access driveway so overall runoff patterns will not be affected. An existing grass-lined swale was constructed along the north edge of the proposed parking stalls on the west side of the site, and captures runoff from the proposed development, provides infiltration and water quality treatment before allowing excess runoff to spill over, and sheet flow offsite to the north in existing drainage patterns. This grass swale will not provide detention but will act as water quality treatment onsite and will offset any negative effects of the proposed improvements. Runoff from the proposed paved main entrance will flow into landscaped areas via sheet flow which will provide passive treatment to the runoff prior to entering the roadside drainageway along CR100.

Because the lateral ditch to the property north of CR 100 was realigned and piped, a small area east of the proposed entrance driveway cannot drain as it did historically to the irrigation ditch. The resultant low point cannot drain to the west and would need a culvert crossing CR 100 in order to drain. The contributing drainage area to this low point is very small and should not cause adverse conditions.

5. Utilities

a. Water

Domestic water for the site is located at a well just west of the entrance to the site. There is also an existing water shutoff valve and an existing spigot in this location. The main water use on the proposed site will be for the Zamboni to fill with water to resurface the ice rink. This will be accomplished using the existing spigot. The existing office trailer on the eastern portion of the site has a water treatment system underneath its sink providing potable water.

Well pump tests were performed and documented by LRE Water in a memorandum dated June 2, 2023. The pump test reported a long-term yield from the pump to be at least 15 gallons per minute. It is estimated that the peak demand from the well is approximately 10 gallons per minute. Therefore, the pump and well have capacity for the anticipated use of the site.

No water improvements are proposed for this project.

b. Wastewater

4 Portable toilets are provided to manage wastewater on site and will require no water or sewer utility connections. 2 of the toilets will be ADA accessible. It is assumed 1

portable toilet is sufficient for 50 people per day for a week, so 4 portable toilets are more than adequate to serve the approximately 150 people per day that are expected. 3 portable toilets will be located in close proximity to the main hockey rink, and one toilet will be located adjacent to the skills rink. Toilets will be cleaned and maintained regularly.

c. Electric

An existing overhead electric line exists on site from east to west close to the toe of the existing slope. An overhead electric line spurs off to another standalone power pole on site, near the existing office building. An existing utility control panel is located just west of the main entrance near the existing water utilities.

A looped electric service with two transformers was constructed during the previous updates and is currently in place and sized to serve the entire site.

Electric service lines currently extend to the ice rink chillers at the west end of the property and to multiple yard boxes near the center of the site where they can be used as outlets for miscellaneous uses.

d. Gas

No gas service is provided to the structures within the development.

e. Communications

All communications services currently in place shall be utilized to service the main office. Pedestals are located near the northeast property corner, close to CR 100.

f. Telephone

All telephone services currently in place shall be utilized to service the main office. Pedestals are located near the northeast property corner, close to CR 100.

6. Plans

A civil plan set has been included in this submittal. The sheets included in the set are:

- a. C0.0 Cover Sheet, including contact information.
- b. C0.1 General Notes, Legend, and Abbreviations
- c. C0.2 Demolition Plan
- d. C1.0 Overall Site Plan, showing full site, as well as limits of disturbance with delineated boundaries.
- e. C1.1 Detailed Site Plan, showing locations and dimensions of site features.
- f. C1.2 Detailed Grading and Drainage Plan, showing detailed elevations and slopes for features on the west half of the site.
- g. C1.3 Detailed Grading and Drainage Plan, showing detailed elevations and slopes for features on the east half of the site.
- h. C1.4 Entrance Driveway Plan and Profile
- i. C1.5 Union Ditch Plan and Profile
- i. C1.6 Union Ditch Plan and Profile
- k. C1.7 Ackerman/Coffman Ditch Plan and Profile
- I. CD1.0 Grading & Drainage Details
- m. CD1.1 Grading & Drainage Details
- n. CD1.2 Grading & Drainage Details
- o. CD1.3 Site Details
- p. CE1.0 Erosion Control Plan

- q. CE1.1 SWMP Notes, outlining the storm water management plan
- r. CE1.2 Erosion Control Details
- s. C4.0 Vehicle Turning Simulation, showing fire truck turning movements
- t. C4.1 Vehicle Turning Simulation, showing tractor trailer turning movements
- u. C4.2 Vehicle Turning Simulation, showing fire truck turning movements
- v. C6.0 Site Easements
- w. 1 Signing and Striping Tabulations
- x. 2 Signing and Striping Plan
- y. 3 Signing and Striping Plan
- z. 4 Striping Details
- aa. 5 Striping Details

If there are any questions or concerns regarding this report or items discussed within, feel free to reach out to the contact information below.

J.R. Spung, P.E.

JVA, Inc. jspung@jvajva.com (970) 404-3085

COLORADO EXTREME YOUTH HOCKEY FACILITY 2340 CR 100, CARBONDALE, CO 81623 GARFIELD COUNTY LAND USE SUBMITTAL

CONTACTS

COLORADO EXTREME

SIMON BENTLEY 970.309.9151 SIMON@COLORADOEXTREME.ORG

CIVIL ENGINEER:

817 COLORADO AVENUE, SUITE 301 GLENWOOD SPRINGS, CO 81601

J.R. SPUNG, P.E. (970) 404-3085 JSPUNG@JVAJVA.COM

NICHOLAS DIFRANK, PLA

LANDSCAPE ARCHITECT RE: LAND + LAND PLANNER:

P.O. BOX 983,

CARBONDALE, CO 81623

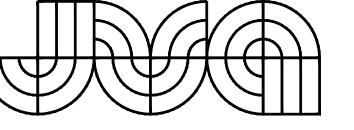
303.829.8362 NICK@RE-LAND.COM

TRAFFIC ENGINEER: FOX TUTTLE

1580 LOGAN STREET, 6TH FLOOR DENVER, CO 80203

303-652-3571 CASSIE.SLADE@FOXTUTTLE.COM

CASSIE SLADE, P.E.



CONSULTING ENGINEERS

JVA, Inc. 817 Colorado Ave., Suite 301 Glenwood Springs, CO 970.404.3100 www.jvajva.com

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DRAWING INDEX

TITLE SHEET NO.

COVER SHEET

GENERAL NOTES, LEGEND AND ABBREVIATIONS

C0.2 DEMOLITION PLAN

C1.0 OVERALL SITE PLAN C1.1 DETAILED SITE PLAN

DETAILED GRADING & DRAINAGE PLAN C1.2 C1.3 DETAILED GRADING & DRAINAGE PLAN

C1.4 ENTRANCE DRIVEWAY PLAN & PROFILE

C1.5 UNION DITCH PLAN & PROFILE UNION DITCH PLAN & PROFILE C1.6

ACKERMAN, COFFMAN DITCH PLAN & PROFILE

GRADING & DRAINAGE DETAILS

CD1.1 GRADING & DRAINAGE DETAILS CD1.2 GRADING & DRAINAGE DETAILS

CD1.3 SITE DETAILS

CE1.0 EROSION CONTROL PLAN

CE1.1 SWMP NOTES

CE1.2 EROSION CONTROL DETAILS C4.0 VEHICLE TURNING SIMULATION C4.1 VEHICLE TURNING SIMULATION

VEHICLE TURNING SIMULATION C6.0 SITE EASEMENTS

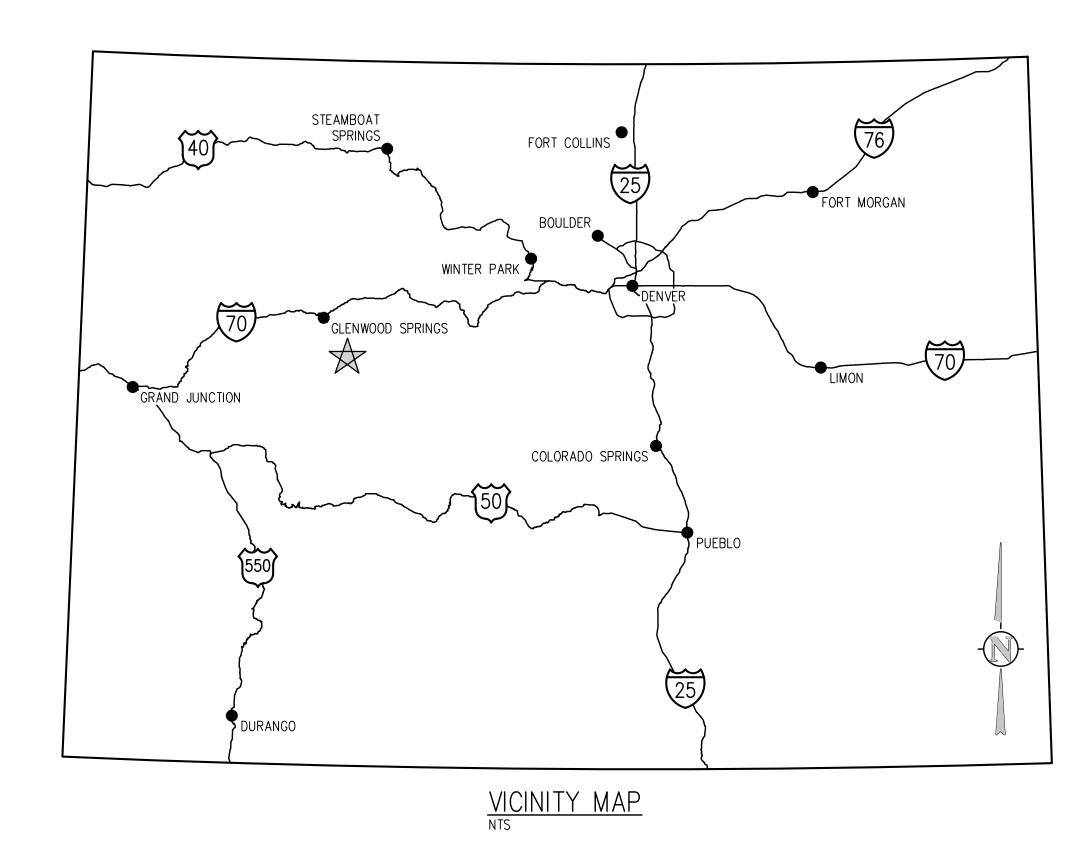
SIGNING AND STRIPING TABULATIONS

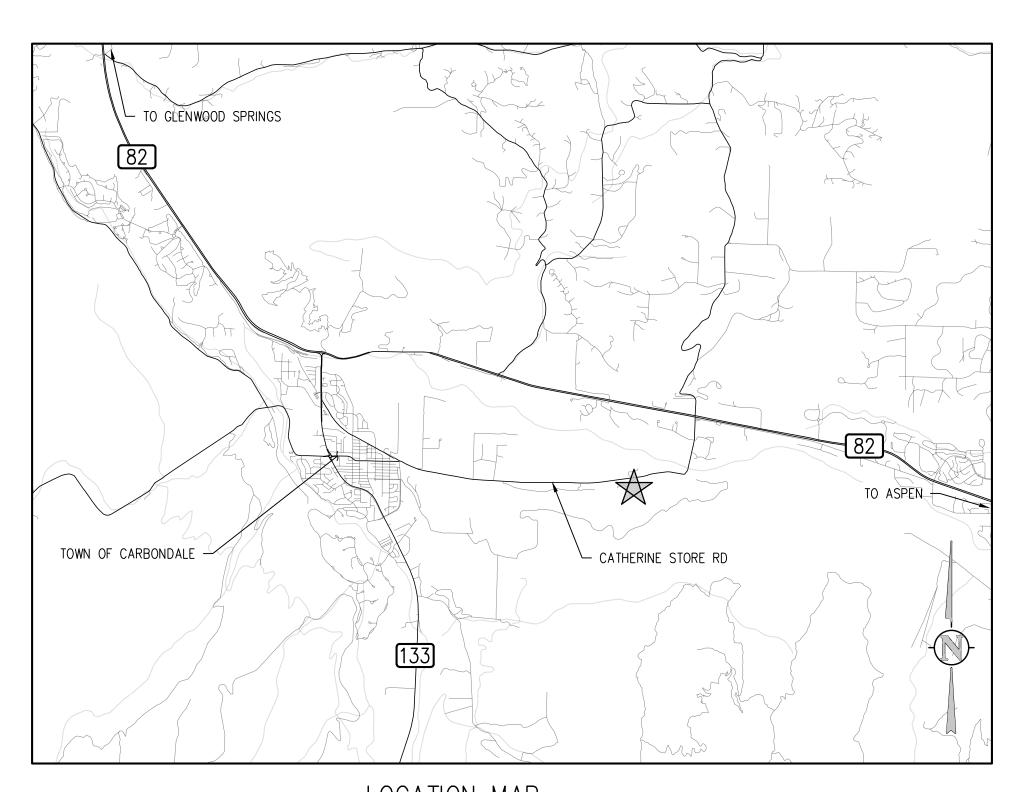
SIGNING AND STRIPING PLAN

SIGNING AND STRIPING PLAN

STRIPING DETAILS

SIGNAGE DETAILS



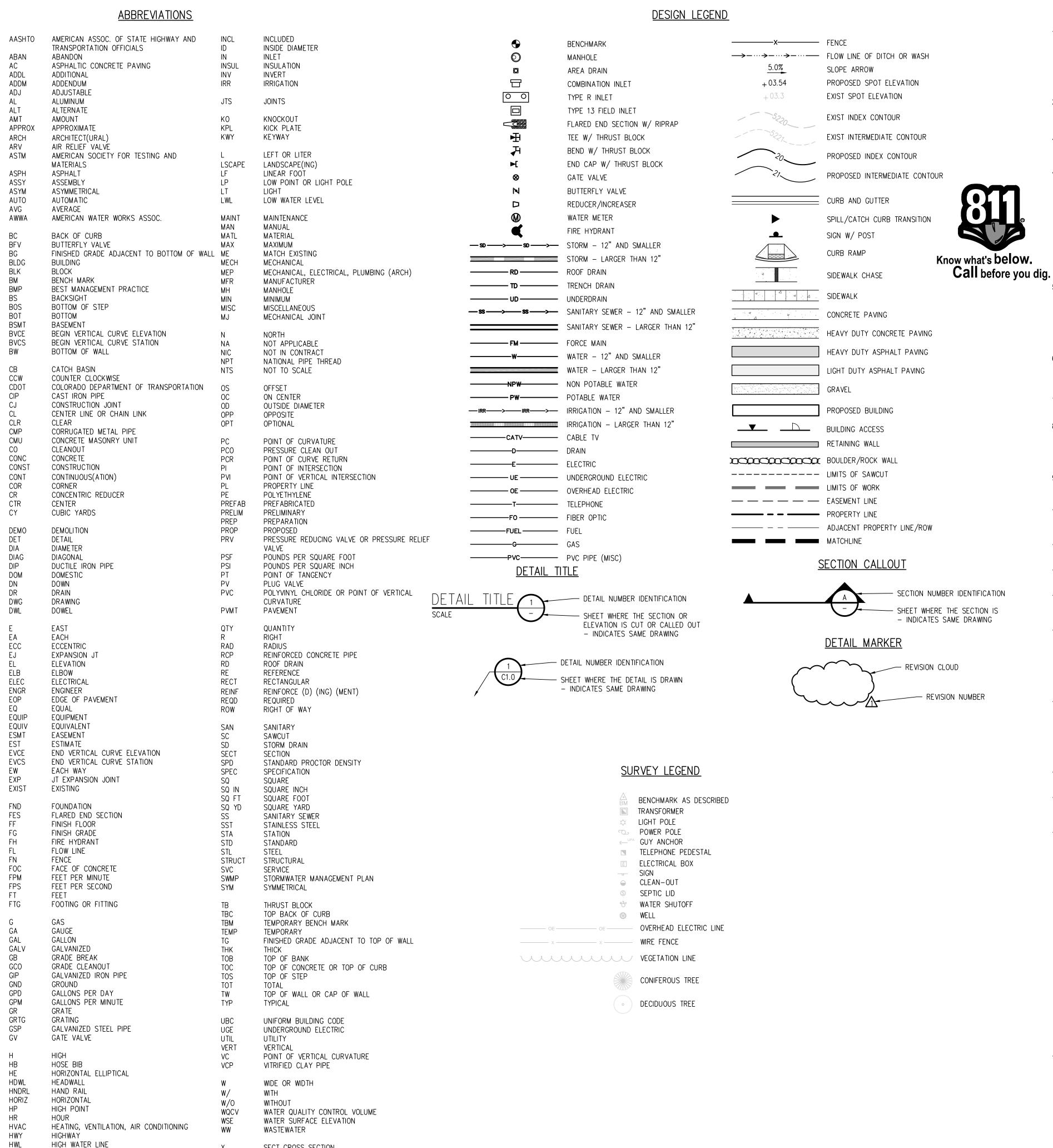


LOCATION MAP

Glenwood Springs, CO Zip 8160 970.404.3100 www.jvajva.com Boulder ● Fort Collins ● Winter Park Glenwood Springs • Denver

C0.0

DESIGNED BY:



SECT CROSS SECTION

YARD HYDRANT

ELECTRICAL TRANSFORMER

HYD

HYDRANT

GENERAL NOTES

- 1. ALL MATERIALS AND WORKMANSHIP SHALL BE IN CONFORMANCE WITH THE LATEST STANDARDS AND SPECIFICATIONS OF GARFIELD COUNTY, HOLY CROSS ENERGY, COLORADO DEPARTMENT OF TRANSPORTATION, CARBONDALE AND RURAL FIRE PROTECTION DISTRICT REQUIREMENTS, AND APPLICABLE STATE AND LOCAL STANDARDS AND SPECIFICATIONS. THE CONTRACTOR SHALL HAVE IN POSSESSION AT THE JOB SITE AT ALL TIMES ONE (1) SIGNED COPY OF APPROVED PLANS, STANDARDS AND SPECIFICATIONS. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN EMERGENCY ACCESS ROUTES TO THE SITE AND STRUCTURE AT ALL TIMES PER THE APPLICABLE CARBONDALE AND RURAL FIRE PROTECTION DISTRICT. FIRE PROTECTION DISTRICT REQUIREMENTS. THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FOR ANY VARIANCE TO THE ABOVE DOCUMENTS. NOTIFY ENGINEER OF ANY CONFLICTING STANDARDS OR SPECIFICATIONS. IN THE EVENT OF ANY CONFLICTING STANDARD OR SPECIFICATION, THE MORE STRINGENT OR HIGHER QUALITY STANDARD, DETAIL OR SPECIFICATION SHALL APPLY.
- 2. THE CONTRACTOR SHALL OBTAIN, AT HIS OWN EXPENSE, ALL APPLICABLE CODES, LICENSES, STANDARD SPECIFICATIONS, PERMITS, BONDS, ETC., WHICH ARE NECESSARY TO PERFORM THE PROPOSED WORK, INCLUDING, BUT NOT LIMITED TO A LOCAL AND STATE GROUNDWATER DISCHARGE AND COLORADO DEPARTMENT OF HEALTH AND ENVIRONMENT (CDPHE) STORMWATER DISCHARGE PERMIT ASSOCIATED WITH CONSTRUCTION ACTIVITY.
- 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE REQUIRED PARTIES (OWNER'S REPRESENTATIVE, COUNTY INSPECTOR, ENGINEER AND UTILITY OWNER) AT LEAST 48 HOURS PRIOR TO START OF ANY CONSTRUCTION, PRIOR TO BACKFILLING, AND AS REQUIRED BY JURISDICTIONAL AUTHORITY AND/OR PROJECT SPECIFICATIONS. THE CONTRACTOR SHALL CONTINUE WITH NOTIFICATIONS THROUGHOUT THE PROJECT AS REQUIRED BY THE STANDARDS AND SPECIFICATIONS.
- 4. THE LOCATIONS OF EXISTING UTILITIES ARE SHOWN IN THE APPROXIMATE LOCATION BASED ON INFORMATION BY OTHERS. NOT ALL UTILITIES MAY BE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT SIZE, LOCATION AND TYPE OF ALL EXISTING UTILITIES WHETHER SHOWN OR NOT BEFORE COMMENCING WORK. THE ENGINEER AND/OR OWNER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS SHOWN ON PLANS. THE CONTRACTOR SHALL BE FULLY AND SOLELY RESPONSIBLE FOR ANY AND ALL DAMAGES AND COSTS WHICH MIGHT OCCUR BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES. THE CONTRACTOR SHALL NOTIFY ALL PUBLIC AND PRIVATE UTILITY COMPANIES AND DETERMINE THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO PROCEEDING WITH GRADING AND CONSTRUCTION. ALL WORK PERFORMED IN THE AREA OF UTILITIES SHALL BE PERFORMED AND INSPECTED ACCORDING TO THE REQUIREMENTS OF THE UTILITY OWNER. LIKEWISE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND MAPPING ANY EXISTING UTILITY (INCLUDING DEPTH) WHICH MAY CONFLICT WITH THE PROPOSED CONSTRUCTION, AND FOR RELOCATING ENCOUNTERED UTILITIES AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL CONTACT AND RECEIVE APPROVAL FROM GARFIELD COUNTY, UTILITY OWNER AND ENGINEER BEFORE RELOCATING ANY ENCOUNTERED UTILITIES. CONTRACTOR RESPONSIBLE FOR SERVICE CONNECTIONS, AND RELOCATING AND RECONNECTING AFFECTED UTILITIES AS COORDINATED WITH UTILITY OWNER AND/OR ENGINEER, INCLUDING NON-MUNICIPAL UTILITIES (TELEPHONE, GAS, CABLE, ETC., WHICH SHALL BE COORDINATED WITH THE UTILITY OWNER). THE CONTRACTOR SHALL IMMEDIATELY CONTACT ENGINEER UPON DISCOVERY OF A UTILITY DISCREPANCY OR CONFLICT. AT LEAST 48 HOURS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY NOTIFICATION CENTER OF COLORADO (1-800-922-1987, WWW.UNCC.ORG). SEE SURVEY UTILITY LOCATION INFORMATION BELOW.
- 5. THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS AT AND ADJACENT TO THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THE CONTRACTOR SHALL PREPARE A TRAFFIC CONTROL PLAN FOR OWNER AND/OR CITY APPROVAL AND PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FENCING, FLAGMEN OR OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR AGREES TO COMPLY WITH THE PROVISIONS OF THE TRAFFIC CONTROL PLAN AND THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES." PART VI. FOR CONSTRUCTION SIGNAGE AND TRAFFIC CONTROL. ALL TEMPORARY AND PERMANENT TRAFFIC SIGNS SHALL COMPLY TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) WITH REGARD TO SIGN SHAPE, COLOR, SIZE, LETTERING, ETC. UNLESS OTHERWISE SPECIFIED. IF APPLICABLE, PART NUMBERS ON SIGNAGE DETAILS REFER TO MUTCD SIGN NUMBERS.
- 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY GROUNDWATER ENCOUNTERED DURING THE CONSTRUCTION OF ANY PORTION OF THIS PROJECT. GROUNDWATER SHALL BE PUMPED, PIPED, REMOVED AND DISPOSED OF IN A MANNER WHICH DOES NOT CAUSE FLOODING OF EXISTING STREETS NOR EROSION ON ABUTTING PROPERTIES IN ORDER TO CONSTRUCT THE IMPROVEMENTS SHOWN ON THESE PLANS. GROUNDWATER TO BE PUMPED SHALL BE TESTED, PERMITTED, AND PUMPED PER THE STATE OF COLORADO AND LOCAL GROUNDWATER DISCHARGING PERMIT REQUIREMENTS
- 7. RIM AND GRATE ELEVATIONS SHOWN ON PLANS ARE APPROXIMATE ONLY AND ARE NOT TO BE TAKEN AS FINAL ELEVATIONS. THE CONTRACTOR SHALL ADJUST RIMS AND OTHER IMPROVEMENTS TO MATCH FINAL PAVEMENT AND FINISHED GRADE ELEVATIONS.
- 8. THE EXISTING AND PROPOSED ELEVATIONS OF FLATWORK, SIDEWALKS, CURBS, THRESHOLDS, PAVING, ETC. AS SHOWN HEREON ARE BASED ON EXTRAPOLATION OF FIELD SURVEY DATA, EXISTING CONDITIONS, AND DATA PROVIDED BY OTHERS. AT CRITICAL AREAS AND SITE FEATURES, CONTRACTOR SHALL HAVE FORMWORK INSPECTED AND APPROVED BY OWNER, OWNER'S REPRESENTATIVE, OR ENGINEER PRIOR TO PLACING CONCRETE. MINOR ADJUSTMENTS, AS APPROVED, TO PROPOSED GRADES, INVERTS, ETC. MAY BE REQUIRED TO PREVENT PONDING OR SLOPE NOT IN CONFORMANCE WITH MUNICIPAL STANDARDS. ALL FLATWORK MUST PREVENT PONDING AND PROVIDE POSITIVE DRAINAGE AWAY FROM EXISTING AND PROPOSED BUILDINGS, WALLS, ROOF DRAIN OUTFALLS, ACROSS DRIVES AND WALKS, ETC., TOWARDS THE PROPOSED INTENDED DRAINAGE FEATURES AND CONVEYANCES.
- 9. FINAL LIMITS OF REQUIRED ASPHALT SAWCUTTING AND PATCHING MAY VARY FROM LIMITS SHOWN ON PLANS. CONTRACTOR TO PROVIDE SAWCUT AND PATCH WORK TO ACHIEVE POSITIVE DRAINAGE AND A SMOOTH TRANSITION TO EXISTING ASPHALT WITHIN SLOPES ACCEPTABLE TO THE ENGINEER AND WITHIN MUNICIPAL STANDARDS. CONTRACTOR SHALL PROVIDE ADDITIONAL SAWCUTTING AND PATCHING AT UTILITY WORK, CONNECTION POINTS TO EXISTING PAVEMENT AND FEATURES, ETC. THAT MAY NOT BE DELINEATED ON PLANS.
- 10. ANY EXISTING MONITORING WELLS, CLEANOUTS, VALVE BOXES, ETC. TO BE PROTECTED AND TO REMAIN IN SERVICE. IF FEATURES EXIST, EXTEND OR LOWER TO FINAL SURFACE WITH LIKE KIND CAP WITH STANDARD CAST ACCESS LID WITH SAME MARKINGS. IN LANDSCAPED AREAS PROVIDE A CONCRETE COLLAR (18"x18"x6" THICK) AT ALL EXISTING AND PROPOSED MONITORING WELLS, CLEANOUTS, VALVE BOXES, ETC.
- 11. OWNER TO APPROVE ALL PRIVATE CONCRETE FINISHING, JOINT PATTERNS AND COLORING REQUIREMENTS PRIOR TO CONSTRUCTION. SUBMIT JOINT LAYOUT PLAN TO OWNER FOR APPROVAL PRIOR TO CONSTRUCTION.
- 12. PIPE LENGTHS AND HORIZONTAL CONTROL POINTS SHOWN ARE FROM CENTER OF STRUCTURES, END OF FLARED END SECTIONS, ETC. SEE STRUCTURE DETAILS FOR EXACT HORIZONTAL CONTROL LOCATION. CONTRACTOR IS RESPONSIBLE FOR ADJUSTING ACTUAL PIPE LENGTHS TO ACCOUNT FOR STRUCTURES AND LENGTH OF FLARED FND SECTIONS.
- 13. ALL SURPLUS MATERIALS, TOOLS, AND TEMPORARY STRUCTURES, FURNISHED BY THE CONTRACTOR, SHALL BE REMOVED FROM THE PROJECT SITE BY THE CONTRACTOR. ALL DEBRIS AND RUBBISH CAUSED BY THE OPERATIONS OF THE CONTRACTOR SHALL BE REMOVED, AND THE AREA OCCUPIED DURING CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO

ITS ORIGINAL CONDITION, WITHIN 48 HOURS OF PROJECT COMPLETION, UNLESS OTHERWISE DIRECTED BY THE MUNICIPALITY OR OWNER'S REPRESENTATIVE.

- 14. THE CONTRACTOR IS REQUIRED TO PROVIDE AND MAINTAIN EROSION AND SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH THE LOCAL JURISDICTION. THE STATE OF COLORADO. MILE HIGH FLOOD DISTRICT "URBAN STORM DRAINAGE CRITERIA MANUAL VOLUME 3", THE M-STANDARD PLANS OF THE COLORADO DEPARTMENT OF TRANSPORTATION, AND THE APPROVED EROSION CONTROL PLAN. JURISDICTIONAL AUTHORITY MAY REQUIRE THE CONTRACTOR TO PROVIDE ADDITIONAL EROSION CONTROL MEASURES AT THE CONTRACTOR'S EXPENSE DUE TO UNFORESEEN EROSION PROBLEMS OR IF THE PLANS DO NOT FUNCTION AS INTENDED. THE CONTRACTOR IS RESPONSIBLE FOR PROHIBITING SILT AND DEBRIS LADEN RUNOFF FROM LEAVING THE SITE, AND FOR KEEPING ALL PUBLIC AREAS FREE OF MUD AND DEBRIS. THE CONTRACTOR IS RESPONSIBLE FOR RE-ESTABLISHING FINAL GRADES AND FOR REMOVING ACCUMULATED SEDIMENTATION FROM ALL AREAS INCLUDING SWALES AND DETENTION/WATER QUALITY AREAS. CONTRACTOR SHALL REMOVE TEMPORARY EROSION CONTROL MEASURES AND REPAIR AREAS AS REQUIRED AFTER VEGETATION IS ESTABLISHED AND ACCEPTED BY OWNER AND MUNICIPALITY.
- 15. ADA COMPLIANCE: THE CROSS-SLOPE OF ALL WALKS MUST BE LESS THAN 1:48 (2.0%) PERPENDICULAR TO DIRECTION OF TRAVEL. RUNNING SLOPE OF ACCESSIBLE WALKS MUST BE NOT STEEPER THAN 1:20 (5.0%) IN DIRECTION OF TRAVEL. MAXIMUM GRADE OF ACCESSIBLE CURB RAMPS AND RAMPS IS 1:12 (8.3%). CURB RAMPS SHALL PROVIDE A LANDING AT THE TOP AND RAMP RUNS PROVIDE LANDINGS AT THE BOTTOM AND TOP OF EACH RAMP RUN AT A SLOPE NOT TO EXCEED 1:48. RAMPS RUNS EXCEEDING SIX INCHES SHALL INCLUDE HANDRAILS. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 1:48 IN ALL DIRECTIONS. CONTRACTOR SHALL NOTIFY ENGINEER PRIOR TO PLACEMENT OF FLATWORK OF SITE CONDITIONS OR DISCREPANCIES WHICH PREVENT TYPICAL REQUIRED GRADES FROM BEING ACHIEVED. ALL RAMPS, STAIRS, EDGE PROTECTION AND RAILINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ADA STANDARDS. ACCESSIBLE CURB RAMPS SHALL CONFORM TO THE CDOT M-STANDARDS (SEE DETAIL M-608-1, ETC). ACCESSIBLE FEATURE WITHIN THE PUBLIC RIGHTS-OF-WAY SHALL BE CONSTRUCTED TO CONFORM TO THE LOCAL AUTHORITY HAVING JURISDICTION REQUIREMENTS
- 16. PROTECT ALL TREES AND VEGETATION. PLACE CONSTRUCTION FENCING AT DRIP LINE OF TREES AND PLANTS NEAR THE WORK ZONE. DEEP WATER TREES WEEKLY. HAND EXCAVATION REQUIRED AT ROOT ZONES WHERE PROPOSED PAVING OR UTILITY WORK IS WITHIN DRIPLINE OF TREES.
- 17. LOCATIONS OF CLEANOUTS, LIGHTS, SIGNAGE, JUNCTION BOXES, AND OTHER SIGNIFICANT SITE FEATURES TO BE STAKED FOR ENGINEER AND OR OWNER APPROVAL PRIOR TO WORK. CLEANOUTS, JUNCTION BOXES, AND ADJACENT GRADES TO BE RAISED ONE-HALF INCH AT ASPHALT/CONCRETE (OR 1" AT LANDSCAPING) TO PROVIDE POSITIVE DRAINAGE AWAY FROM FEATURES.

18. SURVEY INFORMATION:

- 18.1. BENCHMARK INFORMATION: TOPOGRAPHIC INFORMATION WAS PROVIDED BY TRUE NORTH COLORADO LLC., SEE IMPROVEMENT SURVEY PLAT W/ TOPOGRAPHY DATED 5/5/2023. BENCHMARK TEXT: "ELEVATIONS SHOWN HEREON ARE BASED ON A GROUND SURVEY PERFORMED ON APRIL 16, 2021, UPDATED DEVELOPMENT AREA MARCH 2023, UTILIZING THE CONTINUOUS OPERATING REFERENCE STATIONS (CORS) THROUGH THE MESA COUNTY RTVRN NETWORK BROAD CASTING NORTH AMERICAN VERTICAL DATUM (NAVD88) PROJECT BENCHMARK ELEVATION: 5249.00 AT FOUND REBAR & 1-1/4" CAP S&W LS26950. LOCATED AT THE NORTHWEST CORNER OF THE PROPERTY. COORDINATE AND VERIFY ALL VERTICAL AND HORIZONTAL DATA SHOWN IN SURVEY AND REPORT ANY IRREGULARITIES OR DISCREPANCIES TO ENGINEER PRIOR TO CONSTRUCTION.
- 18.2. BASIS OF BEARINGS: AS SHOWN ON SURVEY "THE SURVEY IS A BEARING OF S49*3500"W ALONG THE SOUTHERLY PROPERTY LINE PER WARRANTY DEED RECEPTION NO. 679661 BETWEEN THE NE CORNER OF SECTION 1, A FOUND 3-1/4" 1924 GLO BRASS CAP AND A FOUND REBAR & 1-1/4" RED PLASTIC CAP S&W LS 26950 AS SHOWN HERON." 18.3. HORIZONTAL CONTROL INFORMATION: HORIZONTAL CONTROL COORDINATES ARE PROVIDED BY THE FOLLOWING POINTS AS SHOWN ON THE PLANS:

SITE BENCHMARK N1574261.85 E2529358.92 ELEV 6249.07 CONTROL POINT 1 E2529483.18 N1574009.73 ELEV 6253.09 CONTROL POINT 2 N1574458.83 E2530863.92 ELEV 6271.33

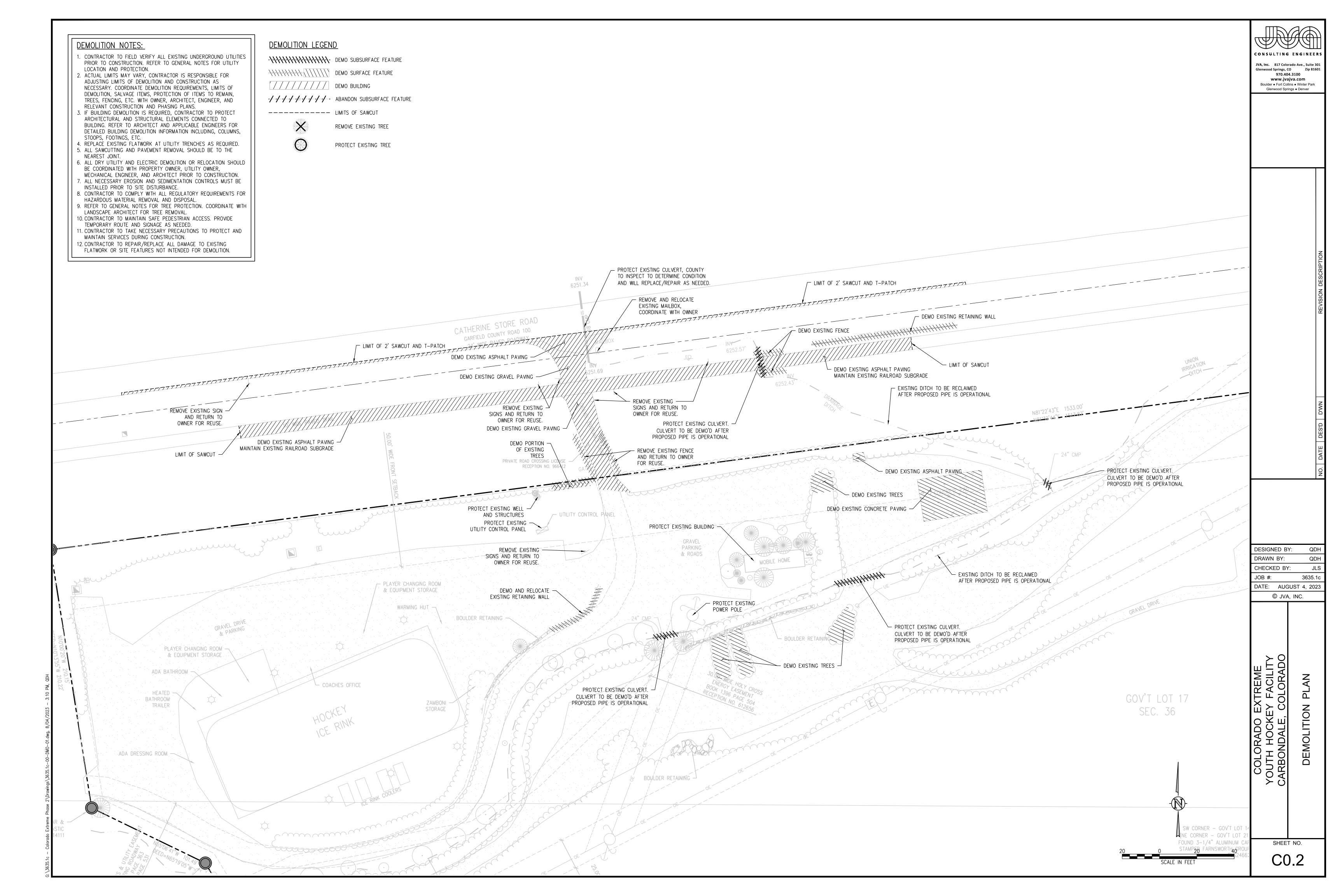
- 18.4 SURVEY UTILITY LOCATION INFORMATION PER THE SURVEYOR: SUBSURFACE UTILITIES ARE SHOWN IN APPROXIMATE HORIZONTAL AND VERTICAL LOCATIONS CONSISTENT WITH ASCE 38-02 QUALITY LEVEL "C" (INFORMATION OBTAINED BY SURVEYING AND PLOTTING VISIBLE ABOVE-GROUND UTILITY FEATURES AND BY USING PROFESSIONAL JUDGMENT IN CORRELATING THIS INFORMATION TO QUALITY LEVEL D; INFORMATION DERIVED FROM EXISTING RECORDS OR ORAL RECOLLECTIONS), AND BASED ON FIELD MEASUREMENTS PROVIDED BY THE OWNER AND THE CONTRACTOR. SUBSURFACE UTILITIES ARE NOT DEPICTED TO THE EXTENT SET FORTH IN ASCE 38-02 QUALITY LEVELS "A" (INFORMATION OBTAINED THROUGH THE NONDESTRUCTIVE EXPOSURE OF UNDERGROUND UTILITIES, AND ALSO PROVIDES THE TYPE, SIZE, CONDITION, MATERIAL AND OTHER CHARACTERISTICS OF UNDERGROUND FEATURES.) OR "B" (INFORMATION OBTAINED BY THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO DETERMINE THE EXISTENCE AND HORIZONTAL POSITION OF VIRTUALLY ALL UTILITIES WITHIN THE PROJECT LIMITS. THE INFORMATION OBTAINED IN THIS MANNER IS SURVEYED TO PROJECT CONTROL.). TO THE EXTENT DEEMED NECESSARY FOR THE PROTECTION OF PERSONS AND PROPERTY, POTHOLING OR OTHER PRECISE MAPPING SHOULD BE COMPLETED TO CONFIRM THE EXACT LOCATION OF ANY SUBSURFACE UTILITIES. NOTIFY OWNER AND ENGINEER WITH ALL UTILITY INFORMATION PRIOR TO CONSTRUCTION. VISIT HTTPS://WWW.FHWA.DOT.GOV/PROGRAMADMIN/SUEINDEX.CFM FOR MORE INFORMATION.
- 19. THE CONTRACTOR AT THE CONTRACTORS EXPENSE SHALL FURNISH THE OWNER AND ENGINEER OF RECORD A COMPLETE SET OF CONSTRUCTION RECORD DRAWINGS ("AS-BUILTS") FOR THE CONSTRUCTED IMPROVEMENTS. THE AS-BUILT SET SHALL SHOW SUFFICIENT DIMENSION TIES TO PERMANENT SURFACE FEATURES OR NORTHING/EASTING POINTS FOR ALL BURIED FACILITIES TO ALLOW FOR FUTURE LOCATING. THE AS-BUILT SET SHALL SHOW AS-BUILT CONTOURS AND ELEVATIONS OF ASPHALT AND CONCRETE FLATWORK, FLOWLINES, GRADE BREAKS, STAIRS, CROSS-SLOPES, HIGH AND LOW POINTS, AND ADDITIONAL ELEVATIONS TO DEMONSTRATE IMPROVEMENTS WERE CONSTRUCTED PER PLANS. THE AS-BUILT SET SHALL SHOW ELEVATIONS OF ALL DETENTION/WATER QUALITY FACILITIES, INCLUDING BUT NOT LIMITED TO BERMS, SPILLWAYS, BASIN BOTTOM, PIPE INVERTS, AND CONTROL STRUCTURE FEATURES (AS SURVEYED AND STAMPED BY A CERTIFIED P.L.S.). THE AS-BUILT SET SHALL ALSO INCLUDE ELEVATIONS OF MANHOLES, PIPES, INLETS, GRATES, AND SIZES OF ALL UTILITIES. THE AS-BUILT SET SHALL SHOW ANY AND ALL VARIATIONS FROM THE APPROVED PLAN. ENGINEER WILL PRODUCE FINAL RECORD DRAWINGS.

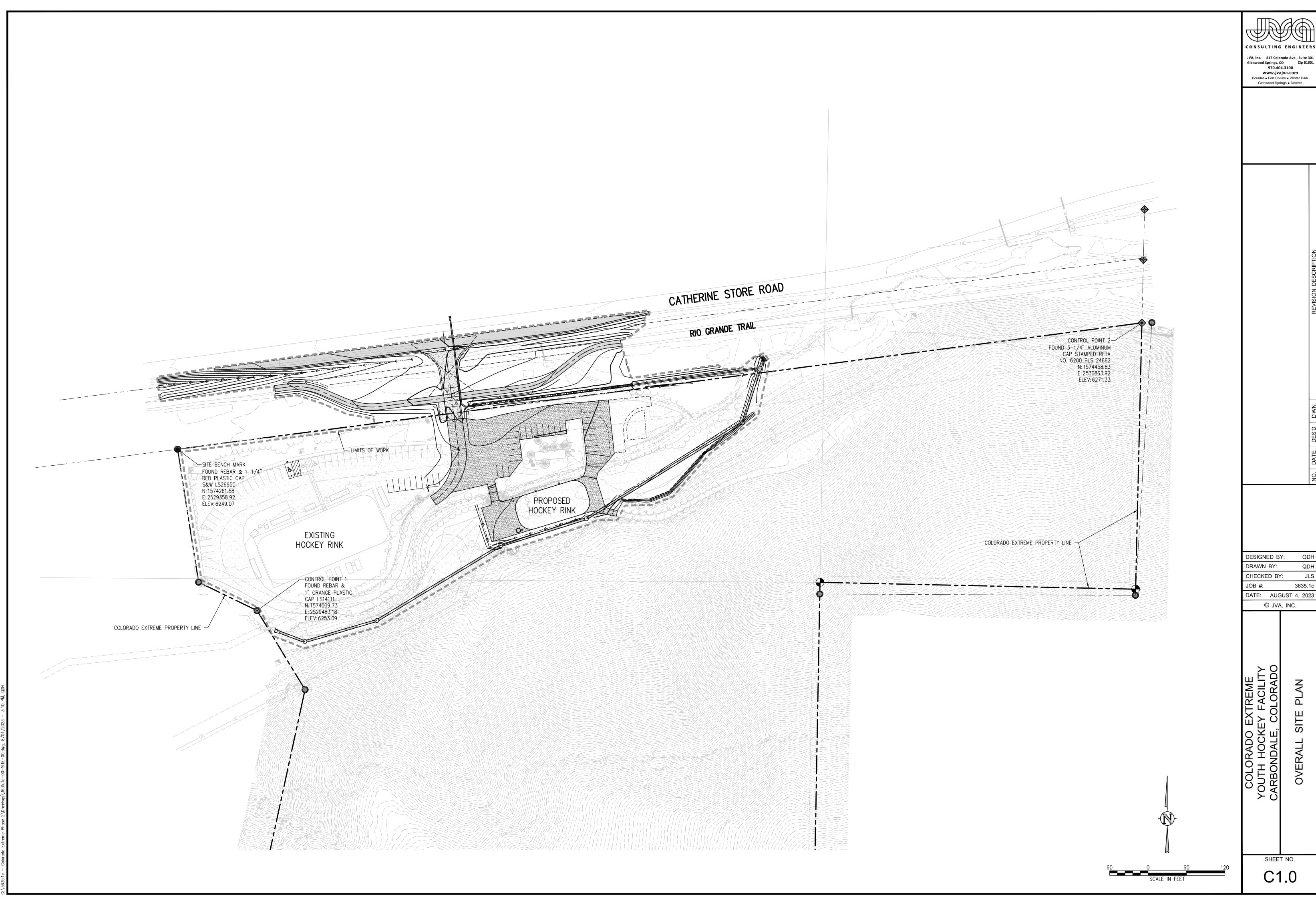
CONSULTING ENGINEER

JVA, Inc. 817 Colorado Ave., Suite 3 Glenwood Springs, CO Zip 8160 970.404.3100 www.jvajva.com Boulder • Fort Collins • Winter Parl Glenwood Springs • Denver

DESIGNED BY: DRAWN BY: CHECKED BY: JOB #: 3635.10 DATE: AUGUST 4, 2023 © JVA, INC.

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