DOUGLAS COUNTY
COLORADO

Staff Report Addendum

Date: July 16, 2026

To: Douglas County Planning Commission

From: Mike Pesicka, Principal Planner MP
Curtis J. Weitkunat, AICP, Long Range Planning Manager CW
Steven E. Koster, AICP, Deputy Director of Community Development SK

Subject: **Crowsnest CMP Land Use Map Amendment – Traffic Assessment Information**

Project File: **DR2026-003**

Planning Commission Hearing: **July 20, 2026 @ 6:00 p.m.**

A traffic assessment was submitted to Public Works Engineering on June 29, 2026. As of the writing of the staff report, Engineering Services was still reviewing the study.

Engineering reviewed the traffic assessment and offered one comment. To reflect the review of the submitted traffic assessment, the staff report on page 5, Section IV - Staff Analysis, approval criterion (4) in the first paragraph is updated to read:

> *Staff Comment: In its referral response, Public Works Engineering requested that a traffic study be submitted to determine whether Crowfoot Valley Road would have adequate capacity at an estimated urban build out of the proposed CMP Amendment. On June 29, the applicant submitted a traffic assessment to the County and on July 16, Engineering provided a comment which is provided as an attachment and is summarized below.*
>
> *The analysis does for the most part align with the roadway sections identified within the Douglas County 2050 Transportation Master Plan except for the portion of Crowfoot that would need to be constructed as a 6-lane section.*
>
> *Should this property be included in the urban area, Douglas County Engineering will work with any applicant on all future land use processes for these properties to continue to refine the traffic impacts through additional traffic studies. Any identified improvements will be secured through future Subdivision Improvements Agreements for any necessary road infrastructure improvements necessitated by the development.*

ATTACHMENTS **PAGE**

Engineering comment on Traffic Assessment 2
Crowsnest Traffic Assessment 3

The only comment that engineering had was regarding bullet 2 on page 34 under the "Recommendations" section that states:

- "The analysis demonstrates that the proposed CMP amendment can be accommodated within the framework of the existing and planned transportation network. The roadway improvements identified through this analysis are consistent with the improvements already contemplated by Douglas County planning documents and do not require creation of new regional transportation corridors."

This comment is only partially true and contradicts the last bullet on page 33 under the "Conclusions" section. The analysis does for the most part align with the roadway sections identified within the Douglas County 2050 TMP except for the portion of Crowfoot that would need to be constructed as a 6-lane section. The 2050 TMP only lists Crowfoot as needing to be a 4-lane arterial road. We have been working with the applicant and their Engineer to scope the traffic study for this application and we asked that they provide a conservative estimate for what could be built on the property if included within the urban area through the CMP Map Amendment process. What they have provided is at the top of the development range for the property and fairly conservative.

Should this property be included in the urban area, Douglas County Engineering will work with any applicant on all future land use processes for these properties to continue to refine the traffic impacts through additional traffic studies. Any identified improvements will be secured through future Subdivision Improvements Agreements for any necessary road infrastructure improvements necessitated by the development.

COMPREHENSIVE PLAN AMENDMENT TRAFFIC ASSESSMENT

CROWSNEST

Douglas County, CO

PREPARED FOR:
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DATE:
June 29, 2026

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Executive Summary

Overview

The purpose of this Traffic Assessment is to evaluate whether the existing and planned transportation network can adequately support the proposed Comprehensive Master Plan (CMP) Amendment and associated extension of the existing urban development pattern. Unlike a site-specific Traffic Impact Study, which focuses on detailed intersection operations and access design, this assessment is intended to provide a corridor-level evaluation of transportation infrastructure needs associated with the proposed land use change.

The analysis examines existing traffic conditions, projected background traffic growth, and the transportation impacts associated with the anticipated development program. These forecasts are then compared to the roadway classifications and design guidance contained within the Douglas County Roadway Design and Construction Standards and the Douglas County Transportation Plan to determine the roadway improvements necessary to accommodate future travel demand.

The objective of this assessment is to determine whether the proposed CMP Amendment can be supported by the existing and planned transportation system, identify any roadway improvements that may be warranted as development occurs, and evaluate the consistency of the proposed land use pattern with the County's long-range transportation planning framework. Particular emphasis is placed on Crowfoot Valley Rd, which serves as the primary transportation corridor through the study area and is already identified for future improvements within County planning documents.

Site Location and Study Area

The property that comprises the application area for the proposed development is approximately 750 acres of private property and public property (right-of-way) and is identified as Douglas County Parcel Numbers 2349-084-00-001, 2349-083-00-003, 2349-082-00-003, 2349-082-00-001, 2349-080-00-019, 2349-080-00-031, 2349-090-00-010, 2349-080-00-003, 2349-070-00-023, 2349-080-00-026, 2349-080-01-002, 2349-080-00-015. It is generally located on either side of Crowfoot Valley Rd, south of Chambers Road, and west of Bayou Gulch Road. The site location is shown on Figure 1-1. It is currently zoned A1 Agricultural by Douglas County and is being used for agricultural purposes and open lands. The Applicant proposes to amend the Douglas County Comprehensive Master Plan (CMP) by establishing a more than 740-acre extension of the existing urban development pattern within the High Plateau Non-urban area.

The subject property is located within a corridor that has experienced substantial urbanization and is bounded by existing or approved urban development including the Parker municipal area, The Canyons, Pinery, and Castle Park Ranch. The site is traversed by Crowfoot Valley Rd, a designated Major Arterial planned for widening in the County's long-range transportation plan. As a result, the proposed amendment would represent an extension of an existing urban development pattern rather than the creation of isolated development requiring new regional transportation infrastructure.

Description of Proposed Development

The Applicant, Ventana Capital, seeks to develop the area with a neighborhood serving commercial and single-family residential uses. The primary access points will be from Crowfoot Valley Rd to the northwest and southeast, aligning with existing access points of adjacent developments where feasible.

Conclusions and Recommendations

Conclusions

Based on the results of this traffic assessment, the following may be concluded:

- Under existing traffic conditions Crowfoot Valley Rd has an ADT of 10,700-13,100 vehicles per day (vpd).

- Under background future conditions, without the development of the subject site and the assumed 2% annual growth, the following ADTs are anticipated:
  - 2028: 11,500-13,800 vpd
  - 2030: 12,000-14,400 vpd
  - 2045: 16,400-19,300 vpd

- The proposed site development would generate, upon completion and full occupancy:
  - Phase 1 (2028): 15,180 net new weekday daily trips
  - Phase 1+2 (2030): 20,743 net new weekday daily trips
  - Phase 1+2+3 (2045): 33,513 net new weekday daily trips

- Under total future conditions, with the proposed CMP amendment and proposed subject site development, the following ADTs are anticipated:
  - Phase 1 (2028): 16,600-23,000 vpd
  - Phase 2 (2030): 18,800-27,400 vpd
  - Phase 3 (2045): 26,700-40,800 vpd

- Section 4.3.8 of the Douglas County Roadway Design and Construction Standards suggests the following roadway sections for Major Arterials based on the ADTs:
  - 2-lane section: ADTs <15,000 vpd
  - 4-lane section: ADTs >15,000 vpd
  - 6-lane section: ADTs >35,000 vpd

- The 4-lane cross-section of Crowfoot Valley Rd assumed and planned in the 2050 Douglas County Transportation Plan would adequately accommodate the full site buildout (2045) conditions with the exception of the segment of Crowfoot Valley Rd from N Pinery Pkwy to S Chambers Rd/Bayou Gulch Rd that is forecast to require 6-lanes in full buildout (2045) conditions. This 6-lane forecast for this segment reflects conservative buildout and growth assumptions and represents the upper end of the analyzed range. The ultimate cross section would be confirmed through future site-specific traffic analysis as development phases proceed.

Recommendations

- Under existing traffic conditions a 2-lane section is recommended for Crowfoot Valley Rd.

- Under background future conditions, without the development of the subject site, a 2-lane section is recommended for Crowfoot Valley Rd in 2028 and 2030 conditions, and a 4-lane section is recommended for Crowfoot Valley Rd in 2045 conditions.

- Under total future conditions, proposed CMP amendment, and subject site development, a 4-lane section is recommended for Crowfoot Valley Rd for all phases of development with the exception of the roadway section between N Pinery Pkwy and S Chamber Rd/Bayou Gulch Rd which is forecast to require 6-lanes in 2045 conditions. The ADT in this section was determined using conservative growth and development plans in the vicinity of the subject site and would likely be an overestimation of the 2045 future ADT.

- The analysis demonstrates that the proposed CMP amendment can be accommodated within the framework of the existing and planned transportation network. The roadway improvements identified through this analysis are consistent with improvements already contemplated by Douglas County planning documents and do not require creation of new regional transportation corridors.

- Intersection spacing and road design should adhere to the applicable design standards. Specifically, the full movement signalized roadway intersections should be spaced at ½ mile spacing minimum.

- Additional partial movement access should be evaluated at time of site plan when specific internal roadway layouts and uses are known.

- The proposed amendment concentrates future growth within an area already served by an existing Major Arterial corridor and adjacent to established development, thereby reducing the need for dispersed infrastructure extensions and supporting a more efficient transportation network.

- The proposed CMP Amendment would utilize and support transportation facilities already identified in County planning documents, allowing future growth to occur within an established transportation corridor rather than requiring the extension of major infrastructure into previously unserved areas.

- The roadway improvements identified in this assessment are based on the upper-bound trip generation development assumptions described herein. Any future development program would warrant traffic analysis to confirm what specific roadway improvements are necessary.

I. Introduction

Overview

The objective of this assessment is to determine whether the proposed CMP Amendment can be supported by the existing and planned transportation system, identify any roadway improvements that may be warranted as development occurs, and evaluate the consistency of the proposed land use pattern with the County's long-range transportation planning framework. Particular emphasis is placed on Crowfoot Valley Rd, which serves as the primary transportation corridor through the study area and is already identified for future improvements within County planning documents.

Site Location and Study Area

The property that comprises the application area for the proposed development is approximately 750 acres of private property and public property (right-of-way) and is identified as Douglas County Parcel Numbers 2349-084-00-001, 2349-083-00-003, 2349-082-00-003, 2349-082-00-001, 2349-080-00-019, 2349-080-00-031, 2349-090-00-010, 2349-080-00-003, 2349-070-00-023, 2349-080-00-026, 2349-080-01-002, 2349-080-00-015. It is generally located on either side of Crowfoot Valley Rd, south of Chambers Road, and west of Bayou Gulch Road. The site location is shown on Figure 1-1. It is currently zoned A1 Agricultural by Douglas County and is being used for agricultural purposes and open lands. The Applicant proposes to amend the Douglas County CMP by establishing a more than 740-acre extension of the existing urban development pattern within the High Plateau Non-urban area.

The subject property is located within a corridor that has experienced substantial urbanization and is bounded by existing or approved urban development including the Parker municipal area, The Canyons, Pinery, and Castle Park Ranch. The site is traversed by Crowfoot Valley Rd, a designated Major Arterial planned for widening in the County's long-range transportation plan. As a result, the proposed amendment would represent an extension of an existing urban development pattern rather than the creation of isolated development requiring new regional transportation infrastructure.

The Applicant, Ventana Capital, seeks to develop the area with a neighborhood serving commercial and single-family residential uses. The primary access points will be from Crowfoot Valley Rd to the northwest and southeast, aligning with existing access points of adjacent developments where feasible. The proposed uses are generally consistent with the land use designations of nearby and similar locations within Douglas County shown on the Land Use Map of the Douglas County CMP 2040.

Tasks undertaken in the course of this study included the following:

1. Reviewed the Applicant’s proposed development plans and other background data.

2. Conducted a virtual field reconnaissance of existing roadway and intersection geometries, traffic controls, and speed limits.

3. Collected weekday peak hour turning movement counts as well as Average Daily Traffic (ADT) counts at the key intersections and segments.

4. Analyzed existing ADTs along Crowfoot Valley Rd and their corresponding suggested roadway section.

5. Forecasted background future ADT volumes based on baseline traffic counts and regional traffic growth.

6. Estimated the number of daily trips that would be generated by the proposed use based on the Institute of Transportation Engineers (ITE) Trip Generation 12th Edition rates/equations and methodologies.

7. Prepared total future ADT forecasts based on background ADT forecasts plus site traffic assignments for Phase 1 (2028), Phase 2 (2030), and Phase 3 (2045) scenarios.

8. Identified roadway improvements required for Crowfoot Valley Rd to accommodate future traffic volumes as necessary.

Sources of data for this analysis included the ITE Trip Generation, 12th edition, Ventana Capital, Douglas County, Colorado, and the files/library of Galloway.

Site Description and Access

Site Conditions
The terrain proximate to and surrounding the site is generally classified as “level”.

Proposed Site Access
Access to the site would be provided by new intersections and connections to Crowfoot Valley Rd. Specifically, three new full movement signalized intersections with ½ mile spacing will be provided as well as opportunities for partial movement access can be provided as detailed herein.

Nearby Uses
The subject property is adjacent to developed and developing neighborhoods to the:

North: Parker Municipal Area (developed/developing)
South: Canyons Planned Development (under construction) and Pinery Separated Urban Area
East: Parker Municipal Area and Pinery Separated Urban Area
West: Castle Park Ranch (estate development)

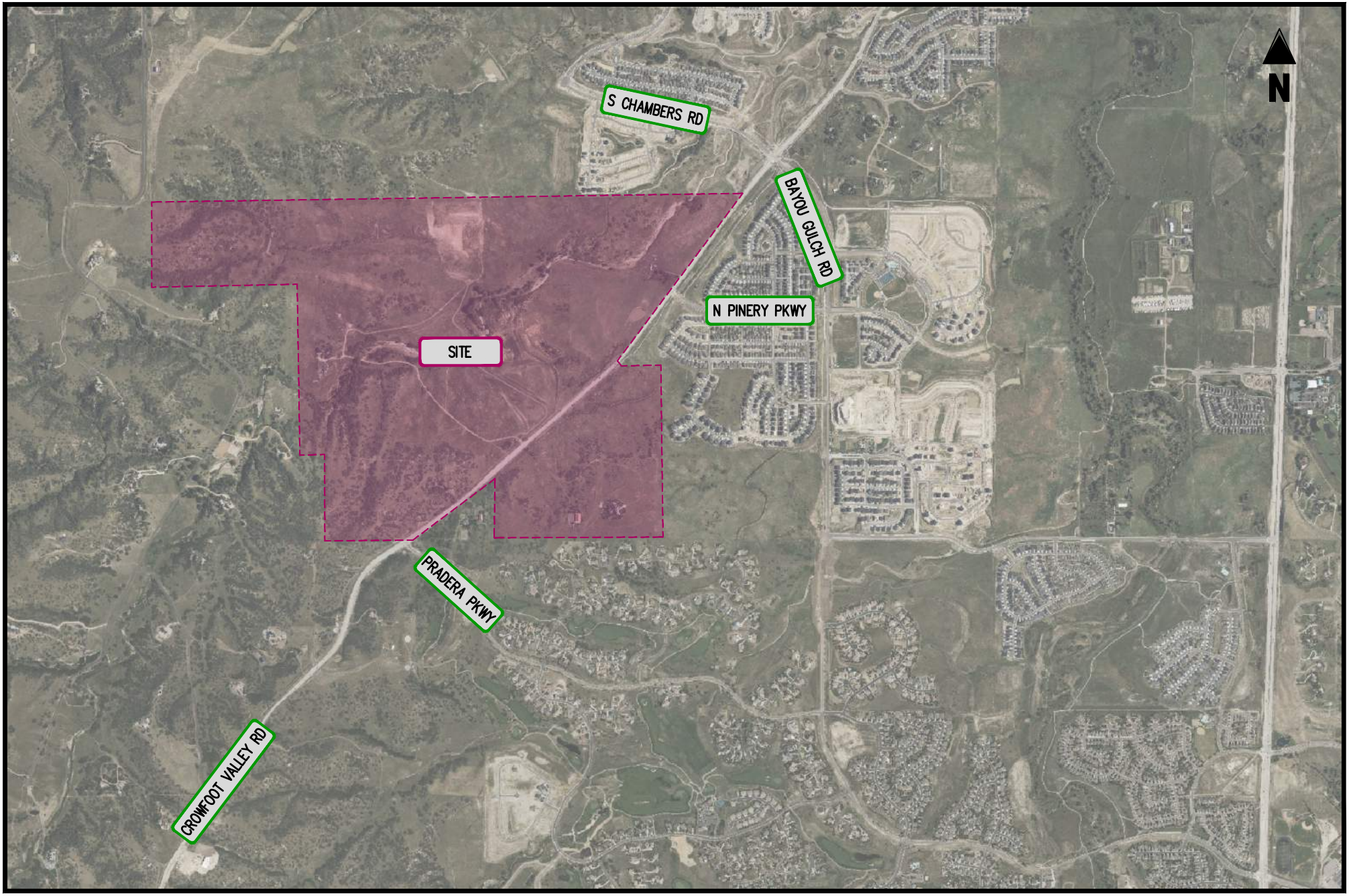


FIGURE 1-1
SITE LOCATION

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II. Background Information

Study Assumptions

The development program analyzed herein represents a conservative trip generation scenario used solely to evaluate corridor infrastructure needs. It does not establish, limit, or commit the Applicant to any specific density, unit count, or land use mix, all of which will be determined through the subsequent Planned Development (PD) zoning process. The program was modeled as single family detached residential and retail, with retail generating the highest per unit trip rates, collectively providing a conservative basis for infrastructure planning. For purposes of this analysis only, the proposed project was analyzed in three distinct phases to provide guidance to infrastructure requirements. It was assumed that Phase 1 would be built and operational in the study year 2028, Phase 2 would be built out in the year 2030, and a long-range analysis referred to as Phase 3 for study year 2045 was conducted.

Douglas County Comprehensive Master Plan

The Douglas County 2040 CMP designates the subject site as a Nonurban Land Use. Due to the commercial and residential infrastructure in the vicinity of the site, the proposed subject site is compatible with the existing development pattern in the surrounding area. This report investigates whether the infrastructure in the vicinity of the subject site could adequately accommodate the proposed Urban Land Use.

Existing Roadway Network

Regional access to the subject site is provided by Crowfoot Valley Rd, S Chambers Rd, Bayou Gulch Rd, N Pinery Pkwy, and Pradera Pkwy. Figure 2-1 depicts the existing roadway section along Crowfoot Valley Rd. The following provides a description of each of the roadways within the study network.

Crowfoot Valley Rd

Crowfoot Valley Rd is constructed as a two-lane section with turn lanes at major intersections. The posted speed limit is 50 mph in the vicinity of the subject site. Douglas County classifies the roadway as a Major Arterial. The roadway is designed with on-street bike facilities. The intersection with Chambers Road/Bayou Gulch Road operates under signalized control. The roadway provides southwest/northeast connection throughout the area.

S Chambers Rd

S Chambers Rd is constructed as a three-lane roadway with turn lanes at major intersections. The posted speed limit is 45 mph in the vicinity of the subject site. Douglas County classifies the roadway as a Major Arterial. The roadway provides north/south regional connection through the area.

Bayou Gulch Rd

Bayou Gulch Rd is constructed as a two-lane roadway with a posted speed limit of 40 mph in the vicinity of the subject site. Douglas County classifies the roadway as a Major Arterial. The roadway provides north/south regional connection through the area.

N Pinery Pkwy

N Pinery Pkwy is constructed as a two-lane divided roadway with a posted speed limit of 35 mph in the vicinity of the subject site. Douglas County classifies the roadway as a Collector. The intersections along the roadway operate under stop control and provide access to residential neighborhoods.

Pradera Pkwy
Pradera Pkwy is constructed as a two-lane roadway with a posted speed limit of 40 mph in the vicinity of the subject site. Douglas County classifies the roadway as a Collector. The intersections along the roadway operate under stop control and provide access to residential neighborhoods.

Driveway Accesses
Additional driveways exist on Crowfoot Valley Rd for residential use and church land use. These driveways were not studied within this analysis as they are expected to have minimal inbound/outbound volumes, and all site trips are expected to be through movements at the driveways.

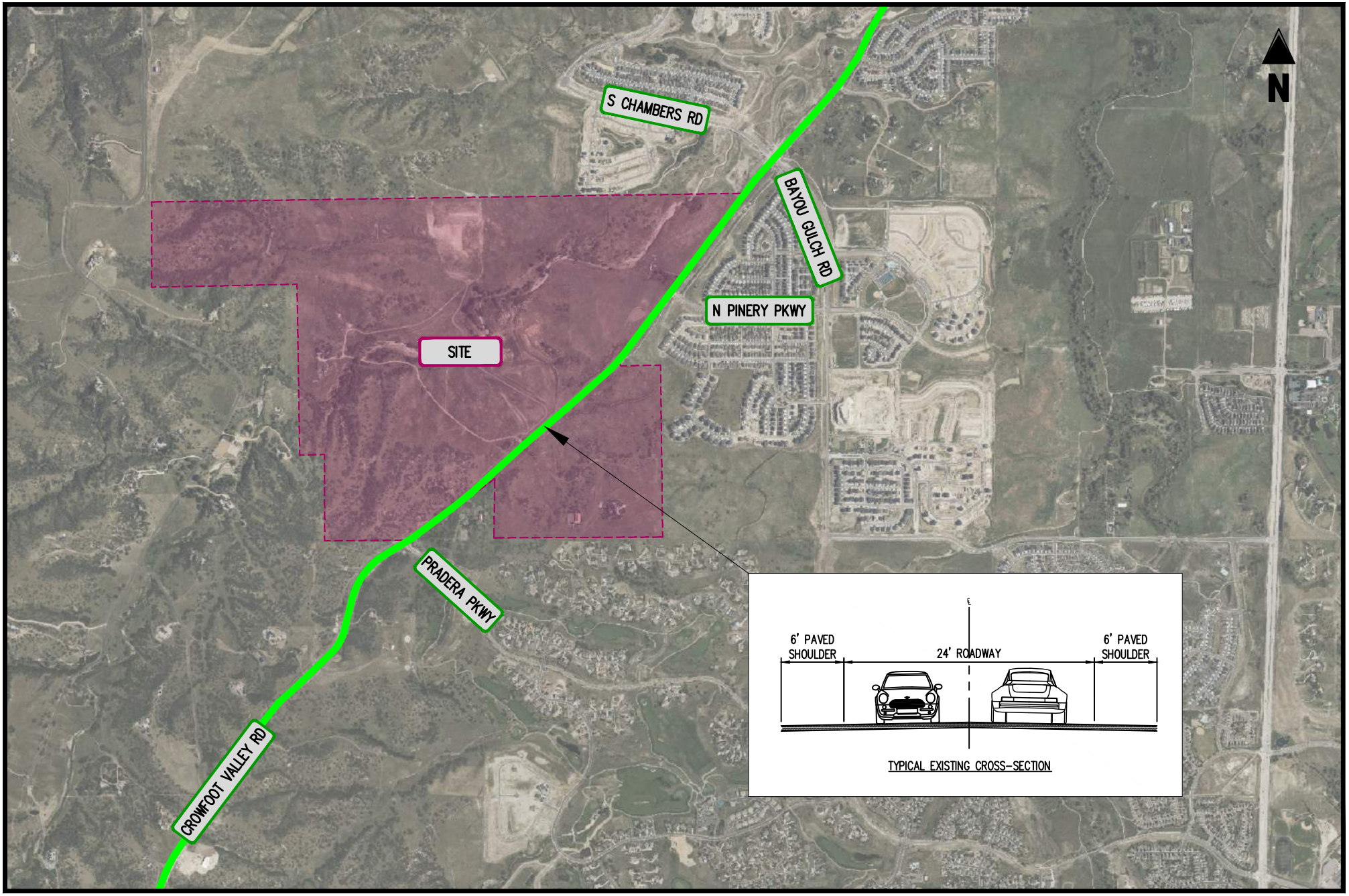


FIGURE 2-1
EXISTING ROADWAY SECTION

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III. Analysis of Existing and Background Conditions

Traffic Volumes

24 hour ADT counts along Crowfoot Valley Rd as well as Weekday peak hour traffic volume counts were conducted on Wednesday October 8, 2025, and Tuesday November 18, 2025 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM at the study intersections by IDAX Data Solutions. The existing volumes are summarized in Figure 3-1. Copies of traffic counts are included in Appendix A.

Roadway Section Analysis

Section 4.3.8 of the Douglas County Roadway Design and Construction Standards suggests the following roadway sections for Major Arterials based on the ADTs:

- 2-lane section: ADTs <15,000 vpd
- 4-lane section: ADTs >15,000 vpd
- 6-lane section: ADTs >35,000 vpd

An excerpt of Roadway Design Standards is provided in Appendix B. These ADTs were used to determine when Crowfoot Valley Rd would require widening to a 4 or 6-lane section.

Roadway design analyses were conducted along Crowfoot Valley Rd based on the existing baseline vehicular traffic volumes shown in Figure 3-1. The ADTs on all Crowfoot Valley Rd segments are currently under 15,000 vpd, therefore a 2-lane roadway section is suggested.

Background Future Methodology

The future ADT forecasts, without the proposed new use, were developed for 2028, 2030, and 2045 conditions based on a composite of existing baseline traffic volumes and regional traffic growth.

Increases in traffic associated with regional growth were estimated at 2.0% per year up to 2028, 2030, and 2045. This growth accounts for increases in traffic resulting from influences outside of the immediate study area as well as future planned developments in the vicinity of the subject site. A 2% annual growth rate was selected because it reflects both anticipated regional growth and the continued urbanization of southeastern Douglas County. This rate intentionally captures future development activity beyond the immediate study area and therefore represents a conservative planning assumption for corridor-level infrastructure sizing. The resulting increases in volumes within the study area are reflected in Figure 3-2 for 2028 conditions, Figure 3-3 for 2030 conditions, and Figure 3-4 for 2045 conditions.

Planned Network Connectivity

In addition to the assumed regional traffic growth, the transportation network within the vicinity of the subject site continues to evolve through the construction of planned roadway connections and the expansion of adjacent development areas. Of particular significance is the approved extension of Canyonside Boulevard (timing to be determined) and other local roadway connections that would provide additional east-west and north-south travel opportunities throughout southeastern Douglas County. These improvements would increase network connectivity and route choice, creating a more interconnected transportation system that allows trips to be distributed across multiple corridors rather than concentrated on a limited number of roadways.

As the area continues to urbanize, the increasing density of roadway connections is expected to improve overall network efficiency by reducing travel distances between origins and destinations, increasing

transportation system resiliency, and providing additional opportunities for local trips to occur on the collector and local street network. This increased connectivity is generally associated with lower vehicle miles traveled (VMT) per trip when compared to more isolated development patterns and is consistent with the transition of the surrounding area from a predominantly rural development pattern toward a more connected urban environment. The proposed CMP Amendment would be situated within and benefit from this evolving transportation network.

Background Future ADT Forecasts

The existing ADTs depicted in Figure 3-1 and the regional growth shown in Figure 3-2 (2028), Figure 3-3 (2030), and Figure 3-4 (2045), were added together to yield the background future ADT forecasts shown in Figure 3-5 (2028), Figure 3-6 (2030), and Figure 3-7 (2045).

Background Future Roadway Section Analysis

Capacity analyses of 2028, 2030, and 2045 future traffic conditions without the proposed development were conducted to determine the number of lanes suggested for Crowfoot Valley Rd. In 2028 and 2030 conditions a 2-lane section is suggested, and for 2045 conditions a 4-lane section is suggested per the forecast ADT volumes. These are depicted in Figure 3-5 for 2028 conditions, Figure 3-6 for 2030 conditions, and Figure 3-7 for 2045 conditions.

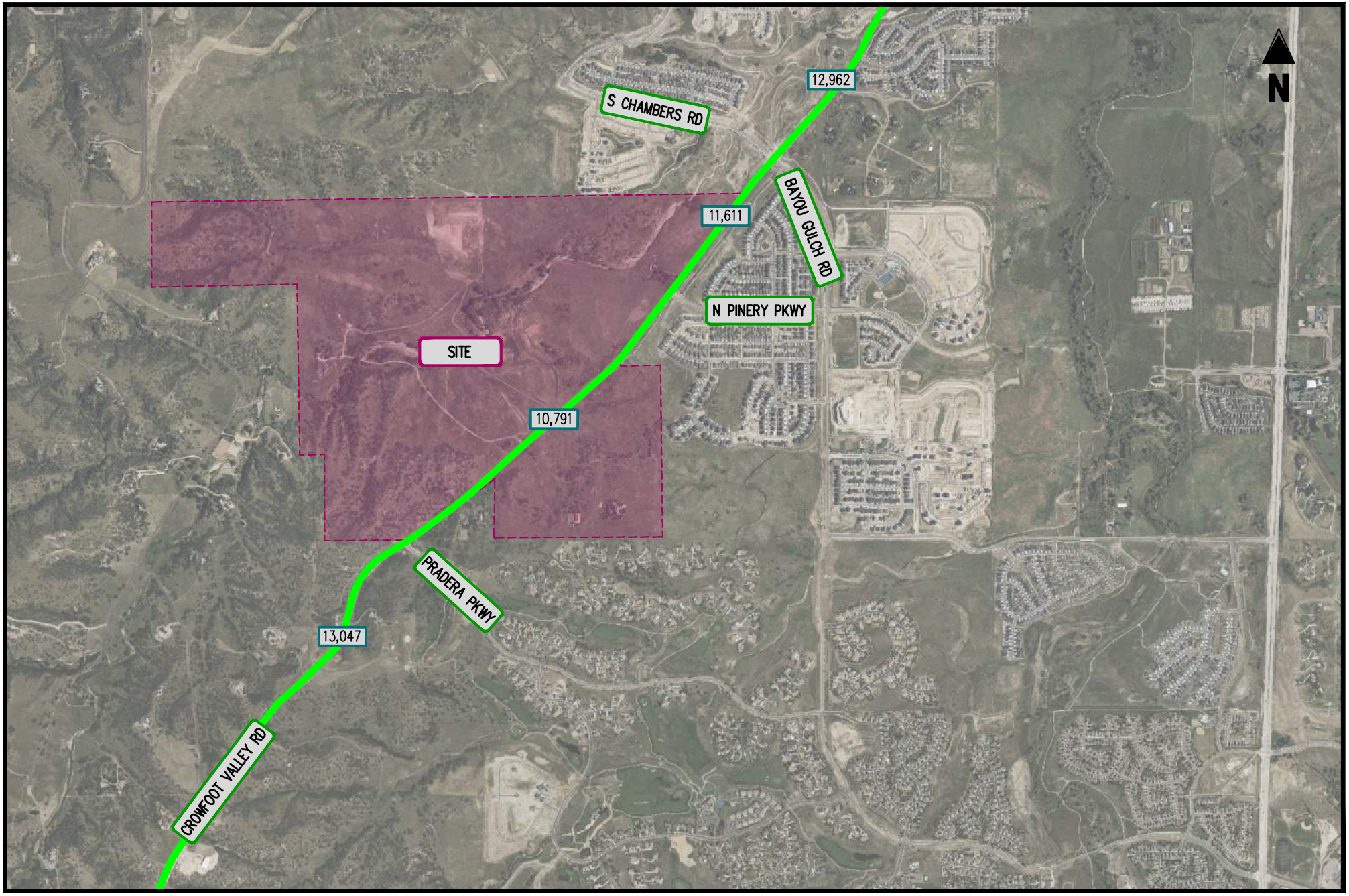


FIGURE 3-1
EXISTING ADTS & ROADWAY SECTION

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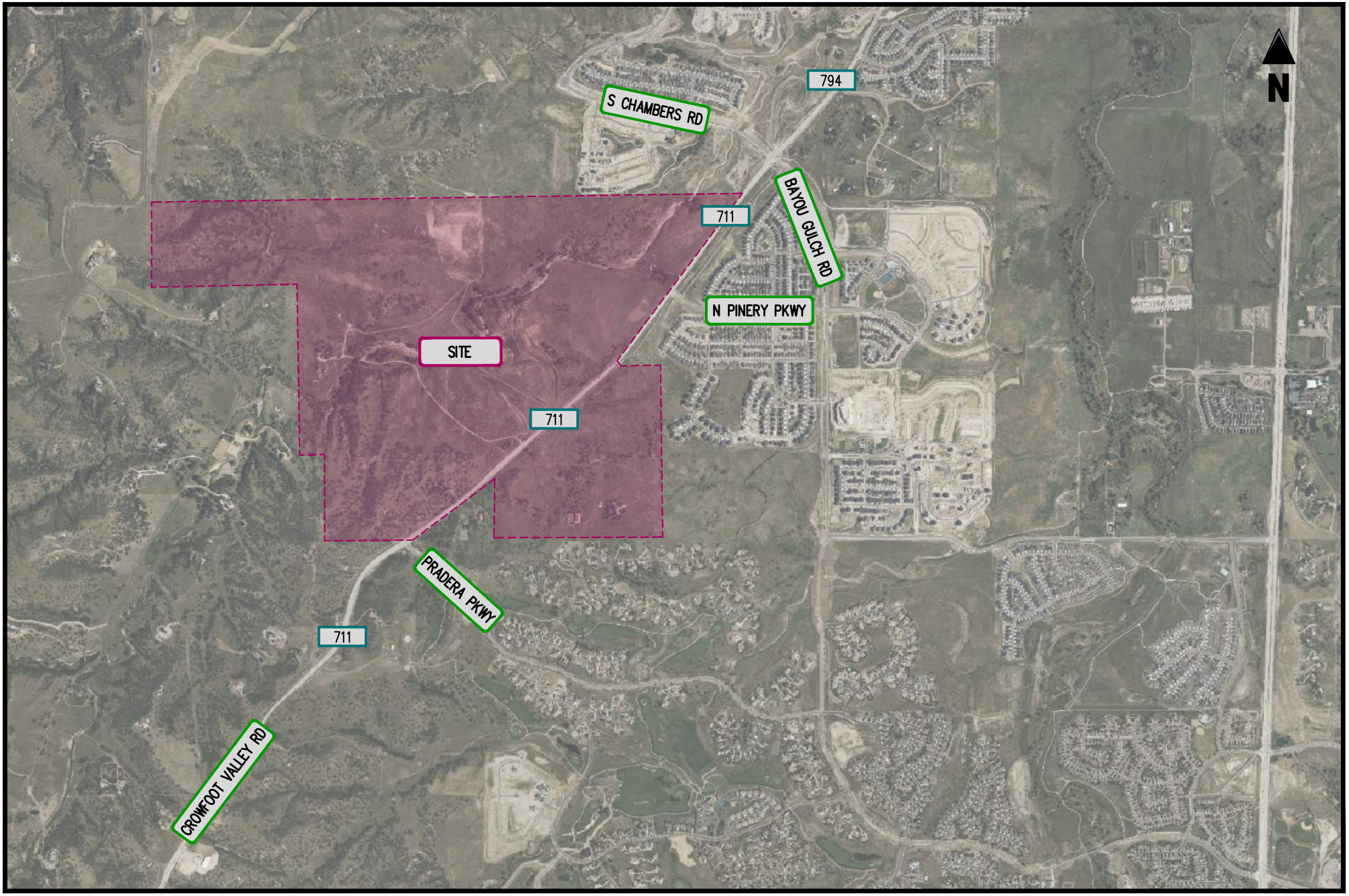


FIGURE 3-2
BACKGROUND GROWTH 2028

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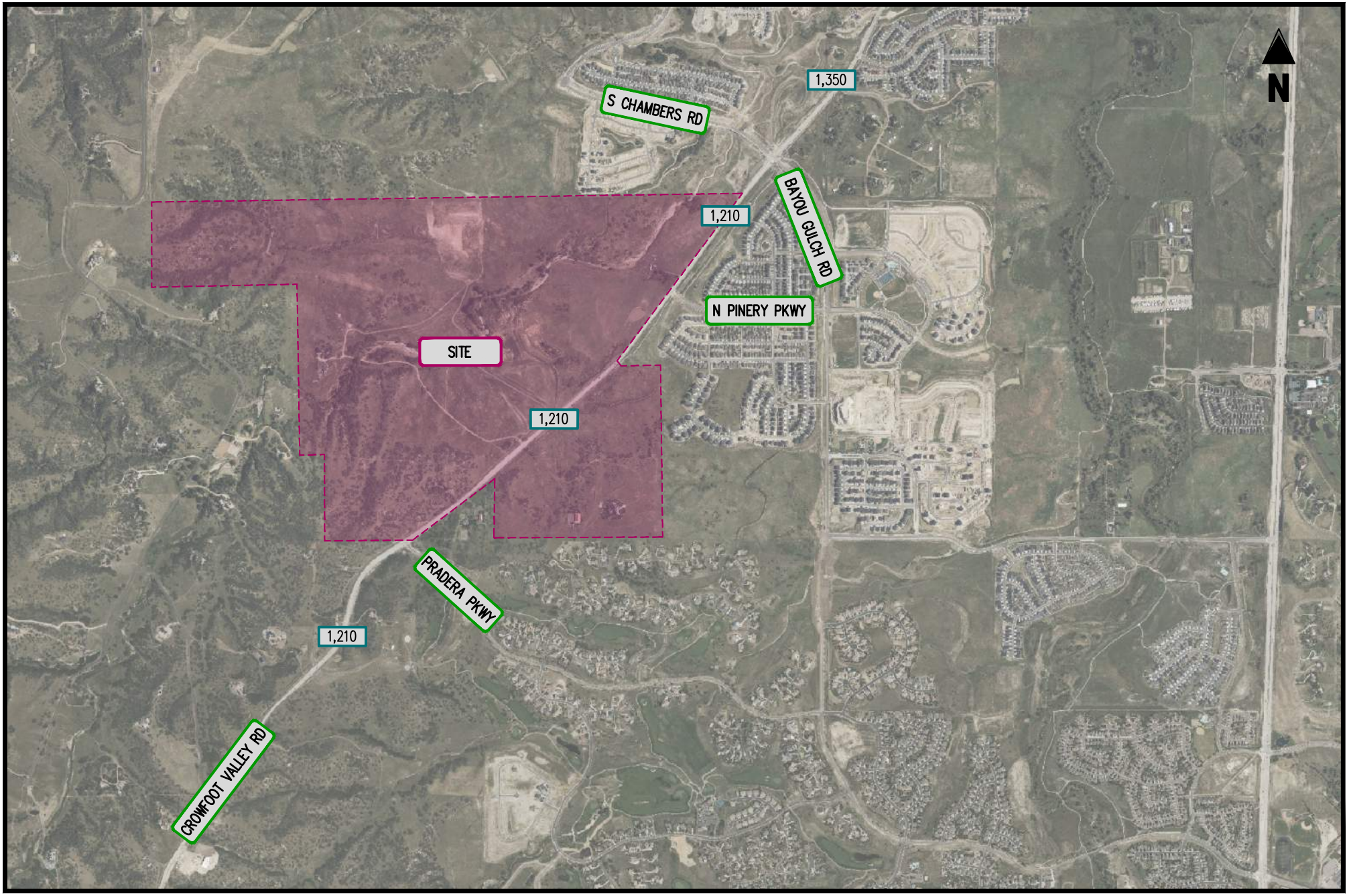


FIGURE 3-3
BACKGROUND GROWTH 2030

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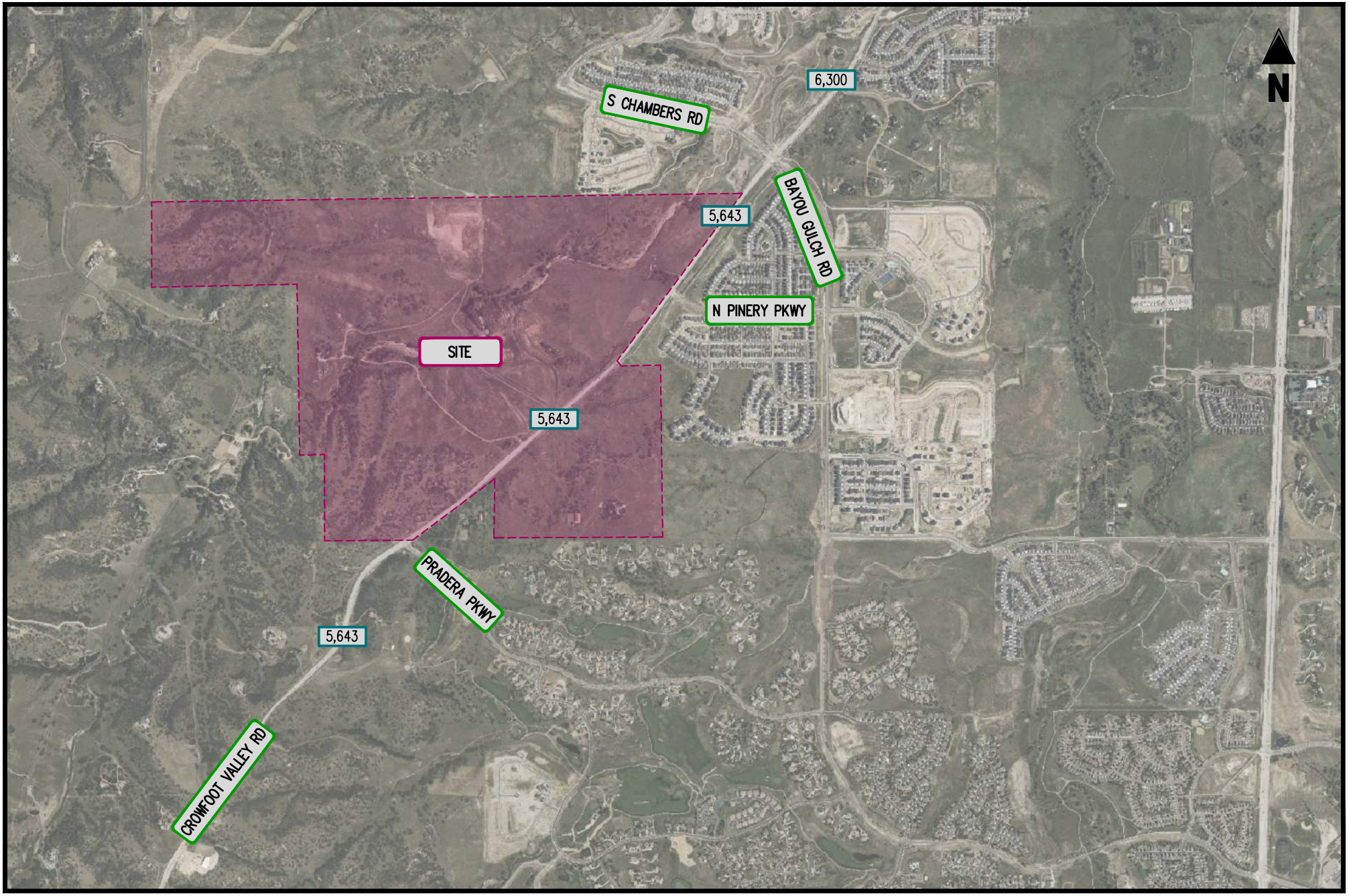


FIGURE 3-4
BACKGROUND GROWTH 2045

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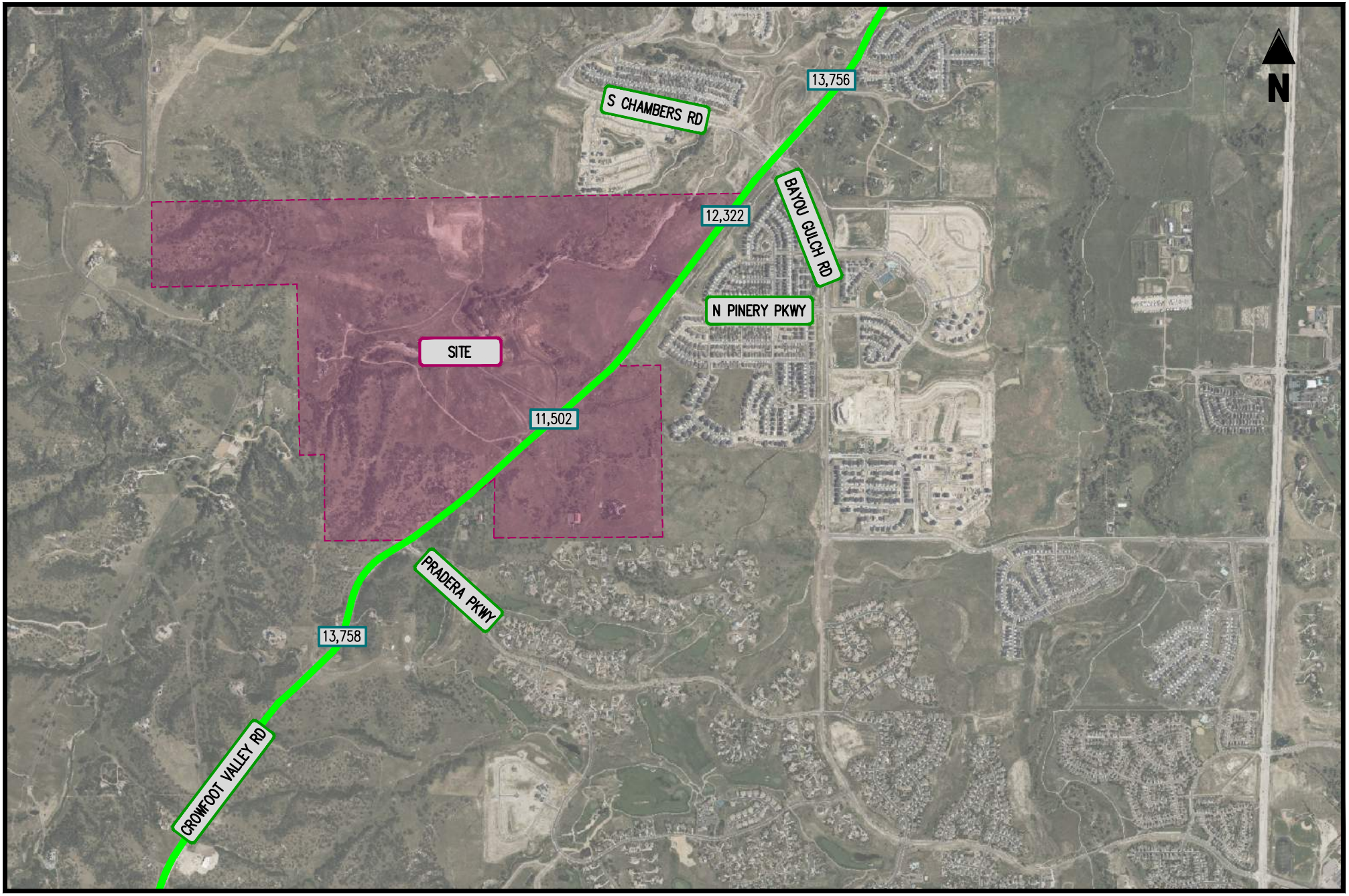


FIGURE 3-5
BACKGROUND FUTURE ADTS & SUGGESTED ROADWAY SECTION - 2028

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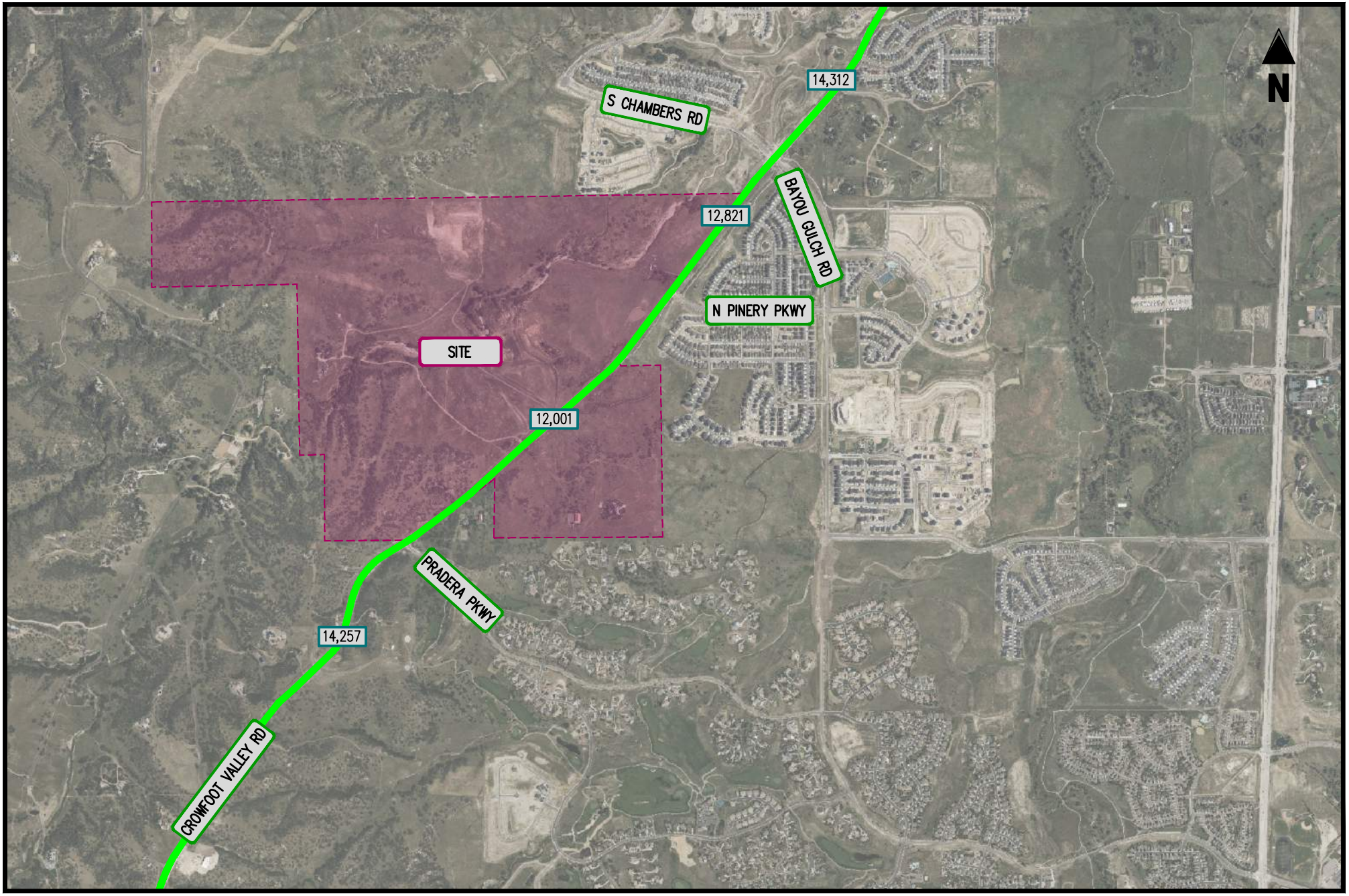


FIGURE 3-6
BACKGROUND FUTURE ADTS & SUGGESTED ROADWAY SECTION - 2030

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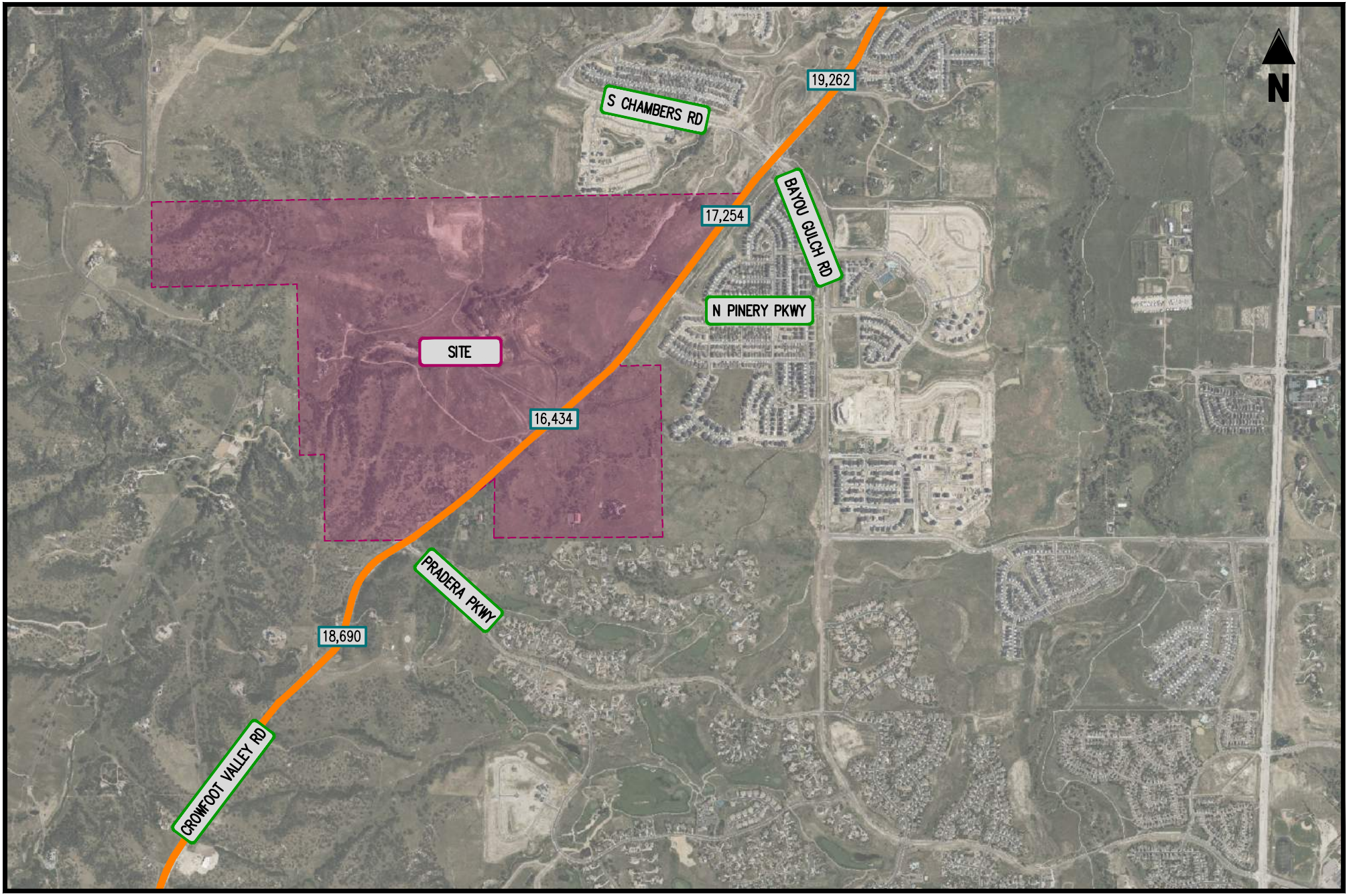


FIGURE 3-7
BACKGROUND FUTURE ADTS & SUGGESTED ROADWAY SECTION - 2045

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IV. Site Analysis & Total Future Conditions

Overview

Due to the size of the proposed development, the roadway segments will need to be improved coincident with the proposed phased development. The development program is forecasted herein and analyzed for future scenarios to determine the required roadway sizing that would be needed for each of the development scenarios.

Proposed Development

For purposes of this analysis, it was assumed that the subject site would be developed with neighborhood serving commercial and single-family residential uses. The development program analyzed herein represents a conservative trip generation scenario used solely to evaluate corridor infrastructure needs. It does not establish, limit, or commit the Applicant to any specific density, unit count, or land use mix, all of which will be determined through the subsequent PD zoning process. The program was modeled as single family detached residential and retail, with retail generating the highest per unit trip rates, collectively providing a conservative basis for infrastructure planning. For purposes of this study, the site is assumed to be complete and occupied in three phases. The following use and development programs were analyzed:

Build-Out 2028 Phase 1:

1,128	DU	Single Family Detached Housing
225,000	SF	Retail

Build-Out 2030 Phase 2:

680	DU	Single Family Detached Housing

Build-Out 2045 Phase 3:

1,561	DU	Single Family Detached Housing

Proposed Site Access

Ultimate access to the development is proposed via three full movement signalized intersections provided at ½ mile spacing and aligned with existing roadway intersections where possible. Additional partial access is contemplated to provide necessary additional access to the commercial planning areas where increased access is necessary to support development. Further refinement of access will be provided during the site plan stages.

Trip Generation

Overview

Trip generation estimates for the weekday AM and PM peak hours, as well as the weekday ADT, were derived from the standard ITE Trip Generation Manual rates/equations, as published in the 12th edition. The trip generation analysis is presented in Table 4-1.

Internal Capture

Due to the complementary nature of the residential and retail uses of the proposed development, it is assumed that a number of trips would be shared between the uses. These are trips that are going from one

use on site to another use on site and should not be counted as separate trips for each use. An internal capture reduction of 10% was applied to the trip generation analysis.

Pass-by Trips
According to ITE, in some cases the driveway volumes at a particular land use are different from the amount of traffic added to the adjacent street system. Uses such as shopping centers establishments attract a portion of their trips from traffic that is already present on the road network. Pass-by trips are those trips which are made as intermediate stops on the way to a primary destination. An example of a pass-by trip would be one in which a driver stops at a supermarket on their way home from work.

The proposed use would experience pass-by trips consistent with the primary uses located on site. In recognition of this phenomenon and consistent with ITE published data, a daily pass-by reduction of 19% was applied to the trip generation analysis.

As shown in Table 4-1, the site in total is anticipated to generate 1,400 weekday daily pass-by trips. Therefore, these trips would be drawn from the existing road network and assigned to the future site entrances accordingly.

Net Site Trips
The vehicle trips that would be generated by the proposed development plan are summarized in Table 4-1. As shown in the table, the site would generate upon completion and full occupancy:

- Phase 1 (2028): 15,180 net new weekday daily trips
- Phase 1+2 (2030): 20,743 net new weekday daily trips
- Phase 1+2+3 (2045): 33,513 net new weekday daily trips

Site Trip Distributions
The distribution of the anticipated trips generated by the completion of the proposed development was based on an examination of existing traffic counts and local knowledge. Existing travel patterns indicate the following distribution is appropriate in the forecasting of future site traffic:

Residential:

- To/from the north on Crowfoot Valley Rd: 20%
- To/from the east on Stroh Rd: 15%
- To/from the west on Stroh Rd: 5%
- To/from the west on Chambers Rd: 25%
- To/from the east on Bayou Gulch Rd: 5%
- To/from the east on Pradera Pkwy: 5%
- To/from the south on Crowfoot Valley Rd: 25%

Commercial:

- To/from the north on Crowfoot Valley Rd: 20%
- To/from the east on Stroh Rd: 15%
- To/from the west on Stroh Rd: 5%
- To/from the west on Chambers Rd: 25%
- To/from the east on Bayou Gulch Rd: 5%
- To/from the east on N Pinery Pkwy: 5%
- To/from the east on Pradera Pkwy: 5%
- To/from the south on Crowfoot Valley Rd: 20%

Site Trip Assignments

The assignment of the new vehicle trips generated upon the future build-out of the development project was based on the above distributions. The trips assignments are depicted in Figure 4-1 for Phase 1 Residential Trips, Figure 4-2 for Phase 1 Commercial net new trips, Figure 4-3 for Phase 2 trips, and Figure 4-4 for Phase 3 trips.

Total Future ADT Forecasts

The Phase 1 (2028), Phase 2 (2030), and Phase 3 (2045) total future ADT forecasts associated with the proposed development were developed by combining the background future forecasts shown in Figure 3-5 (2028), Figure 3-6 (2030), and Figure 3-7 (2045), and the site trip assignments shown in Figure 4-1, Figure 4-2, Figure 4-3, and Figure 4-4. The resulting total future ADT forecasts are provided in Figure 4-5 for 2028 conditions, Figure 4-6 for 2030 conditions and Figure 4-7 for 2045 conditions.

Total Future Roadway Section Analysis

Analyses of Phase 1 (2028), Phase 2 (2030), and Phase 3 (2045) future traffic conditions with the proposed development were conducted to determine the number of lanes suggested for Crowfoot Valley Rd. In all phases a 4-lane section is suggested per the forecasted ADT volumes with the exception of the roadway section between N Pinery Pkwy and S Chamber Rd/Bayou Gulch Rd which is forecast to require 6-lanes in 2045 conditions. This is depicted in Figure 4-5 for 2028 conditions, Figure 4-6 for 2030 conditions, and Figure 4-7 for 2045 conditions. The ADT in this section was determined using conservative growth and development plans in the vicinity of the subject site and would likely be an overestimation of the 2045 future ADT.

2050 Douglas County Transportation Plan

The 2050 Douglas County Transportation Plan discussed the Crowfoot Valley Road Widening project in two phases. The first phase would widen the roadway from 2-to-4 lanes from Macanta Blvd to Chambers Rd/Bayou Gulch Rd and is within the near-term (2026-2030) projects. The second phase would widen the roadway from 2-to-4 lanes from Chambers Rd/Bayou Gulch to Stroh Rd and is within the mid-term (2031-2040) projects. The 2050 Douglas County Transportation Plan assumed a future 4-lane cross section in the vicinity of the subject site which would be able to accommodate the proposed subject site. The segment of Crowfoot Valley Rd from N Pinery Pkwy to S Chambers Rd/Bayou Gulch Rd that is forecast to require 6-lanes in full buildout (2045) conditions reflect conservative buildout and growth assumptions and represents the upper end of the analyzed range. The ultimate cross section would be confirmed through future site-specific traffic analysis as development phases proceed.

Table 4-1

Crowsnest - Douglas County, CO

Site Trip Generation [1]

Land Use	Land Use Code	Amount	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Average Daily Trips
Phase 1										
Single-Family Detached Housing	210	1,126	DU	213	575	788	649	398	1,047	10,235
			Internal Capture (10%)	(21)	(58)	(79)	(65)	(40)	(105)	(1,024)
			External Trips	**192**	**517**	**709**	**584**	**358**	**942**	**9,211**
Shopping Center (>150K)	820	225,000	SF	123	75	198	360	374	734	8,188
			Internal Capture (10%)	(12)	(8)	(20)	(36)	(37)	(73)	(819)
			External Trips	**111**	**67**	**178**	**324**	**337**	**661**	**7,369**
			Pass-by (AM 0%/PM 19%)	-	-	-	*(62)*	*(64)*	*(126)*	*(1,400)*
Net New Shopping Center Trips				**111**	**67**	**178**	**262**	**273**	**535**	**5,969**
Net New Phase 1 Trips				**303**	**584**	**887**	**846**	**631**	**1,477**	**15,180**
Phase 2										
Single-Family Detached Housing	210	680	DU	129	347	476	392	240	632	6,181
			Internal Capture (10%)	(13)	(35)	(48)	(39)	(24)	(63)	(618)
			External Trips	**116**	**312**	**428**	**353**	**216**	**569**	**5,563**
Net New Phase 1 + Phase 2 Trips				**419**	**896**	**1,315**	**1,199**	**847**	**2,046**	**20,743**
Phase 3										
Single-Family Detached Housing	210	1,561	DU	295	798	1,093	900	552	1,452	14,189
			Internal Capture (10%)	(30)	(80)	(109)	(90)	(55)	(145)	(1,419)
			External Trips	**265**	**718**	**984**	**810**	**497**	**1,307**	**12,770**
Net New Phase 1 + Phase 2 + Phase 3 Trips				**684**	**1,614**	**2,299**	**2,009**	**1,344**	**3,353**	**33,513**

Note(s):

(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 12th Edition

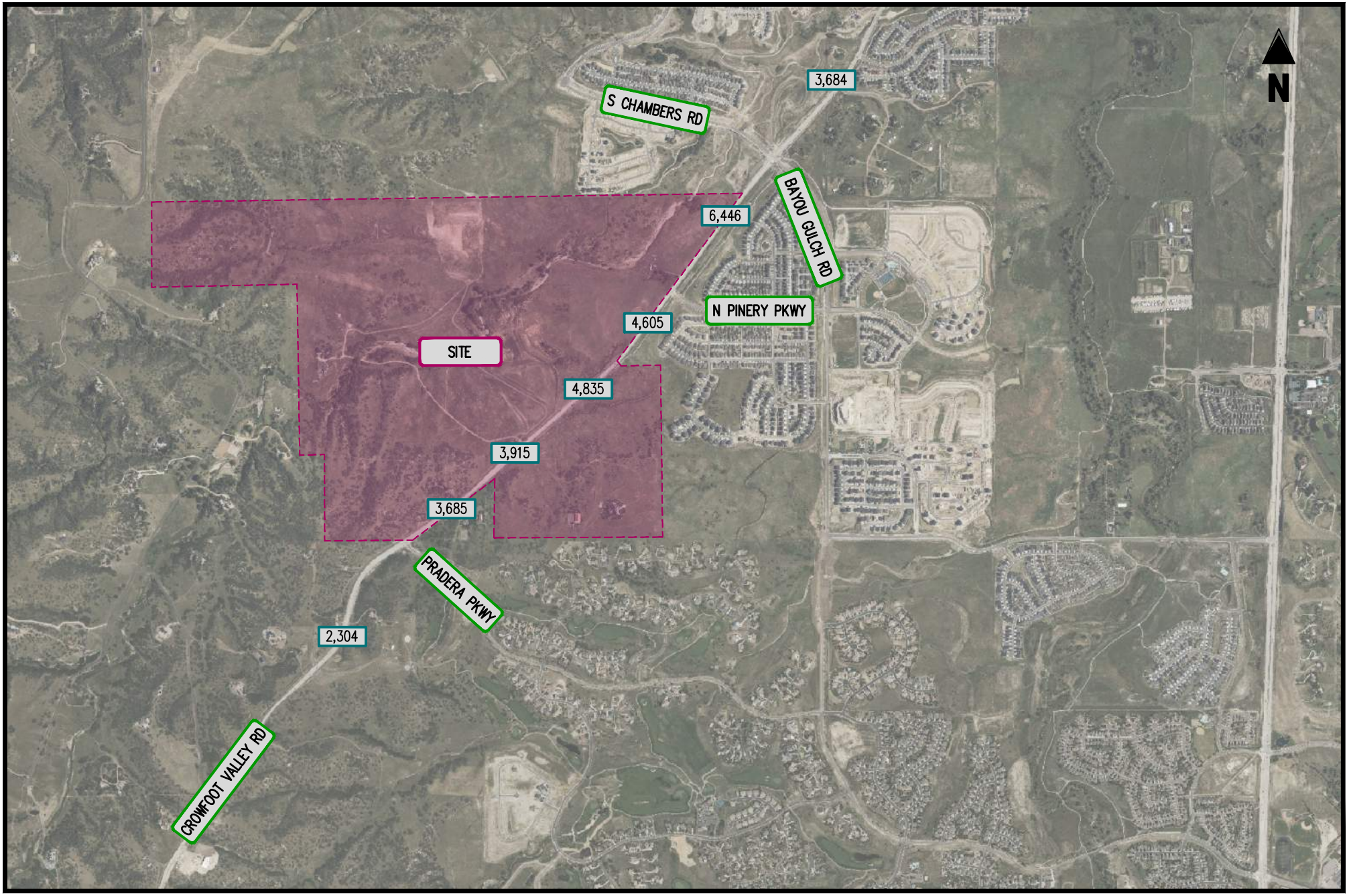


FIGURE 4-1
PHASE 1 (2028) RESIDENTIAL SITE TRIPS

CROWSNEST
DOUGLAS COUNTY, CO

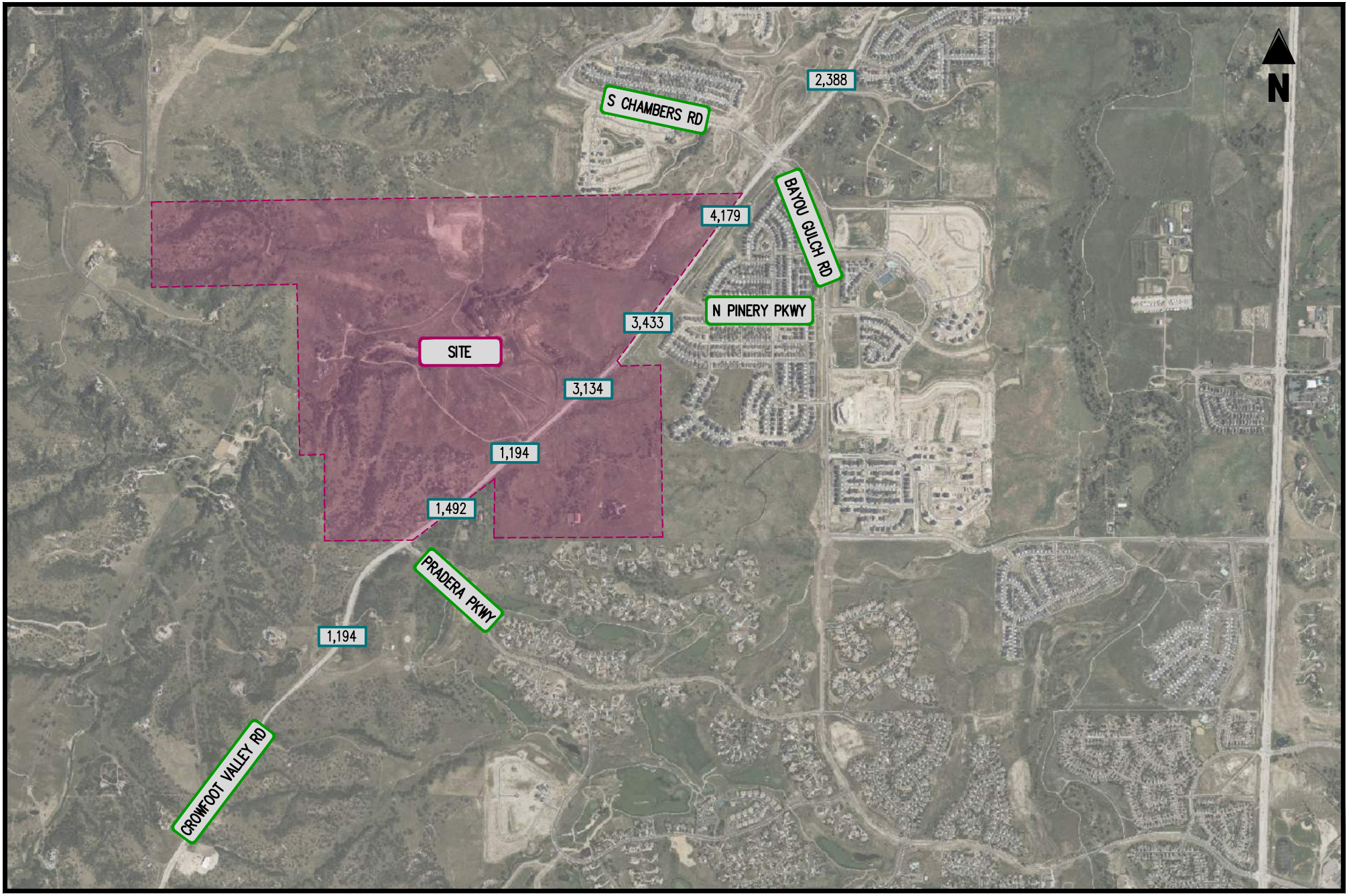


FIGURE 4-2
PHASE 1 (2028) COMMERCIAL SITE TRIPS

CROWSNEST
DOUGLAS COUNTY, CO

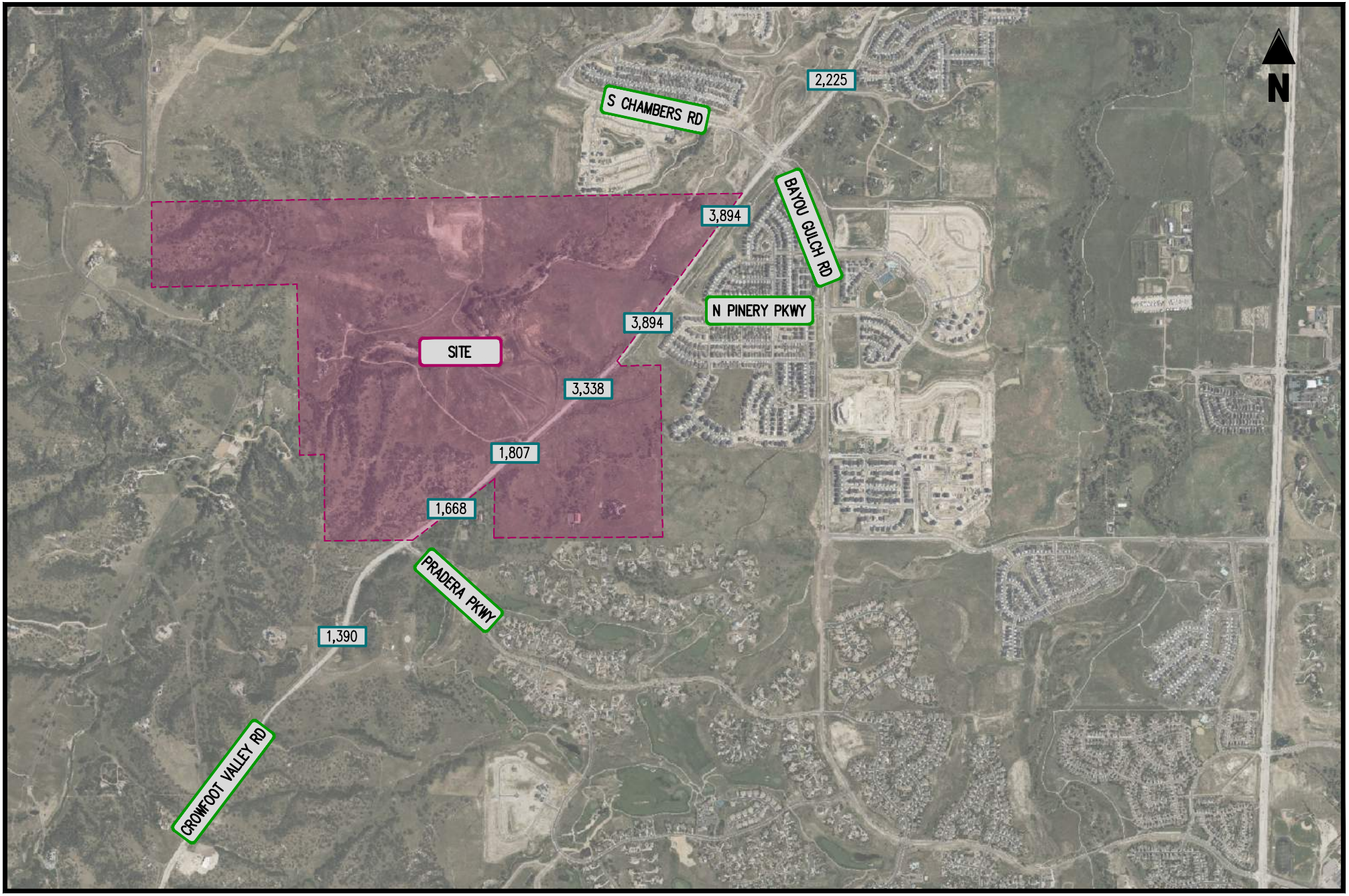


FIGURE 4-3
PHASE 2 (2030) SITE TRIPS

CROWSNEST
DOUGLAS COUNTY, CO

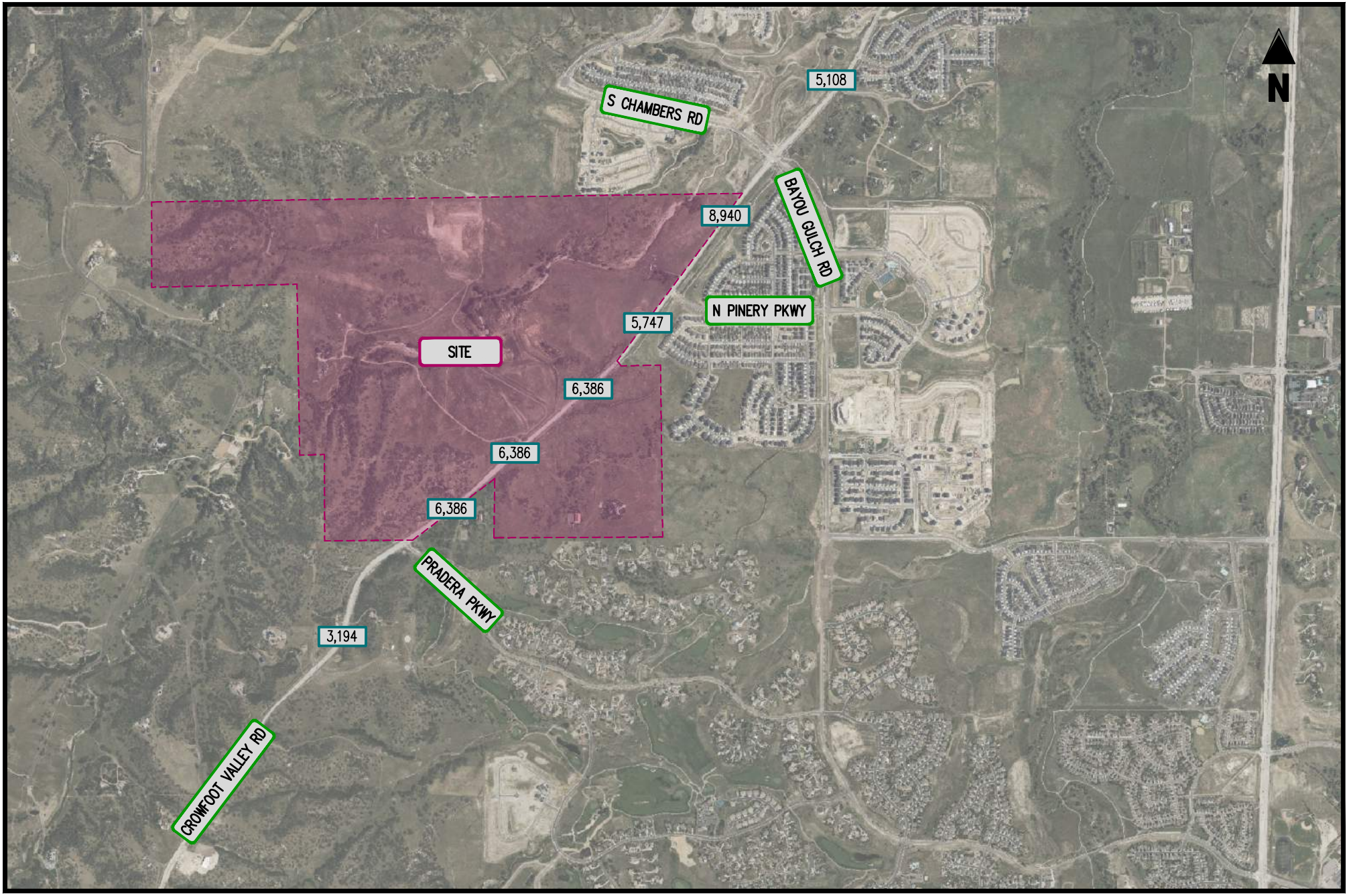


FIGURE 4-4
PHASE 3 (2045) SITE TRIPS

CROWSNEST
DOUGLAS COUNTY, CO

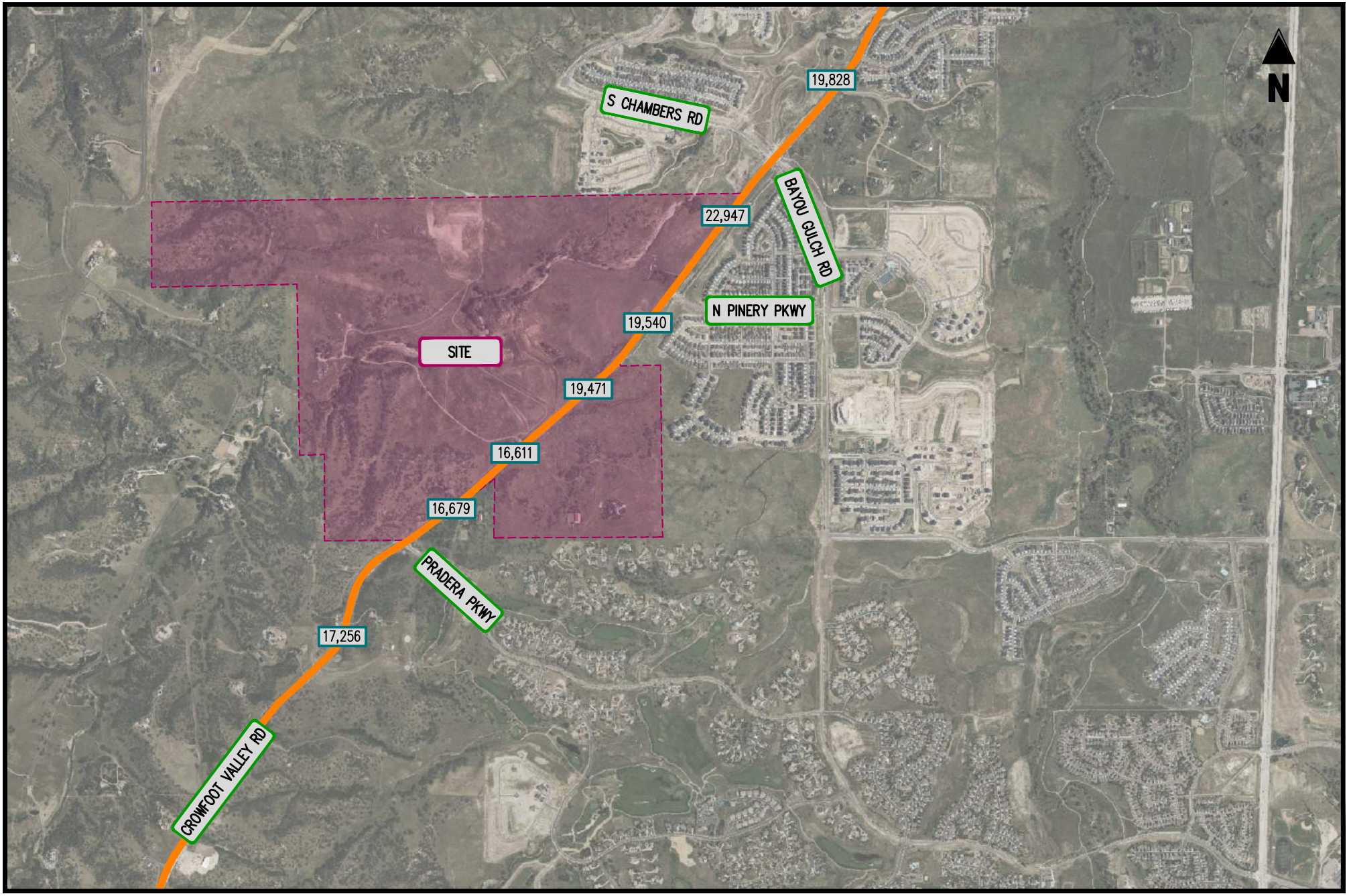


FIGURE 4-5
TOTAL FUTURE ADTS & SUGGESTED ROADWAY SECTION - PHASE 1 (2028)

CROWSNEST
DOUGLAS COUNTY, CO

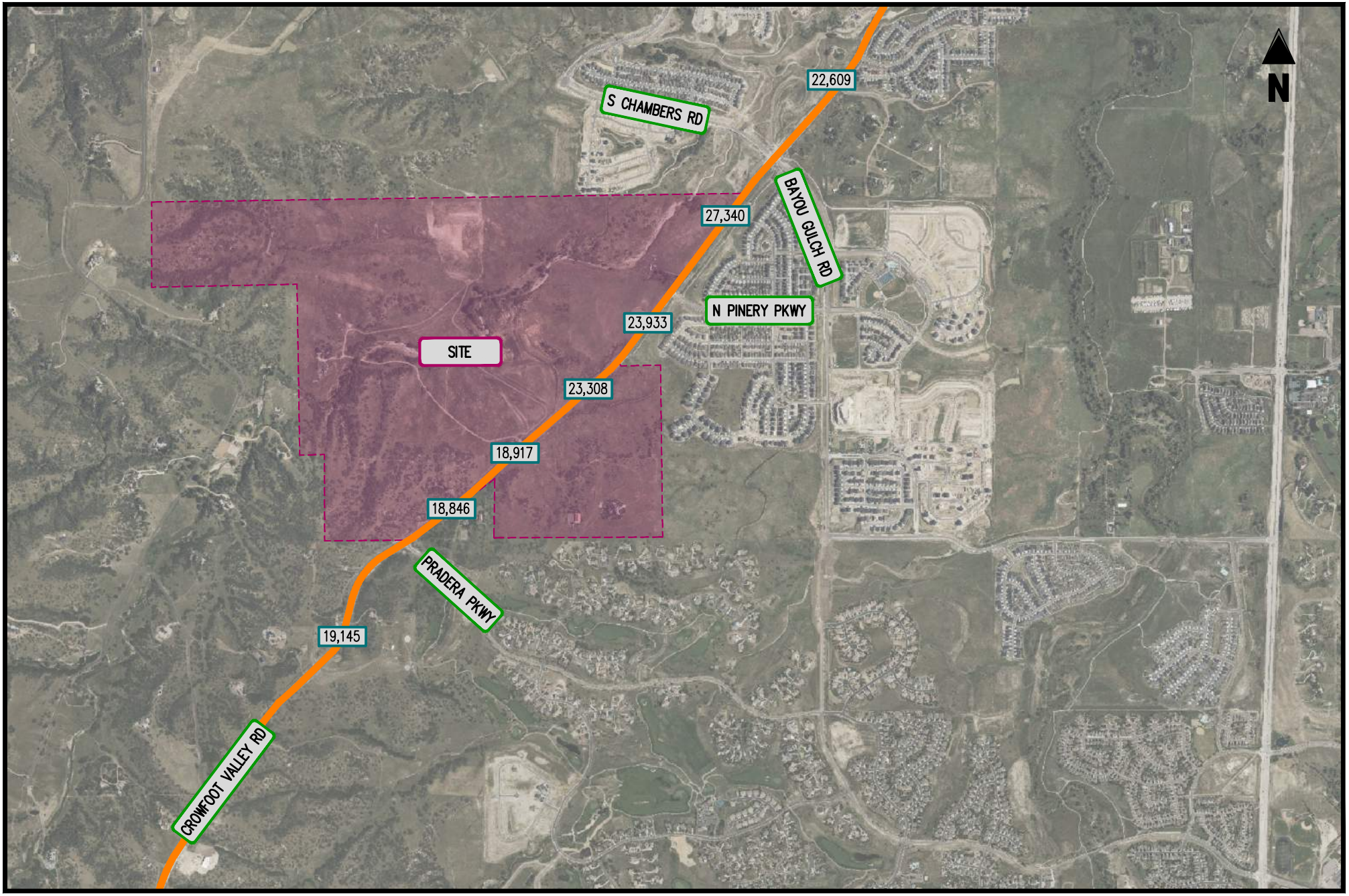


FIGURE 4-6
TOTAL FUTURE ADTS & SUGGESTED ROADWAY SECTION - PHASE 2 (2030)

CROWSNEST
DOUGLAS COUNTY, CO

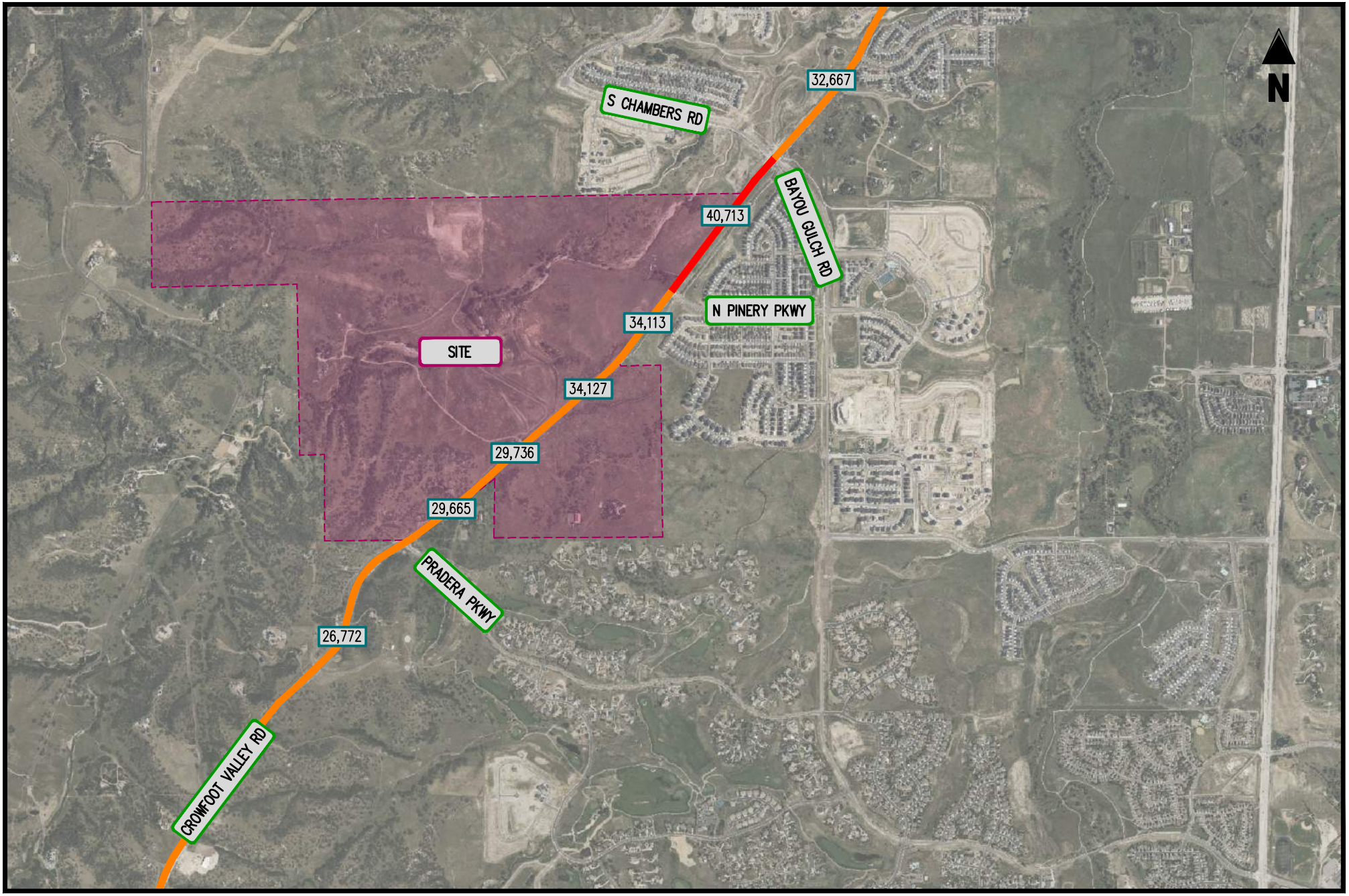


FIGURE 4-7
TOTAL FUTURE ADTS & SUGGESTED ROADWAY SECTION - PHASE 3 (2045)

CROWSNEST
DOUGLAS COUNTY, CO

V. Conclusions and Recommendations

Conclusions

Based on the results of this traffic assessment, the following may be concluded:

- Under existing traffic conditions Crowfoot Valley Rd has an ADT of 10,700-13,100 vehicles per day (vpd).
- Under background future conditions, without the development of the subject site and the assumed 2% annual growth, the following ADTs are anticipated:
  - 2028: 11,500-13,800 vpd
  - 2030: 12,000-14,400 vpd
  - 2045: 16,400-19,300 vpd
- The proposed site development would generate, upon completion and full occupancy:
  - Phase 1 (2028): 15,180 net new weekday daily trips
  - Phase 1+2 (2030): 20,743 net new weekday daily trips
  - Phase 1+2+3 (2045): 33,513 net new weekday daily trips
- Under total future conditions, with the proposed CMP amendment and proposed subject site development, the following ADTs are anticipated:
  - Phase 1 (2028): 16,600-23,000 vpd
  - Phase 2 (2030): 18,800-27,400 vpd
  - Phase 3 (2045): 26,700-40,800 vpd
- Section 4.3.8 of the Douglas County Roadway Design and Construction Standards suggests the following roadway sections for Major Arterials based on the ADTs:
  - 2-lane section: ADTs <15,000 vpd
  - 4-lane section: ADTs >15,000 vpd
  - 6-lane section: ADTs >35,000 vpd
- The 4-lane cross-section of Crowfoot Valley Rd assumed and planned in the 2050 Douglas County Transportation Plan would adequately accommodate the full site buildout (2045) conditions with the exception of the segment of Crowfoot Valley Rd from N Pinery Pkwy to S Chambers Rd/Bayou Gulch Rd that is forecast to require 6-lanes in full buildout (2045) conditions. This 6-lane forecast for this segment reflects conservative buildout and growth assumptions and represents the upper end of the analyzed range. The ultimate cross section would be confirmed through future site-specific traffic analysis as development phases proceed.

Recommendations

- Under existing traffic conditions a 2-lane section is recommended for Crowfoot Valley Rd.
- Under background future conditions, without the development of the subject site, a 2-lane section is recommended for Crowfoot Valley Rd in 2028 and 2030 conditions, and a 4-lane section is recommended for Crowfoot Valley Rd in 2045 conditions.

- Under total future conditions, proposed CMP amendment, and subject site development, a 4-lane section is recommended for Crowfoot Valley Rd for all phases of development with the exception of the roadway section between N Pinery Pkwy and S Chamber Rd/Bayou Gulch Rd which is forecast to require 6-lanes in 2045 conditions. The ADT in this section was determined using conservative growth and development plans in the vicinity of the subject site and would likely be an overestimation of the 2045 future ADT.

- The analysis demonstrates that the proposed CMP amendment can be accommodated within the framework of the existing and planned transportation network. The roadway improvements identified through this analysis are consistent with improvements already contemplated by Douglas County planning documents and do not require creation of new regional transportation corridors.

- Intersection spacing and road design should adhere to the applicable design standards. Specifically, the full movement signalized roadway intersections should be spaced at ½ mile spacing minimum.

- Additional partial movement access should be evaluated at time of site plan when specific internal roadway layouts and uses are known.

- The proposed amendment concentrates future growth within an area already served by an existing Major Arterial corridor and adjacent to established development, thereby reducing the need for dispersed infrastructure extensions and supporting a more efficient transportation network.

- The proposed CMP Amendment would utilize and support transportation facilities already identified in County planning documents, allowing future growth to occur within an established transportation corridor rather than requiring the extension of major infrastructure into previously unserved areas.

- The roadway improvements identified in this assessment are based on the upper-bound trip generation development assumptions described herein. Any future development program would warrant traffic analysis to confirm what specific roadway improvements are necessary.

APPENDIX A – Traffic Counts

Location: Crowfoot Valley Rd S/O Pinery Pkwy
Date Range: 10/8/2025 - 10/14/2025
Site Code: 01

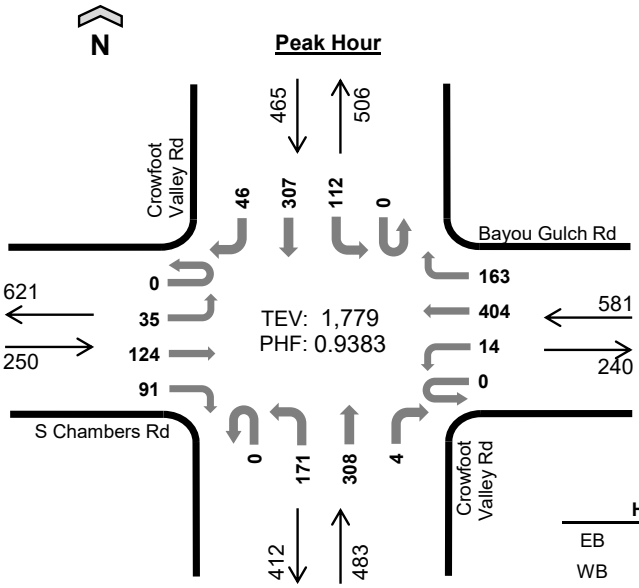
Time	Wednesday 10/8/2025			Thursday 10/9/2025			Friday 10/10/2025			Saturday 10/11/2025			Sunday 10/12/2025			Monday 10/13/2025			Tuesday 10/14/2025			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	10	10	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	10	20
1:00 AM	3	5	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	5	8
2:00 AM	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	6
3:00 AM	7	5	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	5	12
4:00 AM	17	28	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	28	45
5:00 AM	62	64	126	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	64	126
6:00 AM	180	223	403	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	180	223	403
7:00 AM	**456**	419	875	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**456**	419	875
8:00 AM	377	**520**	**897**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	377	**520**	**897**
9:00 AM	283	337	620	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	283	337	620
10:00 AM	261	293	554	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	261	293	554
11:00 AM	301	321	622	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	301	321	622
12:00 PM	297	350	647	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	297	350	647
1:00 PM	302	316	618	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	302	316	618
2:00 PM	382	339	721	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	382	339	721
3:00 PM	440	**507**	**947**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	440	**507**	**947**
4:00 PM	456	487	943	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	456	487	943
5:00 PM	**464**	476	940	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**464**	476	940
6:00 PM	331	377	708	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	331	377	708
7:00 PM	220	223	443	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	220	223	443
8:00 PM	162	149	311	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	162	149	311
9:00 PM	94	99	193	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	94	99	193
10:00 PM	40	50	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	50	90
11:00 PM	18	24	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	24	42
Total	**5,165**	**5,626**	**10,791**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**5,165**	**5,626**	**10,791**
Percent	**48%**	**52%**		-	-		-	-		-	-		-	-		-	-		-	-		**48%**	**52%**	
AM Peak	07:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	08:00
Vol.	456	520	897	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	456	520	897
PM Peak	17:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	15:00
Vol.	464	507	947	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	464	507	947

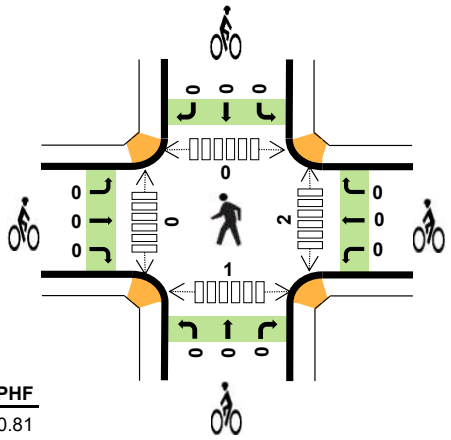
1. Mid-week average includes data between Tuesday and Thursday.

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

Crowfoot Valley Rd
Bayou Gulch Rd

Date: 10/8/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV%	PHF
EB	6%	0.81
WB	2%	0.76
NB	3%	0.83
SB	3%	0.83
TOTAL	3%	0.94

Peak Hour Count Summaries

Peak Hour Interval Start		S Chambers Rd (Eastbound)				Bayou Gulch Rd (Westbound)				Crowfoot Valley Rd (Northbound)				Crowfoot Valley Rd (Southbound)				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	6	30	20	0	4	104	39	0	51	93	2	0	19	70	12	450	0
7:30 AM		0	13	26	14	0	4	130	57	0	53	75	1	0	26	66	9	474	0
7:45 AM		0	8	36	20	0	5	81	37	0	37	73	1	0	43	81	16	438	0
8:00 AM		0	8	32	37	0	1	89	30	0	30	67	0	0	24	90	9	417	1,779
Pk Hr	All	0	35	124	91	0	14	404	163	0	171	308	4	0	112	307	46	1,779	
	HV	0	3	3	9	0	1	9	2	0	8	6	0	0	4	9	2	56	
	HV%	-	9%	2%	10%	-	7%	2%	1%	-	5%	2%	0%	-	4%	3%	4%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:15 AM	3	4	1	2	*10*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	2	1	1	4	*8*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	2	6	8	3	*19*	0	0	0	0	*0*	1	0	0	0	*1*
8:00 AM	8	1	4	6	*19*	0	0	0	0	*0*	1	0	0	1	*2*
Peak Hour	15	12	14	15	*56*	0	0	0	0	*0*	2	0	0	1	*3*

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

Count Summaries - All Vehicles

Interval Start	S Chambers Rd				Bayou Gulch Rd				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	5	22	11	0	2	106	22	0	37	69	2	0	11	54	3	344	0
7:15 AM	**0**	**6**	**30**	**20**	**0**	**4**	**104**	**39**	**0**	**51**	**93**	**2**	**0**	**19**	**70**	**12**	**450**	**0**
7:30 AM	**0**	**13**	**26**	**14**	**0**	**4**	**130**	**57**	**0**	**53**	**75**	**1**	**0**	**26**	**66**	**9**	**474**	**0**
7:45 AM	**0**	**8**	**36**	**20**	**0**	**5**	**81**	**37**	**0**	**37**	**73**	**1**	**0**	**43**	**81**	**16**	**438**	**1,706**
8:00 AM	**0**	**8**	**32**	**37**	**0**	**1**	**89**	**30**	**0**	**30**	**67**	**0**	**0**	**24**	**90**	**9**	**417**	**1,779**
8:15 AM	0	6	35	23	0	1	50	43	0	39	88	2	0	11	76	13	387	1,716
8:30 AM	0	8	29	39	0	2	51	33	0	20	99	0	0	16	85	9	391	1,633
8:45 AM	0	11	30	31	0	1	37	28	0	27	55	1	0	28	103	10	362	1,557
Count Total	0	65	240	195	0	20	648	289	0	294	619	9	0	178	625	81	3,263	
Pk Hr All	**0**	**35**	**124**	**91**	**0**	**14**	**404**	**163**	**0**	**171**	**308**	**4**	**0**	**112**	**307**	**46**	**1,779**	
Pk Hr HV	**0**	**3**	**3**	**9**	**0**	**1**	**9**	**2**	**0**	**8**	**6**	**0**	**0**	**4**	**9**	**2**	**56**	
Pk Hr HV%	**-**	**9%**	**2%**	**10%**	**-**	**7%**	**2%**	**1%**	**-**	**5%**	**2%**	**0%**	**-**	**4%**	**3%**	**4%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	1	0	2	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**3**	**4**	**1**	**2**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**2**	**1**	**1**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**2**	**6**	**8**	**3**	**19**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
8:00 AM	**8**	**1**	**4**	**6**	**19**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**2**
8:15 AM	9	2	11	2	*24*	0	0	0	0	*0*	1	0	0	0	*1*
8:30 AM	8	0	5	1	*14*	0	0	0	0	*0*	0	0	0	1	*1*
8:45 AM	10	2	11	3	*26*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	43	16	43	22	*124*	0	0	0	0	*0*	3	0	0	3	*6*
Peak Hour	**15**	**12**	**14**	**15**	***56***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**1**	**3**

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Count Summaries - Heavy Vehicles

Interval Start	S Chambers Rd				Bayou Gulch Rd				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	0	0	1	1	0	0	0	1	0	4	0
7:15 AM	**0**	**0**	**1**	**2**	**0**	**1**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**10**	**0**
7:30 AM	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**3**	**0**	**8**	**0**
7:45 AM	**0**	**0**	**1**	**1**	**0**	**0**	**6**	**0**	**0**	**4**	**4**	**0**	**0**	**1**	**1**	**1**	**19**	**41**
8:00 AM	**0**	**2**	**1**	**5**	**0**	**0**	**1**	**0**	**0**	**3**	**1**	**0**	**0**	**2**	**3**	**1**	**19**	**56**
8:15 AM	0	0	3	6	0	0	1	1	0	8	2	1	0	1	1	0	24	70
8:30 AM	0	0	2	6	0	0	0	0	0	0	5	0	0	0	1	0	14	76
8:45 AM	0	0	2	8	0	0	1	1	0	8	3	0	0	1	2	0	26	83
Count Total	0	3	10	30	0	1	11	4	0	25	17	1	0	6	14	2	124	
Pk Hr Heavy	**0**	**3**	**3**	**9**	**0**	**1**	**9**	**2**	**0**	**8**	**6**	**0**	**0**	**4**	**9**	**2**	**56**	

Count Summaries - Bikes

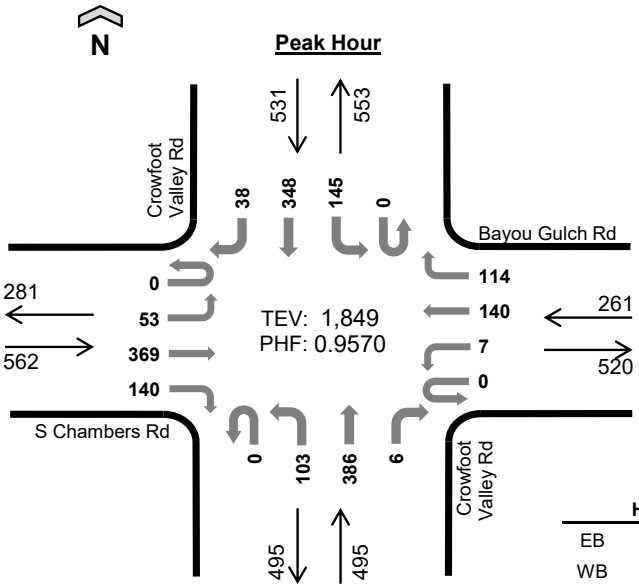
Interval Start	S Chambers Rd				Bayou Gulch Rd				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**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**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**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	0	0	0	0
8:30 AM	0	0	0	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	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

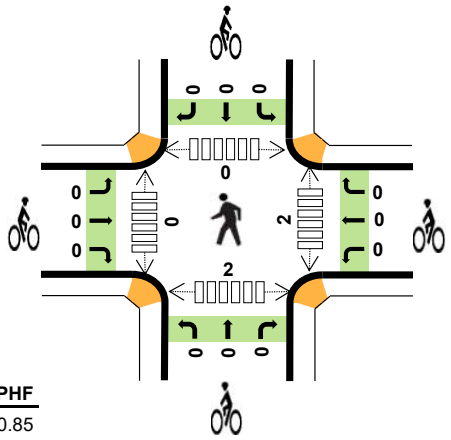
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Crowfoot Valley Rd
Bayou Gulch Rd

Date: 10/8/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV%	PHF
EB	2%	0.85
WB	1%	0.81
NB	2%	0.93
SB	1%	0.90
TOTAL	2%	0.96

Peak Hour Count Summaries

Peak Hour Interval Start		S Chambers Rd (Eastbound)				Bayou Gulch Rd (Westbound)				Crowfoot Valley Rd (Northbound)				Crowfoot Valley Rd (Southbound)				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	15	92	32	0	2	28	24	0	26	93	3	0	43	93	11	462	0
4:30 PM		0	14	92	38	0	2	49	30	0	34	88	0	0	36	88	12	483	0
4:45 PM		0	15	105	46	0	0	32	31	0	21	95	2	0	26	77	10	460	0
5:00 PM		0	9	80	24	0	3	31	29	0	22	110	1	0	40	90	5	444	1,849
Pk Hr	All	0	53	369	140	0	7	140	114	0	103	386	6	0	145	348	38	1,849	
	HV	0	3	6	2	0	1	2	0	0	2	10	0	0	1	1	1	29	
	HV%	-	6%	2%	1%	-	14%	1%	0%	-	2%	3%	0%	-	1%	0%	3%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:15 PM	2	0	4	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	6	0	3	0	*9*	0	0	0	0	*0*	1	0	0	0	*1*
4:45 PM	3	1	2	2	*8*	0	0	0	0	*0*	1	0	0	1	*2*
5:00 PM	0	2	3	0	*5*	0	0	0	0	*0*	0	0	0	1	*1*
Peak Hour	11	3	12	3	*29*	0	0	0	0	*0*	2	0	0	2	*4*

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Count Summaries - All Vehicles

Interval Start	S Chambers Rd				Bayou Gulch Rd				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	10	74	29	0	2	35	27	0	17	83	0	0	43	81	13	414	0
4:15 PM	**0**	**15**	**92**	**32**	**0**	**2**	**28**	**24**	**0**	**26**	**93**	**3**	**0**	**43**	**93**	**11**	**462**	**0**
4:30 PM	**0**	**14**	**92**	**38**	**0**	**2**	**49**	**30**	**0**	**34**	**88**	**0**	**0**	**36**	**88**	**12**	**483**	**0**
4:45 PM	**0**	**15**	**105**	**46**	**0**	**0**	**32**	**31**	**0**	**21**	**95**	**2**	**0**	**26**	**77**	**10**	**460**	**1,819**
5:00 PM	**0**	**9**	**80**	**24**	**0**	**3**	**31**	**29**	**0**	**22**	**110**	**1**	**0**	**40**	**90**	**5**	**444**	**1,849**
5:15 PM	0	17	88	41	0	3	28	24	1	22	98	2	0	56	74	7	461	1,848
5:30 PM	0	19	80	29	0	2	37	31	0	18	93	0	0	38	65	10	422	1,787
5:45 PM	0	11	66	34	0	0	28	30	0	16	75	0	0	31	89	8	388	1,715
Count Total	0	110	677	273	0	14	268	226	1	176	735	8	0	313	657	76	3,534	
Pk Hr All	**0**	**53**	**369**	**140**	**0**	**7**	**140**	**114**	**0**	**103**	**386**	**6**	**0**	**145**	**348**	**38**	**1,849**	
Pk Hr HV	**0**	**3**	**6**	**2**	**0**	**1**	**2**	**0**	**0**	**2**	**10**	**0**	**0**	**1**	**1**	**1**	**29**	
Pk Hr HV%	**-**	**6%**	**2%**	**1%**	**-**	**14%**	**1%**	**0%**	**-**	**2%**	**3%**	**0%**	**-**	**1%**	**0%**	**3%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	3	5	0	1	*9*	0	0	0	0	*0*	1	0	0	0	*1*
4:15 PM	**2**	**0**	**4**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**6**	**0**	**3**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
4:45 PM	**3**	**1**	**2**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**2**
5:00 PM	**0**	**2**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:15 PM	0	0	2	0	*2*	0	0	0	0	*0*	1	0	0	0	*1*
5:30 PM	2	0	1	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	1	2	2	*5*	0	0	0	0	*0*	2	0	0	3	*5*
Count Total	16	9	17	6	*48*	0	0	0	0	*0*	6	0	0	5	*11*
Peak Hour	**11**	**3**	**12**	**3**	***29***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**2**	**4**

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Count Summaries - Heavy Vehicles

Interval Start	S Chambers Rd				Bayou Gulch Rd				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	1	0	0	3	2	0	0	0	0	0	1	0	0	9	0
4:15 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**1**	**7**	**0**
4:30 PM	**0**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**9**	**0**
4:45 PM	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**8**	**33**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**5**	**29**
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	24
5:30 PM	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	3	18
5:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	5	15
Count Total	0	4	9	3	0	1	6	2	0	3	14	0	0	2	2	2	48	
Pk Hr Heavy	**0**	**3**	**6**	**2**	**0**	**1**	**2**	**0**	**0**	**2**	**10**	**0**	**0**	**1**	**1**	**1**	**29**	

Count Summaries - Bikes

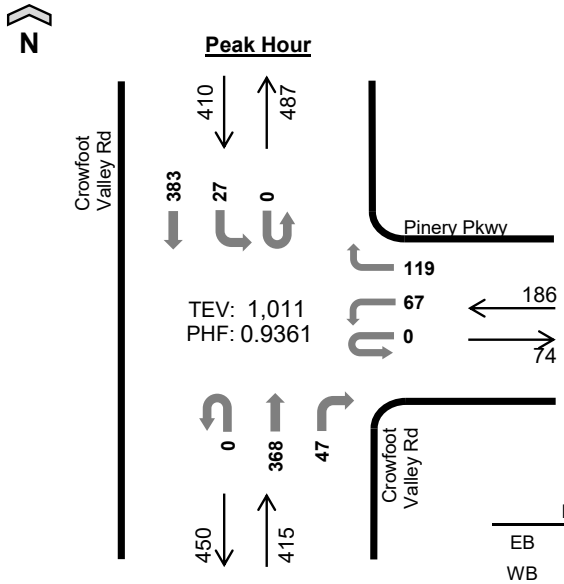
Interval Start	S Chambers Rd				Bayou Gulch Rd				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**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**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**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	0	0	0	0
5:30 PM	0	0	0	0	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	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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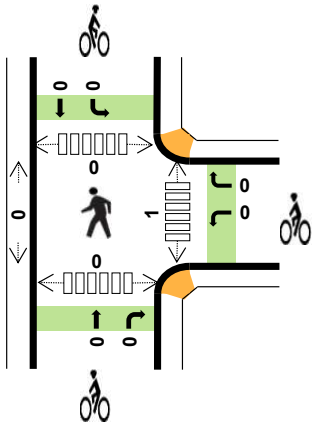
tj.wethington@idaxdata.com

Crowfoot Valley Rd
Pinery Pkwy

Date: 10/8/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV%	PHF
EB	--	--
WB	0%	0.78
NB	5%	0.80
SB	4%	0.84
TOTAL	4%	0.94



Peak Hour Count Summaries

Peak Hour Interval Start		n/a				Pinery Pkwy				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		**0**	**0**	**0**	**0**	**0**	**11**	**0**	**29**	**0**	**0**	**119**	**11**	**0**	**4**	**96**	**0**	**270**	**0**
7:30 AM		**0**	**0**	**0**	**0**	**0**	**24**	**0**	**36**	**0**	**0**	**90**	**16**	**0**	**2**	**79**	**0**	**247**	**0**
7:45 AM		**0**	**0**	**0**	**0**	**0**	**16**	**0**	**27**	**0**	**0**	**87**	**10**	**0**	**7**	**100**	**0**	**247**	**0**
8:00 AM		**0**	**0**	**0**	**0**	**0**	**16**	**0**	**27**	**0**	**0**	**72**	**10**	**0**	**14**	**108**	**0**	**247**	**1,011**
Pk Hr	All	**0**	**0**	**0**	**0**	**0**	**67**	**0**	**119**	**0**	**0**	**368**	**47**	**0**	**27**	**383**	**0**	**1,011**	
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**3**	**0**	**1**	**17**	**0**	**37**	
	HV%	-	-	-	-	-	**0%**	-	**0%**	-	-	**4%**	**6%**	-	**4%**	**4%**	-	**4%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:15 AM	**0**	**0**	**2**	**5**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**0**	**0**	**1**	**5**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**0**	**0**	**9**	**2**	***11***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
8:00 AM	**0**	**0**	**7**	**6**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**0**	**0**	**19**	**18**	***37***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***

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Count Summaries - All Vehicles

Interval Start	n/a				Pinery Pkwy				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	6	0	19	0	0	96	6	0	3	61	0	191	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**29**	**0**	**0**	**119**	**11**	**0**	**4**	**96**	**0**	**270**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**36**	**0**	**0**	**90**	**16**	**0**	**2**	**79**	**0**	**247**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**27**	**0**	**0**	**87**	**10**	**0**	**7**	**100**	**0**	**247**	**955**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**27**	**0**	**0**	**72**	**10**	**0**	**14**	**108**	**0**	**247**	**1,011**
8:15 AM	0	0	0	0	0	7	0	20	0	0	104	6	0	11	97	0	245	986
8:30 AM	0	0	0	0	0	10	0	20	0	0	91	6	0	13	115	0	255	994
8:45 AM	0	0	0	0	0	8	0	11	0	0	75	5	0	12	122	0	233	980
Count Total	0	0	0	0	0	98	0	189	0	0	734	70	0	66	778	0	1,935	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**67**	**0**	**119**	**0**	**0**	**368**	**47**	**0**	**27**	**383**	**0**	**1,011**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**3**	**0**	**1**	**17**	**0**	**37**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**4%**	**6%**	**-**	**4%**	**4%**	**-**	**4%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	2	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**0**	**0**	**2**	**5**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**1**	**5**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**9**	**2**	**11**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
8:00 AM	**0**	**0**	**7**	**6**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	1	8	6	*15*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	2	4	9	*15*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	1	11	10	*22*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	4	44	45	*93*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hour	**0**	**0**	**19**	**18**	***37***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	**1**

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Count Summaries - Heavy Vehicles

Interval Start	n/a				Pinery Pkwy				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**4**	**0**	**7**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**0**	**6**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**2**	**0**	**11**	**28**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**6**	**0**	**13**	**37**
8:15 AM	0	0	0	0	0	0	0	1	0	0	8	0	0	0	6	0	15	45
8:30 AM	0	0	0	0	0	1	0	1	0	0	4	0	0	0	9	0	15	54
8:45 AM	0	0	0	0	0	1	0	0	0	0	11	0	0	0	10	0	22	65
Count Total	0	0	0	0	0	2	0	2	0	0	41	3	0	1	44	0	93	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**3**	**0**	**1**	**17**	**0**	**37**	

Count Summaries - Bikes

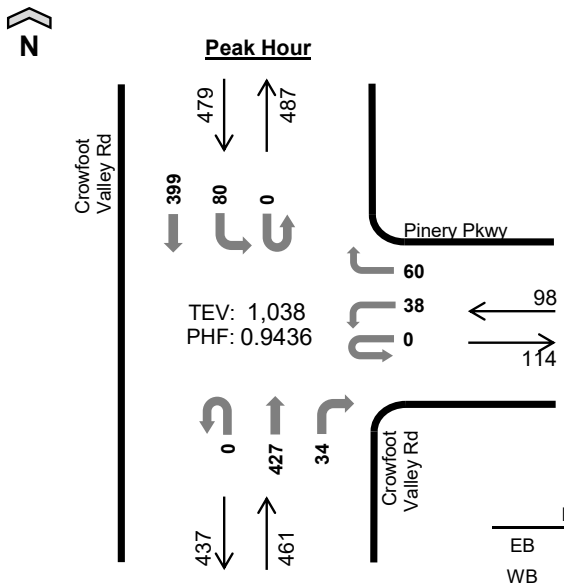
Interval Start	n/a				Pinery Pkwy				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**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**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**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	0	0	0	0
8:30 AM	0	0	0	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	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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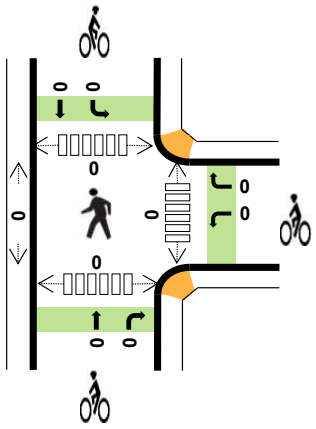
tj.wethington@idaxdata.com

Crowfoot Valley Rd
Pinery Pkwy

Date: 10/8/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV%	PHF
EB	--	--
WB	2%	0.94
NB	3%	0.96
SB	1%	0.93
TOTAL	2%	0.94



Peak Hour Count Summaries

Peak Hour Interval Start		n/a				Pinery Pkwy				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	0	0	0	0	16	0	9	0	0	113	3	0	14	110	0	265	0
4:30 PM		0	0	0	0	0	7	0	19	0	0	107	13	0	16	113	0	275	0
4:45 PM		0	0	0	0	0	7	0	15	0	0	99	7	0	33	89	0	250	0
5:00 PM		0	0	0	0	0	8	0	17	0	0	108	11	0	17	87	0	248	1,038
Pk Hr	All	0	0	0	0	0	38	0	60	0	0	427	34	0	80	399	0	1,038	
	HV	0	0	0	0	0	1	0	1	0	0	11	1	0	1	4	0	19	
	HV%	-	-	-	-	-	3%	-	2%	-	-	3%	3%	-	1%	1%	-	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:15 PM	0	1	3	2	*6*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	4	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	1	2	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	0	0	3	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	2	12	5	*19*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	n/a				Pinery Pkwy				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	8	0	17	0	0	90	9	0	18	103	0	245	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**9**	**0**	**0**	**113**	**3**	**0**	**14**	**110**	**0**	**265**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**19**	**0**	**0**	**107**	**13**	**0**	**16**	**113**	**0**	**275**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**15**	**0**	**0**	**99**	**7**	**0**	**33**	**89**	**0**	**250**	**1,035**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**17**	**0**	**0**	**108**	**11**	**0**	**17**	**87**	**0**	**248**	**1,038**
5:15 PM	0	0	0	0	0	7	0	17	0	0	108	14	0	24	94	0	264	1,037
5:30 PM	0	0	0	0	0	6	0	12	0	0	102	15	0	16	81	0	232	994
5:45 PM	0	0	0	0	0	9	0	12	0	0	79	11	0	19	111	0	241	985
Count Total	0	0	0	0	0	68	0	118	0	0	806	83	0	157	788	0	2,020	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**60**	**0**	**0**	**427**	**34**	**0**	**80**	**399**	**0**	**1,038**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**11**	**1**	**0**	**1**	**4**	**0**	**19**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**3%**	**-**	**2%**	**-**	**-**	**3%**	**3%**	**-**	**1%**	**1%**	**-**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	0	0	*0*	0	0	1	1	*2*	0	0	0	0	*0*
4:15 PM	**0**	**1**	**3**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**4**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**1**	**2**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**3**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	2	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	1	1	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	5	14	6	*25*	0	0	1	1	*2*	0	0	0	0	*0*
Peak Hour	**0**	**2**	**12**	**5**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	n/a				Pinery Pkwy				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**1**	**1**	**0**	**6**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**1**	**0**	**5**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**4**	**15**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**4**	**19**
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	15
5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	12
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	10
Count Total	0	0	0	0	0	1	0	4	0	0	13	1	0	1	5	0	25	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**11**	**1**	**0**	**1**	**4**	**0**	**19**	

Count Summaries - Bikes

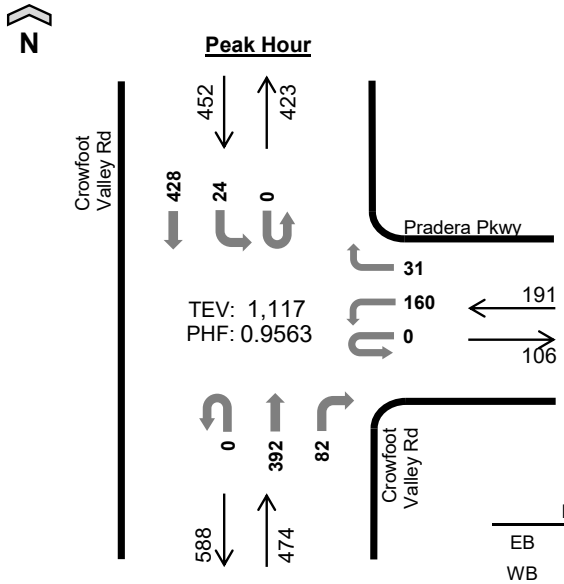
Interval Start	n/a				Pinery Pkwy				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**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**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:00 PM	**0**	**0**	**0**	**0**	**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	0	0	0	0
5:30 PM	0	0	0	0	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	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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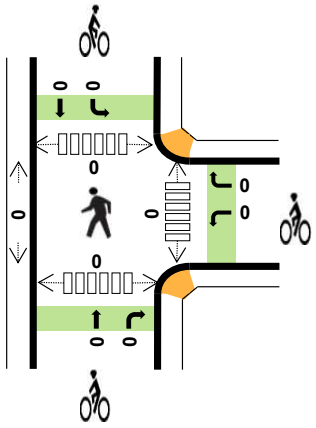
tj.wethington@idaxdata.com

Crowfoot Valley Rd
Pradera Pkwy

Date: 10/8/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV%	PHF
EB	--	--
WB	2%	0.78
NB	4%	0.86
SB	3%	0.91
TOTAL	3%	0.96



Peak Hour Count Summaries

Peak Hour Interval Start		n/a				Pradera Pkwy				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		**0**	**0**	**0**	**0**	**0**	**44**	**0**	**8**	**0**	**0**	**120**	**17**	**0**	**5**	**98**	**0**	**292**	**0**
7:30 AM		**0**	**0**	**0**	**0**	**0**	**51**	**0**	**10**	**0**	**0**	**99**	**19**	**0**	**0**	**106**	**0**	**285**	**0**
7:45 AM		**0**	**0**	**0**	**0**	**0**	**38**	**0**	**3**	**0**	**0**	**95**	**24**	**0**	**10**	**109**	**0**	**279**	**0**
8:00 AM		**0**	**0**	**0**	**0**	**0**	**27**	**0**	**10**	**0**	**0**	**78**	**22**	**0**	**9**	**115**	**0**	**261**	**1,117**
Pk Hr	All	**0**	**0**	**0**	**0**	**0**	**160**	**0**	**31**	**0**	**0**	**392**	**82**	**0**	**24**	**428**	**0**	**1,117**	
	HV	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**18**	**1**	**0**	**1**	**11**	**0**	**35**	
	HV%	-	-	-	-	-	**2%**	-	**3%**	-	-	**5%**	**1%**	-	**4%**	**3%**	-	**3%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:15 AM	**0**	**0**	**2**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**0**	**3**	**3**	**4**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**0**	**1**	**7**	**1**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	**0**	**0**	**7**	**4**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**0**	**4**	**19**	**12**	***35***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Count Summaries - All Vehicles

Interval Start	n/a				Pradera Pkwy				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	35	0	8	0	0	89	12	0	4	65	0	213	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**44**	**0**	**8**	**0**	**0**	**120**	**17**	**0**	**5**	**98**	**0**	**292**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**51**	**0**	**10**	**0**	**0**	**99**	**19**	**0**	**0**	**106**	**0**	**285**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**3**	**0**	**0**	**95**	**24**	**0**	**10**	**109**	**0**	**279**	**1,069**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**10**	**0**	**0**	**78**	**22**	**0**	**9**	**115**	**0**	**261**	**1,117**
8:15 AM	0	0	0	0	0	28	0	7	0	0	95	16	0	6	101	0	253	1,078
8:30 AM	0	0	0	0	0	29	0	13	0	0	95	21	0	11	109	0	278	1,071
8:45 AM	0	0	0	0	0	20	0	9	0	0	67	20	0	10	120	0	246	1,038
Count Total	0	0	0	0	0	272	0	68	0	0	738	151	0	55	823	0	2,107	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**160**	**0**	**31**	**0**	**0**	**392**	**82**	**0**	**24**	**428**	**0**	**1,117**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**18**	**1**	**0**	**1**	**11**	**0**	**35**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**2%**	**-**	**3%**	**-**	**-**	**5%**	**1%**	**-**	**4%**	**3%**	**-**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	3	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**0**	**0**	**2**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**3**	**3**	**4**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**1**	**7**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**7**	**4**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	8	8	*16*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	5	9	*14*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	2	10	15	*27*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	6	45	46	*97*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**0**	**4**	**19**	**12**	***35***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	n/a				Pradera Pkwy				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**2**	**0**	**5**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**10**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	**1**	**0**	**0**	**1**	**0**	**9**	**29**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**4**	**0**	**11**	**35**
8:15 AM	0	0	0	0	0	0	0	0	0	0	7	1	0	1	7	0	16	46
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	9	0	14	50
8:45 AM	0	0	0	0	0	1	0	1	0	0	10	0	0	2	13	0	27	68
Count Total	0	0	0	0	0	4	0	2	0	0	42	3	0	4	42	0	97	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**18**	**1**	**0**	**1**	**11**	**0**	**35**	

Count Summaries - Bikes

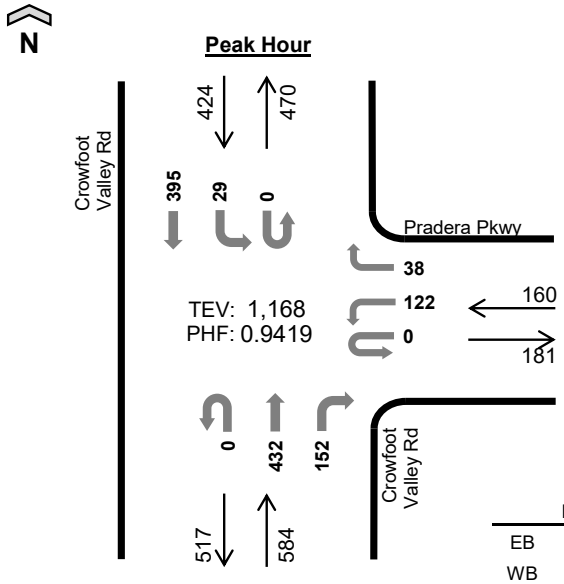
Interval Start	n/a				Pradera Pkwy				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**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**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**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	0	0	0	0
8:30 AM	0	0	0	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	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

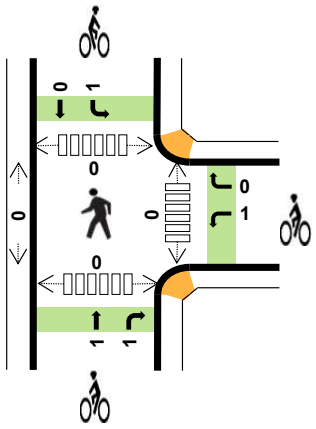
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Crowfoot Valley Rd
Pradera Pkwy

Date: 10/8/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV%	PHF
EB	--	--
WB	0%	0.82
NB	1%	0.92
SB	1%	0.86
TOTAL	1%	0.94

Peak Hour Count Summaries

Peak Hour Interval Start		n/a				Pradera Pkwy				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		**0**	**0**	**0**	**0**	**0**	**30**	**0**	**9**	**0**	**0**	**115**	**33**	**0**	**7**	**116**	**0**	**310**	**0**
4:45 PM		**0**	**0**	**0**	**0**	**0**	**23**	**0**	**4**	**0**	**0**	**95**	**31**	**0**	**6**	**97**	**0**	**256**	**0**
5:00 PM		**0**	**0**	**0**	**0**	**0**	**34**	**0**	**11**	**0**	**0**	**116**	**42**	**0**	**6**	**89**	**0**	**298**	**0**
5:15 PM		**0**	**0**	**0**	**0**	**0**	**35**	**0**	**14**	**0**	**0**	**106**	**46**	**0**	**10**	**93**	**0**	**304**	**1,168**
Pk Hr	All	**0**	**0**	**0**	**0**	**0**	**122**	**0**	**38**	**0**	**0**	**432**	**152**	**0**	**29**	**395**	**0**	**1,168**	
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**3**	**0**	**10**	
	HV%	-	-	-	-	-	**0%**	-	**0%**	-	-	**2%**	**0%**	-	**0%**	**1%**	-	**1%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**0**	**0**	**3**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**0**	**0**	**1**	**1**	***2***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**0**	**0**	**7**	**3**	***10***	**0**	**1**	**2**	**1**	***4***	**0**	**0**	**0**	**0**	***0***

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Count Summaries - All Vehicles

Interval Start	n/a				Pradera Pkwy				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	31	0	18	0	0	92	26	0	9	105	0	281	0
4:15 PM	0	0	0	0	0	22	0	10	0	0	102	29	0	7	113	0	283	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**30**	**0**	**9**	**0**	**0**	**115**	**33**	**0**	**7**	**116**	**0**	**310**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**4**	**0**	**0**	**95**	**31**	**0**	**6**	**97**	**0**	**256**	**1,130**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**11**	**0**	**0**	**116**	**42**	**0**	**6**	**89**	**0**	**298**	**1,147**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**35**	**0**	**14**	**0**	**0**	**106**	**46**	**0**	**10**	**93**	**0**	**304**	**1,168**
5:30 PM	0	0	0	0	0	31	0	3	0	0	108	44	0	5	88	0	279	1,137
5:45 PM	0	0	0	0	0	23	0	11	0	0	78	25	0	8	100	0	245	1,126
Count Total	0	0	0	0	0	229	0	80	0	0	812	276	0	58	801	0	2,256	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**122**	**0**	**38**	**0**	**0**	**432**	**152**	**0**	**29**	**395**	**0**	**1,168**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**3**	**0**	**10**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**2%**	**0%**	**-**	**0%**	**1%**	**-**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	3	2	1	*6*	0	0	0	1	*1*	0	0	0	0	*0*
4:15 PM	0	1	3	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**0**	**0**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**3**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**1**	**1**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	2	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	4	15	6	*25*	0	1	2	2	*5*	0	0	0	0	*0*
Peak Hour	**0**	**0**	**7**	**3**	***10***	**0**	**1**	**2**	**1**	***4***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	n/a				Pradera Pkwy				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	3	0	0	0	0	2	0	0	0	1	0	6	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	1	0	5	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**4**	**18**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**14**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**10**
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	9
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	7
Count Total	0	0	0	0	0	4	0	0	0	0	14	1	0	0	6	0	25	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**3**	**0**	**10**	

Count Summaries - Bikes

Interval Start	n/a				Pradera Pkwy				Crowfoot Valley Rd				Crowfoot Valley Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	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**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**3**	**4**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	5	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**4**	

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APPENDIX B – Douglas County Roadway Design and Construction Standards Excerpt

4.3.7 MINOR ARTERIAL

Minor Arterial routes permit rapid and relatively unimpeded traffic movement throughout the County. Arterial Roadways are designed to handle traffic volumes from and onto Collector and Arterial roads and State Highways. Minor Arterial has a minimum distance of ¼-mile between intersections.

Posted Speed Limit	> and/or = 40 MPH – Determined by Douglas County Engineering Division prior to Construction Plan Submittal
Design Speed Limit	55 MPH
Traffic Volumes	Maximum Design Volume is 15,000 vehicles per day.
Continuity	Two or more miles – generally connecting intercity/intracounty routes.
Right-of-Way	125’ Minimum
Traffic Control	Signage and pavement markings per MUTCD and Douglas County Signage and Striping Standards as amended.
Number of Travel Lanes	4
Type of Curb, Gutter and Walk	6” Vertical Curb with 10’ Detached Walk – Both Sides of Street.
Turnarounds	Not allowed
Knuckles	Not allowed
Eyebrows	Not allowed
Street Section	70’ flowline to flowline
Street Grades	2% to 6%
Minimum Centerline Curve Radii	1200’
Minimum Length of Tangents Between All Curves	100’
Curb Return Radii @ Arterial	50’
Curb Return Radii @ Collector	50’
Curb Return Radii @ Local	N/A
K-Value Crest	84
K-Value Sag	96
Minimum VCL Crest	70’
Minimum VCL Sag	60’
Maximum Int. Gradient	See figure 4-8

A. FUNCTION

Arterial routes permit relatively unimpeded traffic movement and are intended for use on routes where four moving lanes and one left-turn lane are required but where a major arterial cross section would not be warranted.

B. ACCESS CONDITIONS

Access from Collector and Arterial streets will be allowed. Residential access is not permitted. Direct access to other abutting property is not permitted unless no other access is reasonably available.

4.3.8 MAJOR ARTERIAL (4-LANE AND 6-LANE)

Major Arterials should be spaced approximately one-mile apart and should traverse an entire city and/or county. Major Arterial streets should not bisect neighborhoods but should act as boundaries between them. Arterial routes permit rapid and relatively unimpeded traffic movement throughout the County. Arterial Roadways are designed to handle traffics volumes from and onto collectors, arterial roads and State Highways. Major Arterials have a minimum distance of 1/4-mile between intersections.

Posted Speed Limit	> and/or = 40 MPH – Determined by Douglas County Engineering Division prior to Construction Plan Submittal
Design Speed Limit	60 MPH
Traffic Volumes	Design Volume is generally over 15,000 vehicles per day for 4 lane roadway and 35,000 vehicles per day for 6 lane roadway. (phasing of laneage requirements may be considered based on Traffic Impact Analysis)
Continuity	Several miles, generally connecting inter and intra county routes
Right-of-Way	140’ 4-Lane minimum 160’ 6-Lane minimum
Traffic Control	Signage and pavement markings per MUTCD and Douglas County Signage and Striping Standards as amended.
Number of Travel Lanes	4 or 6
Type of Curb, Gutter and Walk	6” barrier curb and gutter with 10’ detached sidewalk on both sides.
Turnarounds	Not allowed
Knuckles	Not allowed
Eyebrows	Not allowed
Street Section	82’ flowline to flowline – 4 lane. 106’ flowline to flowline – 6 lane.
Street Grades	2% to 6%
Minimum Centerline Curve Radii	1500’
Minimum Length of Tangents Between All Curves	100’
Curb Return Radii @ Arterial	50’
Curb Return Radii @ Collector	50’
Curb Return Radii @ Local	N/A
K-Value Crest	84
K-Value Sag	96
Minimum VCL Crest	110’
Minimum VCL Sag	90’
Maximum Int. Gradient	See Figure 4-8

A. FUNCTION

Major Arterial routes permit rapid and relatively unimpeded traffic movement throughout the County, connecting major land uses.