



**FURROW ROAD – CONSULTANT  
ENGINEERING EVALUATION  
PROJECT**

Highway 105 to Higby Road

August 24, 2022



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# FURROW ROAD – CONSULTANT ENGINEERING EVALUATION PROJECT

## 1.0 INTRODUCTION

The Furrow Road roadway extension from Minglewood Trail (South) to Higby Road is anticipated to be completed in the near future and will connect Highway 105 and Higby Road. El Paso County tasked Stantec with evaluating the potential operational and safety impacts that this extension may create along the existing localized Furrow Road corridor from Highway 105 to Minglewood Trail S and Lamplight Drive. Based on this engineering review of potential traffic impacts, along with input from El Paso County staff and area residents regarding potential concerns and treatment alternatives, Stantec completed an engineering evaluation of alternatives to identify suitable treatments that are summarized later in this report. The recommended treatment modifications include selection rationale and conceptual layouts.

### 1.1 OBJECTIVE

El Paso County, along with Stantec, envisions a safe corridor that services all modes of transportation and users while also maintaining compatibility with the existing residential area environment. The purpose of this study is to evaluate current conditions, assess the impacts of connecting to Higby Road, and provide recommendations for possible improvements while considering adjacent neighborhoods. El Paso County and Stantec solicited input and received recommendations from citizens and residents. These modifications will be evaluated, along with those determined through an operations and safety analysis performed by Stantec, to identify potential recommendations for future Furrow Road improvements.

### 1.2 STUDY AREA

The area that was analyzed in this study includes Furrow Road, Highway 105, Higby Road, and Fairplay Drive.

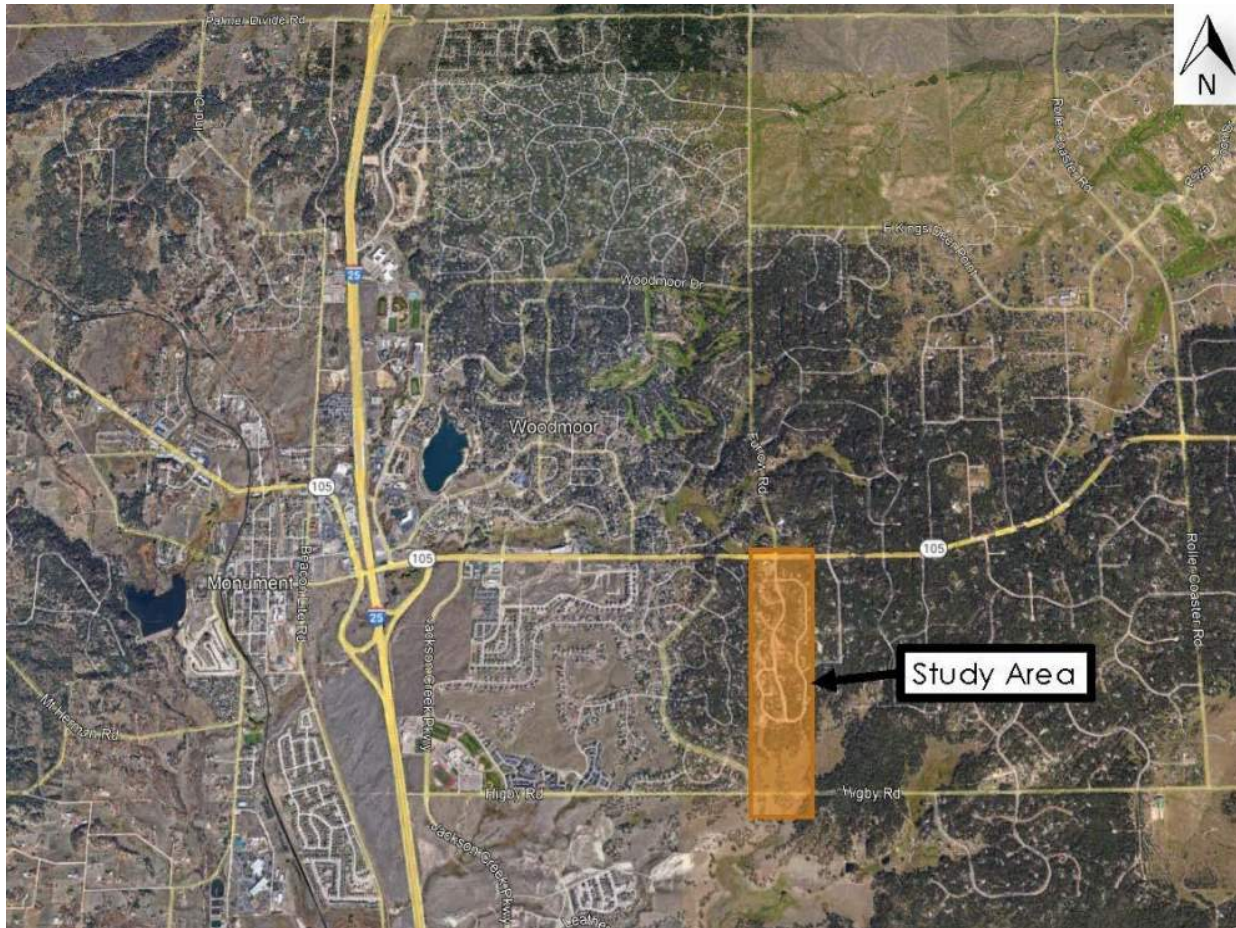
- Furrow Road is classified as a north-south two-lane rural collector, providing limited direct access to residential homes. Within the limits of this study, Furrow Road, which has operated for several years as a rural local residential road, will be analyzed between Highway 105 to the north and Higby Road to the south.
- Highway 105 is classified as an east-west two-lane principal arterial, connecting local neighborhood roads to the Monument town center, Interstate 25, and State Highway 83. It should be noted that Highway 105 is planned to be widened to a 4-lane cross section in the County's Major Transportation Corridors Plan; this work is currently being designed by a separate consultant. Within the limits of this study, Highway 105 will be analyzed between Jackson Creek Parkway to the west and approximately one mile to the east of Furrow Road.
- Higby Road is classified as an east-west two-lane minor arterial, connecting local neighborhood roads to Lewis Palmer High School to the west and Roller Coaster Road to the east. Within the limits of this study, Higby Road will be analyzed between Jackson Creek Parkway to the west and the proposed Furrow Road extension to the east.
- Fairplay Drive is classified as a north-south two-lane rural collector, providing limited direct access to residential homes and connecting Highway 105 to Higby Road. Within the limits of this study, Fairplay Drive will be analyzed between Highway 105 to the north and Higby Road to the



south. Fairplay Drive has an approximate 30-foot wide median and runs parallel and adjacent to Furrow Road within the study limits.

Figure 1 shows the approximate location of this study.

Figure 1. Study Area



## 2.0 DATA COLLECTION

For the purpose of this study, traffic data was collected at predetermined locations to create a baseline for the operations and safety analysis. Data that was obtained for the operations analysis included 12-hour turning movement counts (TMCs), 24-hour average daily traffic counts (ADTs), and vehicular speed data. TMCs were observed during the hours of 6am to 6pm and were used in determining the existing peak-hour traffic volumes for each intersection approach. Counts and their respective locations are shown in **Figure 2** and **Figure 3**.

**Figure 2. Existing Turning Movement Counts**

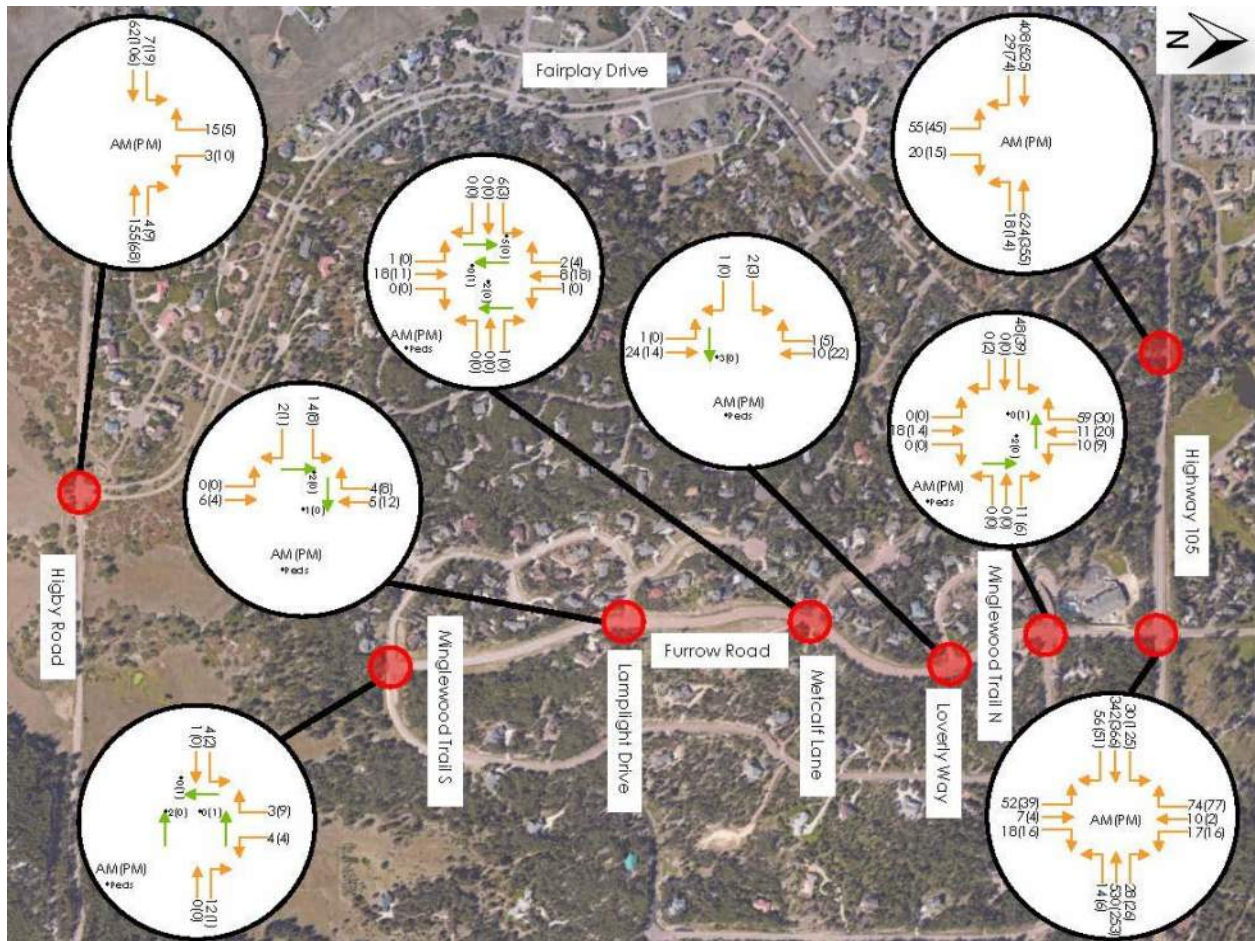
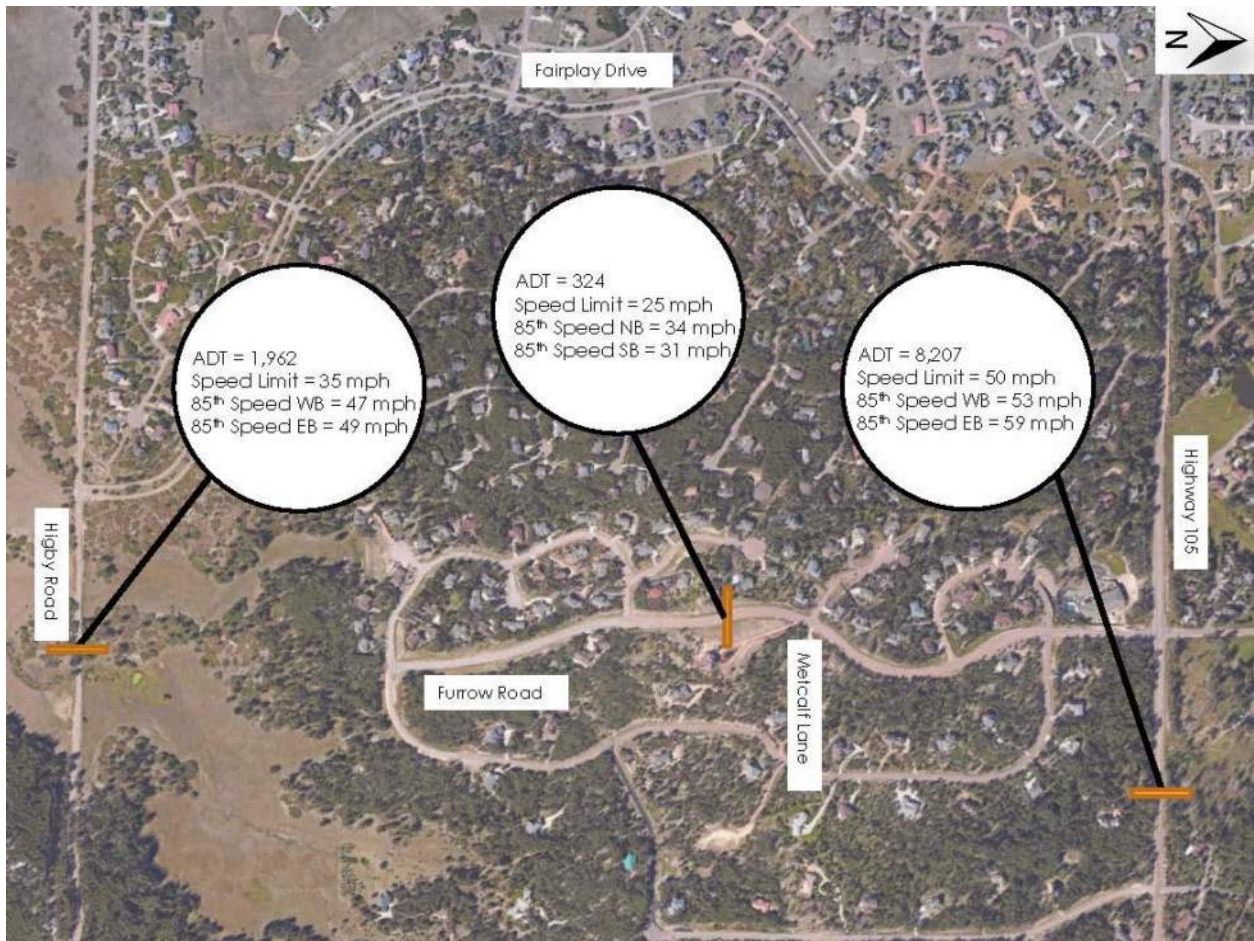




Figure 3. Existing Average Daily Traffic, Speed Limits, and 85<sup>th</sup> Percentile Speeds

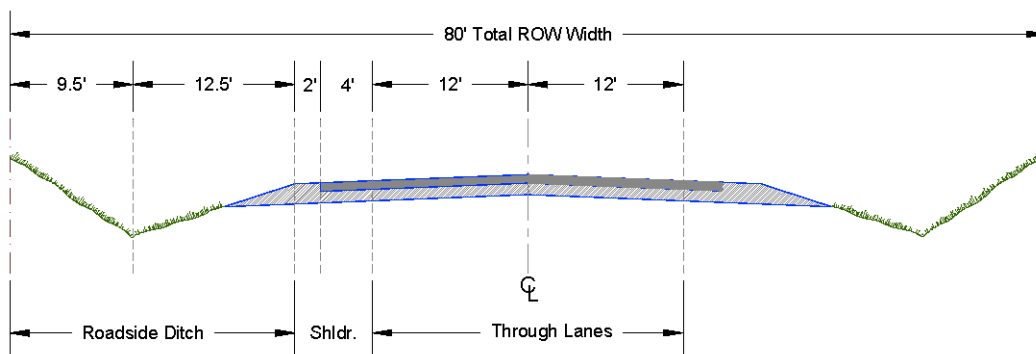


### 3.0 EXISTING ROADWAY CHARACTERISTICS

Furrow Road is currently a 40-foot wide street and is functionally classified as a Collector in the County’s Major Transportation Corridors Plan; however, in its interim condition (not connected to Higby Road), it has been operating as a rural local residential road, with no striping, median, or pedestrian facilities, and slower speeds. The side streets operate using two-way stop control while Furrow Road flows freely for the length of the corridor and with no traffic control interruptions. Overall, with no commercial uses and the presence of residential properties, driveway accesses, and mailboxes between Highway 105 and Minglewood Trail S, Furrow Road has a very residential feel when driving through the neighborhood. It is a desire of the residents to try and maintain this feel even with the extension to Higby Road.

Per El Paso County Engineering Criteria Manual (ECM) standards, a rural collector street requires 32 feet of paved roadway width. The typical cross section for a rural collector street is shown in **Figure 4**.

**Figure 4. Rural Collector Street Cross Section – El Paso County ECM Standards**



As shown in **Table 1** on the next page, there are several design characteristics of Furrow Road that do not meet the current El Paso County ECM or AASHTO Design Standards.



**Table 1. Existing Roadway Characteristics vs. Current El Paso County Design Standards**

Criteria	Minor Collector	
	Standard	Current Condition along Furrow Road
Design Speed / Posted Speed (mph)	40 / 35	40 / 25
Clear Zone	14'	<5' at 18075 Furrow Road: mailbox, irrigation/communication boxes <1' at 17883 Furrow Road: driveway entrance feature, ornamental mailbox <5' at 17691 Furrow Road: ornamental mailbox <5' at 17563 Furrow Road: ornamental mailbox, driveway entrance feature <5' at 17435 Furrow Road: ornamental mailbox, landscaping
Minimum Centerline Curve Radius	565'	535' (North of Metcalf Lane), 465' (South of Metcalf Lane)
Number of Through Lanes	2	2
Lane Width	12'	20' (unmarked centerline, assumed 1/2 roadway width)
Right of Way	80'	80'
Paved Width	32'	40'
Median Width	n/a	n/a
Outside Shoulder Width (paved / gravel)	6' (4' / 2')	Varies: ~2' to ~4' of gravel
Inside Shoulder Width (paved / gravel)	n/a	n/a
Design Vehicle	WB-67	WB-67 (No apparent constraints for this vehicle)
Access Permitted	Yes	Yes
Access Spacing	Frontage	Frontage
Intersection Spacing	660'	~485' (between Minglewood Trail N and Loverly Way) ~550' (between SH 105 and Minglewood Trail N)
Parking Permitted	Yes	Yes
Minimum Flowline Grade	1%	Unknown*
Centerline Grade (Min.-Max.)	1—8% 1	Unknown*
Intersection Grades (Min.-Max.)	1—4% 4	Unknown*
Intersection Sight Distance	445' **	~275' at Minglewood Trail N: WB approach to south ~385' at Loverly Way: EB to south ~390' at Metcalf Lane: EB to south ~200' at 17691 Furrow Road: WB to south ***
Stopping Sight Distance	305' **	~275' at Minglewood Trail N: WB approach to south ~200' at 17691 Furrow Road: WB to south ***

\* Did not measure.

\*\* Per American Association of State Highway and Transportation Officials' (AASHTO) A Policy on Geometric Design of Highways and Streets, 6th Edition, 2011, Table 9-6.

\*\*\* Did not enter private property, measured from aerial imagery.

The non-standard items are identified as follows:

- Design and Posted Speed
  - Issue: The specified design speed of 40 mph is not met for several criteria including clear zone, minimum centerline curve radius, and as noted below, intersection and stopping sight distances. Of primary concern are the sight distance deficiencies due to their potential direct correlation to the safety of motorists using the facility.

Further, while the posted speed limit of 25 mph is not 35 mph as specified in the El Paso County Engineering Criteria Manual, it does help to address the deficiencies associated with the items listed above except for one location for intersection sight distance. At 25 mph, it is recommended to provide a minimum of 280 feet for the decision process of turning onto a roadway. However, at the private drive of 17691 Furrow Road, the intersection sight distance is measured at only 200 feet. The recommended stopping sight distance of 155 feet is met at this location.

- Mitigation: Further discussions in the Recommendations Section of this report will address recommended treatment modifications that are expected to influence travel speeds that would be less than the specified design speed of 40 mph and that would be more in line with the recently measured current operating speeds along the existing localized Furrow Road corridor. It should be noted that the 85<sup>th</sup> percentile speeds measured on Furrow Road are 31 mph and 34 mph for southbound and northbound, respectively, without any reported crashes or related incidents. This is an indication that a higher speed limit than what is currently posted may be appropriate.
- Clear Zone
  - Issue: The required clear zone of 14 feet is generally met along the majority of the corridor with the exception of five locations as listed in the table above. The resulting clear zone with these locations in mind also does not meet the local road requirement of a 7-foot clear zone.
  - Mitigation: Replacing the ornamental mailbox features with mailboxes on breakaway devices would address the mailboxes within the clear zone. While there are two driveway entrance features within the clear zone, the more critical one at 17883 Furrow Road is only 1 foot off the edge of the road. If the roadway is narrowed in this area, the separation of traffic from this feature may be increased to an acceptable distance; however, if the roadway is not narrowed at this location, it is recommended that this impediment be removed. The second feature at 17563 Furrow Road is located approximately 12 feet from the edge of road. It is believed that a variance could be issued at this location without posing a potential safety risk to the travelling public.
- Minimum Centerline Curve Radius
  - Issue: The curves along Furrow Road were determined using as-built drawing files. The roadway curve north of Metcalf Lane has a 535-foot radius while the roadway curve south of Metcalf Lane has a 465-foot radius. Neither of these curves meet the 565-foot radius as specified in the County's criteria manual. However, it is noted that both are larger than the minimum curve radius required for a local roadway in the County's standards.

- Mitigation: It is not believed that the County is in the position to rebuild the roadway in the vicinity of the non-conforming curves, nor is it believed that this is necessary. The curve radius is based on the design speed, not the posted speed limit. Further, as noted above, the measured 85<sup>th</sup> percentile speeds of 31 mph and 34 mph for southbound and northbound, respectively, with no reported crashes or related issues, demonstrate that motorists are negotiating these curves without issues.
- Pavement, Lane, and Shoulder Widths
  - Issue: The roadway width, measured edge of oil to edge of oil, is currently 40 feet, which is 8 feet wider than that specified in the criteria manual. While there is no striping on the roadway, the resulting lane widths are effectively one half of the road, or 20 feet, which is also 8 feet wider than the criteria manual specifies. Additionally, with no striping to guide motorists, the ground outside of the edge of oil effectively serves as the shoulder, versus the combination of a paved and gravel shoulder as identified in the County's criteria.
  - Mitigation: Striping the roadway with a wide painted median (8 feet) and edge striping would delineate the travel lanes and shoulder to County standards. This would result in a betterment over the design criteria as far as lane and shoulder widths are concerned but may not address the concerns of the residents in the neighborhood. In addition, as stated later in the **Recommendations** section of this report, pavement markings are not as effective at influencing speeds as physical features such as medians, as drivers may travel over the markings. Additionally, markings can give the impression of a more major road, thus encouraging higher speeds that would be less safe.
- Intersection Spacing
  - Issue: The specified intersection spacing of 660 feet is not met in two locations as noted in **Table 1**, with the shortest distance measuring 485 feet. The benefit of wider intersection spacing is to reduce side friction from the maneuvers at these intersections as well as to provide adequate stacking distance for vehicles queued up to make a turn or stopped for conflicting movements.
  - Mitigation: Similar to the substandard centerline curves, it is not believed that the County is in the position to realign the intersections in the vicinity of the non-conforming intersection spacing, nor is it believed that this is necessary. Within the portion of Furrow Road in this study, intersection turning movements are low enough that intersection queueing should not be an issue. Furthermore, with the larger lot sizes in this area, the overall side friction from driveways accessing Furrow Road is greatly reduced from what a similar neighborhood with smaller lots might experience. Therefore, it is not believed that the existing intersection spacing is a current issue nor will it lead to a future issue as the roadway is extended to Higby Road.
- Intersection and Stopping Sight Distance
  - Issue: The requirement for intersection sight distance of 445 feet is not met at three roadway intersections and one residential driveway. The required stopping sight distance of 305 feet is not met at two locations: one intersection and one residential driveway. Sight distances



provide the motorist with enough time to safely enter a roadway and, once on that roadway, to safely stop for an object in the road or a slowing or stopped vehicle. Without appropriate intersection sight distances, the potential for broadside crashes greatly increases. Similarly with inappropriate stopping sight distances, the potential for rear-end crashes increases.

It should be noted that, except for one location, should the road operate at the lower posted speed of 25 mph, the required intersection sight distance of 280 feet and stopping sight distance of 155 feet are both met. The one location that would still not meet this criterion is the private drive at 17691 Furrow Road, where the intersection sight distance is 80 feet less than the requirement.

- Mitigation: Mitigation is possible at all but one of the locations. Slope regrading will address the limitations at the Minglewood Trail N intersection as well as consideration of roundabout control, which is discussed later in the **Recommendations** section of this report. Tree trimming or removal will address the substandard sight distance at Lovely Way. While slope regrading should address the sight distance issues at 14691 Furrow Road, the grading would be extensive and may not bring the sight distance fully into compliance. Unfortunately, at the Metcalf Lane intersection, the grade of the roadway itself is preventing the sight distance from reaching the required length of 445 feet.

These design deficiencies may not be causing any issues at this time; however, with the addition of traffic from the Grandwood Ranch development as well as background through traffic, these deficiencies could very well start causing concern. While Furrow Road is classified as a Collector, it has been operating as expected as a local residential road since its construction. With the connection to Higby Road, Furrow Road will operate more as a collector as originally envisioned, but it will not meet several of the current El Paso County Engineering Criteria Manual's (ECM) design criteria for a collector road as identified above. The most critical of these are the sight distance issues. Treatments such as the mitigations identified above along with the recommended treatment modifications that are discussed later in the **Recommendations** section of this report can bring the roadway into line with the current ECM criteria or, at a minimum, would promote the safe operation of the roadway.

## 4.0 CORRIDOR ASSESSMENT

Evaluating the existing and future traffic operations on and adjacent to Furrow Road not only helps to identify problem areas but also aides in the determination of whether certain roadway improvements are suitable. Through signal warrants, stop sign warrants, and engineering judgement, recommendations can be made to improve both operations and safety along Furrow Road. The Highway Capacity Manual (HCM) and Highway Capacity Software (HCS) were used to validate recommendations based on existing and projected traffic volumes.

### 4.1 EXISTING TRAFFIC

Existing traffic volumes were examined to get a sense of how the Furrow Road corridor currently operates. These volumes were also used to help determine how future operations can be expected to work. Traffic patterns, observed through collected counts and site visits, reflected those of a typical residential neighborhood. Based on the initial review of existing traffic, it was concluded that there were no apparent areas of concern that needed be addressed under current conditions. Existing data was also used to develop future through traffic volumes and improvement recommendations.

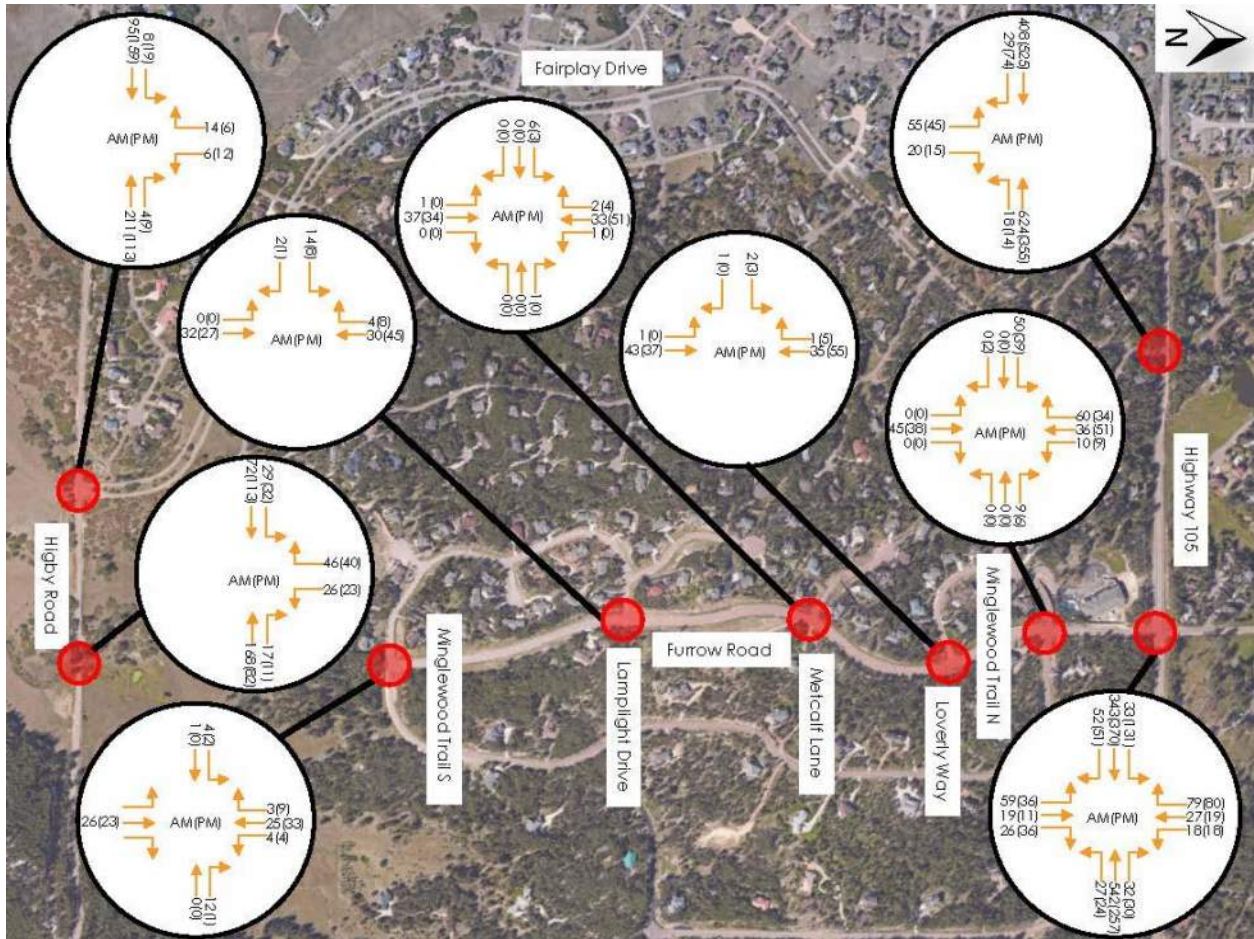
### 4.2 FUTURE TRAFFIC

Once the extension of Furrow Road is fully connected and opened, it is assumed that some vehicles (including residents in the immediate area) will use this connection to get to their origin or destination. Additionally, the Grandwood Ranch development, located to the south of the Furrow Road neighborhood, will also create additional trips along Furrow Road. Trip generation for the Grandwood Ranch development is based on the *Grandwood Ranch Traffic Impact Study, LSC* (June 30, 2020). Peak-hour through traffic volumes for the proposed Grandwood Ranch development, along with potential additional through traffic volumes originating from outside the Grandwood Ranch development, can be found in **Appendix A.2**.

As part of this study, both short-term and long-term traffic conditions were considered. Short-term conditions account for traffic volumes immediately after the Furrow Road extension is complete, including through traffic volumes for the near future. Long-term conditions consider the same trip generation scenarios for the horizon year 2040. Projected future traffic volumes for each future year are shown in **Figure 5** and **Figure 6**.

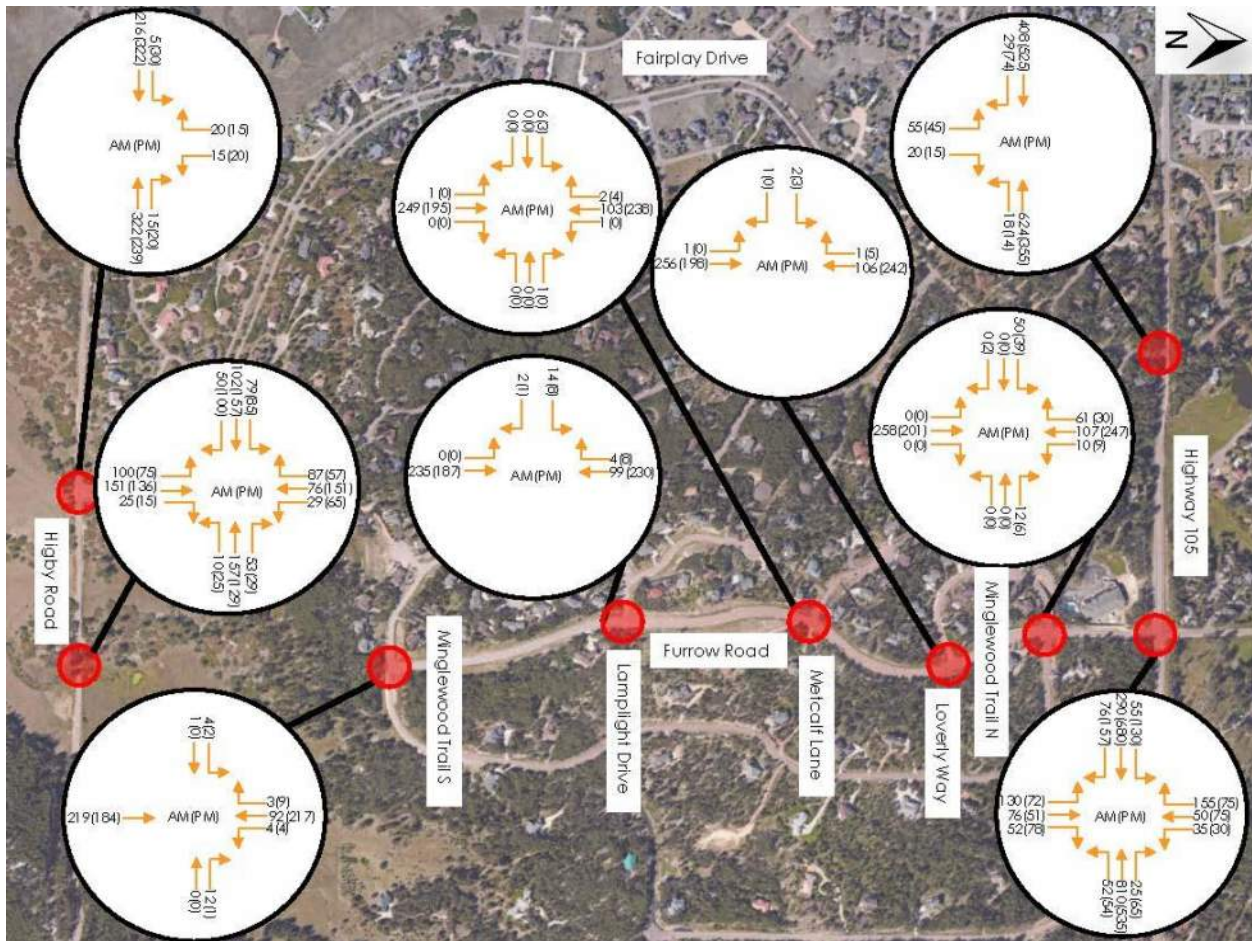
The long-term 2040 volumes were taken directly from the *Grandwood Ranch Traffic Impact Study, LSC* (June 30, 2020), as no demand modelling was performed for this analysis. It is believed that these numbers portray a conservative (higher than expected) projection of through traffic. It does not seem reasonable for motorists to choose to travel several miles on a collector facility with a reduced speed when other, more viable options exist such as Jackson Creek Pkwy, State Highway 83, and Interstate 25.

Figure 5. Short-Term Total Traffic TMCs





**Figure 6. 2040 Total Traffic TMCs**



Source: Grandwood Ranch Traffic Impact Study, 2020

### 4.3 SAFETY

For the safety analysis, a five-year (January 1, 2015, to December 31, 2019) crash history was requested from the Colorado Department of Transportation (CDOT) for the Furrow Road, Fairplay Drive, Highway 105 and Higby Road corridors. Obtaining and analyzing crash data within the study area had the primary objective of determining whether there are any key problem areas that exist around the site. Finding these problem areas could help tell the story as to why some drivers may consider traveling on Furrow Road to avoid them. While it is impossible to determine exactly how many additional through trips Furrow Road may experience in the future, a review of potential crash problem areas may shed some light on the potential additional traffic that could result from drivers that have chosen to strategically avoid crash problem areas.

Participants at the November 9<sup>th</sup>, 2021, Public Meeting noted that there appeared to be crash data missing from the analysis. In particular, these were crashes that they had observed on Highway 105 in the general vicinity of the Fairplay Drive and Furrow Road intersections. While the possible presence of crashes in the vicinity, as brought up at the meeting, has no direct impact to the operations of Furrow Road, the study team confirmed with CDOT that all data in their records for these areas was provided in

the original request. Additional comments made by residents, during the November 9<sup>th</sup> Public Meeting, are detailed in **Appendix C.1**.

### 4.3.1 Crash Analysis

After reviewing the provided five-year crash data, it was determined that there are two locations with notable crash patterns. Along Highway 105, there were a total of 16 crashes that occurred at intersections. 13 of these crashes occurred at the signalized intersection of Highway 105 and Jackson Creek Parkway. Similarly, along Higby Road, there were a total of 15 crashes along the corridor, with 14 of them occurring at the signalized intersection of Higby Road and Jackson Creek Parkway.

The most frequently occurring crash types are rear-end crashes. It is common to see a trend of rear-end crashes at signalized intersections as these types of crashes generally occur more frequently with traffic signals due to the constant stopping and starting of vehicles. Crashes reported for these locations are presented in **Table 2**, below, and in **Figure 7** and **Figure 8** on the next page. No fatalities were recorded during the five-year analysis period.

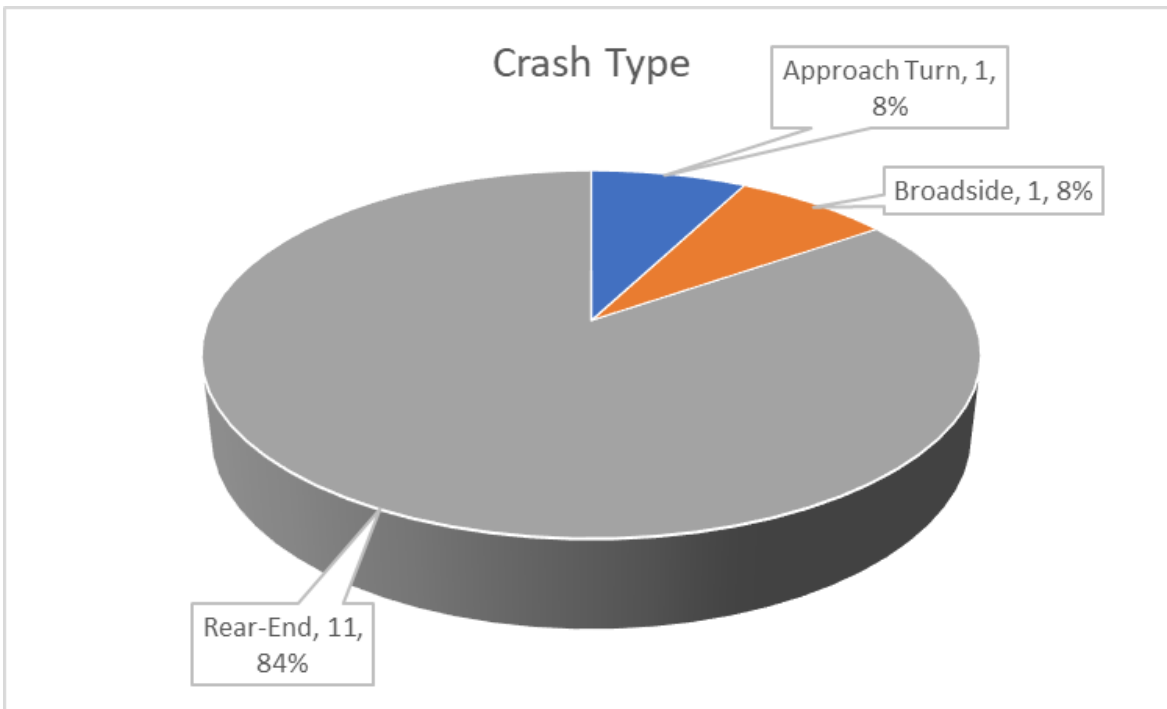
It is possible that some drivers may elect to avoid Jackson Creek Parkway based on periodic traffic congestion that may occur at the signalized intersections and due to the possible safety concerns; however, the crash data confirms that most of the crashes resulted in PDO and were also rear-end crashes, which are generally less severe, and are not uncommon at traffic signals. It is believed that the number of drivers that may select Furrow Road as an alternative route, based on the crash analysis, is not expected to be significant, especially given that Furrow Road will remain a low-speed roadway. There are also several other nearby north-south roadway options with higher speeds, including Interstate 25 and State Highway 83.

**Table 2. Jackson Creek Parkway Crash Severity and Type Breakdown**

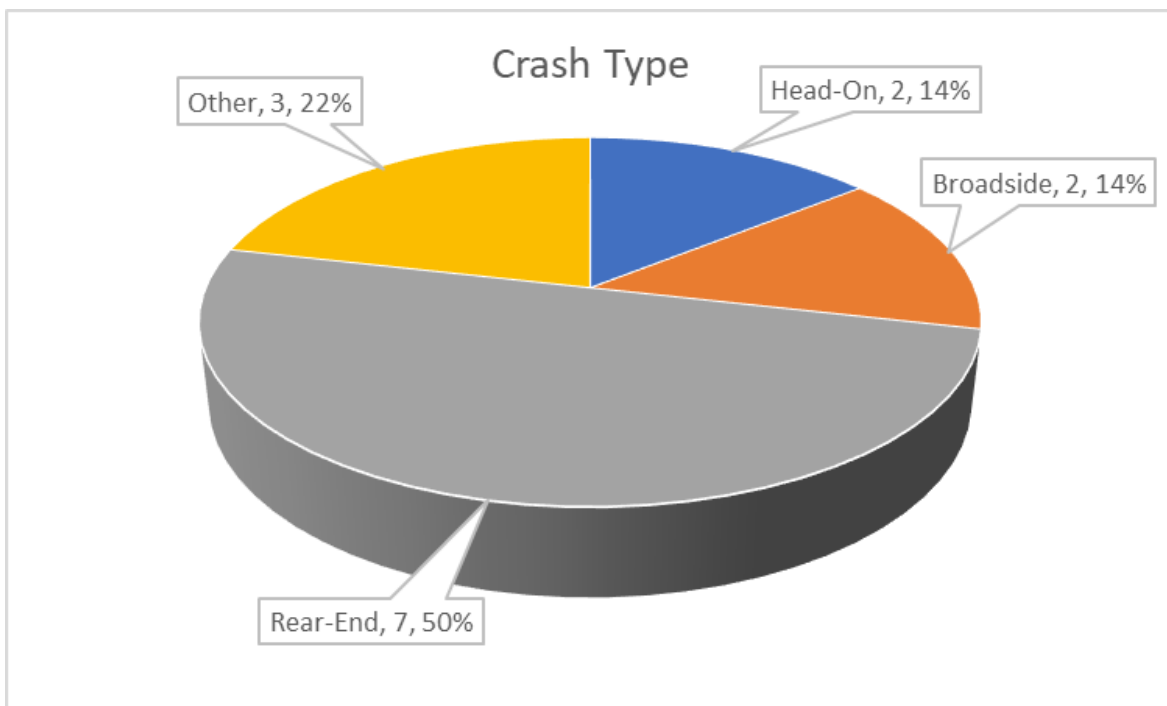
Location	Total Crashes	Crash Severity			Crash Type				
		PDO	INJ	FAT	Approach Turn	Broadside	Rear-End	Head-On	Other
Highway 105 & Jackson Creek Pkwy	13	12	1	0	1	1	11	0	0
Higby Road & Jackson Creek Pkwy	14	9	5	0	0	2	7	2	3

*PDO = Property Damage Only; INJ = Injury; FAT = Fatal*

**Figure 7. Highway 105 & Jackson Creek Parkway Crash Types**



**Figure 8. Higby Road and Jackson Creek Parkway Crash Types**





## 5.0 ALTERNATIVES ANALYSIS

### 5.1 PURPOSE AND NEED

The mitigation measures discussed later in this section were all evaluated against the deficiencies identified during the analysis as well as the concerns raised by the residents along Furrow Road. The identified deficiencies and concerns are summarized in **Table 3**.

**Table 3. Concerns and Deficiencies**

Issues
<b>Neighborhood Concerns</b>
Furrow Road used as a through corridor
Increase in vehicular speed through neighborhood
Impacts to roadway user safety
<b>Deficiencies</b>
Clear zone
Minimum Centerline Radius
Lane Width (greater than ECM)
Intersection / driveway spacing
Intersection Sight Distance
Stopping Sight Distance

Alternatives that were considered for evaluation along the Furrow Road corridor stemmed from recommendations made by local residents and El Paso County staff. In addition to this, Stantec developed a further set of alternatives to be considered, based on common engineering practices as well as the deficiencies identified in **Table 3**. A cumulative list of alternatives is shown in **Table 4**. This table was further narrowed down based on which alternatives were feasible to be implemented on a Collector facility. Alternatives that were considered for final recommendations are discussed in the succeeding sections of this report.

**Table 4. Initial List of Alternatives for Consideration**

Modification/Treatment	Appropriate for Rural Collector	Cost *	Table 5 Recommended Alternatives Category
1. Designation of a corridor-wide speed limit	✓	\$	Recommendation
2. Correction of sight distance limitations	✓	\$\$/\$\$\$	Roundabouts, Recommendation
3. Continuous center two-way left turn lanes	✓	\$	Two-Way Left-Turn Lane
4. Urban cross-section with curb, gutter, and sidewalk	✓	\$\$\$\$	—
5. Pedestrian infrastructure, ramps, landing areas, and sidewalk	✓	\$\$\$	Multi-Use Path
6. Separate bicycle and pedestrian multi-use paths	✓	\$\$	Multi-Use Path
7. Designation of pedestrian crossings	✓	\$\$	Multi-Use Path
8. Raised median pedestrian refuge islands for pedestrian crossings	✓	\$\$	Multi-Use Path
9. Designation of separate bicycle lanes	✓	\$	Bike Lanes
10. Regulatory intersection traffic control signing, including two-way or all-way stop control	✓	\$	Traffic Signal Roundabouts
11. Mini, compact, and single-lane roundabouts	✓	\$\$/\$\$\$	Roundabouts
12. MUTCD standard road signing	✓	\$	Recommendation
13. Chicanes	☒	—	—
14. Curb bump outs	✓	\$\$	—
15. Center median islands (with or without curbs)	✓	\$\$/\$\$\$	Center Median
16. Horizontal deflections	☒	—	—
17. Narrow travel lanes	✓	\$	Center Median, Two-Way Left-Turn Lane
18. Bike - pedestrian lanes	✓	\$\$	Multi-Use Path
19. Road Closure	✓	\$\$	Road Closure
20. Correction of curve radius deficiencies	✓	\$\$\$	Reduce pavement width
21. Correction of clear zone issues	✓	\$\$/\$\$\$	Reduce Pavement Width

\* *Costs are relative to the other alternatives being considered and are intended to account for the overall cost of the alternative: design, implementation, construction, operations, and maintenance.*

Alternatives 13 and 16 were eliminated due to being inappropriate treatments for a Collector facility. Alternatives 1, 4, and 14 were not evaluated further within the **Recommendations** section of this report but are discussed below. All other alternatives were evaluated either in their entirety or considered to be a modification or component of another evaluated alternative.

- Alternative 1: Designation of a corridor wide speed limit – The existing localized Furrow Road corridor has a local residential speed limit of 25 mph; however, when the connection to Higby Road is completed and the road is no longer serving only local residential traffic, it will be necessary to consider increasing the speed limit. Based on the previous discussion, which noted several existing roadway characteristics that are inconsistent with collector roadway classification criteria and a corresponding 35 mph posted speed limit, a lower posted speed would be necessary to help address these deficiencies. As a result, a posted speed limit of 30 mph is recommended, which would be more in line with the recently measured operating speeds along the existing localized Furrow Road corridor and would match the adjacent Grandwood Ranch residential area 30 mph speed limit, thereby allowing a consistent corridor-wide speed limit.
- Alternative 4: Urban cross-section with curb, gutter, and sidewalk – While this treatment would provide for additional pedestrian facilities, it was not taken further in the analysis as it is not compatible with the rural neighborhood character, nor would it match any other portion of Furrow Road to the north or south.
- Alternative 14: Curb bump outs – While curb bump outs could be an appropriate treatment on this facility, their use relies on other characteristics of the roadway, namely on-street parking. Due to the large lot sizes and overall length of driveways in this neighborhood, there is extremely limited on-street parking along Furrow Road. As such, curb bump outs may actually pose a greater safety risk than a benefit.

## 5.2 WARRANT ANALYSIS

Short-term total traffic includes existing local residential area traffic and estimated through traffic from the adjacent Grandwood Ranch development, along with potential additional through traffic volumes originating from outside the Grandwood Ranch development. This total volume was used in assessing recommendations based on short-term traffic.

Similarly, 2040 total traffic is defined as the projected future traffic within the site and includes local residential area traffic and estimated through traffic from the adjacent Grandwood Ranch development along with potential additional through traffic volumes originating from outside the Grandwood Ranch development. Volumes for the 2040 scenario were presented in the *Grandwood Ranch Traffic Impact Study, LSC* (June 30, 2020).

Peak hour volumes for the short-term and 2040 scenarios are shown above in

**Figure 5** and **Figure 6**, respectively. Based on these calculated volumes, a series of warrant analyses were completed to determine if the following recommendations are suitable:

- Traffic Signal at the intersection of Highway 105 and Furrow Road
- All-Way Stop Control (AWSC) along Furrow Road
- Roundabouts at the intersections of Furrow Road and Minglewood Trail N, Furrow Road and Minglewood Trail S, and Furrow Road and Metcalf Lane

### 5.2.1 Signalized Intersection

Based on input from the public and the presence of high traffic volumes, the intersection of Furrow Road and Highway 105 was considered for signalization. Currently, this intersection operates using two-way stop control, with stop signs present on the northbound and southbound approaches of Furrow Road. Using Highway Capacity Software (HCS), signal warrants were evaluated using methodology defined in the Manual on Uniform Traffic Control Design (MUTCD).

12-hour turning movement volumes for both the short-term and long-term (2040) scenarios were projected based on existing 12-hour counts at Furrow Road & Highway 105. The existing 12-hour counts and assumed short-term and long-term 12-hour volumes can be found in **Appendix A.1**. These 12-hour volumes, along with details regarding roadway characteristics and lane configuration, were entered into HCS to perform the signal warrant analysis. Per MUTCD guidance, the right-turn volumes from both approaches on the minor street (northbound and southbound Furrow Road) were reduced to zero in the analysis. This reflects a best-case scenario, where there are sufficient gaps in the major street traffic to allow all right-turning vehicles from the minor street to easily turn out with minimal delay.

As a result of the HCS analysis, it was determined that a traffic signal is not currently warranted at the intersection of Furrow Road and Highway 105 for the short-term scenario. However, the analysis did show that a signal is warranted by 2040 in the long-term scenario, even when considering the right-turn volume reduction on the minor street.

### 5.2.2 All-Way Stop Control Intersections

At the request of residents, who noted that all-way stop control (AWSC) may be helpful in slowing speeds and enabling pedestrians to cross Furrow Road, an evaluation of AWSC warrants was conducted. This determined if traffic control modification to the existing two-way stop-controlled intersections would be necessary. It is important to note that the MUTCD states that: "Yield or Stop signs should not be used for speed control" and that AWSC should not be installed unless it satisfies the crash, volume, and delay criteria contained in the MUTCD. Per the MUTCD, the minimum threshold that warrants all-way stop control is 300 vehicles per hour along the major street approach and 200 vehicles, pedestrians, and bicycles combined per hour along the minor street approach. Both minimum thresholds are for combined approach volumes (North + South or East + West).

Existing turning movement counts show that the highest side street volume is at Minglewood Trail N with 62 hourly vehicles during the AM peak period, with the second highest being Lamplight Drive, with 16 hourly vehicles during the AM peak period. It is not anticipated that side street volumes will substantially increase in future years because of the lack of future build-out within these areas. Based on this, AWSC is not warranted at any location along Furrow Road.

### 5.2.3 Roundabouts

Roundabouts can be an effective tool to not only improve the safety and operations of an intersection, but also to visually breakup a corridor. From a safety standpoint, the number of conflict areas within a roundabout are significantly lower than that of a traditional stop- or signal-controlled four-leg intersection. Adding single-lane roundabouts at one or both Minglewood Trail intersections with Furrow Road, as well as another intermediate location, Metcalf Lane, may discourage larger-profile vehicles and speeding vehicles from using Furrow Road as a through route, given the physical limits that roundabout geometry



may impose on vehicle operation and travel speeds. Depending on the facility, roundabouts can also add an aesthetic element, allowing for the center to be landscaped or vegetated.

To determine whether a roundabout is suitable for short-term and long-term traffic volumes along Furrow Road, the capacity was calculated. The Highway Capacity Manual (HCM) defines the capacity of a one-lane roundabout using the following equation:

$$C_{e,pce} = 1,130e^{-(1.0 \times 10^{-3})V_{c,pce}}$$

$C_{e,pce}$  = Roundabout Capacity (vehicles per hour)

$V_{c,pce}$  = Flow Rate (vehicles per hour, passenger car equivalents per hour)

e = Euler's Number

This equation uses approach volumes to calculate the amount of hourly traffic that a roundabout can accommodate. As mentioned above, two primary locations were strategically identified as potential candidates for a roundabout:

- Furrow Road and Minglewood Trail N – Addresses sight distance limitations and reduces the potential for future turn lanes associated with the higher turning volumes into the school site.
- Furrow Road and Metcalf Lane - Addresses sight distance limitations and concerns with speeds and driveway access, better maintains speed consistency throughout the corridor, and allows an intermediate crossing location along Furrow Road.

Additionally, a possible third roundabout location could be considered at Minglewood Trail S for short-term and long-term conditions. This could further help maintain speed consistency throughout the corridor.

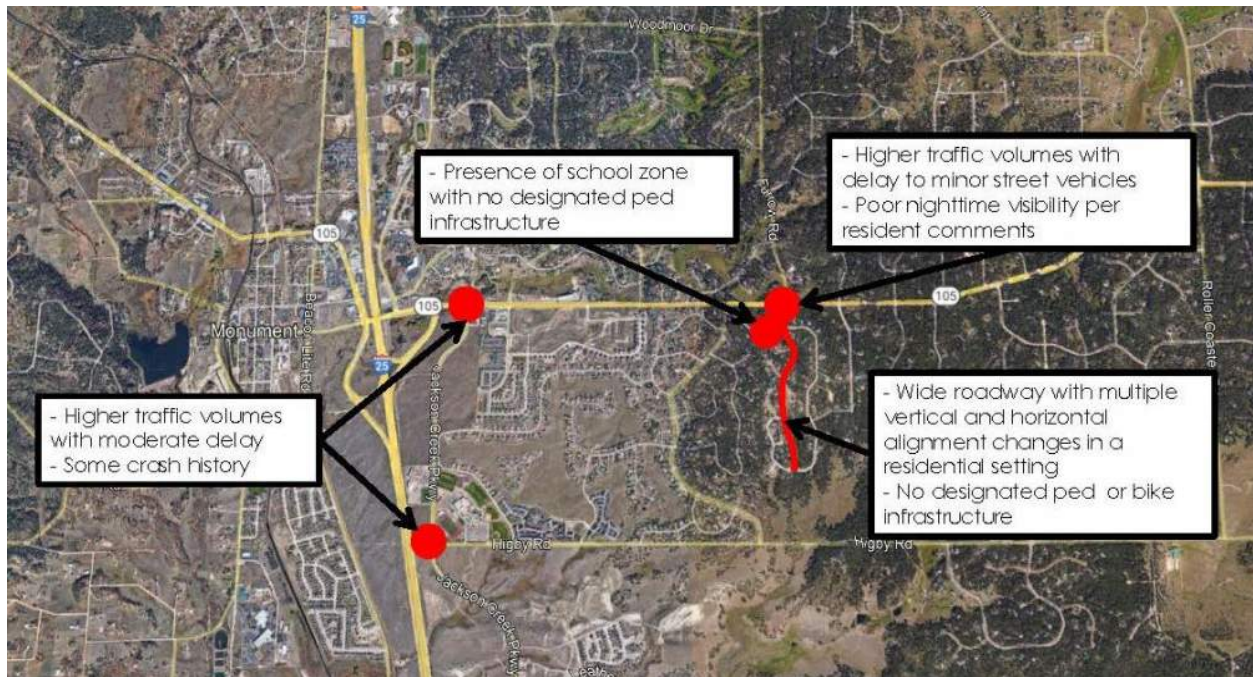
Because the intersection of Furrow Road and Minglewood Trail N has the highest peak hour volumes, it was used as a proxy for the other intersections. According to the capacity equation, a single-lane roundabout at the intersection of Furrow Road and Minglewood Trail N could handle a capacity of approximately 1,000 vehicles per hour during the short-term scenario. With volumes of 65 and 107 vehicles per hour along the northbound and southbound approaches, a roundabout is more than capable of handling the projected hourly short-term volumes at this location.

Similarly, during the long-term scenario, a single-lane roundabout is expected to handle a capacity of approximately 830 vehicles per hour, which is more than suitable for the projected peak hour volumes. While capacity will decrease with an increase in traffic volumes, theoretically it has been shown that roundabout capacities tend to increase over time, given no change in traffic volumes, as drivers become more familiar with the feature. In the event that actual future volumes exceed those that were forecasted in this study, the increase in roundabout capacity, over time, will be able to accommodate the greater than anticipated traffic volumes.

## 5.3 RECOMMENDATIONS

The results of this traffic analysis were generated from a comprehensive understanding of existing and future traffic conditions along the Furrow Road corridor. With the primary goal of safety, recommended measures were determined for when the connection to Higby Road is made, with the intention of identifying potential improvements to encourage slow speeds. It is believed that by recognizing existing and potential future problem areas, recommendations could be made to improve upon these areas while also maintaining the residential feel of the neighborhood. Potential problem areas have been mapped out and are displayed in **Figure 9**.

**Figure 9. Potential Problem Areas**



### 5.3.1 Rankings

Recommendations were made based on input from the public and El Paso County staff, combined with the engineering analysis discussed in this report. The list shown above in **Table 4** was narrowed down to create a smaller and more focused set of recommendations. These recommendations were evaluated with the criteria listed below, giving each a final score which was used to rank them in relationship to each other. It should be noted that the individual scoring was subjective, based on general comments from area residents as well as experience with similar projects and neighborhoods. Each recommendation was evaluated based on five criteria:

**Safety:** This is a measure of how much each recommendation will enhance safety along the corridor and at specific locations.

**Cost:** Improvements with lower costs may present a more favorable cost-benefit ratio, which may make them more likely to be implemented. This includes accounting for the design, implementation, construction, operations and maintenance of the alternative.

Environmental Impacts: This can include drainage, vegetation, and air quality impacts. It is not desirable to implement a measure that causes drainage issues or removes vegetation. Additionally, slower speeds and less frequent stopping can possibly reduce carbon emissions from vehicles and lessen noise levels.

Familiarity: It is desirable that the residential feel of the neighborhood be maintained and that changes that have a significant user adjustment period be avoided.

User Convenience: It is important that recommendations do not significantly alter the corridor and make it more difficult to drive. While it may be desirable to limit the number of through users, it is still important to provide an efficient and safe route to those that choose to use the corridor.

Recommendations were given a score for each criterion, with 1 being the best and 5 being the worst. Scores were then summed up; alternatives with lower total scores are considered preferable. The results of this scoring process are shown in **Table 5**.

**Table 5. Rankings of Alternatives**

Criterion	Intersections		Roadway			Ped/Bike		Other
	Roundabouts	Traffic Signal	Landscaped Median	Two-Way Left-Turn Lane	Reduce Pavement Width to 32'	Multi-Use Path	Bike Lanes	Maintain Road Closure
<b>Safety</b>	1	3	2	4	3	1	5	2
<b>Cost</b>	2	5	2	2	2	5	2	2
<b>Environmental Impacts</b>	2	5	1	2	1	2	2	4
<b>Familiarity</b>	2	4	1	4	1	3	5	1
<b>User Convenience</b>	3	5	2	2	1	1	4	5
<b>Total Score</b>	<b>10</b>	<b>22</b>	<b>8</b>	<b>14</b>	<b>8</b>	<b>12</b>	<b>18</b>	<b>14</b>

### 5.3.2 Summary

It is recommended that El Paso County consider implementation of the following treatments:

Preferred Alternative

- Do not open the extension of Furrow Road to Higby Road until the preferred alternative is in place, with the following exception:
  - o Opening of the roadway extension should be considered should any of the following triggers occur:
    - Emergency access requirements
    - Connection to Gleneagle becomes imminent
    - Traffic relief for other collector roads is needed
    - Note: the MTCP indicates that this connection will be needed by 2040
- Construct roundabouts at Minglewood Trail N and Metcalf Lane intersections.

- Add a landscaped center median along the roadway between the roundabouts with breaks at each side street. If this is not feasible due to physical constraints, reduction of the overall width of the roadway by removing pavement on either side of the existing roadway should be pursued.
- Provide MUTCD-compliant roadway signage to include Keep Right signs for the medians, roundabout signage, Speed Limit 30 signing, and street name signs.

### Secondary Alternative

- In addition to the preferred alternative, and depending on roadway alignment, construct an additional roundabout at Minglewood Trail S.

Final scores are subjective and based on engineering judgement as discussed in this study; low total scores indicate an alternative is better ranked overall compared to an alternative with a higher total score. It should be understood that scores are simply used to give an indication of the relative ranking of the alternative treatments among themselves and not to eliminate alternatives. Each of the evaluated recommendations were determined to not only accommodate the existing traffic volume but also the estimated future traffic volumes along Furrow Road.

**Mini, Compact, and Single-lane Roundabouts (Final Score = 10):** Roundabouts will enhance the safety of intersections along the corridor by handling higher traffic better than the current intersections as well as addressing the sight distance limitations noted earlier. Due to the requirement to slow down to 20-25 mph on approach to and through the roundabout, the ability for vehicles on intersecting roadways to see the oncoming traffic will be improved.

An additional benefit of the roundabout at the Minglewood Trail N Intersection is the ability to handle the Montessori School traffic better without the potential future need to add turn lanes to the intersection. The actual type of roundabout will be determined during the design phase when more information is available regarding right-of-way constraints, utility conflicts, etc.

For the purposes of this study, conceptual drawings for potential compact roundabouts at the Minglewood Trail N, Metcalf Lane and Minglewood Trail S intersections are shown in **Error! Reference source not found..**

**Traffic Signals (Final Score = 22):** While a traffic signal may be warranted at the intersection of Furrow Road and Highway 105 based on estimated vehicle volumes in the long-term scenario, implementation of this measure will be further analyzed in a separate, ongoing study along Highway 105. It should be noted that per the MUTCD, simply meeting signal warrants does not in itself require a signal to be installed; rather, an engineering evaluation of alternatives should be completed to determine the preferred intersection control alternative that maximizes overall safety and efficiency.

**Landscaped Median (Final Score = 8):** Due to the 40-foot width of Furrow Road, removing as much as 8 feet of asphalt in the center of the facility and converting that area to a median with hard or soft landscaping would still leave an overall 32 feet of roadway for traffic. This will effectively narrow the travel lanes, which tends to encourage lower travel speeds. Further, with the addition of landscaping other than ground cover (i.e., native trees and bushes), lower speeds are further influenced by the perceived narrowing of the roadway. The proposed median treatment is a flush / non-raised median that is landscaped, similar to Fairplay Drive. This treatment option does not contain any curb, gutter, or concrete work, thus staying within the current style of the landscaping and overall design of the existing Furrow Road.



**Two-Way Left-Turn Lane (Final Score = 14):** Two-way left-turn lanes (TWLTL) boast a handful of advantages. The first being that the addition of a TWLTL will significantly reduce the lane width along Furrow Road, which could promote lower speeds. Additionally, like a physical median, the TWLTL acts as a buffer, maintaining separation between opposing traffic. However, markings are not as effective at influencing speeds as physical medians, as drivers may travel over them versus the physical separation that a landscaped median or other similar features provide. Moreover, pavement markings can give the impression of a more major road, thus encouraging higher speeds that would be less safe.

**Reduce Pavement Width (Final Score = 8):** As an alternative to adding a center median or striping a two-way left-turn lane, reducing the overall pavement width to 32 feet could also be accomplished by simply removing pavement on either side of the existing roadway. Given the deficiencies identified earlier, this alternative could vary in width from side to side of removal, effectively realigning the roadway. Aside from bringing the roadway width into compliance with the ECM, advantages to this alternative include improving, or eliminating altogether, the deficient curve radius and clear zone issues. However, it should be noted that by doing this type of roadway narrowing, it effectively brings opposing directions of traffic closer together. Further, there would be limited space for vehicles to queue up for turns without impacting through traffic.

**Multi-Use Path (Final Score = 12):** Providing a multi-use path will give pedestrians and bicyclists a separate route to navigate the corridor, making it feel much more user-friendly than riding on the roadway. Younger and more inexperienced users, specifically, would benefit from a dedicated facility that is physically separated from vehicular traffic, thus allowing for a wider range of users to travel the corridor. A multi-use path can be used by bicyclists, walkers, joggers, or any other type of micro-mobility. However, given the large size of lots in the neighborhood, the lack of other trails to connect to, and the fact this would be inconsistent with other facilities in the area, it was determined that the trail would not actually help achieve the goals of this project. In the future, should additional trails be provided in the area, this alternative could still be implemented at that time to improve network connectivity.

**Marked Bike Lanes (Final Score = 18):** The inclusion of bike infrastructure may provide a safer means of travel for bicyclists only. This added element within the roadway not only reduces lane width but also creates an overall heightened awareness of drivers. When bike lanes are frequently used and motorists become more aware of the possibility of cyclists in the vicinity, they may slow their speeds and become more vigilant about their surroundings. However, when bike lanes are seldom used, motorists tend to pay less attention to the bike lanes and could become complacent even when a cyclist is present. Further, in the case of Furrow Road between Higby Road and Highway 105, there are no other bike lanes to connect to, resulting in bike lanes that would have very limited use as they would only serve the neighborhood and would be inconsistent with the remainder of Furrow Road.

**Maintain Road Closure (Final Score = 12):** There is merit to not establishing the roadway connection until the preferred alternative treatments are in place, since any treatments that are added to Furrow Road will be seen by motorists as part of the overall extension, versus in reaction to the extension. It should be noted, however, that this alternative negatively impacts snow removal operations, as plows would be required to travel around the closure by way of other through roads to clear both sides of Furrow Road. Further issues with closing the road include the degradation of the pavement on the new portion of Furrow Road that will not be utilized. Asphalt pavement degrades quicker with no traffic using it versus with traffic. It is recommended that, if used, this option be limited to a specific time frame.

## **APPENDIX A TRAFFIC COUNTS**

### **A.1 EXISTING TRAFFIC COUNTS**



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Location: 1 FURROW RD & MINGLEWOOD TRAIL AM

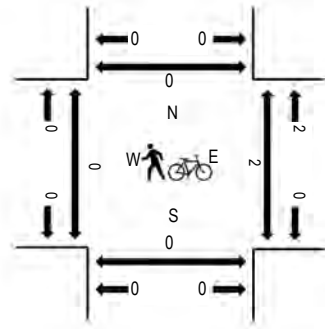
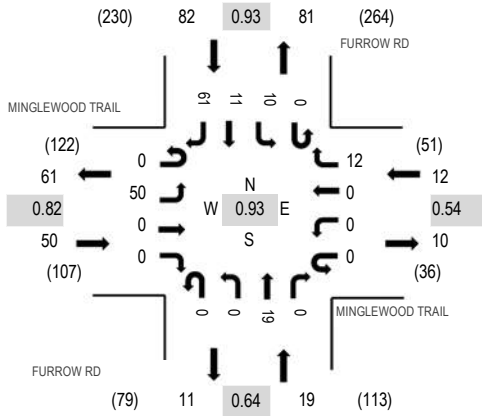
Date: Tuesday, October 19, 2021

Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MINGLEWOOD TRAIL Eastbound				MINGLEWOOD TRAIL Westbound				FURROW RD Northbound			FURROW RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
6:00 AM	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	5	51	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	3	7	62	0	0	0	0
6:30 AM	0	3	0	0	0	0	0	1	0	0	3	0	0	0	4	6	17	91	0	0	0	0
6:45 AM	0	6	1	3	0	0	0	4	0	0	3	0	0	1	1	3	22	109	0	0	0	0
7:00 AM	0	2	0	0	0	0	0	2	0	0	8	0	0	0	0	4	16	131	0	0	0	0
7:15 AM	0	8	0	0	0	0	0	2	0	0	11	0	0	1	3	11	36	156	0	0	0	0
7:30 AM	0	5	0	0	0	0	0	7	0	0	5	0	0	3	3	12	35	163	0	0	0	0
7:45 AM	0	14	0	0	0	0	0	4	0	0	4	0	0	3	4	15	44	162	0	0	0	0
8:00 AM	0	14	0	0	0	0	0	0	0	0	5	0	0	3	2	17	41	143	0	2	0	0
8:15 AM	0	17	0	0	0	0	0	1	0	0	5	0	0	1	2	17	43	122	0	0	0	0
8:30 AM	0	11	0	0	0	0	0	3	0	0	8	0	0	1	4	7	34	99	0	3	0	0
8:45 AM	0	3	0	0	0	0	0	3	0	0	7	0	0	0	4	8	25	80	0	0	0	0
9:00 AM	0	5	0	0	0	0	0	1	0	0	6	0	0	2	2	4	20	64	0	0	0	0
9:15 AM	0	3	0	0	0	0	0	2	0	0	5	0	0	4	3	3	20	55	0	0	0	0
9:30 AM	0	2	0	0	0	0	0	3	0	0	3	0	0	1	5	1	15	45	0	0	0	0
9:45 AM	0	1	0	0	0	0	0	2	0	0	2	0	0	1	2	1	9	44	0	1	0	0
10:00 AM	0	2	0	0	0	0	0	2	0	0	1	0	0	0	5	1	11	50	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	6	1	10	55	0	0	0	0
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10:45 AM	0	0	0	0	0	0	0	2	1	0	2	0	0	4	5	1	15	62	0	0	0	0
11:00 AM	0	2	0	0	0	0	0	2	0	0	6	0	0	3	3	0	16	62	0	0	0	0
11:15 AM	0	3	0	0	0	0	0	3	0	0	6	0	0	2	6	0	20		0	0	0	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	5	0	0	2	1	2	11		0	0	0	0
11:45 AM	0	0	0	1	0	0	0	2	0	1	1	0	0	1	7	2	15		0	0	0	0
Count Total	0	102	1	4	0	0	0	51	1	1	111	0	0	35	74	121	501		0	6	0	0
Peak Hour	0	50	0	0	0	0	0	12	0	0	19	0	0	10	11	61	163		0	2	0	0



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Location: 2 FURROW RD & HWY 105 AM

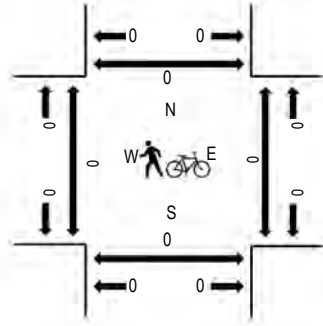
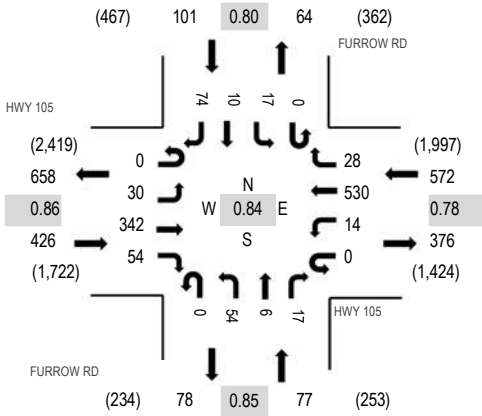
Date: Tuesday, October 19, 2021

Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HWY 105 Eastbound				HWY 105 Westbound				FURROW RD Northbound			FURROW RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
6:00 AM	0	1	28	0	0	0	22	0	0	3	0	3	0	2	0	7	66	343	0	0	0	0
6:15 AM	0	2	16	2	0	1	31	0	0	3	0	0	0	1	0	4	60	458	0	0	0	0
6:30 AM	0	2	25	3	0	2	46	1	0	4	0	0	0	3	3	6	95	682	0	0	0	0
6:45 AM	0	3	14	4	0	4	63	2	0	11	1	3	0	5	0	12	122	939	0	0	0	0
7:00 AM	0	4	38	4	0	0	102	4	0	9	1	2	0	5	0	12	181	1,161	0	0	0	0
7:15 AM	0	4	93	12	0	1	114	8	0	8	4	6	0	8	2	24	284	1,176	0	0	0	0
7:30 AM	0	9	103	12	0	4	173	4	0	15	0	5	0	5	2	20	352	1,086	0	0	0	0
7:45 AM	0	10	80	16	0	4	175	14	0	19	1	3	0	2	2	18	344	923	0	0	0	0
8:00 AM	0	7	66	14	0	5	68	2	0	12	1	3	0	2	4	12	196	822	0	0	0	0
8:15 AM	0	5	47	11	0	8	82	3	0	17	2	6	0	3	0	10	194	820	0	0	0	0
8:30 AM	0	15	67	7	0	4	62	1	0	14	0	7	0	5	1	6	189	828	0	0	0	0
8:45 AM	0	13	53	5	0	7	125	4	0	2	0	2	0	3	1	28	243	789	0	0	0	0
9:00 AM	0	12	53	6	0	2	90	4	0	8	2	3	0	3	0	11	194	710	0	0	0	0
9:15 AM	0	21	63	9	0	0	70	1	0	8	1	0	0	7	1	21	202	687	0	0	0	0
9:30 AM	0	10	38	6	0	1	60	8	0	7	0	2	0	2	0	16	150	643	0	0	0	0
9:45 AM	0	18	50	5	0	0	71	1	0	5	0	0	0	1	0	13	164	662	0	0	0	0
10:00 AM	0	10	57	4	0	1	70	3	0	2	1	2	0	2	0	19	171	658	0	0	0	0
10:15 AM	0	11	58	6	0	2	56	1	0	3	0	0	0	6	0	15	158	649	0	0	0	0
10:30 AM	0	18	51	6	0	0	60	2	0	6	1	1	0	4	1	19	169	686	0	0	0	0
10:45 AM	0	14	40	7	0	2	71	4	0	3	0	1	0	5	0	13	160	689	0	0	0	0
11:00 AM	0	21	47	6	0	0	57	1	0	8	0	1	0	1	0	20	162	745	0	0	0	0
11:15 AM	0	23	62	8	0	0	68	3	0	11	0	2	0	5	0	13	195		0	0	0	0
11:30 AM	1	21	57	5	0	0	62	3	0	5	0	0	0	4	0	14	172		0	0	0	0
11:45 AM	0	18	77	8	0	1	75	1	0	2	0	1	0	4	2	27	216		0	0	0	0
Count Total	1	272	1,283	166	0	49	1,873	75	0	185	15	53	0	88	19	360	4,439		0	0	0	0
Peak Hour	0	30	342	54	0	14	530	28	0	54	6	17	0	17	10	74	1,176		0	0	0	0





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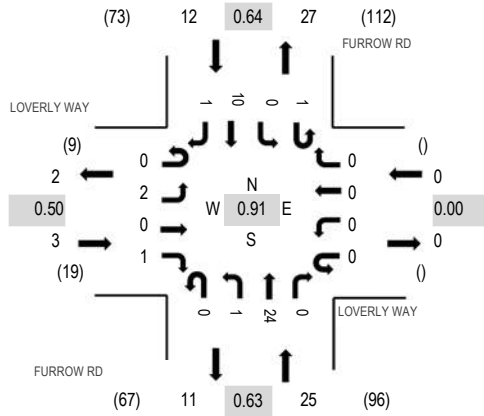
Location: 3 FURROW RD & LOVERLY WAY AM

Date: Tuesday, October 19, 2021

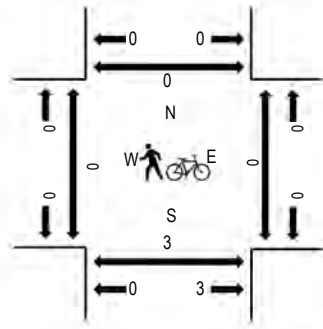
Peak Hour: 08:30 AM - 09:30 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	LOVERLY WAY Eastbound				LOVERLY WAY Westbound				FURROW RD Northbound			FURROW RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
6:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	19	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	24	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	7	34	0	0	0	0
6:45 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	5	35	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	38	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	10	0	0	0	3	0	14	38	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	8	31	0	0	0	0
7:45 AM	0	2	0	0	0	0	0	0	0	0	2	0	0	0	4	0	8	34	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	1	4	0	0	0	2	0	8	37	2	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	1	1	7	38	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	7	0	1	0	3	0	11	40	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0	11	36	0	0	3	0
9:00 AM	0	0	0	0	0	0	0	0	0	1	6	0	0	0	1	1	9	29	0	0	0	0
9:15 AM	0	2	0	1	0	0	0	0	0	0	4	0	0	0	2	0	9	27	0	0	0	0
9:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	5	0	7	26	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	26	1	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	1	7	29	0	0	0	0
10:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	6	0	8	33	0	0	0	0
10:30 AM	0	1	0	1	0	0	0	0	0	0	4	0	0	0	1	0	7	35	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	7	34	0	0	0	0
11:00 AM	0	2	0	0	0	0	0	0	0	0	5	0	0	0	3	1	11	36	0	0	0	0
11:15 AM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	3	2	10		0	0	0	0
11:30 AM	0	3	0	0	0	0	0	0	0	0	1	0	0	0	2	0	6		0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	1	9		0	0	0	0
Count Total	0	17	0	2	0	0	0	0	0	2	94	0	1	0	65	7	188		3	0	3	0
Peak Hour	0	2	0	1	0	0	0	0	0	1	24	0	1	0	10	1	40		0	0	3	0



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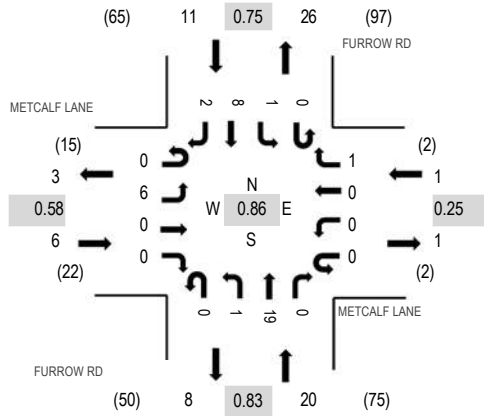
Location: 4 FURROW RD & METCALF LANE AM

Date: Tuesday, October 19, 2021

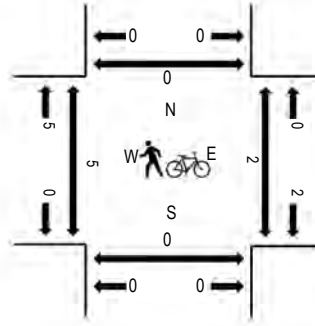
Peak Hour: 08:30 AM - 09:30 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	METCALF LANE Eastbound				METCALF LANE Westbound				FURROW RD Northbound			FURROW RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South
6:00 AM	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	4	19	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	4	23	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	4	7	32	0	0	0	0
6:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	4	33	0	0	1	0
7:00 AM	0	1	0	0	0	0	0	0	0	0	7	0	0	0	0	8	35	0	0	0	0
7:15 AM	0	3	0	0	0	0	0	0	0	0	7	0	0	0	2	13	35	0	0	0	0
7:30 AM	0	2	0	0	0	0	0	0	0	0	3	0	0	0	2	8	27	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	6	30	2	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	1	4	0	0	0	2	8	34	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	1	5	36	0	0	0	0
8:30 AM	0	2	0	0	0	0	0	0	0	0	6	0	0	0	2	11	38	1	0	0	0
8:45 AM	0	1	0	0	0	0	0	1	0	0	4	0	0	0	3	10	33	0	2	0	0
9:00 AM	0	2	0	0	0	0	0	0	0	1	5	0	0	1	1	10	27	2	0	0	0
9:15 AM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	2	7	23	2	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	6	22	1	1	0	0
9:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	4	22	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	1	6	25	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	6	26	0	0	0	0
10:30 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	1	6	28	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	7	23	0	0	0	0
11:00 AM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	2	7	24	0	0	0	0
11:15 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	3	8		0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	8		0	0	0	0
Count Total	0	22	0	0	0	0	0	2	0	2	73	0	0	2	50	13	164	8	3	1	0
Peak Hour	0	6	0	0	0	0	0	1	0	1	19	0	0	1	8	2	38	5	2	0	0



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Location: 5 FURROW RD & LAMPLIGHT DR N AM

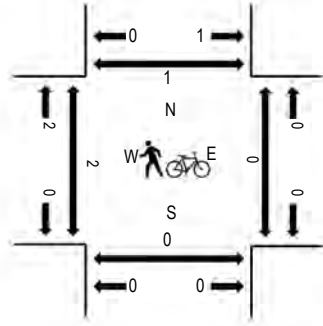
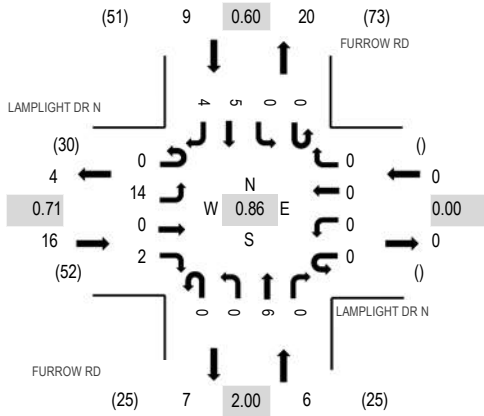
Date: Tuesday, October 19, 2021

Peak Hour: 08:30 AM - 09:30 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	LAMPLIGHT DR N Eastbound				LAMPLIGHT DR N Westbound				FURROW RD Northbound			FURROW RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
6:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	13	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	18	0	0	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3	6	24	0	0	0	0	
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	23	0	0	0	0	
7:00 AM	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	6	25	0	0	0	0	
7:15 AM	0	5	0	0	0	0	0	0	0	0	2	0	0	0	1	9	28	0	0	0	0	
7:30 AM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	5	23	0	0	0	0	
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	5	25	0	0	0	0	
8:00 AM	0	5	0	1	0	0	0	0	0	0	1	0	0	0	0	2	9	29	0	0	0	0
8:15 AM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4	27	0	0	0	0
8:30 AM	0	5	0	0	0	0	0	0	0	0	1	0	0	0	1	0	7	31	0	0	0	1
8:45 AM	0	3	0	1	0	0	0	0	0	0	1	0	0	0	1	3	9	29	0	0	0	0
9:00 AM	0	2	0	0	0	0	0	0	0	0	4	0	0	0	1	7	23	2	0	0	0	
9:15 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	3	0	8	19	0	0	0	0	
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	5	16	0	0	0	0	
9:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	3	14	0	0	0	0	
10:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	3	16	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	2	5	19	0	0	0	0
10:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3	20	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	2	5	20	0	0	0	0
11:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	6	22	0	0	0	0	
11:15 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	2	1	6		0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3		0	0	0	0	
11:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	4	7		0	0	0	0
Count Total	0	49	0	3	0	0	0	0	0	1	24	0	0	0	22	29	128		2	0	0	1
Peak Hour	0	14	0	2	0	0	0	0	0	0	6	0	0	0	5	4	31		2	0	0	1



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Location: 6 FURROW RD & MINGLWOOD DR S AM

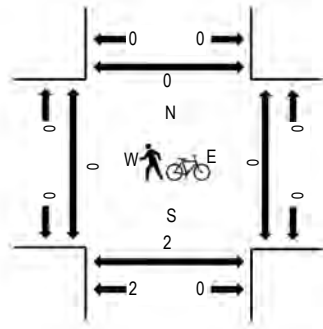
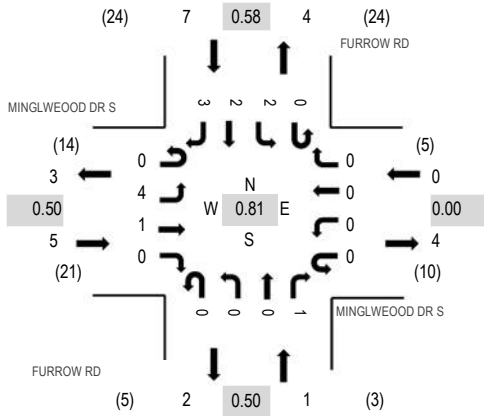
Date: Tuesday, October 19, 2021

Peak Hour: 08:45 AM - 09:45 AM

Peak 15-Minutes: 09:00 AM - 09:15 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

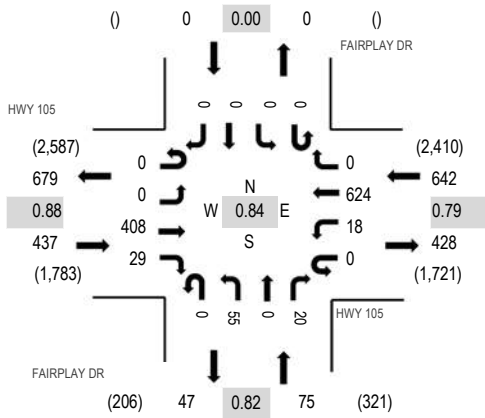
Interval Start Time	MINGLWOOD DR S Eastbound				MINGLWOOD DR S Westbound				FURROW RD Northbound			FURROW RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Thru	Right			West	East	South	North	
6:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	6	0	0	0	0	
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	8	0	0	0	0	
6:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	0	0	0	0	
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3	8	1	0	0	0	
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	7	2	0	3	0	
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	7	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7	0	0	0	0	
8:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	10	0	0	1	0	
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	11	0	0	0	0	
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	13	0	0	2	0	
9:00 AM	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	4	13	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	10	0	0	0	0	
9:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	4	9	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	7	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	8	2	0	0	0	
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	1	1	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	10	1	1	0	1	
10:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	3	12	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	10	0	0	1	0	
11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3		0	0	0	0	
11:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	2	0	0	4		0	0	1	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1		0	0	0	0	
Count Total	0	19	2	0	0	2	1	2	0	0	2	1	1	7	3	13	53		7	2	8	1
Peak Hour	0	4	1	0	0	0	0	0	0	0	0	1	0	2	2	3	13		0	0	2	0



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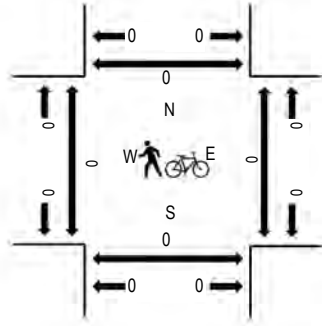
**Location:** 7 FAIRPLAY DR & HWY 105 AM  
**Date:** Tuesday, October 19, 2021  
**Peak Hour:** 07:15 AM - 08:15 AM  
**Peak 15-Minutes:** 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles on Crosswalk



### Traffic Counts

Interval Start Time	HWY 105 Eastbound				HWY 105 Westbound				FAIRPLAY DR Northbound			FAIRPLAY DR Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
6:00 AM	0	0	25	1	0	1	31	0	0	2	0	4	0	0	0	0	64	347	0	0	0	0
6:15 AM	0	0	22	1	0	0	39	0	0	8	0	2	0	0	0	0	72	466	0	0	0	0
6:30 AM	0	0	29	2	0	0	59	0	0	6	0	1	0	0	0	0	97	660	0	0	0	0
6:45 AM	0	0	20	1	0	1	80	0	0	10	0	2	0	0	0	0	114	900	0	0	0	0
7:00 AM	0	0	42	1	0	0	124	0	0	12	0	4	0	0	0	0	183	1,131	0	0	0	0
7:15 AM	0	0	105	4	0	5	136	0	0	11	0	5	0	0	0	0	266	1,154	0	0	0	0
7:30 AM	0	0	120	4	0	9	184	0	0	14	0	6	0	0	0	0	337	1,075	0	0	0	0
7:45 AM	0	0	100	8	0	2	212	0	0	17	0	6	0	0	0	0	345	920	0	0	0	0
8:00 AM	0	0	83	13	0	2	92	0	0	13	0	3	0	0	0	0	206	834	0	0	0	0
8:15 AM	0	0	61	6	0	4	105	0	0	8	0	3	0	0	0	0	187	827	0	0	0	0
8:30 AM	0	0	84	5	0	1	77	0	0	9	0	6	0	0	0	0	182	847	0	0	0	0
8:45 AM	0	0	71	8	0	7	161	0	0	8	0	4	0	0	0	0	259	812	0	0	0	0
9:00 AM	0	0	63	5	0	2	107	0	0	19	0	3	0	0	0	0	199	729	0	0	0	0
9:15 AM	0	0	88	4	0	3	95	0	0	14	0	3	0	0	0	0	207	712	0	0	0	0
9:30 AM	0	0	53	7	0	1	76	0	0	6	0	4	0	0	0	0	147	665	0	0	0	0
9:45 AM	0	0	64	8	0	2	89	0	0	7	0	6	0	0	0	0	176	686	0	0	0	0
10:00 AM	0	0	75	6	0	1	88	0	0	7	0	5	0	0	0	0	182	675	0	0	0	0
10:15 AM	0	0	61	8	0	0	78	0	0	8	0	5	0	0	0	0	160	662	0	0	0	0
10:30 AM	0	0	70	4	0	1	81	0	0	9	0	3	0	0	0	0	168	708	0	0	0	0
10:45 AM	0	0	58	5	0	1	86	0	0	13	0	2	0	0	0	0	165	733	0	0	0	0
11:00 AM	0	0	56	16	0	0	87	0	0	9	0	1	0	0	0	0	169	798	0	0	0	0
11:15 AM	0	0	90	8	0	6	90	0	0	9	0	3	0	0	0	0	206		0	0	0	0
11:30 AM	0	0	100	9	0	1	80	0	0	3	0	0	0	0	0	0	193		0	0	0	0
11:45 AM	0	0	95	14	0	8	95	0	0	13	0	5	0	0	0	0	230		0	0	0	0
Count Total	0	0	1,635	148	0	58	2,352	0	0	235	0	86	0	0	0	0	4,514		0	0	0	0
Peak Hour	0	0	408	29	0	18	624	0	0	55	0	20	0	0	0	0	1,154		0	0	0	0





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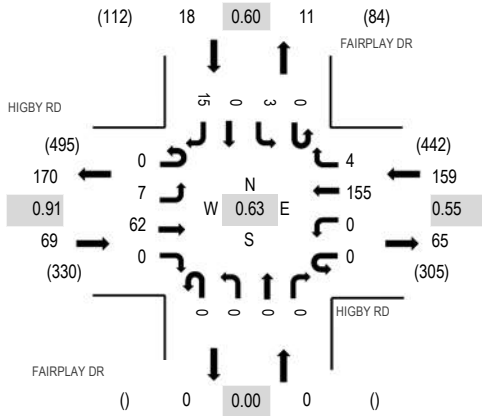
Location: 8 FAIRPLAY DR & HIGBY RD AM

Date: Tuesday, October 19, 2021

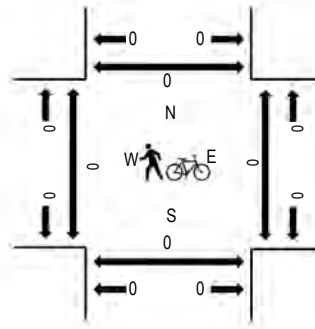
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HIGBY RD Eastbound				HIGBY RD Westbound				FAIRPLAY DR Northbound				FAIRPLAY DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	7	70	0	0	0	0	
6:15 AM	0	2	1	0	0	0	8	1	0	0	0	0	0	2	0	14	105	0	0	0	0	
6:30 AM	0	0	6	0	0	0	14	0	0	0	0	0	3	0	24	188	0	0	0	0		
6:45 AM	0	0	5	0	0	0	18	0	0	0	0	0	1	0	25	242	0	0	0	0		
7:00 AM	0	1	10	0	0	0	28	0	0	0	0	0	0	0	3	42	246	0	0	0	0	
7:15 AM	0	2	17	0	0	0	71	2	0	0	0	0	1	0	4	97	238	0	0	0	0	
7:30 AM	0	2	27	0	0	0	42	1	0	0	0	0	1	0	5	78	157	0	0	0	0	
7:45 AM	0	2	8	0	0	0	14	1	0	0	0	0	1	0	3	29	104	0	0	0	0	
8:00 AM	0	3	9	0	0	0	14	0	0	0	0	0	1	0	7	34	117	0	0	0	0	
8:15 AM	0	1	6	0	0	0	6	0	0	0	0	0	1	0	2	16	121	0	0	0	0	
8:30 AM	0	3	5	0	0	0	11	0	0	0	0	0	1	0	5	25	138	0	0	0	0	
8:45 AM	0	3	8	0	0	0	19	0	0	0	0	1	2	0	9	42	140	0	0	0	0	
9:00 AM	0	4	10	0	0	0	18	0	0	0	0	0	1	0	5	38	138	0	0	0	0	
9:15 AM	0	4	14	0	0	0	10	3	0	0	0	0	0	0	2	33	127	0	0	0	0	
9:30 AM	0	1	8	0	0	0	14	1	0	0	0	0	2	0	1	27	124	0	0	0	0	
9:45 AM	0	6	12	0	0	0	14	3	0	0	0	0	2	0	3	40	123	0	0	0	0	
10:00 AM	0	3	11	0	0	0	9	2	0	0	0	0	1	0	1	27	120	0	0	0	0	
10:15 AM	0	2	12	0	0	0	9	1	0	0	0	0	1	0	5	30	143	0	0	0	0	
10:30 AM	0	3	7	0	0	0	9	1	0	0	0	0	1	0	5	26	161	0	0	0	0	
10:45 AM	0	1	19	0	0	0	13	1	0	0	0	0	0	0	3	37	191	0	0	0	0	
11:00 AM	0	3	22	0	0	0	13	4	0	0	0	1	3	0	4	50	193	0	0	0	0	
11:15 AM	0	4	16	0	0	0	19	1	0	0	0	0	3	0	5	48		0	0	0	0	
11:30 AM	0	4	21	0	0	0	25	2	0	0	0	0	2	0	2	56		0	0	0	0	
11:45 AM	0	3	18	0	0	0	13	1	0	0	0	0	2	0	2	39		0	0	0	0	
Count Total	0	57	273	0	0	0	417	25	0	0	0	2	32	0	78	884		0	0	0	0	
Peak Hour	0	7	62	0	0	0	155	4	0	0	0	0	3	0	15	246		0	0	0	0	



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Location: 1 FURROW RD & MINGLEWOOD TRAIL Noon

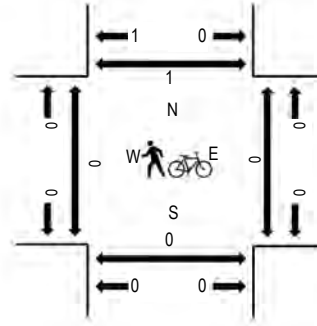
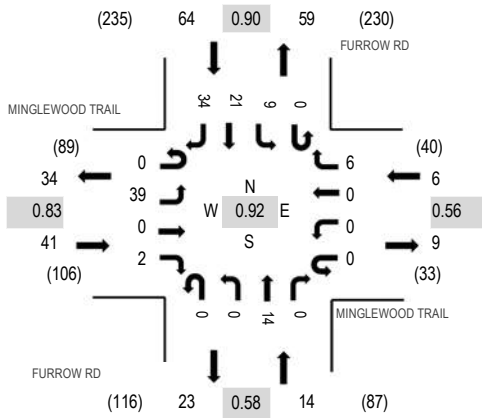
Date: Tuesday, October 19, 2021

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MINGLEWOOD TRAIL Eastbound				MINGLEWOOD TRAIL Westbound				FURROW RD Northbound			FURROW RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Thru	Right			West	East	South	North	
12:00 PM	0	6	0	0	0	0	0	2	0	0	0	0	2	2	2	14	60	0	0	0	0	
12:15 PM	0	1	0	0	0	0	0	2	0	0	10	0	1	2	3	19	57	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	4	0	0	3	0	0	0	6	13	56	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	1	0	0	7	0	0	0	5	14	55	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	0	2	2	11	55	0	0	0	0	
1:15 PM	0	4	0	0	0	0	0	2	0	0	6	0	1	1	3	18	53	0	0	0	0	
1:30 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	4	4	12	46	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	3	0	0	2	0	0	0	7	14	51	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	5	9	50	0	0	0	0	
2:15 PM	0	1	0	0	0	0	0	4	0	0	3	0	0	0	3	11	65	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	2	0	0	8	0	0	1	4	17	68	0	0	0	0	
2:45 PM	0	3	0	0	0	0	0	1	0	0	4	0	0	0	3	13	73	0	0	0	0	
3:00 PM	0	3	0	0	0	0	0	2	0	0	5	0	0	1	9	24	85	0	0	0	0	
3:15 PM	0	4	0	0	0	0	0	2	0	0	2	0	0	1	3	14	86	0	0	0	0	
3:30 PM	0	3	0	0	0	0	0	0	0	0	4	0	0	3	8	22	101	0	0	0	0	
3:45 PM	0	5	0	1	0	0	1	1	0	0	5	0	0	1	6	25	113	0	0	0	0	
4:00 PM	0	6	0	0	0	0	0	1	0	0	3	0	0	3	5	25	122	0	0	0	0	
4:15 PM	0	7	0	1	0	0	0	0	0	0	5	0	0	1	6	29	125	0	0	0	0	
4:30 PM	0	10	0	0	0	0	0	4	0	0	2	0	0	3	5	34	125	0	0	0	1	
4:45 PM	0	13	0	0	0	0	0	1	0	0	4	0	0	1	8	34	115	0	0	0	0	
5:00 PM	0	9	0	1	0	0	0	1	0	0	3	0	0	4	2	28	96	0	0	0	0	
5:15 PM	0	9	0	0	0	0	0	2	0	0	2	0	0	2	5	29		0	0	0	0	
5:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	0	5	24		0	0	0	0	
5:45 PM	0	8	0	0	0	0	0	1	0	0	2	0	0	0	3	15		0	0	0	0	
Count Total	0	103	0	3	0	1	1	38	0	0	87	0	2	33	112	88	468		0	0	0	1
Peak Hour	0	39	0	2	0	0	0	6	0	0	14	0	0	9	21	34	125		0	0	0	1



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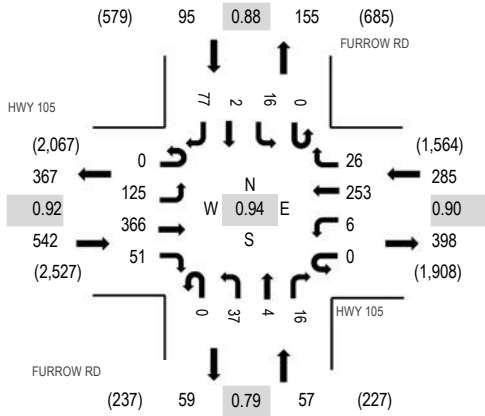
**Location:** 2 FURROW RD & HWY 105 Noon

**Date:** Tuesday, October 19, 2021

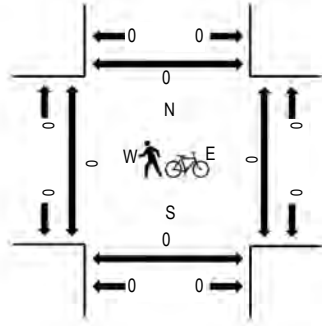
**Peak Hour:** 04:45 PM - 05:45 PM

**Peak 15-Minutes:** 05:15 PM - 05:30 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles on Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	HWY 105 Eastbound				HWY 105 Westbound				FURROW RD Northbound				FURROW RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
12:00 PM	0	22	61	7	0	0	49	3	0	6	1	1	0	6	0	14	170	761	0	0	0	0
12:15 PM	0	25	70	4	0	2	52	3	0	11	0	2	0	3	0	27	199	771	0	0	0	0
12:30 PM	0	24	79	5	0	1	65	2	0	5	1	1	0	0	0	22	205	761	0	0	0	0
12:45 PM	0	24	68	6	0	0	62	2	0	5	0	2	0	11	0	7	187	723	0	0	0	0
1:00 PM	0	21	54	6	0	0	62	3	0	3	1	1	0	2	1	26	180	705	0	0	0	0
1:15 PM	0	25	60	6	0	0	60	2	0	13	0	1	0	3	0	19	189	716	0	0	0	0
1:30 PM	0	14	64	7	0	0	62	2	0	2	0	0	0	0	1	15	167	701	0	0	0	0
1:45 PM	0	18	57	7	0	2	53	6	0	4	0	1	0	2	0	19	169	751	0	0	0	0
2:00 PM	0	16	75	5	0	2	63	6	0	0	0	2	0	2	0	20	191	780	0	0	0	0
2:15 PM	0	16	75	2	0	0	40	7	0	5	0	3	0	2	1	23	174	798	0	0	0	0
2:30 PM	0	32	68	7	0	1	66	6	0	9	0	1	0	3	1	23	217	818	0	0	0	0
2:45 PM	0	16	75	4	0	0	61	5	0	6	0	1	0	9	0	21	198	807	0	0	0	0
3:00 PM	0	14	76	14	0	0	70	3	0	8	3	0	0	2	0	19	209	814	0	0	0	0
3:15 PM	0	17	72	5	0	0	62	4	0	7	0	0	0	2	1	24	194	793	0	0	0	0
3:30 PM	0	21	78	14	0	1	53	7	0	6	0	1	0	6	1	18	206	836	0	0	0	0
3:45 PM	0	28	69	5	0	4	57	2	0	7	1	2	0	4	2	24	205	852	0	0	0	0
4:00 PM	0	29	68	13	0	2	45	2	0	6	2	2	0	3	0	16	188	880	0	0	0	0
4:15 PM	0	21	80	12	0	1	76	7	0	8	1	2	0	9	3	17	237	942	0	0	0	0
4:30 PM	0	22	72	13	0	5	67	6	0	12	0	2	0	3	0	20	222	966	1	0	0	0
4:45 PM	0	27	74	11	0	4	61	7	0	12	0	7	0	6	1	23	233	979	0	0	0	0
5:00 PM	0	31	104	13	0	1	62	5	0	8	3	3	0	4	1	15	250	957	0	0	0	0
5:15 PM	0	30	102	14	0	1	67	8	0	10	1	2	0	2	0	24	261		0	0	0	0
5:30 PM	0	37	86	13	0	0	63	6	0	7	0	4	0	4	0	15	235		0	0	0	0
5:45 PM	0	29	84	4	0	0	49	6	0	8	2	2	0	6	0	21	211		0	0	0	0
Count Total	0	559	1,771	197	0	27	1,427	110	0	168	16	43	0	94	13	472	4,897		1	0	0	0
Peak Hour	0	125	366	51	0	6	253	26	0	37	4	16	0	16	2	77	979		0	0	0	0



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Location: 3 FURROW RD & LOVERLY WAY Noon

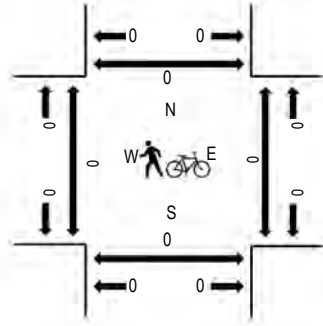
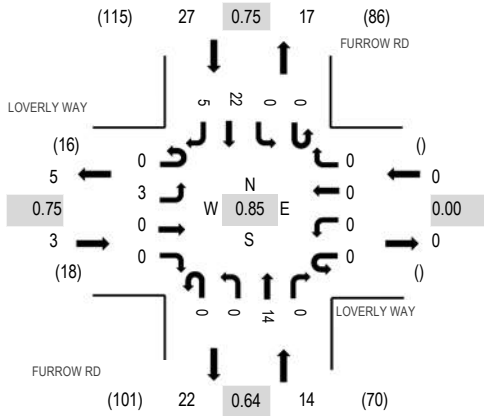
Date: Tuesday, October 19, 2021

Peak Hour: 03:30 PM - 04:30 PM

Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	LOVERLY WAY Eastbound				LOVERLY WAY Westbound				FURROW RD Northbound			FURROW RD Southbound				Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Thru	Right			West	East	South	North		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	35	1	0	0	0	
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	7	0	0	0	2	1	12	38	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	9	34	0	0	0	0
12:45 PM	0	2	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	12	32	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	30	0	0	0	0
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	8	32	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	1	7	30	0	0	0	0
1:45 PM	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	5	2	10	34	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	1	7	31	0	0	0	0
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	6	38	0	0	0	0
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	11	37	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	37	0	0	0	0
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	8	1	14	43	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	37	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	6	1	11	44	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0	13	39	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	8	39	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	3	4	12	37	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	33	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	13	33	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	1	6	25	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	1	8		0	0	2	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	1	6		0	0	0	0	
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	5		0	0	0	0
Count Total	0	16	0	2	0	0	0	0	0	0	0	70	0	0	0	99	16	203		1	0	2	0
Peak Hour	0	3	0	0	0	0	0	0	0	0	0	14	0	0	0	22	5	44		0	0	0	0



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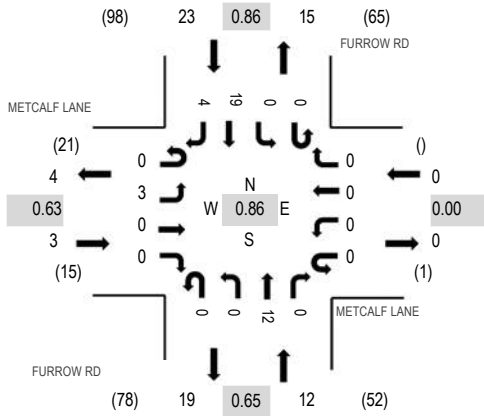
Location: 4 FURROW RD & METCALF LANE Noon

Date: Tuesday, October 19, 2021

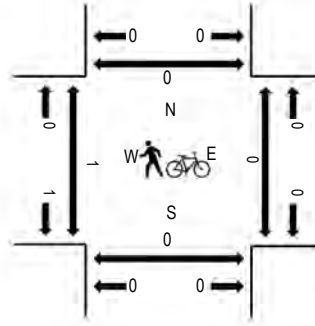
Peak Hour: 03:30 PM - 04:30 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	METCALF LANE Eastbound				METCALF LANE Westbound				FURROW RD Northbound			FURROW RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	18	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8	20	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	1	7	19	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0
1:00 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	2	0	5	26	0	0	0	0
1:15 PM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	1	1	7	27	0	0	0	0
1:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	2	6	24	0	0	0	0
1:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3	3	8	28	0	0	0	0
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	1	6	27	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	4	30	0	0	0	0
2:30 PM	0	2	0	0	0	0	0	0	0	0	4	0	0	0	4	0	10	32	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	1	7	33	0	0	0	0
3:00 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	6	0	9	37	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	1	6	36	0	0	0	0
3:30 PM	0	2	0	0	0	0	0	0	0	0	2	0	0	0	5	2	11	38	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	5	2	11	33	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8	35	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8	32	1	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	4	0	6	31	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	1	4	3	13	31	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	22	1	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7		0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	2	6		0	2	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4		1	0	0	0
Count Total	0	13	0	2	0	0	0	0	0	0	52	0	0	1	76	21	165		3	2	0	0
Peak Hour	0	3	0	0	0	0	0	0	0	0	12	0	0	0	19	4	38		1	0	0	0





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Location: 5 FURROW RD & LAMPLIGHT DR N Noon

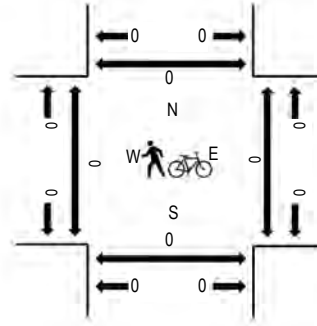
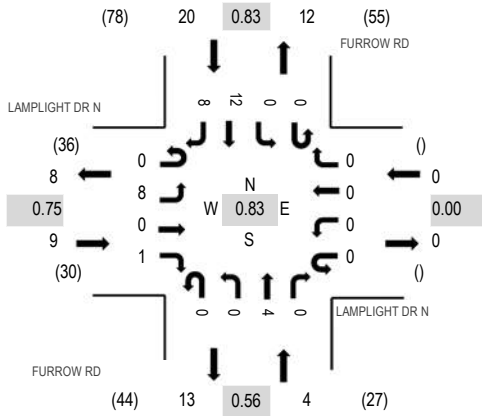
Date: Tuesday, October 19, 2021

Peak Hour: 03:30 PM - 04:30 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	LAMPLIGHT DR N Eastbound				LAMPLIGHT DR N Westbound				FURROW RD Northbound			FURROW RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	3	22	0	0	0	0
12:15 PM	0	2	0	1	0	0	0	0	0	0	1	0	0	0	3	1	8	22	0	0	0	0
12:30 PM	0	2	0	0	0	0	0	0	0	0	4	0	0	0	2	0	8	19	1	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	14	0	0	0	0	
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	3	16	0	0	0	0	
1:15 PM	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	0	5	16	0	0	0	0
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	13	0	0	0	0	
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	5	18	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	19	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	24	0	0	0	0
2:30 PM	0	2	0	0	0	0	0	0	0	0	2	0	0	0	2	2	8	27	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	1	6	27	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	3	8	28	0	0	0	0
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	30	0	0	0	0
3:30 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	3	2	8	33	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	4	1	7	30	0	0	0	0
4:00 PM	0	2	0	1	0	0	0	0	0	0	1	0	0	0	2	4	10	32	0	0	0	0
4:15 PM	0	3	0	0	0	0	0	0	0	0	1	0	0	0	3	1	8	26	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	5	24	0	0	0	0
4:45 PM	0	3	0	0	0	0	0	0	0	0	2	0	0	0	3	1	9	22	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	4	18	0	0	0	0
5:15 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	2	6		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	5		0	0	0	0
Count Total	0	28	0	2	0	0	0	0	0	0	27	0	0	0	42	36	135		1	0	0	0
Peak Hour	0	8	0	1	0	0	0	0	0	0	4	0	0	0	12	8	33		0	0	0	0



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Location: 6 FURROW RD & MINGLWOOD DR S Noon

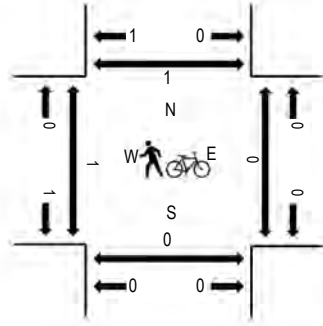
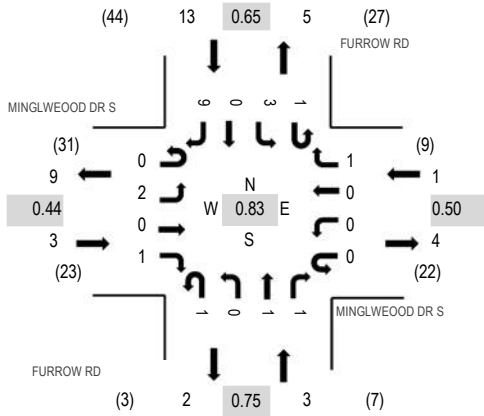
Date: Tuesday, October 19, 2021

Peak Hour: 03:30 PM - 04:30 PM

Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MINGLWOOD DR S Eastbound				MINGLWOOD DR S Westbound				FURROW RD Northbound			FURROW RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
12:00 PM	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3	17	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	1	4	16	0	1	0	1
12:30 PM	0	2	1	0	0	0	0	2	0	0	0	0	0	2	0	1	8	14	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	7	0	0	0	0
1:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	8	0	0	0	1
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	9	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	9	0	0	0	0
1:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3	12	0	0	0	0
2:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	3	16	0	0	0	0
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	18	0	0	0	0
2:30 PM	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	4	17	0	0	0	0
2:45 PM	0	3	1	0	0	0	0	1	0	0	0	0	0	1	0	1	7	17	0	0	0	0
3:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	2	0	1	5	16	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	15	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	20	1	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	3	6	18	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	4	17	0	0	0	1
4:15 PM	0	1	0	1	0	0	0	0	0	0	0	1	1	1	0	1	6	17	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	13	0	0	0	0
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	2	5	12	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	4	9	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		2	2	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2		0	0	0	0
Count Total	0	16	6	1	0	1	0	8	1	2	2	2	1	14	0	29	83		3	3	0	3
Peak Hour	0	2	0	1	0	0	0	1	1	0	1	1	1	3	0	9	20		1	0	0	1



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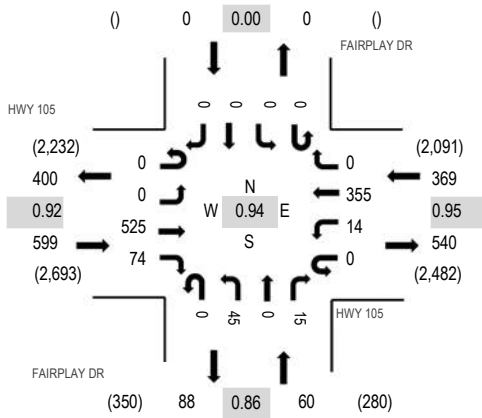
Location: 7 FAIRPLAY DR & HWY 105 Noon

Date: Tuesday, October 19, 2021

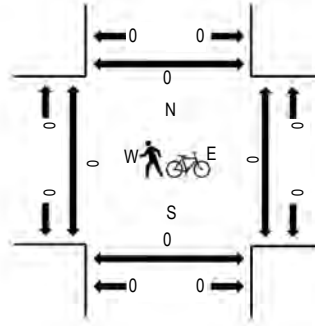
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HWY 105 Eastbound				HWY 105 Westbound				FAIRPLAY DR Northbound				FAIRPLAY DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
12:00 PM	0	0	93	11	0	1	74	0	0	12	0	2	0	0	0	0	193	758	0	0	0	0
12:15 PM	0	0	86	10	0	3	84	0	0	7	0	3	0	0	0	0	193	752	0	0	0	0
12:30 PM	0	0	75	6	0	4	91	0	0	5	0	1	0	0	0	0	182	769	0	0	0	0
12:45 PM	0	0	86	6	0	6	82	0	0	7	0	3	0	0	0	0	190	765	0	0	0	0
1:00 PM	0	0	77	9	0	5	85	0	0	10	0	1	0	0	0	0	187	751	0	0	0	0
1:15 PM	0	0	92	15	0	1	88	0	0	11	0	3	0	0	0	0	210	765	0	0	0	0
1:30 PM	0	0	80	8	0	3	79	0	0	7	0	1	0	0	0	0	178	728	0	0	0	0
1:45 PM	0	0	83	5	0	1	74	0	0	9	0	4	0	0	0	0	176	761	0	0	0	0
2:00 PM	0	0	93	9	0	2	83	0	0	10	0	4	0	0	0	0	201	794	0	0	0	0
2:15 PM	1	0	87	9	0	2	68	0	0	5	0	1	0	0	0	0	173	817	0	0	0	0
2:30 PM	0	0	101	5	0	1	95	0	0	6	0	3	0	0	0	0	211	845	0	0	0	0
2:45 PM	0	0	97	9	0	4	90	0	0	8	0	1	0	0	0	0	209	844	0	0	0	0
3:00 PM	0	0	106	11	0	4	95	0	0	7	0	1	0	0	0	0	224	845	0	0	0	0
3:15 PM	0	0	91	10	0	3	84	0	0	10	0	3	0	0	0	0	201	818	0	0	0	0
3:30 PM	0	0	111	10	0	0	77	0	0	8	0	4	0	0	0	0	210	854	0	0	0	0
3:45 PM	0	0	100	14	0	4	82	0	0	7	0	3	0	0	0	0	210	869	0	0	0	0
4:00 PM	0	0	105	12	0	3	65	0	0	8	0	4	0	0	0	0	197	894	0	0	0	0
4:15 PM	0	0	108	13	0	2	99	0	0	12	0	3	0	0	0	0	237	969	0	0	0	0
4:30 PM	0	0	104	13	0	10	87	0	0	7	0	4	0	0	0	0	225	997	0	0	0	0
4:45 PM	0	0	108	17	0	2	95	0	0	8	0	5	0	0	0	0	235	1,028	0	0	0	0
5:00 PM	0	0	144	21	0	6	83	0	0	13	0	5	0	0	0	0	272	1,022	0	0	0	0
5:15 PM	0	0	142	12	0	4	94	0	0	12	0	1	0	0	0	0	265		0	0	0	0
5:30 PM	0	0	131	24	0	2	83	0	0	12	0	4	0	0	0	0	256		0	0	0	0
5:45 PM	0	0	117	16	0	2	79	0	0	14	0	1	0	0	0	0	229		0	0	0	0
Count Total	1	0	2,417	275	0	75	2,016	0	0	215	0	65	0	0	0	0	5,064		0	0	0	0
Peak Hour	0	0	525	74	0	14	355	0	0	45	0	15	0	0	0	0	1,028		0	0	0	0



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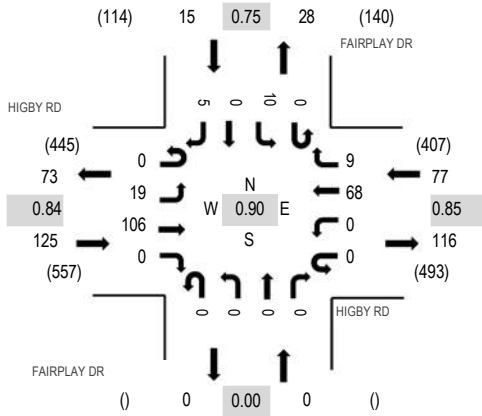
Location: 8 FAIRPLAY DR & HIGBY RD Noon

Date: Tuesday, October 19, 2021

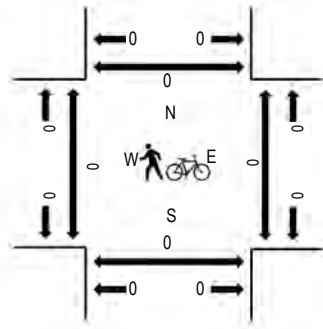
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HIGBY RD Eastbound				HIGBY RD Westbound				FAIRPLAY DR Northbound			FAIRPLAY DR Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
12:00 PM	0	1	17	0	0	0	21	3	0	0	0	0	0	4	0	8	54	169	0	0	0	0
12:15 PM	0	5	13	0	0	0	14	1	0	0	0	0	0	2	0	4	39	159	0	0	0	0
12:30 PM	0	5	12	0	0	0	11	1	0	0	0	0	0	1	0	1	31	152	0	0	0	0
12:45 PM	1	5	26	0	0	0	9	1	0	0	0	0	0	1	0	2	45	153	0	0	0	0
1:00 PM	0	7	16	0	0	0	10	2	0	0	0	0	1	2	0	6	44	140	0	0	0	0
1:15 PM	0	4	8	0	0	0	14	1	0	0	0	0	0	1	0	4	32	137	0	0	0	0
1:30 PM	0	1	20	0	0	0	8	0	0	0	0	0	0	0	0	3	32	154	0	0	0	0
1:45 PM	0	1	15	0	0	0	10	1	0	0	0	0	0	1	0	4	32	176	0	0	0	0
2:00 PM	0	5	17	0	0	0	11	1	0	0	0	0	0	2	0	5	41	190	0	0	0	0
2:15 PM	0	5	16	0	0	0	18	1	0	0	0	0	0	3	0	6	49	189	0	0	0	0
2:30 PM	0	7	15	0	0	0	26	1	0	0	0	0	0	1	0	4	54	186	0	0	0	0
2:45 PM	0	2	20	0	0	0	18	0	0	0	0	0	0	1	0	5	46	174	0	0	0	0
3:00 PM	0	2	18	0	0	0	13	1	0	0	0	0	0	3	0	3	40	176	0	0	0	0
3:15 PM	0	3	26	0	0	0	15	1	0	0	0	0	0	1	0	0	46	177	0	0	0	0
3:30 PM	0	3	20	0	0	0	14	2	0	0	0	0	0	0	0	3	42	183	0	0	0	0
3:45 PM	0	4	19	0	0	0	22	1	0	0	0	0	0	0	0	2	48	195	0	0	0	0
4:00 PM	0	3	17	0	0	0	11	5	0	0	0	0	0	0	0	5	41	197	0	0	0	0
4:15 PM	0	7	24	0	0	0	16	2	0	0	0	0	0	2	0	1	52	216	0	0	0	0
4:30 PM	0	5	18	0	0	0	23	3	0	0	0	0	0	3	0	2	54	215	0	0	0	0
4:45 PM	0	5	25	0	0	0	15	3	0	0	0	0	0	2	0	0	50	217	0	0	0	0
5:00 PM	0	4	31	0	0	0	17	3	0	0	0	0	0	4	0	1	60	206	0	0	0	0
5:15 PM	0	3	20	0	0	0	22	2	0	0	0	0	0	2	0	2	51		0	0	0	0
5:30 PM	0	7	30	0	0	0	14	1	0	0	0	0	0	2	0	2	56		0	0	0	0
5:45 PM	0	7	12	0	0	0	17	1	0	0	0	0	0	0	0	2	39		0	0	0	0
Count Total	1	101	455	0	0	0	369	38	0	0	0	0	1	38	0	75	1,078		0	0	0	0
Peak Hour	0	19	106	0	0	0	68	9	0	0	0	0	0	10	0	5	217		0	0	0	0

# All Traffic Data Services

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Date Start: 19-Oct-21  
 Site Code: 9  
 Station ID: 9  
 HWY 105 E.O. FURROW RD

EB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
10/19/21	0	0	0	0	0	1	1	0	7	5	0	0	1	0	15	51-60	12
01:00	0	0	0	0	0	2	0	1	0	1	0	0	0	0	4	30-39	2
02:00	0	0	0	0	0	1	1	0	0	0	1	0	0	0	3	34-43	2
03:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	40-49	2
04:00	0	0	0	0	0	0	2	0	0	1	1	0	0	0	4	35-44	2
05:00	0	0	0	0	1	1	4	7	4	3	2	3	0	0	25	46-55	11
06:00	2	0	0	1	2	7	9	28	22	21	7	5	1	0	105	46-55	50
07:00	<b>16</b>	0	0	1	<b>14</b>	<b>17</b>	<b>52</b>	<b>91</b>	<b>75</b>	<b>51</b>	<b>25</b>	5	2	1	<b>350</b>	46-55	166
08:00	3	0	0	1	3	10	31	39	<b>83</b>	48	25	<b>16</b>	4	2	265	51-60	131
09:00	4	0	0	1	1	13	22	44	59	44	15	7	<b>6</b>	<b>3</b>	219	51-60	103
10:00	5	0	0	1	2	11	37	53	50	33	19	8	4	0	223	46-55	103
11:00	7	0	1	0	1	6	16	47	59	46	21	4	5	1	214	46-55	106
12 PM	7	0	0	2	3	6	33	58	82	62	24	<b>12</b>	4	1	294	51-60	144
13:00	4	0	0	0	5	7	25	52	80	47	20	5	4	3	252	46-55	132
14:00	<b>11</b>	0	<b>2</b>	4	<b>12</b>	14	31	56	75	53	<b>31</b>	6	3	2	300	46-55	131
15:00	4	0	1	1	0	11	40	96	84	35	27	8	2	3	312	46-55	180
16:00	3	0	0	5	4	6	37	76	94	67	29	11	0	1	333	46-55	170
17:00	7	0	2	<b>9</b>	6	16	37	<b>106</b>	<b>101</b>	<b>76</b>	27	10	1	1	<b>399</b>	46-55	207
18:00	2	0	0	0	4	<b>18</b>	<b>41</b>	77	77	45	21	8	<b>6</b>	2	301	46-55	154
19:00	1	0	0	0	5	12	29	49	36	30	12	4	0	1	179	46-55	85
20:00	0	0	0	1	1	1	17	48	31	16	8	2	1	<b>4</b>	130	46-55	79
21:00	0	0	0	2	2	7	11	15	19	13	6	3	3	0	81	46-55	34
22:00	0	0	0	0	0	3	2	9	10	12	3	4	0	3	46	51-60	22
23:00	0	0	0	0	1	0	4	3	7	3	4	1	0	0	23	51-60	10
<b>Total</b>	<b>76</b>	<b>0</b>	<b>6</b>	<b>29</b>	<b>67</b>	<b>170</b>	<b>482</b>	<b>957</b>	<b>1055</b>	<b>712</b>	<b>328</b>	<b>122</b>	<b>47</b>	<b>28</b>	<b>4079</b>		
<b>Percent</b>	<b>1.9%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.7%</b>	<b>1.6%</b>	<b>4.2%</b>	<b>11.8%</b>	<b>23.5%</b>	<b>25.9%</b>	<b>17.5%</b>	<b>8.0%</b>	<b>3.0%</b>	<b>1.2%</b>	<b>0.7%</b>			
AM Peak	07:00		11:00	06:00	07:00	07:00	07:00	07:00	08:00	07:00	07:00	08:00	09:00	09:00	07:00		
Vol.	16		1	1	14	17	52	91	83	51	25	16	6	3	350		
PM Peak	14:00		14:00	17:00	14:00	18:00	18:00	17:00	17:00	17:00	14:00	12:00	18:00	20:00	17:00		
Vol.	11		2	9	12	18	41	106	101	76	31	12	6	4	399		
<b>Total</b>	<b>76</b>	<b>0</b>	<b>6</b>	<b>29</b>	<b>67</b>	<b>170</b>	<b>482</b>	<b>957</b>	<b>1055</b>	<b>712</b>	<b>328</b>	<b>122</b>	<b>47</b>	<b>28</b>	<b>4079</b>		
<b>Percent</b>	<b>1.9%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.7%</b>	<b>1.6%</b>	<b>4.2%</b>	<b>11.8%</b>	<b>23.5%</b>	<b>25.9%</b>	<b>17.5%</b>	<b>8.0%</b>	<b>3.0%</b>	<b>1.2%</b>	<b>0.7%</b>			

15th Percentile : 42 MPH  
 50th Percentile : 51 MPH  
 85th Percentile : 59 MPH  
 95th Percentile : 64 MPH

Stats  
 10 MPH Pace Speed : 46-55 MPH  
 Number in Pace : 2012  
 Percent in Pace : 49.3%  
 Number of Vehicles > 50 MPH : 2292  
 Percent of Vehicles > 50 MPH : 56.2%  
 Mean Speed(Average) : 51 MPH



# All Traffic Data Services

www.alltrafficdata.net

Date Start: 19-Oct-21  
 Site Code: 9  
 Station ID: 9  
 HWY 105 E.O. FURROW RD

WB	Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace	
10/19/21	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	44-53	2
01:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	35-44	2
02:00	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	6	44-53	5
03:00	0	0	0	0	1	0	1	4	2	2	0	0	0	0	0	10	46-55	6
04:00	0	0	0	0	0	0	5	15	5	1	0	0	0	0	0	26	41-50	20
05:00	0	0	0	0	0	5	11	36	22	4	0	0	0	0	0	78	46-55	58
06:00	5	0	0	0	0	5	26	102	43	1	0	0	0	0	0	182	46-55	145
07:00	15	0	0	0	1	19	127	377	63	1	0	0	0	0	603	41-50	504	
08:00	9	0	0	0	0	6	59	196	87	11	1	0	0	0	369	46-55	283	
09:00	11	0	0	0	0	4	46	158	89	2	0	0	0	0	310	46-55	247	
10:00	9	0	0	0	1	2	31	147	80	6	0	0	0	0	276	46-55	227	
11:00	7	0	0	0	1	6	26	91	76	11	0	1	0	0	219	46-55	167	
12 PM	8	0	0	0	0	3	28	122	71	6	1	0	0	1	240	46-55	193	
13:00	12	0	0	0	0	3	22	100	112	9	0	0	0	0	258	46-55	212	
14:00	13	0	0	0	0	13	17	84	115	9	0	0	0	0	251	46-55	199	
15:00	11	0	0	0	0	3	14	91	129	19	1	0	0	0	268	46-55	220	
16:00	9	0	0	0	0	0	16	104	142	14	2	0	0	0	287	46-55	246	
17:00	10	0	0	0	0	2	18	110	118	13	0	0	0	0	271	46-55	228	
18:00	9	0	0	0	0	4	26	109	66	3	0	0	0	0	217	46-55	175	
19:00	1	0	0	0	0	1	15	53	31	3	0	0	0	0	104	46-55	84	
20:00	0	0	0	0	0	1	7	40	21	2	0	0	0	0	71	46-55	61	
21:00	1	0	0	0	0	1	7	22	12	1	0	0	0	0	44	46-55	34	
22:00	0	0	0	0	0	1	3	13	5	2	1	0	0	0	25	45-54	18	
23:00	0	0	0	0	0	0	3	2	4	0	0	0	0	0	9	44-53	6	
<b>Total</b>	130	0	0	0	4	80	510	1981	1295	120	6	1	0	1	4128			
<b>Percent</b>	3.1%	0.0%	0.0%	0.0%	0.1%	1.9%	12.4%	48.0%	31.4%	2.9%	0.1%	0.0%	0.0%	0.0%				
<b>AM Peak</b>	07:00				03:00	07:00	07:00	07:00	09:00	08:00	08:00	11:00				07:00		
<b>Vol.</b>	15				1	19	127	377	89	11	1	1				603		
<b>PM Peak</b>	14:00					14:00	12:00	12:00	16:00	15:00	16:00				12:00	16:00		
<b>Vol.</b>	13					13	28	122	142	19	2				1	287		
<b>Total</b>	130	0	0	0	4	80	510	1981	1295	120	6	1	0	1	4128			
<b>Percent</b>	3.1%	0.0%	0.0%	0.0%	0.1%	1.9%	12.4%	48.0%	31.4%	2.9%	0.1%	0.0%	0.0%	0.0%				

15th Percentile : 43 MPH  
 50th Percentile : 48 MPH  
 85th Percentile : 53 MPH  
 95th Percentile : 54 MPH

Stats  
 10 MPH Pace Speed : 46-55 MPH  
 Number in Pace : 3276  
 Percent in Pace : 79.4%  
 Number of Vehicles > 50 MPH : 1423  
 Percent of Vehicles > 50 MPH : 34.5%  
 Mean Speed(Average) : 48 MPH

# All Traffic Data Services

www.alltrafficdata.net

Date Start: 19-Oct-21  
 Site Code: 9  
 Station ID: 9  
 HWY 105 E.O. FURROW RD

Start Time	19-Oct-21 Tue	EB	WB							Total
12:00 AM		15	2							17
01:00		4	2							6
02:00		3	6							9
03:00		2	10							12
04:00		4	26							30
05:00		25	78							103
06:00		105	182							287
07:00		<b>350</b>	<b>603</b>							<b>953</b>
08:00		265	369							634
09:00		219	310							529
10:00		223	276							499
11:00		214	219							433
12:00 PM		294	240							534
01:00		252	258							510
02:00		300	251							551
03:00		312	268							580
04:00		333	<b>287</b>							620
05:00		<b>399</b>	271							<b>670</b>
06:00		301	217							518
07:00		179	104							283
08:00		130	71							201
09:00		81	44							125
10:00		46	25							71
11:00		23	9							32
Total		4079	4128							8207
Percent		49.7%	50.3%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	350	603	-	-	-	-	-	-	953
PM Peak	-	17:00	16:00	-	-	-	-	-	-	17:00
Vol.	-	399	287	-	-	-	-	-	-	670
Grand Total		4079	4128							8207
Percent		49.7%	50.3%							
ADT		ADT 8,207	AADT 8,207							

# All Traffic Data Services

www.alltrafficdata.net

Date Start: 19-Oct-21  
 Site Code: 10  
 Station ID: 10  
 FURROW RD S.O. METCALF LN

NB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total	Pace Speed	Number in Pace
10/19/21		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19-28	1	1
03:00		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24-33	1	1
04:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
05:00		0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	21-30	4	4
06:00		0	0	2	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	31-40	4	4
07:00		0	1	3	7	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	26-35	13	13	
08:00		0	0	3	5	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	26-35	13	13	
09:00		0	1	1	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	26-35	8	8	
10:00		1	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	26-35	6	6	
11:00		0	0	4	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	21-30	6	6	
12 PM		1	0	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	24-33	10	10	
13:00		0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	21-30	5	5	
14:00		1	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	31-40	7	7	
15:00		0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	26-35	8	8	
16:00		1	0	2	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	26-35	9	9	
17:00		0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	31-40	3	3	
18:00		0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	31-40	3	3	
19:00		0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	20-29	2	2	
20:00		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24-33	1	1	
21:00		0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	19-28	2	2	
22:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*		
23:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*		
Total		4	2	23	56	46	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153				
Percent		2.6%	1.3%	15.0%	36.6%	30.1%	13.1%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	10:00	07:00	11:00	07:00	08:00	06:00	07:00																					07:00			
Vol.	1	1	4	7	8	3	2																					19			
PM Peak	12:00		12:00	12:00	14:00	14:00																						12:00			
Vol.	1		2	7	5	2																						13			
Total	4	2	23	56	46	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153				
Percent	2.6%	1.3%	15.0%	36.6%	30.1%	13.1%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					

15th Percentile : 23 MPH  
 50th Percentile : 29 MPH  
 85th Percentile : 34 MPH  
 95th Percentile : 38 MPH

Stats  
 10 MPH Pace Speed : 26-35 MPH  
 Number in Pace : 102  
 Percent in Pace : 66.7%  
 Number of Vehicles > 25 MPH : 124  
 Percent of Vehicles > 25 MPH : 81.0%  
 Mean Speed(Average) : 30 MPH

# All Traffic Data Services

www.alltrafficdata.net

Date Start: 19-Oct-21  
 Site Code: 10  
 Station ID: 10  
 FURROW RD S.O. METCALF LN

SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
10/19/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
06:00	0	1	3	2	0	0	0	0	0	0	0	0	0	0	6	19-28	5
07:00	0	0	0	5	2	0	0	0	0	0	0	0	0	0	7	25-34	7
08:00	0	0	3	3	2	0	0	0	0	0	0	0	0	0	8	21-30	6
09:00	0	0	5	1	4	0	0	0	0	0	0	0	0	0	10	19-28	6
10:00	2	0	1	5	1	0	0	0	0	0	0	0	0	0	9	21-30	6
11:00	0	0	2	6	4	0	0	0	0	0	0	0	0	0	12	25-34	10
12 PM	4	0	1	8	3	0	0	0	0	0	0	0	0	0	16	26-35	11
13:00	1	0	2	5	1	0	0	0	0	0	0	0	0	0	9	21-30	7
14:00	0	1	1	6	2	0	0	0	0	0	0	0	0	0	10	26-35	8
15:00	0	2	2	12	2	1	0	0	0	0	0	0	0	0	19	21-30	14
16:00	1	0	7	7	4	0	0	0	0	0	0	0	0	0	19	21-30	14
17:00	0	0	6	4	2	0	0	0	0	0	0	0	0	0	12	21-30	10
18:00	0	0	7	6	1	0	0	0	0	0	0	0	0	0	14	21-30	13
19:00	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6	23-32	5
20:00	0	1	2	1	2	0	0	0	0	0	0	0	0	0	6	15-24	3
21:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4	25-34	3
22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	*	1
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
<b>Total</b>	9	5	43	79	33	2	0	0	0	0	0	0	0	0	171		
<b>Percent</b>	5.3%	2.9%	25.1%	46.2%	19.3%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
<b>AM Peak</b>	10:00	06:00	09:00	11:00	09:00										11:00		
<b>Vol.</b>	2	1	5	6	4										12		
<b>PM Peak</b>	12:00	15:00	16:00	15:00	16:00	15:00									15:00		
<b>Vol.</b>	4	2	7	12	4	1									19		
<b>Total</b>	9	5	43	79	33	2	0	0	0	0	0	0	0	0	171		
<b>Percent</b>	5.3%	2.9%	25.1%	46.2%	19.3%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 21 MPH  
 50th Percentile : 26 MPH  
 85th Percentile : 31 MPH  
 95th Percentile : 34 MPH

Stats  
 10 MPH Pace Speed : 21-30 MPH  
 Number in Pace : 122  
 Percent in Pace : 71.3%  
 Number of Vehicles > 25 MPH : 114  
 Percent of Vehicles > 25 MPH : 66.7%  
 Mean Speed(Average) : 26 MPH

# All Traffic Data Services

www.alltrafficdata.net

Date Start: 19-Oct-21  
 Site Code: 10  
 Station ID: 10  
 FURROW RD S.O. METCALF LN

Start Time	19-Oct-21 Tue	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		1	0							1
03:00		1	0							1
04:00		0	0							0
05:00		4	1							5
06:00		8	6							14
07:00		<b>19</b>	7							<b>26</b>
08:00		18	8							26
09:00		12	10							22
10:00		9	9							18
11:00		10	<b>12</b>							22
12:00 PM		<b>13</b>	16							29
01:00		7	9							16
02:00		9	10							19
03:00		9	<b>19</b>							28
04:00		13	19							<b>32</b>
05:00		6	12							18
06:00		5	14							19
07:00		4	6							10
08:00		1	6							7
09:00		4	4							8
10:00		0	2							2
11:00		0	1							1
Total		153	171							324
Percent		47.2%	52.8%							
AM Peak	-	07:00	11:00	-	-	-	-	-	-	07:00
Vol.	-	19	12	-	-	-	-	-	-	26
PM Peak	-	12:00	15:00	-	-	-	-	-	-	16:00
Vol.	-	13	19	-	-	-	-	-	-	32
Grand Total		153	171							324
Percent		47.2%	52.8%							
ADT		ADT 324		AADT 324						



# All Traffic Data Services

www.alltrafficdata.net

Date Start: 19-Oct-21  
 Site Code: 11  
 Station ID: 11  
 FURROW RD S.O. TALL PINE LN

NB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
		15	20	25	30	35	40	45	50	55	60	65	70	75	999			
10/19/21		0	1	3	0	1	0	0	0	0	0	0	0	0	0	5	16-25	4
01:00		0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
02:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00		0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00		0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	21-30	3
06:00		0	1	5	4	3	0	0	0	0	0	0	0	0	0	13	21-30	9
07:00		1	1	20	32	8	3	0	0	0	0	0	0	0	0	65	21-30	52
08:00		0	1	13	31	10	2	0	0	0	0	0	0	0	0	57	21-30	44
09:00		1	2	24	38	10	0	0	0	0	0	0	0	0	0	75	21-30	62
10:00		1	1	19	37	6	0	0	0	0	0	0	0	0	0	64	21-30	56
11:00		3	1	40	55	5	0	0	0	0	0	0	0	0	0	104	21-30	95
12 PM		1	3	23	73	10	1	0	0	0	0	0	0	0	0	111	21-30	96
13:00		2	0	34	47	9	0	0	0	0	0	0	0	0	0	92	21-30	81
14:00		5	3	32	60	6	0	0	0	0	0	0	0	0	0	106	21-30	92
15:00		1	3	24	62	11	0	0	0	0	0	0	0	0	0	101	21-30	86
16:00		0	0	36	74	15	0	0	0	0	0	0	0	0	0	125	21-30	110
17:00		4	2	37	94	13	1	0	0	0	0	0	0	0	0	151	21-30	131
18:00		1	6	38	68	10	0	0	0	0	0	0	0	0	0	123	21-30	106
19:00		2	2	29	43	2	0	0	0	0	0	0	0	0	0	78	21-30	72
20:00		0	0	15	32	3	0	1	0	0	0	0	0	0	0	51	21-30	47
21:00		0	0	13	19	5	0	0	0	0	0	0	0	0	0	37	21-30	32
22:00		0	1	9	16	3	0	0	0	0	0	0	0	0	0	29	21-30	25
23:00		0	0	4	5	0	0	0	0	0	0	0	0	0	0	9	21-30	9
Total		22	28	419	794	130	7	1	0	0	0	0	0	0	0	1401		
Percent		1.6%	2.0%	29.9%	56.7%	9.3%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	11:00	11:00	08:00	07:00										11:00		
Vol.	3	2	40	55	10	3										104		
PM Peak	14:00	18:00	18:00	17:00	16:00	12:00	20:00									17:00		
Vol.	5	6	38	94	15	1	1									151		
Total	22	28	419	794	130	7	1	0	0	0	0	0	0	0	0	1401		
Percent	1.6%	2.0%	29.9%	56.7%	9.3%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 21 MPH  
 50th Percentile : 26 MPH  
 85th Percentile : 29 MPH  
 95th Percentile : 32 MPH

Stats  
 10 MPH Pace Speed : 21-30 MPH  
 Number in Pace : 1213  
 Percent in Pace : 86.6%  
 Number of Vehicles > 25 MPH : 932  
 Percent of Vehicles > 25 MPH : 66.5%  
 Mean Speed(Average) : 27 MPH

# All Traffic Data Services

www.alltrafficdata.net

Date Start: 19-Oct-21  
 Site Code: 11  
 Station ID: 11  
 FURROW RD S.O. TALL PINE LN

SB	Start Time	15	16:20	21:25	26:30	31:35	36:40	41:45	46:50	51:55	56:60	61:65	66:70	71:75	76:999	Total	Pace Speed	Number in Pace
10/19/21		0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
01:00		0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
02:00		0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
03:00		0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
04:00		0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	25-34	2
05:00		4	0	1	7	16	0	0	0	0	0	0	0	0	0	28	26-35	23
06:00		4	0	3	17	22	0	0	0	0	0	0	0	0	0	46	26-35	39
07:00		3	0	20	31	47	0	0	0	0	0	0	0	0	0	101	26-35	78
08:00		8	1	1	22	41	0	0	0	0	0	0	0	0	0	73	26-35	63
09:00		8	0	7	20	42	0	0	0	0	0	0	0	0	0	77	26-35	62
10:00		7	0	11	26	41	0	0	0	0	0	0	0	0	0	85	26-35	67
11:00		3	0	13	20	45	0	0	0	0	0	0	0	0	0	81	26-35	65
12 PM		7	0	7	30	37	0	0	0	0	0	0	0	0	0	81	26-35	67
13:00		5	0	15	32	41	0	0	0	0	0	0	0	0	0	93	26-35	73
14:00		7	0	25	38	34	0	0	0	0	0	0	0	0	0	104	26-35	72
15:00		5	1	14	30	45	0	0	0	0	0	0	0	0	0	95	26-35	75
16:00		3	0	12	34	52	1	0	0	0	0	0	0	0	0	102	26-35	86
17:00		3	0	23	35	34	0	0	0	0	0	0	0	0	0	95	26-35	69
18:00		0	0	12	38	38	0	0	0	0	0	0	0	0	0	88	26-35	76
19:00		1	0	5	11	24	0	0	0	0	0	0	0	0	0	41	26-35	35
20:00		1	1	6	13	12	0	0	0	0	0	0	0	0	0	33	26-35	25
21:00		1	0	0	2	7	0	0	0	0	0	0	0	0	0	10	26-35	9
22:00		1	0	0	5	6	0	0	0	0	0	0	0	0	0	12	26-35	11
23:00		0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	25-34	4
Total		71	3	175	416	590	1	0	0	0	0	0	0	0	0	1256		
Percent		5.7%	0.2%	13.9%	33.1%	47.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	07:00	07:00	07:00												07:00	
Vol.	8	1	20	31	47												101	
PM Peak	12:00	15:00	14:00	14:00	16:00	16:00											14:00	
Vol.	7	1	25	38	52	1											104	
Total	71	3	175	416	590	1	0	0	0	0	0	0	0	0	0	1256		
Percent	5.7%	0.2%	13.9%	33.1%	47.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 23 MPH  
 50th Percentile : 29 MPH  
 85th Percentile : 33 MPH  
 95th Percentile : 34 MPH

Stats  
 10 MPH Pace Speed : 26-35 MPH  
 Number in Pace : 1006  
 Percent in Pace : 80.1%  
 Number of Vehicles > 25 MPH : 1007  
 Percent of Vehicles > 25 MPH : 80.2%  
 Mean Speed(Average) : 29 MPH

# All Traffic Data Services

www.alltrafficdata.net

Date Start: 19-Oct-21  
 Site Code: 11  
 Station ID: 11  
 FURROW RD S.O. TALL PINE LN

Start Time	19-Oct-21 Tue	NB	SB							Total
12:00 AM		5	1							6
01:00		1	2							3
02:00		0	1							1
03:00		0	1							1
04:00		1	2							3
05:00		3	28							31
06:00		13	46							59
07:00		65	<b>101</b>							166
08:00		57	73							130
09:00		75	77							152
10:00		64	85							149
11:00		<b>104</b>	81							<b>185</b>
12:00 PM		111	81							192
01:00		92	93							185
02:00		106	<b>104</b>							210
03:00		101	95							196
04:00		125	102							227
05:00		<b>151</b>	95							<b>246</b>
06:00		123	88							211
07:00		78	41							119
08:00		51	33							84
09:00		37	10							47
10:00		29	12							41
11:00		9	4							13
Total		1401	1256							2657
Percent		52.7%	47.3%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	11:00
Vol.	-	104	101	-	-	-	-	-	-	185
PM Peak	-	17:00	14:00	-	-	-	-	-	-	17:00
Vol.	-	151	104	-	-	-	-	-	-	246
Grand Total		1401	1256							2657
Percent		52.7%	47.3%							
ADT		ADT 2,657	AADT 2,657							

# All Traffic Data Services

www.alltrafficdata.net

Date Start: 19-Oct-21  
 Site Code: 12  
 Station ID: 12  
 HIGBY RD E.O. FAIRPLAY DR

EB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
		15	20	25	30	35	40	45	50	55	60	65	70	75	999			
10/19/21		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00		0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
02:00		0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
03:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00		0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	45-54	2
05:00		0	0	0	0	0	1	3	1	0	1	0	0	0	0	6	41-50	4
06:00		0	0	0	1	0	2	7	7	1	1	0	0	0	0	19	41-50	14
07:00		0	0	1	0	6	9	27	12	7	1	2	0	0	0	65	41-50	39
08:00		0	0	0	0	4	4	12	8	2	3	0	0	0	0	33	41-50	20
09:00		0	0	5	1	3	9	23	6	2	0	1	0	0	0	50	36-45	32
10:00		0	0	1	0	3	6	21	15	2	1	1	0	0	1	51	41-50	36
11:00		0	1	2	3	6	21	21	20	8	5	0	0	0	0	87	36-45	42
12 PM		1	1	1	0	2	13	31	20	8	1	0	0	0	0	78	41-50	51
13:00		0	0	0	2	4	14	17	20	4	2	0	0	0	0	63	41-50	37
14:00		0	1	1	2	1	14	24	19	10	3	1	0	0	0	76	41-50	43
15:00		1	0	1	0	1	17	38	20	6	2	0	0	0	0	86	41-50	58
16:00		1	2	2	0	2	21	19	32	6	5	1	0	0	0	91	41-50	51
17:00		1	0	0	0	2	17	38	25	12	3	1	0	0	0	99	41-50	63
18:00		0	0	3	0	2	17	30	16	3	3	0	0	0	0	74	36-45	47
19:00		0	0	0	0	2	12	18	12	2	2	0	0	0	0	48	36-45	30
20:00		0	0	0	0	1	7	8	6	2	1	0	0	0	0	25	36-45	15
21:00		1	0	0	0	0	2	7	1	1	1	0	0	0	0	13	36-45	9
22:00		0	0	0	0	0	2	5	4	0	0	0	0	0	0	11	40-49	9
23:00		0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	35-44	3
<b>Total</b>		<b>5</b>	<b>5</b>	<b>17</b>	<b>9</b>	<b>40</b>	<b>190</b>	<b>351</b>	<b>244</b>	<b>78</b>	<b>35</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>982</b>		
<b>Percent</b>		<b>0.5%</b>	<b>0.5%</b>	<b>1.7%</b>	<b>0.9%</b>	<b>4.1%</b>	<b>19.3%</b>	<b>35.7%</b>	<b>24.8%</b>	<b>7.9%</b>	<b>3.6%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>			
<b>AM Peak</b>			11:00	09:00	11:00	07:00	11:00	07:00	11:00	11:00	11:00	07:00			10:00		11:00	
<b>Vol.</b>			1	5	3	6	21	27	20	8	5	2			1		87	
<b>PM Peak</b>		12:00	16:00	18:00	13:00	13:00	16:00	15:00	16:00	17:00	16:00	14:00					17:00	
<b>Vol.</b>		1	2	3	2	4	21	38	32	12	5	1					99	
<b>Total</b>		<b>5</b>	<b>5</b>	<b>17</b>	<b>9</b>	<b>40</b>	<b>190</b>	<b>351</b>	<b>244</b>	<b>78</b>	<b>35</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>982</b>		
<b>Percent</b>		<b>0.5%</b>	<b>0.5%</b>	<b>1.7%</b>	<b>0.9%</b>	<b>4.1%</b>	<b>19.3%</b>	<b>35.7%</b>	<b>24.8%</b>	<b>7.9%</b>	<b>3.6%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>			

15th Percentile : 36 MPH  
 50th Percentile : 43 MPH  
 85th Percentile : 49 MPH  
 95th Percentile : 54 MPH

Stats  
 10 MPH Pace Speed : 41-50 MPH  
 Number in Pace : 595  
 Percent in Pace : 60.6%  
 Number of Vehicles > 35 MPH : 906  
 Percent of Vehicles > 35 MPH : 92.3%  
 Mean Speed(Average) : 44 MPH

# All Traffic Data Services

www.alltrafficdata.net

Date Start: 19-Oct-21  
 Site Code: 12  
 Station ID: 12  
 HIGBY RD E.O. FAIRPLAY DR

WB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
		15	20	25	30	35	40	45	50	55	60	65	70	75	999			
10/19/21		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00		0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
03:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00		0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	39-48	2
05:00		0	0	0	0	2	1	8	6	1	1	0	0	0	0	19	41-50	14
06:00		0	0	0	0	5	11	24	7	1	0	0	0	0	0	48	36-45	35
07:00		0	0	1	0	11	44	68	30	3	1	0	0	0	0	158	36-45	112
08:00		1	0	0	0	8	13	19	9	1	0	0	0	0	0	51	36-45	32
09:00		0	0	1	3	2	14	28	12	4	0	0	0	0	0	64	36-45	42
10:00		0	0	2	3	4	10	18	5	2	0	0	0	0	0	44	36-45	28
11:00		0	0	1	0	6	21	28	18	3	1	0	0	0	0	78	36-45	49
12 PM		4	2	1	0	4	11	21	18	3	0	0	0	0	0	64	41-50	39
13:00		0	2	0	0	1	17	20	5	1	0	0	0	0	0	46	36-45	37
14:00		0	0	2	0	0	18	32	23	1	0	0	0	0	0	76	41-50	55
15:00		1	2	1	0	4	13	25	19	3	1	0	1	0	0	70	41-50	44
16:00		1	3	0	0	0	12	32	26	1	2	0	0	0	0	77	41-50	58
17:00		1	0	1	0	4	17	27	24	3	0	0	0	0	0	77	41-50	51
18:00		0	1	2	1	1	8	21	7	1	0	0	0	0	0	42	36-45	29
19:00		1	0	0	0	0	5	9	5	3	1	0	0	0	0	24	36-45	14
20:00		0	0	0	0	0	11	6	5	1	0	0	0	0	0	23	36-45	17
21:00		1	0	1	0	0	1	7	0	0	0	0	0	0	0	10	36-45	8
22:00		0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	30-39	3
23:00		0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	34-43	2
<b>Total</b>		10	10	13	7	53	230	396	221	32	7	0	1	0	0	980		
<b>Percent</b>		1.0%	1.0%	1.3%	0.7%	5.4%	23.5%	40.4%	22.6%	3.3%	0.7%	0.0%	0.1%	0.0%	0.0%			
<b>AM Peak</b>	08:00			10:00	09:00	07:00	07:00	07:00	07:00	09:00	05:00							07:00
<b>Vol.</b>		1		2	3	11	44	68	30	4	1					158		
<b>PM Peak</b>	12:00	16:00	14:00	18:00	12:00	14:00	14:00	16:00	12:00	16:00			15:00				16:00	
<b>Vol.</b>	4	3	2	1	4	18	32	26	3	2			1			77		
<b>Total</b>	10	10	13	7	53	230	396	221	32	7	0	1	0	0		980		
<b>Percent</b>	1.0%	1.0%	1.3%	0.7%	5.4%	23.5%	40.4%	22.6%	3.3%	0.7%	0.0%	0.1%	0.0%	0.0%				

15th Percentile : 36 MPH  
 50th Percentile : 42 MPH  
 85th Percentile : 47 MPH  
 95th Percentile : 49 MPH

Stats  
 10 MPH Pace Speed : 36-45 MPH  
 Number in Pace : 626  
 Percent in Pace : 63.9%  
 Number of Vehicles > 35 MPH : 887  
 Percent of Vehicles > 35 MPH : 90.5%  
 Mean Speed(Average) : 42 MPH

# All Traffic Data Services

www.alltrafficdata.net

Date Start: 19-Oct-21  
 Site Code: 12  
 Station ID: 12  
 HIGBY RD E.O. FAIRPLAY DR

Start Time	19-Oct-21 Tue	EB	WB							Total
12:00 AM		0	0							0
01:00		1	0							1
02:00		1	1							2
03:00		0	0							0
04:00		2	2							4
05:00		6	19							25
06:00		19	48							67
07:00		65	<b>158</b>							<b>223</b>
08:00		33	51							84
09:00		50	64							114
10:00		51	44							95
11:00		<b>87</b>	78							165
12:00 PM		78	64							142
01:00		63	46							109
02:00		76	76							152
03:00		86	70							156
04:00		91	<b>77</b>							168
05:00		<b>99</b>	77							<b>176</b>
06:00		74	42							116
07:00		48	24							72
08:00		25	23							48
09:00		13	10							23
10:00		11	3							14
11:00		3	3							6
Total		982	980							1962
Percent		50.1%	49.9%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	87	158	-	-	-	-	-	-	223
PM Peak	-	17:00	16:00	-	-	-	-	-	-	17:00
Vol.	-	99	77	-	-	-	-	-	-	176
Grand Total		982	980							1962
Percent		50.1%	49.9%							
ADT		ADT 1,962	AADT 1,962							

## **A.2 THROUGH TRAFFIC AND GRANDWOOD RANCH TRIPS**

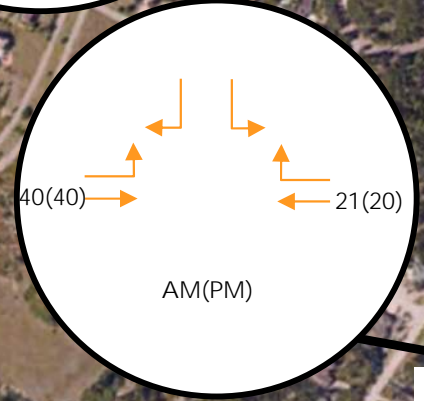
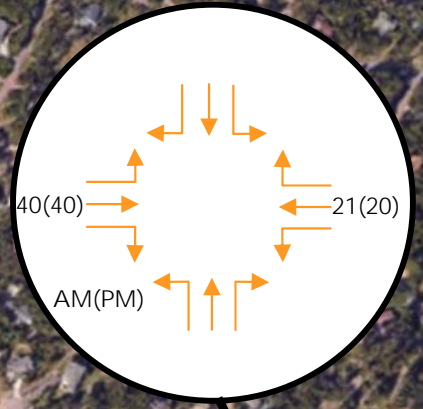
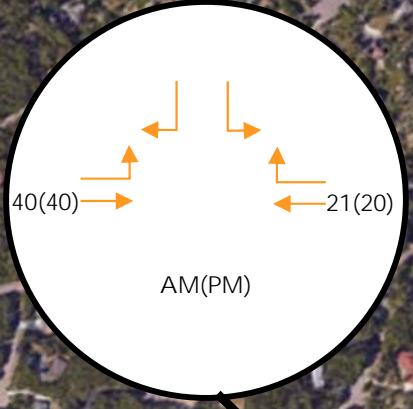
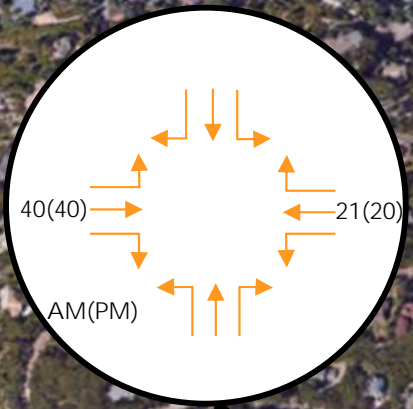
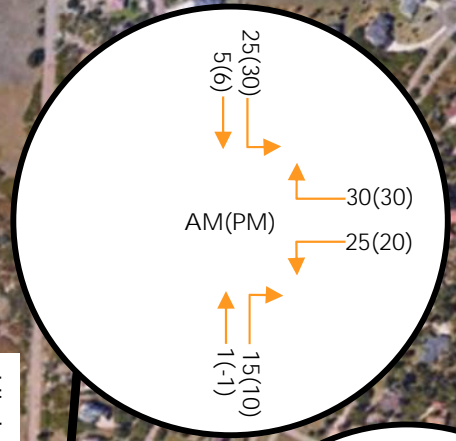




Fairplay Drive

Higby Road

Highway 105



Minglewood Trail S

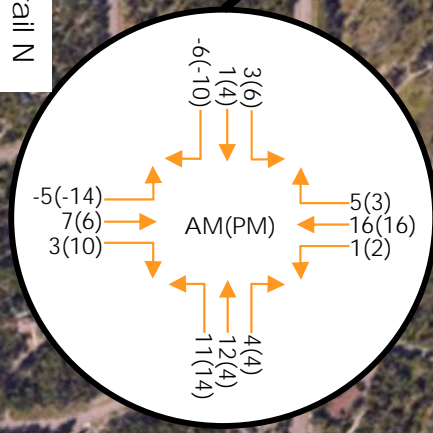
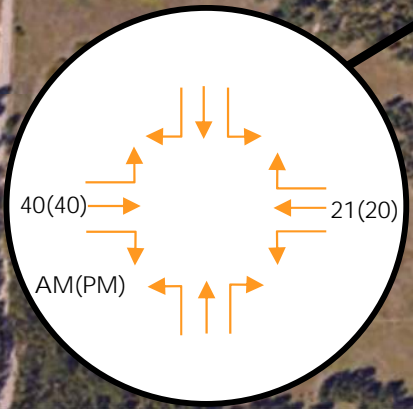
Lamplight Drive

Furrow Road

Metcalf Lane

Minglewood Trail N

Lovely Way



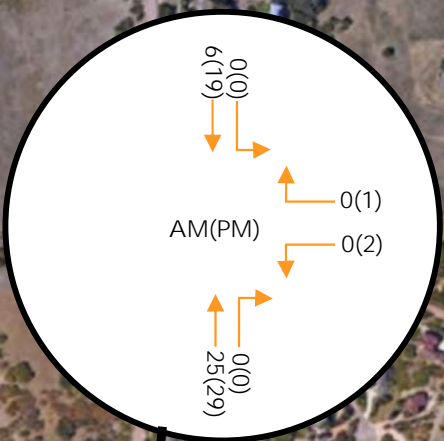
# Through Trips

Additional number of vehicles not associated with the Grandwood Ranch development or existing Furrow Road residents expected to use Furrow Road as a connection from Higby Road to SH 105 once the connection is complete.

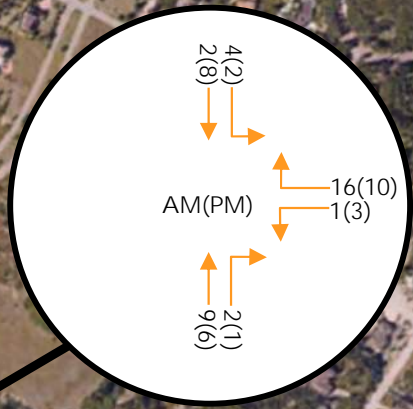




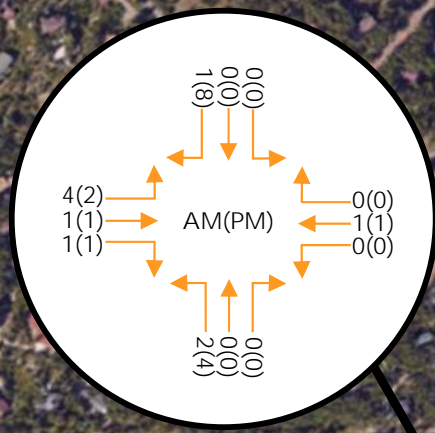
Fairplay Drive



Higby Road



Furrow Road



Highway 105

# Short-Term Grandwood Trips

Additional number of vehicles expected to use Furrow Road and adjacent intersections once the short term Grandwood Ranch Development phasing is complete, per *Grandwood Ranch Traffic Impact Study, 2020.*



**A.3 SHORT-TERM AND LONG-TERM 12-HOUR COUNTS (FURROW ROAD & HIGHWAY 105)**

<b>Furrow Road &amp; Highway 105 Projected Hourly Volumes</b>												
	<b>Existing Counts</b>				<b>Projected Short Term Volumes</b>				<b>Projected Long Term Volumes</b>			
	<b>EB</b>	<b>WB</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>NB</b>	<b>SB</b>
<b>6:00 AM</b>	100	172	28	43	110	171	34	53	109	253	99	103
<b>7:00 AM</b>	385	603	73	100	425	601	88	124	421	887	258	240
<b>8:00 AM</b>	310	371	66	75	342	370	80	93	339	546	233	180
<b>9:00 AM</b>	291	308	36	75	321	307	43	93	318	453	127	180
<b>10:00 AM</b>	282	272	20	84	311	271	24	104	308	400	71	202
<b>11:00 AM</b>	354	271	30	90	391	270	36	112	387	399	106	216
<b>12:00 PM</b>	395	241	35	90	391	280	44	114	698	588	141	176
<b>1:00 PM</b>	339	252	26	88	336	292	33	112	599	615	105	172
<b>2:00 PM</b>	391	257	27	105	387	298	34	134	691	627	109	205
<b>3:00 PM</b>	413	263	35	103	409	305	44	131	730	642	141	202
<b>4:00 PM</b>	442	283	54	101	438	328	68	128	781	691	217	198
<b>5:00 PM</b>	547	268	50	92	542	311	63	117	967	654	201	180

These volumes were calculated by determining the short and long term growth rates of the peak hour turning movement volumes, by approach, as reported in the Grandwood Ranch Traffic Study, 2020. Growth rates were then applied to the existing turning movement counts. The resulting peak hour volumes were then used to extrapolate the remaining hourly volumes for the 12-hour study period by comparing them with the calculated existing percent increase or decrease in hourly volumes for each preceding or succeeding hour.

## **APPENDIX B ALTERNATIVE CONCEPTS**

### **B.1 ROUNDABOUTS**







METCALF LANE

FURROW ROAD

60'

28'







## **B.2 CENTER MEDIAN**





## **APPENDIX C PUBLIC MEETINGS**

### **C.1 COMMENTS RECEIVED: PUBLIC MEETING #1**



Furrow Rd Public Meeting #1  
 Comment/Response Matrix  
 11/9/2021  
 7:00 PM

Comment	Comment By	Response	Response By	Action
1	Do the turning movement counts include north of 105?	Resident	Counts include southbound approach at Furrow/105.	Stantec Consulting N/A
2	Are shown crashes only at intersections?	Resident	No, all reported crashes provided by CDOT are shown.	Stantec Consulting N/A
3	How much space is needed for a single lane roundabout? Is there room to build one without impeding on private property	Resident	I would be surprised if there wasn't enough room.	Stantec Consulting N/A
4	Why was north of 105 not included in this study? Lots of speeding issues exist. Petition signed by many yet excluded from this effort.	Resident	North of 105 will not be receiving any improvements. Not included in this work but not necessarily dismissed. Cost estimate and quote for added scope plus some traffic data was received. There is an immediate need to analyze extension of Furrow so need to get going on that now while possible efforts north of 105 are looked into. Residents can speak with commissioner to get a project going north of 105. El Paso County recognizes an issue here.	El Paso County N/A
5	When it snows, there are crashes every time at 105/Furrow	Resident	We can only see what the data shows.	Stantec Consulting Re-look into request for crash data
6	Need a traffic signal at 105/Furrow. Currently no one knows who has the right of way. Also need to light up the intersection. No existing striping and need to reduce speeds on Furrow.	Resident	Striping is great but it is preferred to physically narrowing lanes. Striped road is a bigger and busier road than unstriped. We will look at signal warrant at 105/Furrow. However, signal may create illusion of busier and more important road - based on experience.	Stantec Consulting Signal warrant
7	Furrow road NB is the only way out of the neighborhood. Currently there are no safe bike routes beyond the Furrow Rd neighborhood by heading NB. Wants Furrow Rd open to the south for safe route out of neighborhood. Ok with narrow shoulder, bike lane is "waste of space".	Resident	We will pass unsafe 105 comments along to other study that is currently going on.	Stantec Consulting Coordinate with HDR.
8	What is your time frame for traffic data?	Resident	12hr (maybe 24hr) TMCs. 3 day (maybe 48hr) speed data	Stantec Consulting N/A
9	Will another analysis be completed after the road is open?	Resident	Not part of contract but after study is always recommended. County will consider based on what the recommendations are. We will also be looking at future traffic based on PPACG.	Stantec Consulting N/A
10	5 additional vehicles cutting from Higbee to Furrow seems like a low projection.	Resident	This is for grandwood generated trips, after it is built. Some current residents will be going south which creates a reduction in NB trips. "Net difference"	Stantec Consulting N/A
11	Grandwood study shows higher projected volumes than were stated during meeting	Resident	Grandwood shows total ADT for 2040. Will have to go back and look at study.	Stantec Consulting Confirm values in PowerPoint to those in Grandwood traffic report
12	How significant and effective will the improvements be?	Resident	We will only come up with recommendations that make sense.	Stantec Consulting N/A
13	This is a residential area. Need to do something to control speeds.	Resident	This is what we are trying to do	Stantec Consulting N/A
14	What are you going to do about noise abatement?	Resident	Slower speeds will reduce noise. Vegetation can reduce noise. Not looking at any noise walls. Out of scope and volumes are too low to warrant this.	Stantec Consulting N/A
15	What are you going to do about road repairs?	Resident	County is doing what they can. Everyone has issues with their roads. Can send issues to county email.	Stantec Consulting N/A
16	Will this be a primary snowplow route?	Resident	Snow removal will be increased on Furrow.	El Paso County N/A
17	Speed cameras needed to enforce speeds.	Resident	This is something that the sheriff and commissioner will need to take on. Unlikely that they do. Very political topic that is beyond us. May be thrown into the recommendations as an option as Stantec does support them.	Stantec Consulting N/A
18	Engineering plan needs to be online.	Resident	Stantec can get report out to public. Project specific site may be created for this if it becomes a capitol project.	Stantec Consulting N/A
19	Will the county raise assessment rates?	Resident	Assesment and taxes are beyond the project team	Stantec Consulting N/A
20	I would like a sense of overall project. When will recommendations be made? When will the road be completed and how does it all fit together?	Resident	Stantec is trying to finish the study by the end of the year with one more public meeting before. Holidays may alter this timeline. Next meeting will be "summary meeting" to go over the recommendations and their reasoning. Schedule of the grandwood development and extension is up to developer	Stantec Consulting N/A
21	Not in favor of roundabouts. When traffic builds, accidents will happen.	Resident	Less conflict points, fatality plummet in 90% range, injury accidents plummet in 80% range.	Stantec Consulting N/A
22	Have traffic lights been considered west on 105? People will avoid these intersections and use Furrow.	Resident	Stantec sees it as unlikely that a significant number of people will use Furrow as a cut-through. CDOT owns and times Jackson Creek and Knollwood signals.	Stantec Consulting N/A
23	No signage on Furrow (N/O 105) to prohibit commercial vehicles. Can we add signage on Furrow (S/O 105)	Resident	It may be problematic to remove this from any "route"	Stantec Consulting Stantec to consider prohibiting commercial vehicles on Furrow
24	Will you consider a "neck down"?	Resident	This would only be considered if used in conjunction with a ped crossing. This would be supported if more urbanized neighborhood with parking	Stantec Consulting N/A
25	Will you consider an "emergency gate"?	Resident	Will take this up with the county but it doesn't make sense. Developer is spending money to make the connection. Worst thing for asphalt is to not use it because it starts to fall apart. Emergency access from development to the east is because they only have one access..."relief valve"	Stantec Consulting Discuss with county

26	Resident east of Furrow will not use Furrow as a cut-through. 105 is 50mph, Higbee is 35-45, Jackson Creek is 40, Furrow is 25. No problems with traffic lights. Doesn't make sense to use Furrow. Will use Furrow when on a bicycle.	Resident	Stantec agrees with this comment.	Stantec Consulting	N/A
27	Saying there are no accidents at Furrow and Fairplay is inaccurate. Others agree	Resident	We only see the crash data that we have received.	Stantec Consulting	We will reach back out to CDOT
28	Surprised that county does not dictate when extension is complete. Why is traffic calming being implemented after extension complete. Per Jennifer, extension wont be opened until camling measures are determined.	Resident	County should have looked at traffic calming measures before extension complete. Schedule is written by developer and is currently up in the air. No timetable for when extension is opened. There are easy improvements that can be made right away.	El Paso County	N/A
29	Something should be done to 105/Furrow before extension is complete.	Resident	This may be taken care of in the 105 study. There are short term temporary measures that can be implemented regarding intersection control.	Stantec Consulting	N/A
30	Are 4 way stop signs being considered, especially at the Minglewood/Lamplight intersection?	Resident	Yes they are being considered but will likely not meet any level of warrant. Volumes do not warrant 4 way stop. Would not recommend an unwarranted traffic control device. Roundabouts or yield signs can be used instead.	Stantec Consulting	N/A
31	No safe ways for residents to walk and cross Furrow.	Resident	If we mark crosswalks then ped infrastructure is required. Can possibly use excess space on road for some of this infrastructure.	Stantec Consulting	N/A
32	Concern that cut-through traffic is being dismissed. How will this data be confirmed? Models don't take into account a lot of little factors being discussed by residents.	Resident	Stantec's study will recommend additional after-study. This is up to the county. Nothing is being dismissed including comments from residents. Unclear really how many cut-through trips there will be. Could be 100, could be 1000, could be 2... we will look at recommendations in the event that cut throughs are higher than expected.	Stantec Consulting	Sensitivity analysis needed
33	We don't want 18-wheelers driving through Furrow now and if/when extension is approved. Too many homes facing the street and there is also a daycare facility on Furrow. I hope consideration is given to that. Parents rely on an accessible way to get child care. Intersection at Furrow and 105 would be impossible if 18 wheelers show up.	Resident	We do not want to create additional traffic problems in the area and will plan to look into mitigating the use of Furrow for commercial vehicles	Stantec Consulting	Consider ways to discourage commercial vehicles along Furrow

## C.1.1 El Paso County Addendum



## EPC Clarifications

#3 – It is not expected that size of any roundabouts would be large enough to require acquisition of additional property, however final determination and consideration for any property acquisition necessary for improvements will be made during subsequent design phase.

#4 – El Paso County is aware of recently reported issues and of concerns raised relative to traffic on Furrow Road north of Highway 105 and is considering additional analysis, separate from the study being performed on Furrow Road between Highway 105 and Higby Road.

#6 – There is currently a separate El Paso County project for Highway 105 that will address warrants and potential improvements at major intersections including Furrow Road. Any recommendations resulting from the study of Furrow Road from 105-Higby will be considered in accordance with the overall design of Highway 105 project. Additional information on this project can be found at:

<http://www.105corridor.com/>

#9 – The study being performed and recommendations made will be done so based on the intended functionality of the road, to allow reasonably safe operations and will utilize future design year volumes. Following implementation of any roadway improvements, if El Paso County identifies a need for additional analysis, this will be considered.

#15 – Concerns about road repairs can be shared with El Paso County via Citizen Connect. Service requests will assist in work being identified and scheduled for routine maintenance or planned for inclusion as part of annual maintenance contracts. <https://citizenconnect.elpasoco.com/#/homepage>

#16 – El Paso County prioritizes roads based on roadway classification. Plow routes and schedules during and following storms generally prioritize Level 1 roads and finish, when time and resources allow, with Level 3 roads. Currently Furrow Road south of Highway 105 is a Level 3 road. With the southward extension to Higby Road, it is assumed that this portion of Furrow Road would be re-prioritized to a Level 1. Additional information on snow plowing efforts can be found at:

<https://publicworks.elpasoco.com/road-bridge/snow-plowing/>

#18 – El Paso County does not typically post plans for all projects online, however if it is determined there is a need, a project-specific site for a design/construction project may be created to share information.

#21 – El Paso County will use the recommendations provided in this study to determine the most appropriate and effective course of action regarding safety and will use consistent and data-driven analysis when making design decisions.

#25 – El Paso County has not and will not dictate the practice by which Stantec performs their analysis or request any specific options/recommendations be considered. Based on the intended functional classification of this roadway, El Paso County does not anticipate this road being gated. Stantec may choose to include consideration of emergency access only (“emergency gates”) as part of their report and El Paso County will use this information to make any decisions.

#28 – El Paso County has not committed to any calming measures being determined or any work being completed, prior to the extension of Furrow Road to Higby being opened, however this will be a consideration.

#29 – Stantec will communicate with Highway 105 project team, and El Paso County will consider overall corridor design when making decisions on improvements to Furrow Road

#32 – Since Furrow Road is classified as a collector, its purpose is to distribute through-trips along the roadway network. Since we are aware of the residential nature of this portion of Furrow Road, consideration will be given to potential treatments that will be implemented and how they may mitigate potential non-delivery truck traffic.

#33 – (See answer to question #32)

**C.2 COMMENTS RECEIVED: PUBLIC MEETING #2**

Furrow Rd Public Meeting #2  
 Comment/Response Matrix  
 8/17/2022  
 7:00 PM

	Comment	Comment By	Response	Response By	Action
1	Speeding along Hwy 105 causes the intersection of Furrow Rd/Hwy 105 to be unsafe.	Resident	Noted, this study is concentrated on Furrow Road itself. There is a separate study and design effort addressing SH 105.	Stantec	No Action
2	Signal would make the intersection of Furrow Rd/Hwy 105 safer.	Resident	The SH 105 study and design project, includes the intersection of SH 105 and Furrow Road.	Stantec	No Action
3	There was a fatality along Hwy 105 in 2018.	Resident	This fatality, approximately 3/4 mile to the east was not intersection related.	Stantec	No Action
4	Why is Minglewood Tr S a secondary alternative. There are sight distance issues in the EB and WB directions.	Resident	The two roundabouts to the north directly impact identified issues in the report. The reason for a roundabout at Minglewood Tr S would be to further break up the corridor. Current sight distance issues are due to the intersection not being completed.	Stantec	No Action
5	What is going to happen to driveways on Metcalf as a result of the roundabout?	Resident	Likely nothing as it should be far enough from the intersection.	Stantec	No Action
6	Will there be lane markings and crosswalks associated with the roundabouts?	Resident	We will have lane markings at roundabouts. However, there is no infrastructure to tie crosswalks into. Bike lanes are not appropriate as they also do not have any infrastructure to connect with.	Stantec	No Action
7	With the presence of bus stops, can we control where kids are crossing/walking?	Resident	County will look into this with the School district. Adding a crosswalk without intersection control provides a false sense of safety by assuming vehicles will stop for you.	Stantec	No Action
8	Are RRFB's feasible?	Resident	This is up to the county. It's an option but there are no facilities to connect them with. They would need to be ADA compliant which includes sidewalks and ADA ramps. Additionally, this is not consistent with any other	Stantec	No Action
9	The study needs to be amended to address additional concerns regarding relocating bus stops.	Resident	This is up to the county. This would require urban sidewalks which are not consistent with other neighborhoods in the area. We will discuss.	Stantec	No Action
10	What is the posted speed limit approaching roundabouts?	Resident	20-25 mph	Stantec	No Action
11	When will the county adapt recommendations?	Resident	The plan is to accept the results/recommendations of the study. The immediate action plan is to do nothing and not open the connection.	El Paso County	No Action
12	How will the connection be closed? Even with its current closure people are driving over it.	Resident	A concrete barrier can be used to temporarily close the connection until a secondary or emergency access plan is determined. Connection will happen at some point, likely 2040 unless conditions change (significant emergency, need for traffic relief along other roadways, development exceeds MTCP). The connection won't be opened without proper mitigations.	El Paso County	No Action
13	Are roundabouts only in 2040?	Resident	Roundabout would be installed before the connection is complete, whenever that is.	El Paso County	No Action
14	There is no plan for Furrow Rd/Hwy 105?	Resident	There is a different project that is currently in the design phase. As of now there will be no changes to the intersection.	El Paso County	No Action
15	Is Hwy 105 going to be two lanes in each direction?	Resident	Not part of this study.	El Paso County	No Action
16	People developing the plans should show up during peak hours. Cars are backed up along Furrow Rd due to Monument Academy.	Resident	County issued a recirculation plan which should resolve these issues.	El Paso County	No Action
17	I am worried that only one of the measure may be implemented without the rest and will not be sufficient.	Resident	We are fairly confident that the study recommendations will solve issues. If we decide on any variations of the study then they will be better, if anything. If the connection was opened for an emergency then it would only be temporary and we won't have time to install mitigation measures.	El Paso County	No Action
18	Is there a formal plan for when the connection "triggers" happen?	Resident	There is no immediate plan but we do not anticipate significant design. 25 houses is the "trigger" for a secondary or emergency access in Grandwood. Currently there are 26 in the neighborhood.	El Paso County	No Action
19	Minglewood S roundabout should be a primary alternative. It is a long stretch coming from the south without one.	Resident	The two roundabouts to the north directly impact identified issues in the report. The reason for a roundabout at Minglewood Tr S would be to further break up the corridor.	Stantec	No Action
20	Connection wouldn't be all that bad. It adds another way out of the neighborhood to avoid safety and congestion issues at Hwy 105. Roundabouts and median would make the connection more welcomed.	Resident	N/A	N/A	No Action