



October 9, 2024

Ms. Kristina Jansen
RAI Energy International, Inc.
1875 S. Bascom Avenue, Suite 2400
Campbell, CA 95008

Re: Roadrunner Energy Farm Traffic Study Letter
Morgan County, Colorado

Dear Ms. Jansen:

This traffic study letter has been prepared for the proposed Roadrunner Energy Farm project located east of State Highway 71 (SH-71), north of County Road K (CR-K) and south of County Road Q (CR-Q) in Morgan County, Colorado. A vicinity map illustrating the location of Roadrunner Energy Farm project is attached as **Figure 1**. The purpose of this letter is to provide trip generation, trip distribution, and project traffic assignment for the construction phase of the proposed energy project to determine the anticipated increase in traffic attributable to the proposed project. Of note, a pavement condition study is to be conducted at a later submittal, independent of this traffic study letter.

The Roadrunner Energy Farm project will consist of an approximate 2,886-acre energy facility with supporting infrastructure for the 500-megawatt (MW) facility. The project will consist of photovoltaic (PV) panels, trackers, inverters, transformers, above-ground cabling, access roads, a Project substation and switchyard, security fencing, an approximate half-mile generation tie line (gen-tie) connecting the Project to the point of interconnection, and a 500 MW battery energy storage system (BESS).

This traffic study identifies the amount of traffic associated with the proposed development during both construction and operational phases with the expected trip distribution and traffic assignment to the surrounding street network for the construction activities.

CONSTRUCTION ACTIVITY AND ACCESS

Construction activity to assemble the energy facility is anticipated to commence in quarter 4 of 2025 and is anticipated to last 12-18 months. The level of construction activities that occur each month will vary based on phasing and the size of the phase. This traffic study was prepared analyzing the peak construction traffic during the highest months of activity. Construction will generally follow these steps:

- Mobilization
- Civil/site preparation
- Cable plow/foundations construction
- Post install/Racking install
- Substation construction
- Set major equipment
- Module installation
- Testing, commissioning, and energization
- Demobilization

Regional access to Roadrunner Energy Farm will be provided by I-76, US-34, and SH-71. The access to the north section of Roadrunner Energy Farm will be provided by CR-O.5. The access to the south section will be provided by at an existing unpaved access along SH-71, located approximately 2,700 feet south of the CR-N at SH-71 intersection. Emergency vehicle access points are proposed for each the north section and south section. The two emergency vehicle access points are both along CR-N.

The preferred access route to the Roadrunner Energy Farm site is via I-76. The anticipated heavy vehicle haul route to the sites from I-76 from the north is to travel south on SH-71 toward the project site. To access the north section site from CR-O.5, trucks will turn southbound left from SH-71 to CR-O.5, then continue eastbound to the site access. To access the south section site, trucks will travel continue south on SH-71 past CR-O.5 and turn southbound left into the site access located approximately 2,700 feet south of CR-N. **Figure 2** illustrates the haul route to and from the site.

TRIP GENERATION

Site-generated traffic estimates are determined through a process known as trip generation. The number of trips for the Roadrunner Energy Farm facility was based on anticipated construction activity and the operational phase. In order to study the effect of construction traffic created by the energy facility, the expected trips during the peak period of construction were used as the basis for this study.

Construction Traffic Generation

The typical construction peak season workday will see workers arriving during a four-hour window between 6:00 am and 10:00 am and departing during a three-hour window between 1:00 pm and 4:00 pm. The standard construction hours are anticipated to be 6:00 am to 3:00 pm. The highest proportion of workers are anticipated arrive to the site between 6:00 and 7:00 am (half) and depart between 3:00 pm to 4:00 pm (one-third), although the volume will be fairly uniform during the arrival and departure hours. The highest proportion of arriving and departing workers has been aligned with the AM and PM peak hour of the adjacent street to provide a conservative analysis. It is anticipated that construction of the facility will include a maximum of 300 construction workers and 30 trucks. It is important to note the truck trip generation also includes the volume adjusted for the three (3) passenger car equivalents (PCE) per truck. The following **Table 1** identifies the expected peak construction activity trip generation for the Roadrunner Energy Farm facility.

Table 1 – Trip Generation (Construction): Roadrunner Energy Farm

User	Weekday Vehicles Trips							
	Daily Round Trips	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Delivery Trucks (15)	15	30	3	1	4	1	2	3
Water Trucks (15)	15	30	2	0	2	0	2	2
Total Trucks	30	60	5	1	6	1	4	5
PCE Trips	90	180	15	3	18	3	12	15
Passenger Vehicles (300 construction workers)	300	600	150	1	151	1	100	101
Total Vehicles	330	660	155	2	157	2	104	106
Total PCE	390	780	165	4	169	4	112	116

As shown in Table 1 above, the peak construction of Roadrunner Energy Farm is expected to generate approximately 660 daily trips with 157 of these trips occurring during the morning peak hour and 106 of these trips occurring during the afternoon peak hour. The daily traffic volume of 660 trips is expected to be the highest volume generated during construction of the energy facility. It is believed that trips generated by the construction of the Roadrunner Energy Farm project will not have major impacts on the transportation patterns or the roads in the area of the project site. Therefore, traffic impacts related to the construction of the energy facility will be temporary and are anticipated to be accommodated within the existing roadway system.

Energy Facility Operational Phase Traffic Generation

After the Roadrunner Energy Farm project has been constructed, the number of trips generated by the energy facility is expected to be significantly less than during the construction period. The project is anticipated to be operated and maintained by approximately two (2) full time employees with daily site visits by operational and maintenance personnel, not anticipated to exceed four trips per day. The trip generation is anticipated to be one (1) inbound and one (1) outbound trip per employee. The traffic impacts related to the operational phase of the energy facility is anticipated to be insignificant with negligible impacts to the external street system.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

Trip distribution is based on the anticipated arrival location of construction workers along with the delivery route to be used for truck traffic. It is anticipated that truck traffic and construction worker trips will utilize SH-71 to access the project site. The distribution for construction worker trips was derived based upon the distances to nearby cities and populations. The City of Brush is located approximately seven (7) miles north of the site, the City of Fort Morgan is located approximately fourteen (14) miles northwest of the site, the City of Greeley is located approximately seventy (70) miles northwest of the site, and the City of Aurora is located approximately one hundred (100) miles southwest of the site. Based on these factors, it is anticipated that 90 percent of traffic will be to and from the north, and 10 percent of traffic will be to and from the south. Additionally, to provide a conservative analysis the site areas were assumed to be constructed one at a time, with construction traffic only using one construction access at a time. Therefore, trip distribution and traffic assignment were provided separately for access along CR-O.5 and SH-71. There are two emergency access points for the north and south sections located off of CR-N. The emergency accesses are not anticipated to be utilized by construction traffic entering and exiting the sites. Although both accesses may be used at any time throughout the construction of the project, assigning all traffic to each access separately provides a conservative analysis. Attached **Figure 3** illustrates the anticipated trip distribution for the CR-O.5 access, **Figure 4** shows the trip distribution for the SH-71 access. The project traffic assignment for construction related activities is shown in attached **Figure 5** for the CR-O.5 access and **Figure 6** for the SH-71 access.

TRAFFIC COUNTS AND CDOT ACCESS PERMITS

For the purpose of Colorado Department of Transportation (CDOT) access permitting, traffic counts were collected at the following locations:

- SH-71 & CR-O.5
- SH-71 & CR-N

The counts collected at SH-71 & CR-N were utilized to extrapolate the traffic volumes at the future SH-71 & Site Access intersection. The 2024 existing geometry and traffic volumes are shown in **Figure 7**.

The threshold for requiring an access permit along CDOT roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of construction traffic on the east leg of CR-O.5 and the east leg of the existing private access both along SH-71 is anticipated to increase existing traffic by more than 20 percent. However, it is believed project traffic will be minimal once the project is complete and in the operational phase. Therefore, a temporary access permit is anticipated to be needed at the intersection of CR-O.5 and SH-71 while a change in use access permit will be needed at the south access along SH-71.

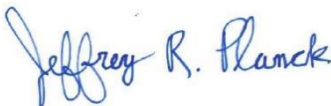
A northbound right turn lane is not warranted at either access along SH-71 based on projected construction traffic volumes. The volume of left turn movements entering both accesses along SH-71 during construction related activities is expected to exceed the threshold for implementing a left turn lane; however, opposing traffic does not exceed 100 vehicles per hour and this turn lane can be waived. Further, auxiliary turn lanes should not be implemented for temporary construction traffic. Since the duration of construction activities is expected to only be 12-18 months, CDOT could consider installing temporary warning signs at both accesses along the state highway warning drivers of truck turns occurring at the accesses.

CONCLUSION

In summary, it is believed the temporary construction related vehicle traffic of the Roadrunner Energy Farm project can be accommodated by the existing roadway system. For the duration of the construction related activities, it is recommended that warning signs be installed along the state highway at both accesses warning drivers of truck turns occurring. A temporary access permit is anticipated to be needed at the intersection of CR-O.5 and SH-71 while a change in use access permit will be needed at the south access along SH-71 both to be processed with CDOT. Further, trips are negligible during the operational phase of the energy facility. Based on these results, the public street roadways and adjacent intersections are anticipated to successfully accommodate this project traffic volume. If you have any questions or require anything further, please feel free to call.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Jeffrey R. Planck, P.E.
Project Traffic Engineer



Figures

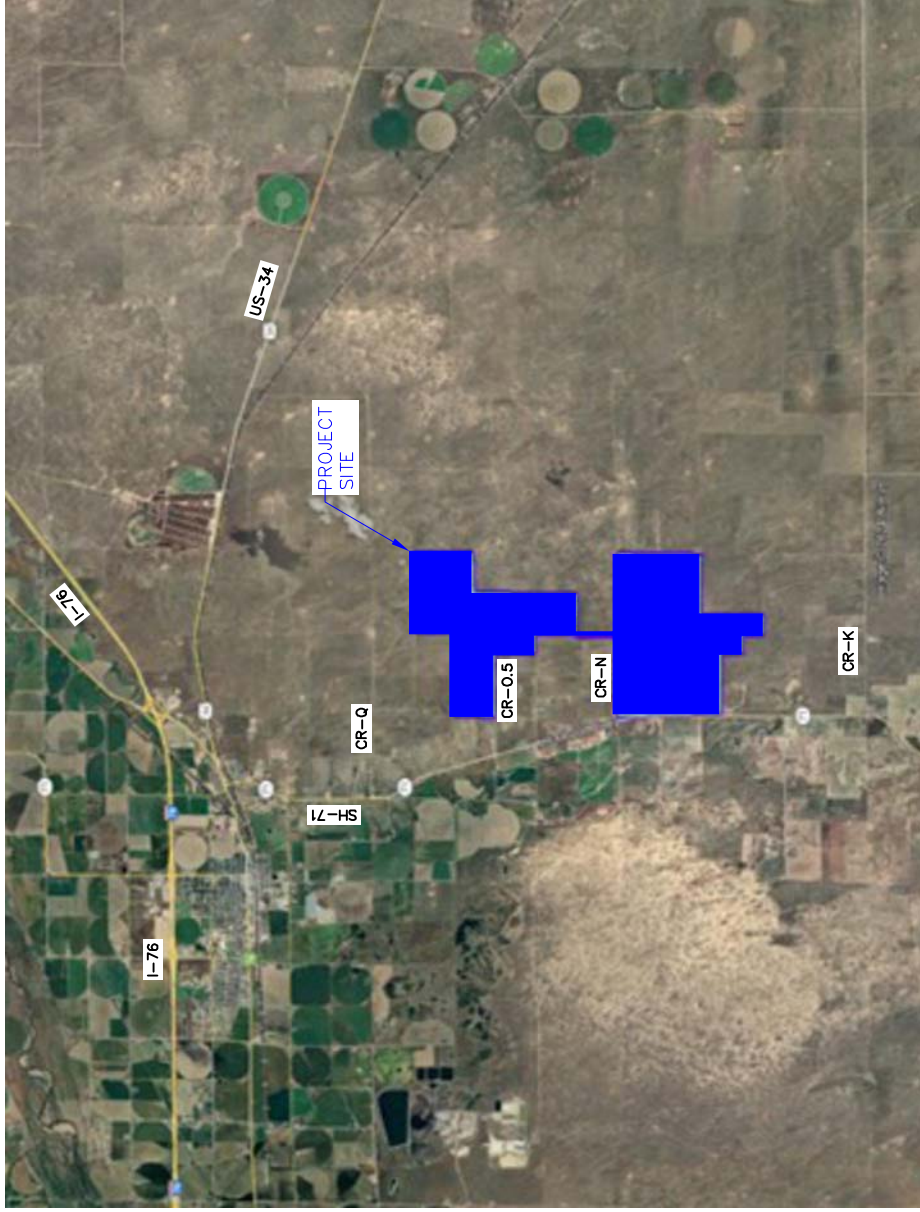


FIGURE 1
ROADRUNNER ENERGY FARM
MORGAN COUNTY, COLORADO
VICINITY MAP

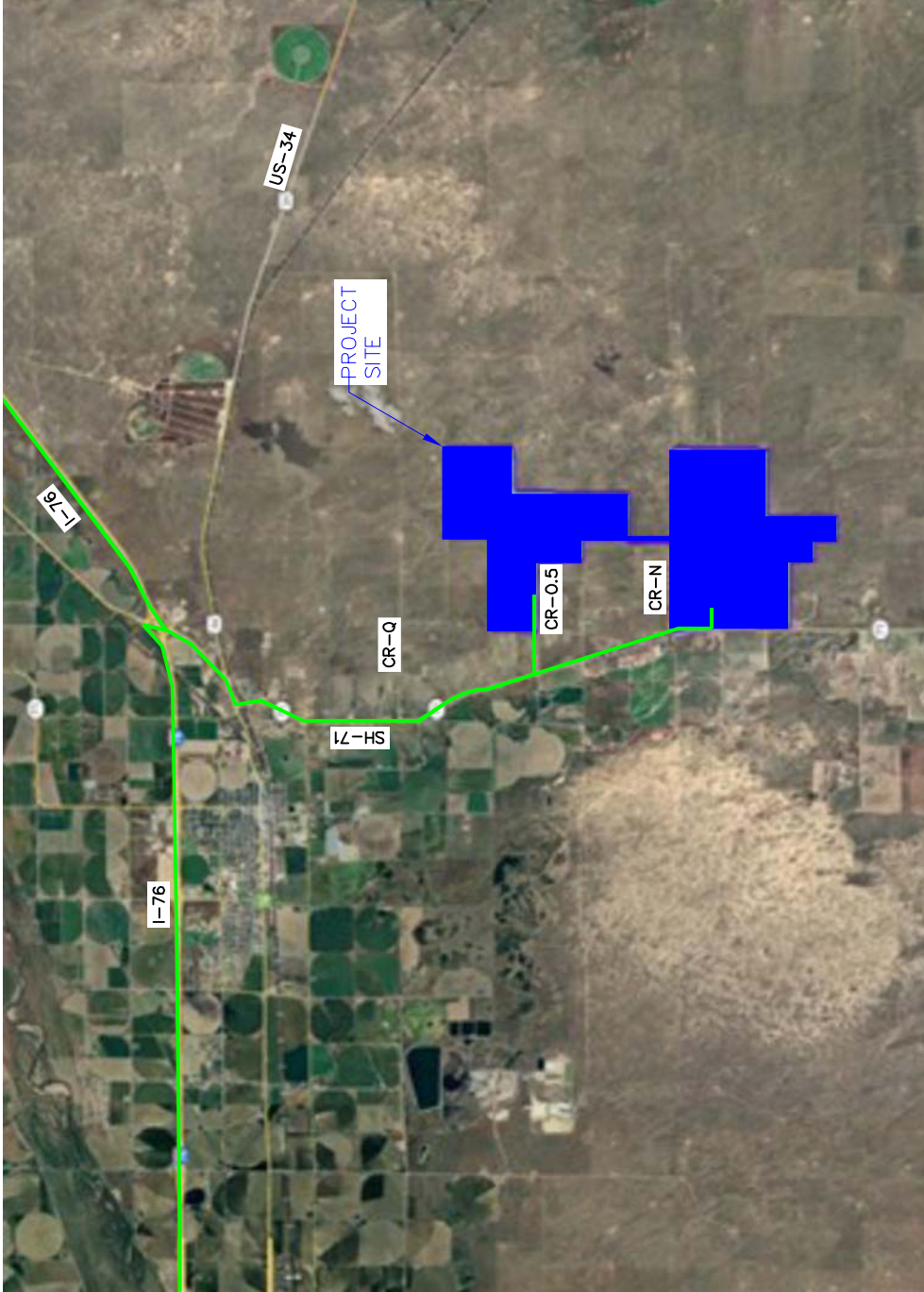
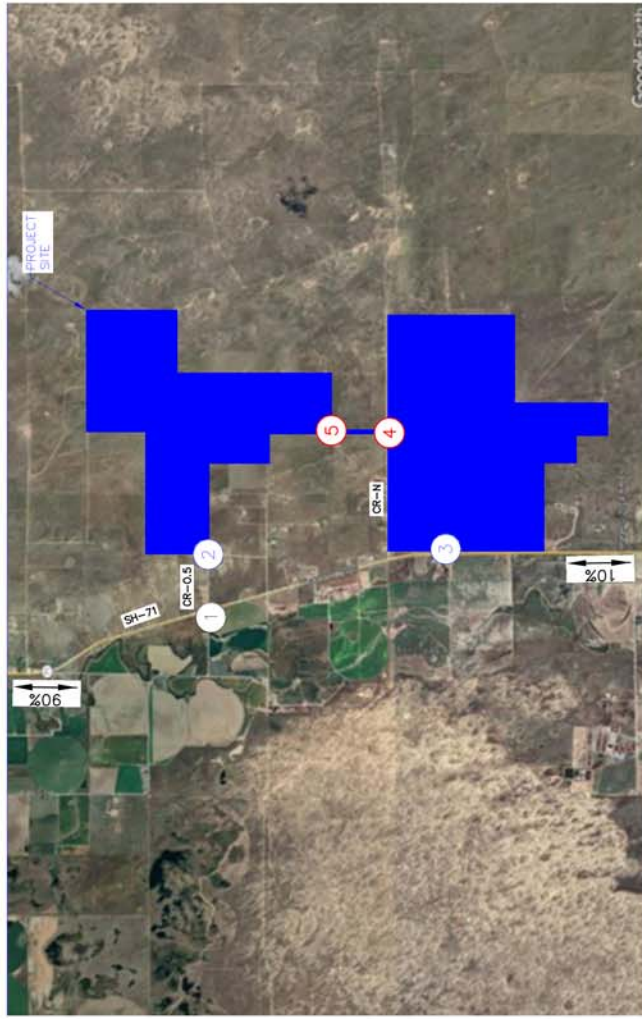


FIGURE 2
 ROADRUNNER ENERGY FARM
 MORGAN COUNTY, COLORADO
 HAUL ROUTE

LEGEND
 Proposed Haul Route



Traffic entering/exiting the project sites during construction was assumed to only use one access at a time. Once construction of each area is complete all traffic will be shifted to the next access.

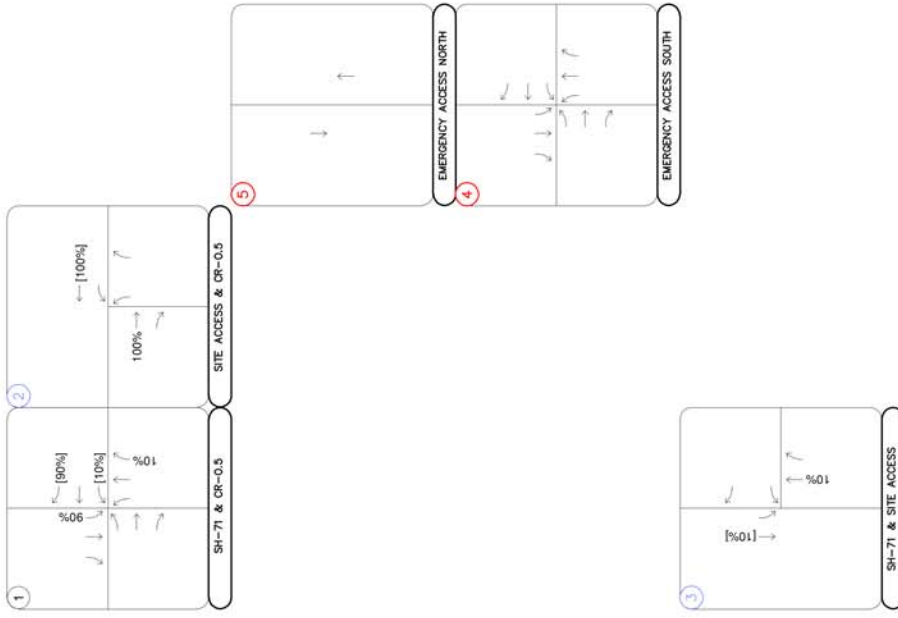
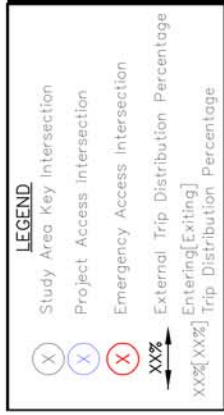
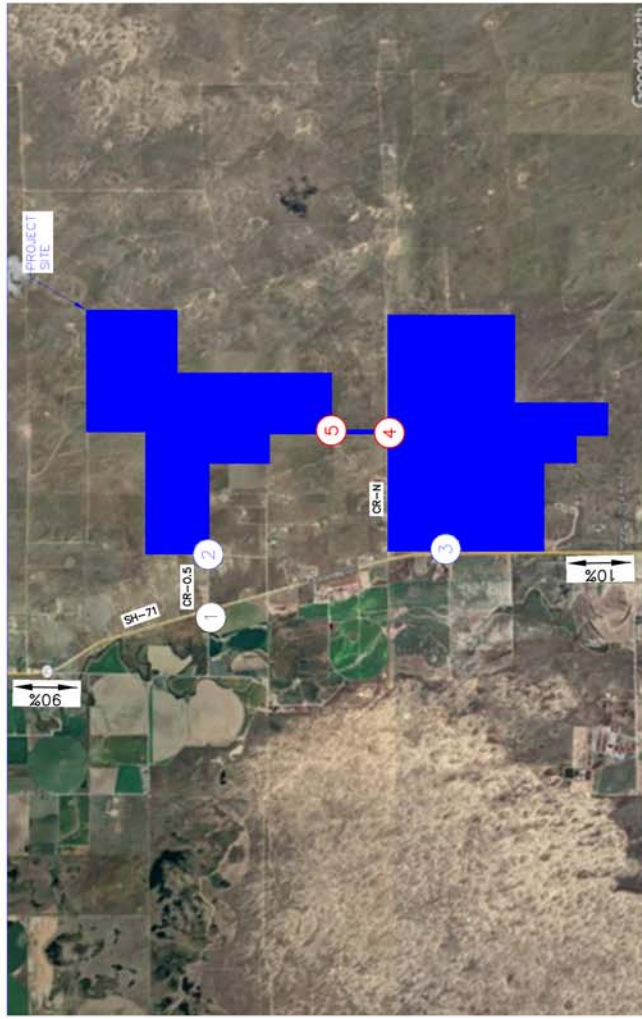


FIGURE 3
ROADRUNNER ENERGY FARM
MORGAN COUNTY, COLORADO
CR-0.5 PROJECT TRIP DISTRIBUTION (CONSTRUCTION ACTIVITY ONLY)



Traffic entering/exiting the project sites during construction was assumed to only use one access at a time. Once construction of each area is complete all traffic will be shifted to the next access.

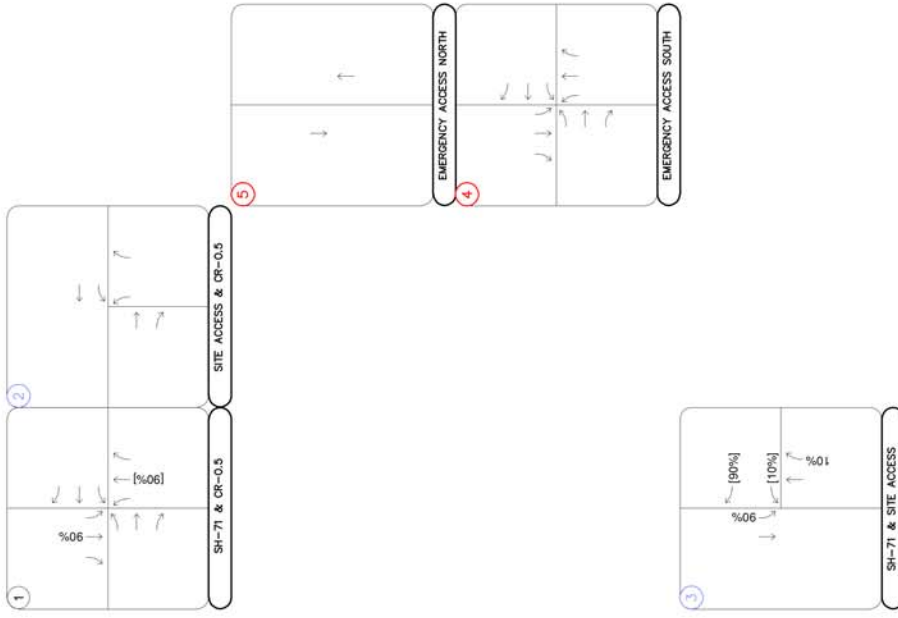
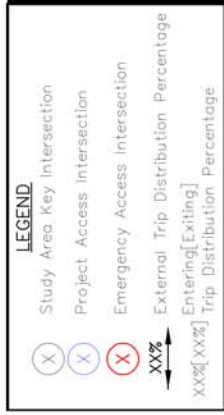
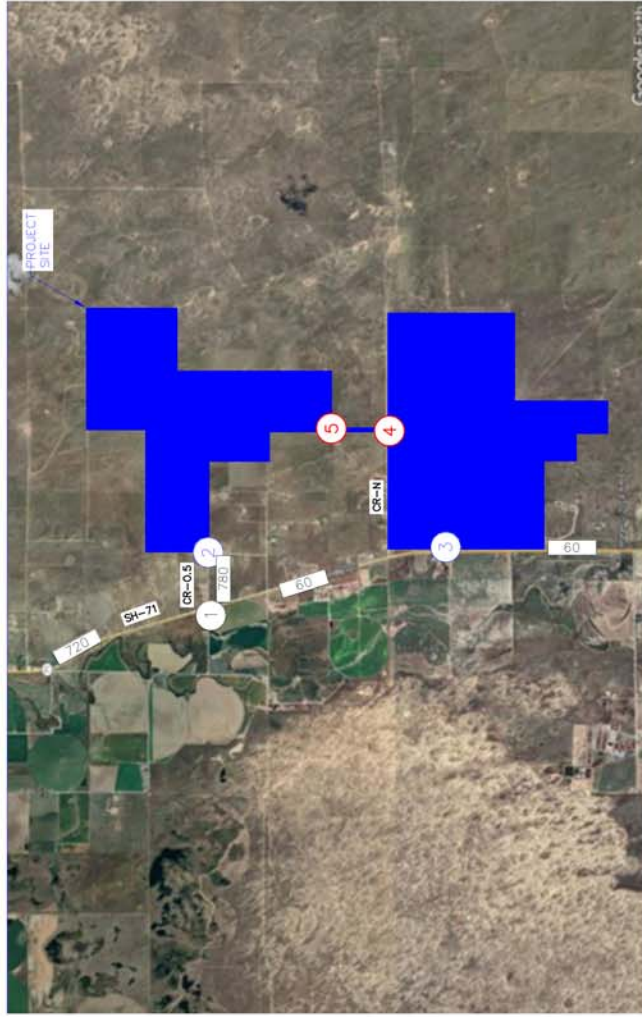


FIGURE 4
 ROADRUNNER ENERGY FARM
 MORGAN COUNTY, COLORADO
 SH-71 PROJECT TRIP DISTRIBUTION (CONSTRUCTION ACTIVITY ONLY)



Traffic entering/exiting the project sites during construction was assumed to only use one access at a time. Once construction of each area is complete all traffic will be shifted to the next access.

LEGEND

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- (X) Emergency Access Intersection
- Weekday AM(PM)
- Peak Hour Traffic Volumes
- Estimated Daily Traffic Volume

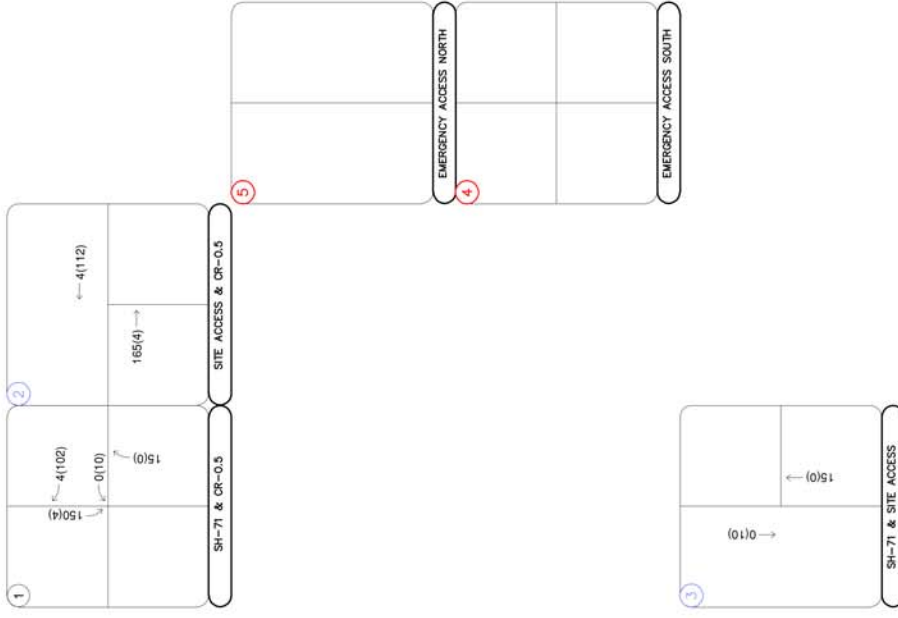
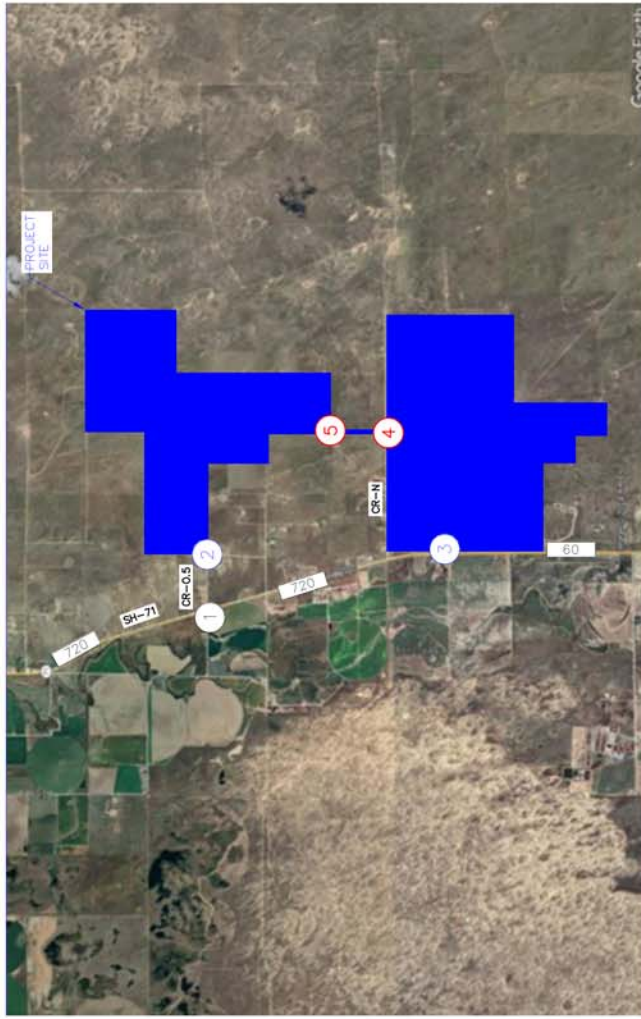


FIGURE 5
 ROADRUNNER ENERGY FARM
 MORGAN COUNTY, COLORADO
 CR-0.5 PROJECT TRAFFIC ASSIGNMENT (CONSTRUCTION ACTIVITY ONLY)



Traffic entering/exiting the project sites during construction was assumed to only use one access at a time. Once construction of each area is complete all traffic will be shifted to the next access.

LEGEND

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- (X) Emergency Access Intersection
- XXX(XXX) Weekday AM(PM)
- XXX(XXX) Peak Hour Traffic Volumes
- XX,XXX Estimated Daily Traffic Volume

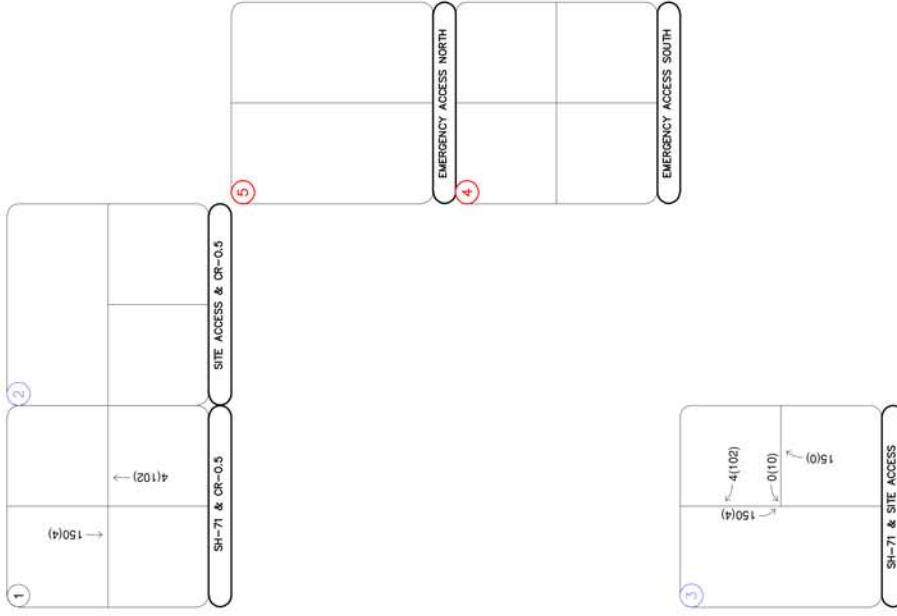


FIGURE 6
ROADRUNNER ENERGY FARM
MORGAN COUNTY, COLORADO
SH-71 PROJECT TRAFFIC ASSIGNMENT (CONSTRUCTION ACTIVITY ONLY)

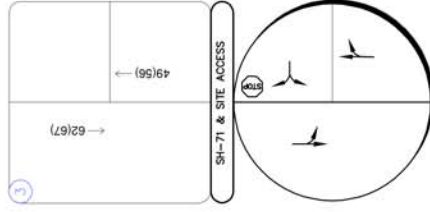
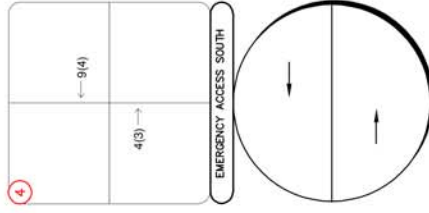
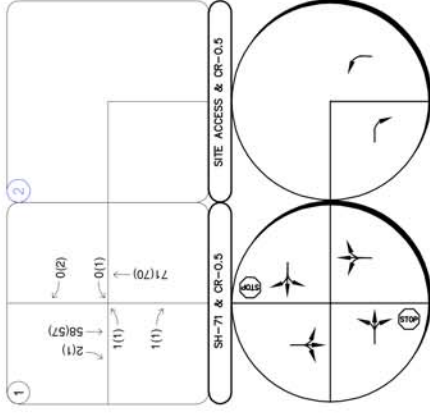
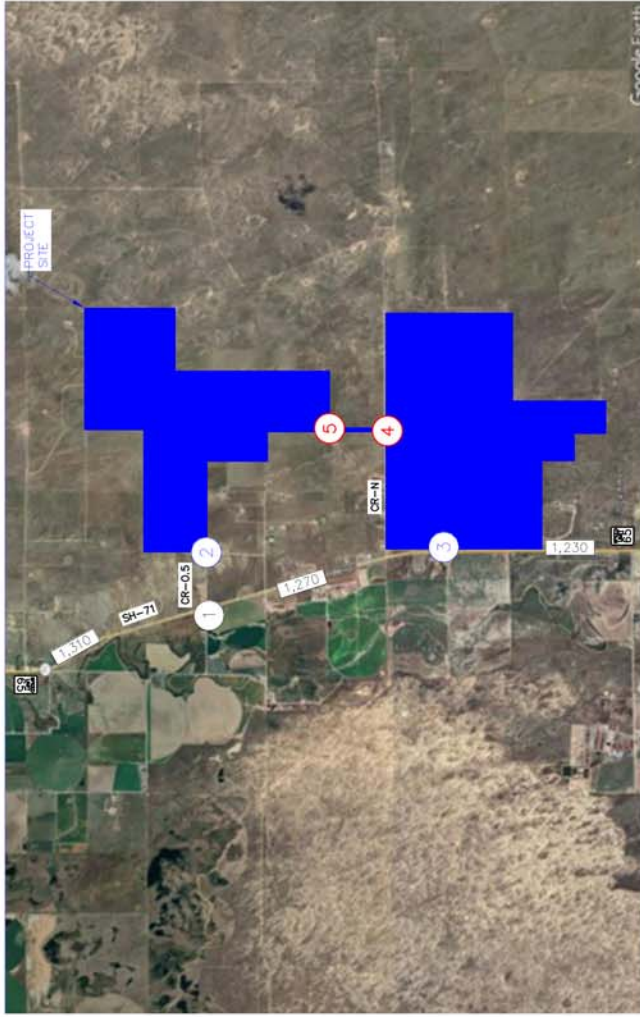


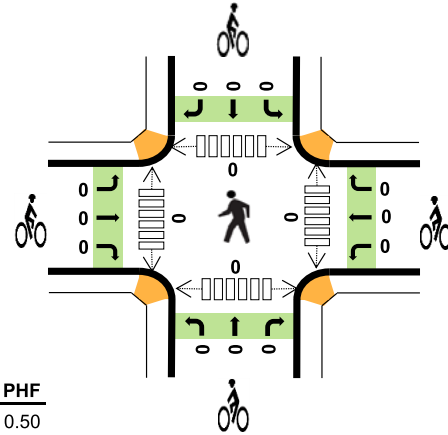
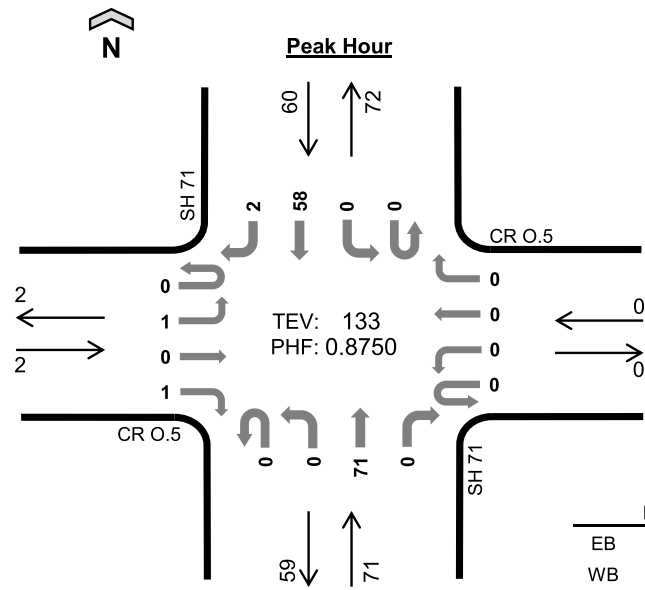
FIGURE 7
ROADRUNNER ENERGY FARM
MORGAN COUNTY, COLORADO
2024 EXISTING GEOMETRY AND TRAFFIC VOLUMES

Traffic Counts

SH 71 CR O.5



Date: 10/1/2024
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:15 AM to 8:15 AM



	HV%	PHF
EB	0%	0.50
WB	--	--
NB	11%	0.71
SB	27%	0.75
TOTAL	18%	0.88

Peak Hour Count Summaries

Peak Hour Interval Start	CR O.5				CR O.5				SH 71				SH 71				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:15 AM	0	1	0	0	0	0	0	0	0	0	25	0	0	0	11	0	37	0	
7:30 AM	0	0	0	1	0	0	0	0	0	0	11	0	0	0	14	1	27	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	24	0	0	0	14	0	38	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	19	1	31	133	
Pk Hr	All	0	1	0	1	0	0	0	0	0	0	71	0	0	0	58	2	133	
	HV	0	0	0	0	0	0	0	0	0	0	8	0	0	0	16	0	24	
	HV%	-	0%	-	0%	-	-	-	-	-	-	11%	-	-	-	28%	0%	18%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:15 AM	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	8	16	24	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles																		
Interval Start	CR O.5				CR O.5				SH 71				SH 71				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	14	0	0	0	6	0	21	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	25	0	0	0	11	0	37	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	11	0	0	0	14	1	27	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	24	0	0	0	14	0	38	123
8:00 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	19	1	31	133
8:15 AM	0	2	0	0	0	0	0	2	0	0	11	0	0	0	16	1	32	128
8:30 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	13	0	21	122
8:45 AM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	10	1	23	107
Count Total	0	4	0	1	0	0	0	2	0	0	116	0	0	0	103	4	230	
Pk Hr	All	0	1	0	1	0	0	0	0	0	71	0	0	0	58	2	133	
	HV	0	0	0	0	0	0	0	0	0	8	0	0	0	16	0	24	
	HV%	-	0%	-	0%	-	-	-	-	-	-	11%	-	-	-	28%	0%	18%

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

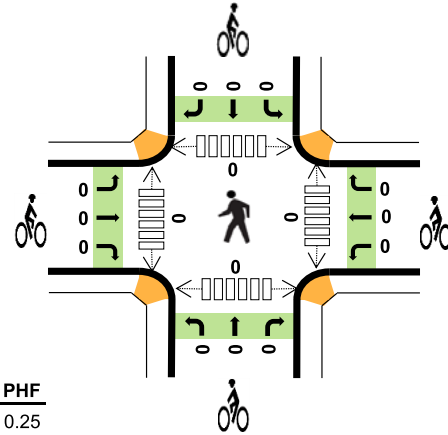
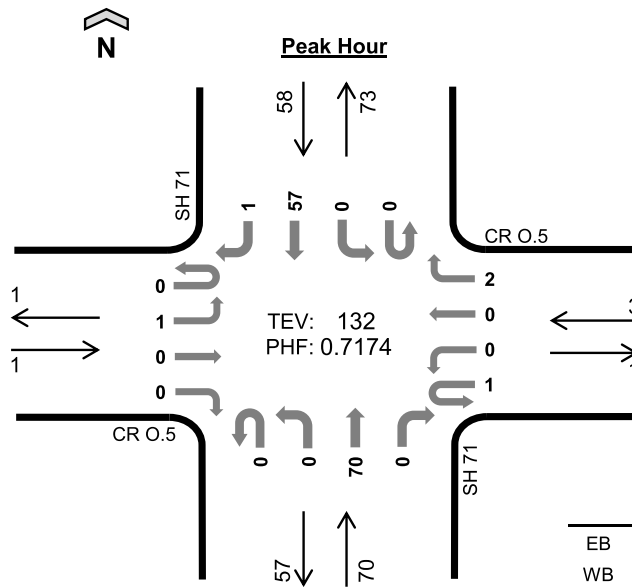
Count Summaries - Heavy Vehicles																		
Interval Start	CR 0.5				CR 0.5				SH 71				SH 71				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	20
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	6	24
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	24
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	22
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	23
Count Total	0	0	0	0	0	0	0	0	0	0	19	0	0	0	24	0	43	
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	8	0	0	0	16	0	24	

Count Summaries - Bikes																		
Interval Start	CR 0.5				CR 0.5				SH 71				SH 71				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

SH 71 CR O.5



Date: 10/1/2024
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:00 PM to 5:00 PM



	HV%	PHF
EB	0%	0.25
WB	0%	0.25
NB	9%	0.83
SB	12%	0.69
TOTAL	10%	0.72

Peak Hour Count Summaries

Peak Hour Interval Start	CR O.5				CR O.5				SH 71				SH 71				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	1	0	0	1	0	0	2	0	0	21	0	0	0	20	1	46	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	17	0	0	0	14	0	31	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	13	0	32	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	10	0	23	132	
Pk Hr	All	0	1	0	0	1	0	0	2	0	0	70	0	0	0	57	1	132	
	HV	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	13	
	HV%	-	0%	-	-	0%	-	-	0%	-	-	9%	-	-	-	12%	0%	10%	

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

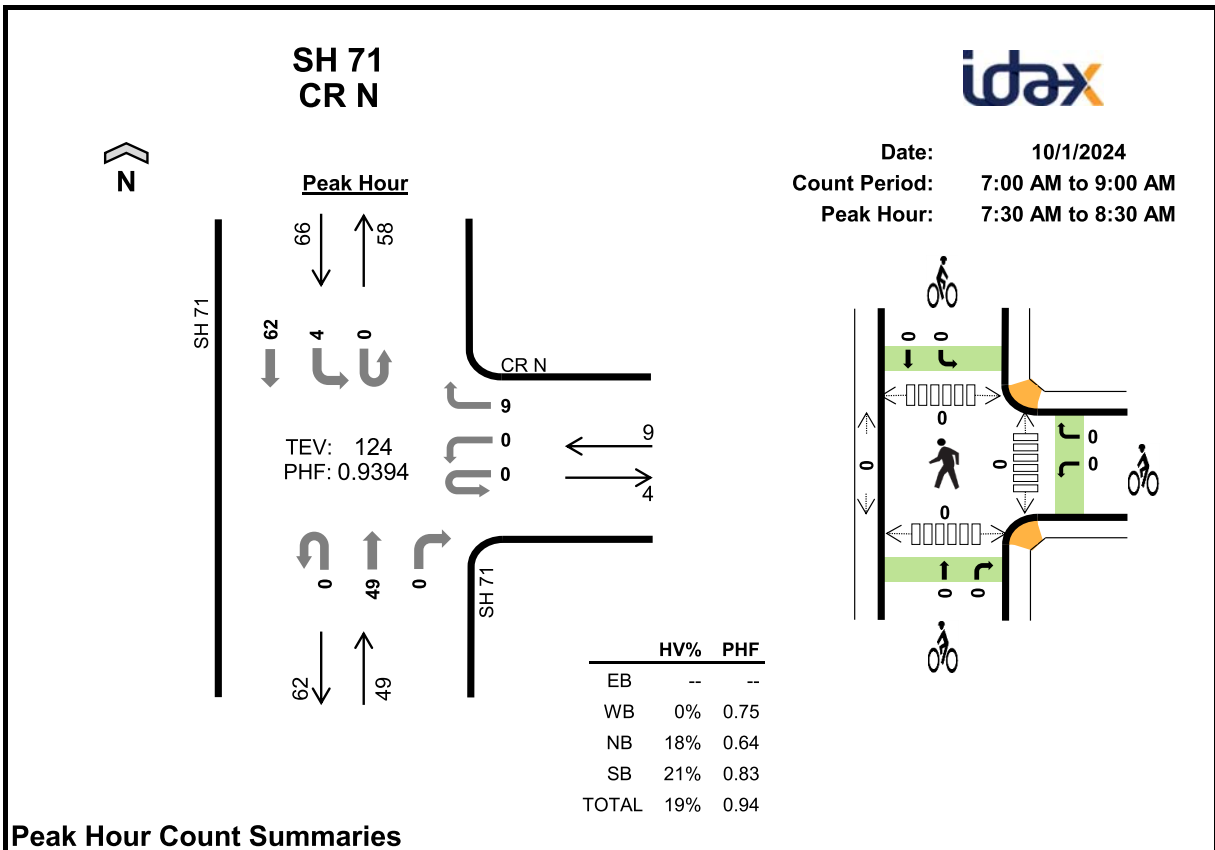
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	6	7	13	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles																			
Interval Start	CR O.5				CR O.5				SH 71				SH 71				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	1	0	0	1	0	0	2	0	0	21	0	0	0	20	1	46	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	17	0	0	0	14	0	31	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	13	0	32	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	10	0	23	132	
5:00 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	23	0	31	117	
5:15 PM	0	1	0	0	0	0	0	0	0	0	15	0	0	0	25	1	42	128	
5:30 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	1	15	0	34	130	
5:45 PM	0	0	0	0	0	0	0	0	0	0	13	0	0	1	9	1	24	131	
Count Total	0	2	0	0	1	0	0	2	0	0	124	0	0	2	129	3	263		
Pk Hr	All	0	1	0	0	1	0	0	2	0	0	70	0	0	0	57	1	132	
	HV	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	13	
	HV%	-	0%	-	-	0%	-	-	0%	-	-	9%	-	-	-	12%	0%	10%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	12	15	27	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	6	7	13	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles																		
Interval Start	CR O.5				CR O.5				SH 71				SH 71				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	13
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	13
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	12
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	7	17
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	14
Count Total	0	0	0	0	0	0	0	0	0	0	12	0	0	0	15	0	27	
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	13	

Count Summaries - Bikes																		
Interval Start	CR O.5				CR O.5				SH 71				SH 71				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



Peak Hour Count Summaries

Peak Hour Interval Start	n/a				CR N				SH 71				SH 71				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	3	0	0	13	0	0	0	17	0	33	0
7:45 AM	0	0	0	0	0	0	0	3	0	0	19	0	0	1	9	0	32	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	6	0	0	2	18	0	27	0
8:15 AM	0	0	0	0	0	0	0	2	0	0	11	0	0	1	18	0	32	124
Pk Hr	All	0	0	0	0	0	0	9	0	0	49	0	0	4	62	0	124	
	HV	0	0	0	0	0	0	0	0	0	9	0	0	0	14	0	23	
	HV%	-	-	-	-	-	-	0%	-	-	18%	-	-	0%	23%	-	19%	

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

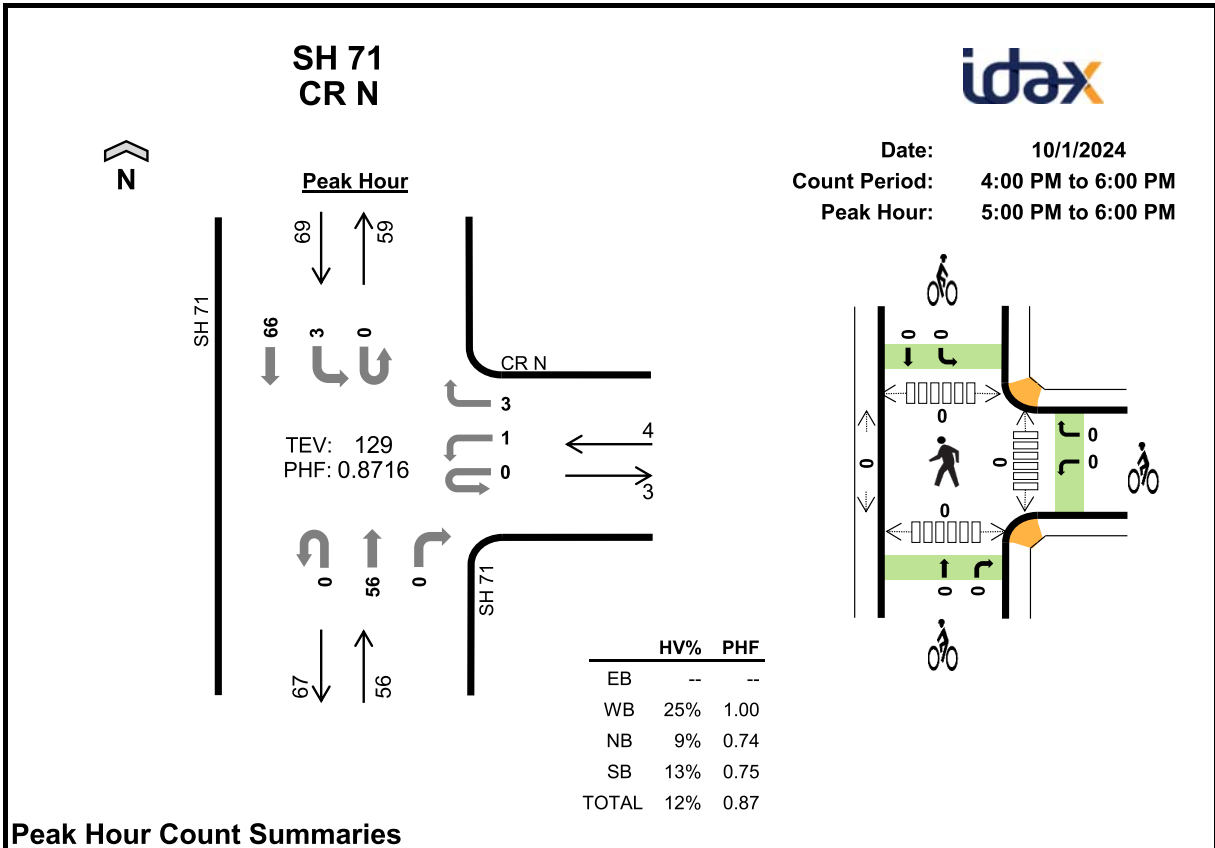
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:30 AM	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	5	2	7	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	9	14	23	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles																			
Interval Start	n/a				CR N				SH 71				SH 71				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	1	0	0	18	0	0	0	7	0	26	0	
7:15 AM	0	0	0	0	0	0	0	2	0	0	19	0	0	1	8	0	30	0	
7:30 AM	0	0	0	0	0	0	0	3	0	0	13	0	0	0	17	0	33	0	
7:45 AM	0	0	0	0	0	0	0	3	0	0	19	0	0	1	9	0	32	121	
8:00 AM	0	0	0	0	0	0	0	1	0	0	6	0	0	2	18	0	27	122	
8:15 AM	0	0	0	0	0	0	0	2	0	0	11	0	0	1	18	0	32	124	
8:30 AM	0	0	0	0	0	0	0	1	0	0	5	0	0	1	12	0	19	110	
8:45 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	10	0	21	99	
Count Total	0	0	0	0	0	0	0	13	0	0	102	0	0	6	99	0	220		
Pk Hr	All	0	0	0	0	0	0	0	9	0	0	49	0	0	4	62	0	124	
	HV	0	0	0	0	0	0	0	0	0	0	9	0	0	0	14	0	23	
	HV%	-	-	-	-	-	-	-	0%	-	-	18%	-	-	0%	23%	-	19%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	5	2	7	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	19	24	43	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	9	14	23	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles																		
Interval Start	n/a				CR N				SH 71				SH 71				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	19
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	20
8:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	7	23
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	23
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	24
Count Total	0	0	0	0	0	0	0	0	0	0	19	0	0	0	24	0	43	
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	9	0	0	0	14	0	23	

Count Summaries - Bikes																		
Interval Start	n/a				CR N				SH 71				SH 71				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



Peak Hour Count Summaries

Peak Hour Interval Start	n/a				CR N				SH 71				SH 71				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
5:00 PM	0	0	0	0	0	1	0	0	0	0	8	0	0	3	20	0	32	0	
5:15 PM	0	0	0	0	0	0	0	1	0	0	14	0	0	0	22	0	37	0	
5:30 PM	0	0	0	0	0	0	0	1	0	0	15	0	0	0	12	0	28	0	
5:45 PM	0	0	0	0	0	0	0	1	0	0	19	0	0	0	12	0	32	129	
Pk Hr	All	0	0	0	0	0	1	0	3	0	0	56	0	0	3	66	0	129	
	HV	0	0	0	0	0	0	0	1	0	0	5	0	0	1	8	0	15	
	HV%	-	-	-	-	-	0%	-	33%	-	-	9%	-	-	33%	12%	-	12%	

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

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

Count Summaries - All Vehicles																			
Interval Start	n/a				CR N				SH 71				SH 71				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	17	0	0	2	17	0	37	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	1	14	0	29	0
4:30 PM	0	0	0	0	0	0	0	0	3	0	0	15	0	0	0	14	0	32	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	10	0	23	121
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	8	0	0	3	20	0	32	116
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	14	0	0	0	22	0	37	124
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	15	0	0	0	12	0	28	120
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	19	0	0	0	12	0	32	129
Count Total	0	0	0	0	0	2	0	6	0	0	115	0	0	6	121	0	250		
Pk Hr	All	0	0	0	0	0	1	0	3	0	0	56	0	0	3	66	0	129	
	HV	0	0	0	0	0	0	0	1	0	0	5	0	0	1	8	0	15	
	HV%	-	-	-	-	-	0%	-	33%	-	-	9%	-	-	33%	12%	-	12%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	1	2	4	7	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0
Count Total	0	2	13	16	31	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	1	5	9	15	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles																			
Interval Start	n/a				CR N				SH 71				SH 71				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	1	3	0	7	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	16
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	3	12
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3	12
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	15
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	15
Count Total	0	0	0	0	0	1	0	1	0	0	13	0	0	2	14	0	31		
Pk Hr Heavy	0	0	0	0	0	0	0	1	0	0	5	0	0	1	8	0	15		

Count Summaries - Bikes																			
Interval Start	n/a				CR N				SH 71				SH 71				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0