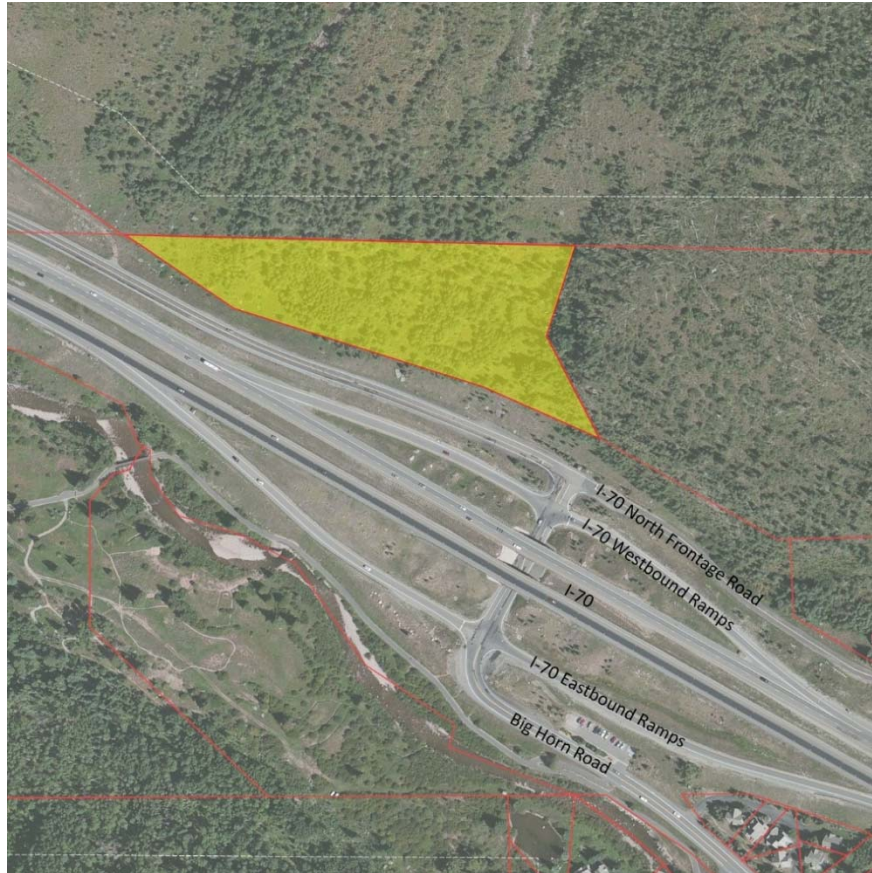


EVWHS Development Application - Exhibit 6
Transportation Impact Study
for
Triumph Development's
East Vail Residential



February 14, 2019
Revised May 21, 2019

PREPARED FOR:
Triumph Development
Attn. Michael O'Connor
12 Vail Road, Suite 700
Vail, CO 81657

PREPARED BY:
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PO Box 4259
Eagle, CO 81631
970.623.0788
Contact: Kari J. McDowell Schroeder, PE, PTOE
Project Number: 1379

Statement of Engineering Qualifications

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

Transportation Impact Study for East Vail Residential

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1.0 Project Description

The East Vail Residential project is proposing a new residential apartment complex. The development will provide both market rate housing and affordable housing to the local workforce. The purpose of this CDOT Level 2 study is to forecast and analyze the impacts of the site's additional traffic volumes on the surrounding roadway network. This traffic analysis was scoped with both the Town of Vail and CDOT prior to completion.

The proposed site is located north and west of the existing I-70 and East Vail interchange. The site is proposing to take access directly from the north I-70 Frontage Road. The project location is shown in **Figure 1**. A conceptual site plan is shown in **Figure 2**.

Figure 1: Vicinity Map

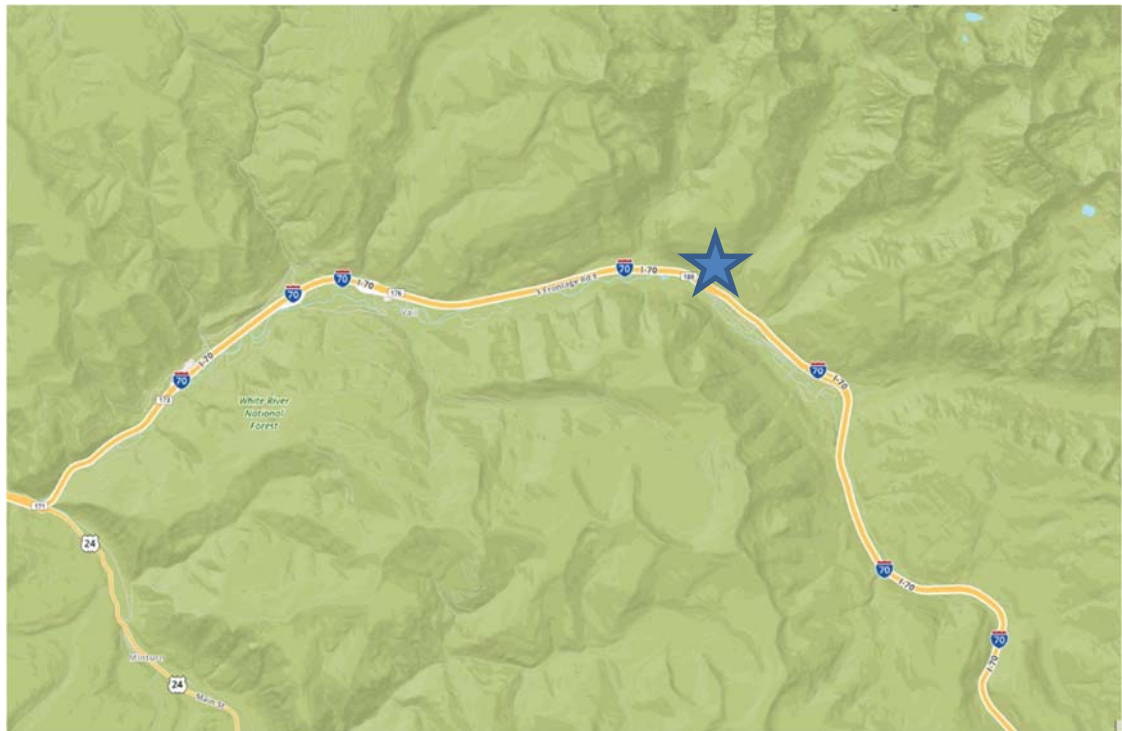
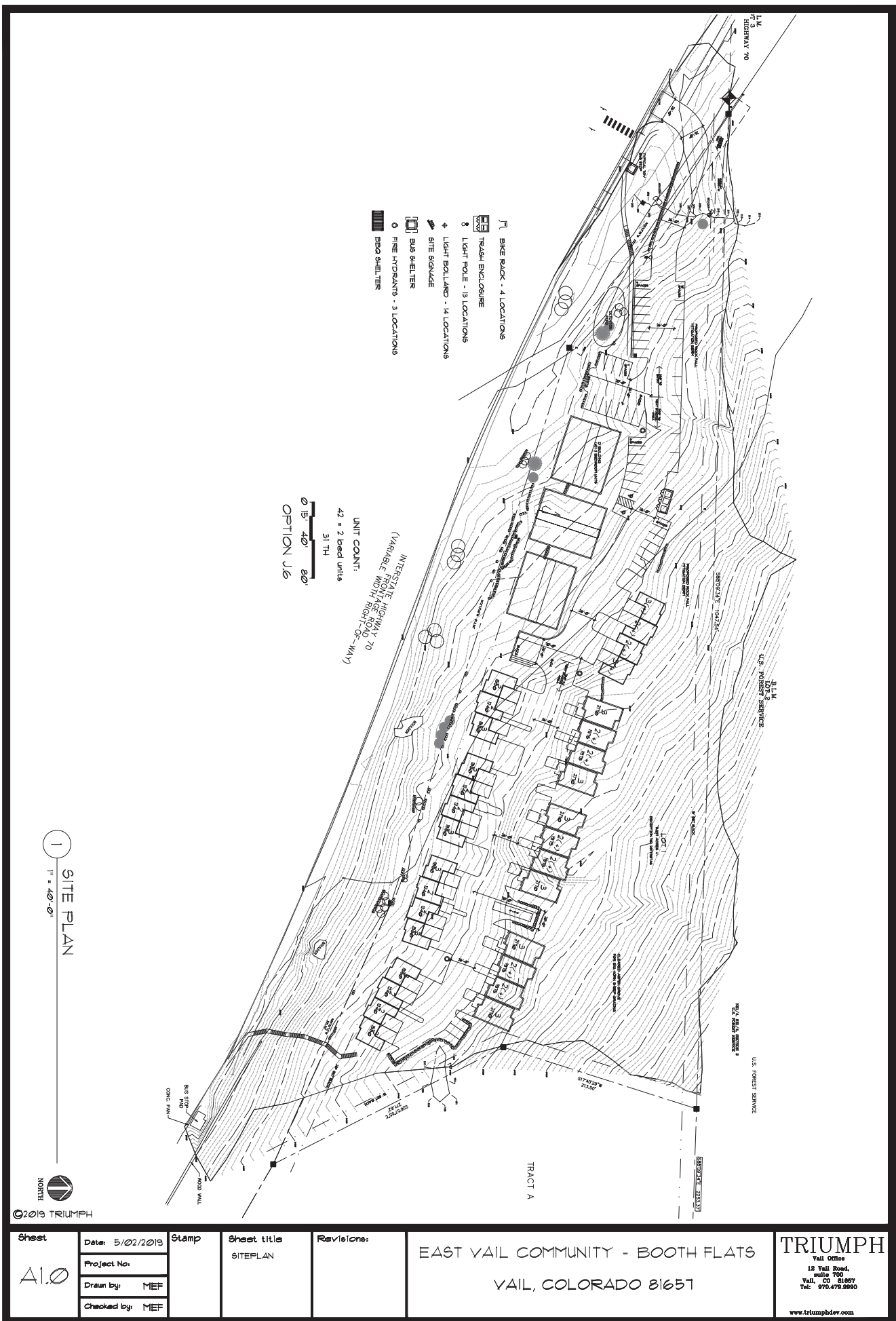


Figure 2: Conceptual Site Plan



2.0 Existing Conditions

2.1 Description of Existing Transportation System

North I-70 Frontage Road: The North I-70 Frontage Road is a two-lane, paved roadway that parallels the north side of I-70. This Frontage Road connects East Vail to Main Vail and West Vail, sometimes crossing under I-70 as a South Frontage Road. In the vicinity of the site, the North I-70 Frontage Road has a posted speed limit of 25mph eastbound and 45mph westbound.

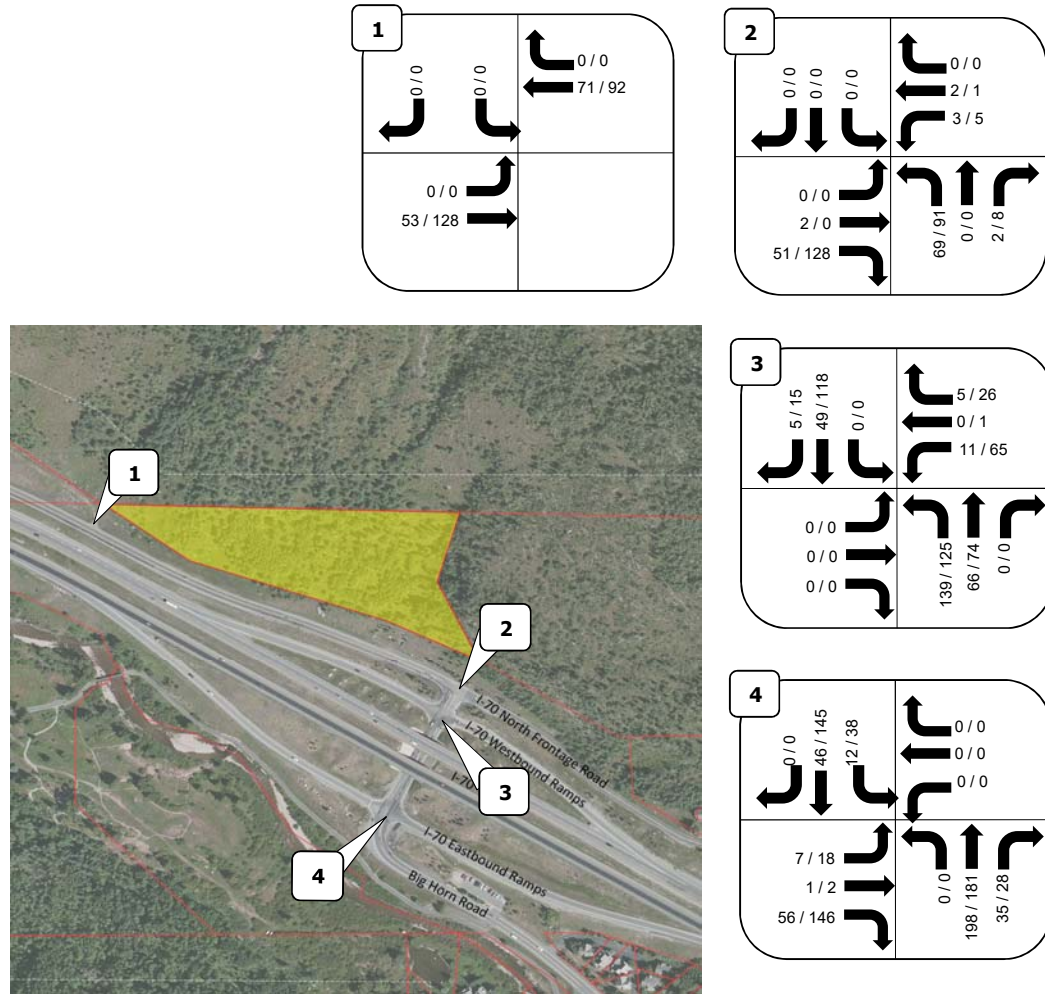
Big Horn Road: Big Horn Road is a paved, two-lane road that connects the residential homes in East Vail to the East Vail I-70 interchange. The posted speed limit on Big Horn Road is 40mph.

2.2 Traffic Data Collection

Existing Traffic Volumes: Existing turning movement counts were collected by McDowell Engineering. Traffic data was collected on Saturday, December 30, 2017 per direction of the Town of Vail Engineer. Turning movement counts were collected from 7:00 – 9:00am and 4:00 – 6:00pm. This count date and time are considered a seasonal peak for the Town of Vail.

The resulting Year 2017 traffic volumes for the weekday morning peak hour and weekday afternoon peak hour are shown in **Figure 3**. The raw traffic data is also included in the **Appendix**.

Figure 3: Year 2017 Existing Traffic



Project Number: M1379
Prepared by: KJS

LEGEND :
Directional Distribution = Inbound% (Outbound %)

AM/PM Volumes = XX/XX VPH (in PCEs)

Turning Movements



3.0 Future Traffic Projections

3.1 Existing & Committed Capital Improvement Projects

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

3.2 Planned or Existing Land Development Projects

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

3.3 Seasonal Adjustment Factor

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

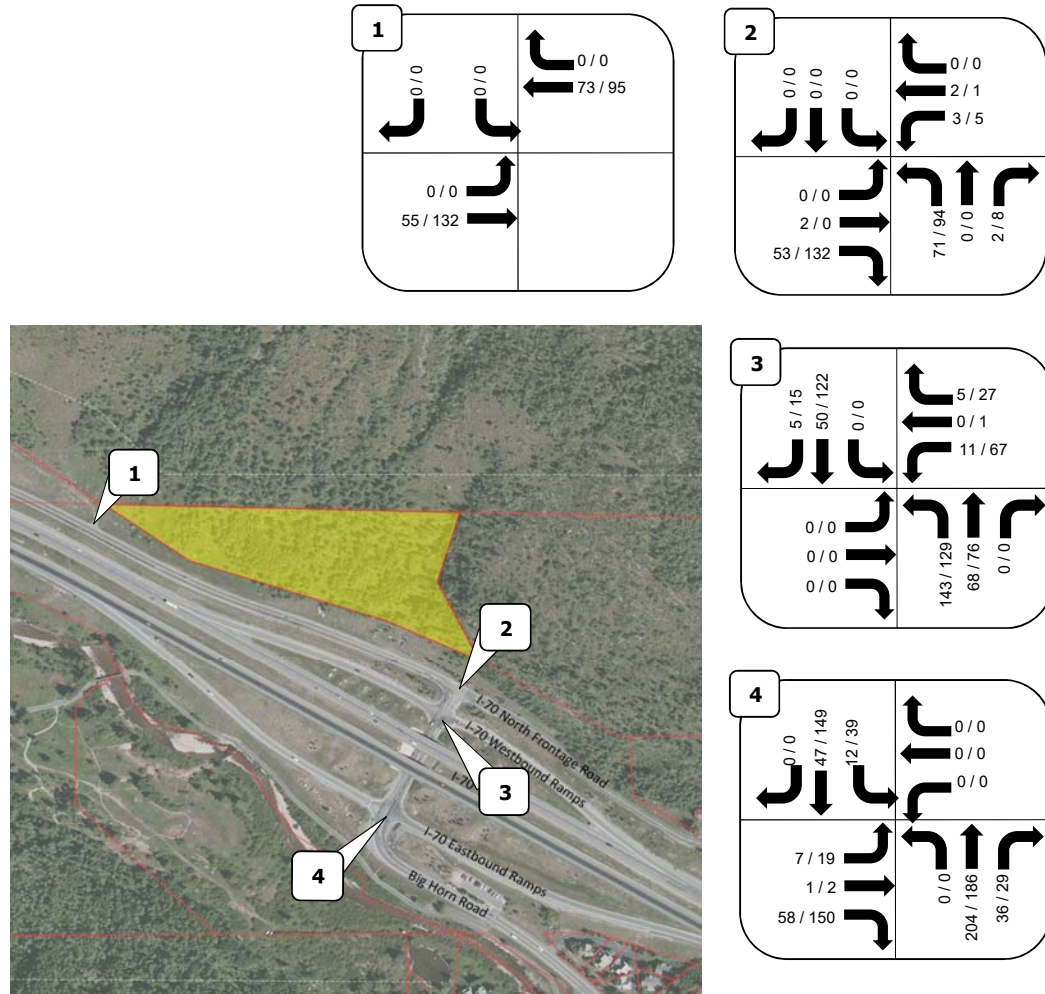
3.4 Background Traffic Growth

Long-term background growth was based upon the Town of Vail's historic 1.5% annual growth rate. This is consistent with the Town's latest Vail Master Plan forecast methods.

3.5 Background Traffic Forecasts

The resulting peak hour forecasted Year 2019 and forecasted Year 2040 background traffic volumes can be seen in **Figure 4** and **Figure 5**, respectively.

Figure 4: Year 2019 Background Traffic

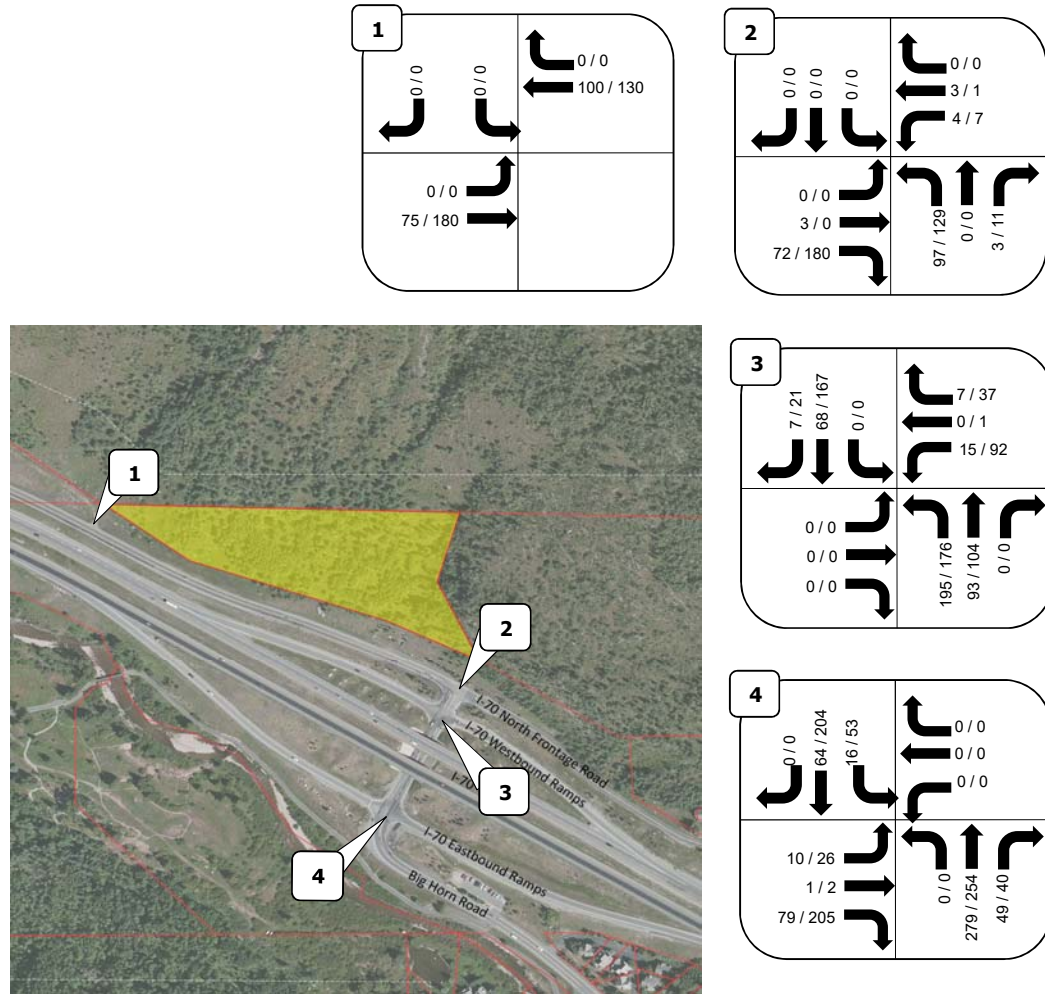


Project Number: M1379
Prepared by: KJS

LEGEND :
Directional Distribution = Inbound% (Outbound %)
AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements



Figure 5: Year 2040 Background Traffic



Project Number: M1379
Prepared by: KJS

LEGEND :
Directional Distribution = Inbound% (Outbound %)
AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements

4.0 Project Traffic

4.1 Existing Site Traffic

The project site is currently vacant and is not producing any significant traffic.

4.2 Proposed Land Use

The proposed development will include up to 73 dwelling units. This includes 31 market rate townhomes and 42 affordable housing apartments. The proposed townhomes will serve a mix of local residents and second homeowners. The apartment units are intended to be affordable for Vail's ski resort and hospitality employees.

4.3 Trip Generation Analysis

These dwelling units fall under two separate land use definitions. The market rate townhomes are included in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* a land use #221 Multifamily Dwelling Unit. This land use applies whether the units are occupied as primary dwelling units or as second homes. ITE's trip generation rates were utilized for this analysis.

The Lions Ridge and Timber Ridge Apartments in Vail have similar characteristics to the proposed affordable housing apartments. They primarily serve work force housing, have similar amenities, and have direct access to Vail's transit system. The site is located within walking and bus proximity to recreation and amenities. Both CDOT and the Town agreed that the trip generation data from the Lions Ridge and Timber Ridge accesses could be applied to the anticipated trip generation calculations for this development.

4.4 Multimodal Reduction

A 10% multimodal trip reduction was used when calculating the total number of vehicular trips from the market rate townhomes. This reduction was used to accommodate the projected number of transit trips from the site's bus stop to the resort and local businesses.

The multimodal reduction for the affordable apartments was intrinsically included in the Lions Ridge and Timber Ridge Apartments observations. Many residents were observed using the adjacent transit stop.

4.5 Site-Generated Traffic

The buildout of the site is expected to generate a total of 290 external vehicle trips over the course of an average weekday, including 17 trips during the morning peak hour and 24 trips during the afternoon/evening peak hour. Refer to **Table 1** and **Table 2** for trip generation calculations and further breakdown of these trips.

Table 1: Existing Timber Ridge and Lions Ridge Trip Generation Analysis

Vail, Colorado
Estimated Site-Generated Traffic¹

ITE Code	Units ²	Trip Generation Rates ¹			Average Weekday ³ Trips (VPD)	Morning Peak Hour		Evening Peak Hour	
		Avg. Weekd ay	AM Peak Hour	PM Peak Hour		% Trips	Trips	% Trips	Trips
Existing Timber Ridge and Lions Ridge Apartments	210 DU	3.29	0.21	0.33	690	32%	14	68%	30
Observed Trip Generation					690		14		30

Table 2: Proposed East Vail Residential Trip Generation Analysis

Vail, Colorado
Estimated Site-Generated Traffic¹

ITE Code	Units ²	Trip Generation Rates ¹			Average Weekday ³ Trips (VPD)	Morning Peak Hour		Evening Peak Hour	
		Avg. Weekd ay	AM Peak Hour	PM Peak Hour		% Trips	Trips	% Trips	Trips
Proposed East Vail Apartments - Workforce Housing ^{1,5}	42 DU	3.29	0.21	0.33	138	32%	3	68%	6
Subtotal					138		3		6
Proposed East Vail Townhomess - Second Homes ⁴ (ITE Land Use 221)	31 DU	5.44	0.32	0.41	169	27%	3	73%	7
Multimodal Reduction	-10%				-17		0		-1
Subtotal					152		3		6
Anticipated Trip Generation					290		5		12

Notes:

¹ Values obtained from field counts at the Timber Ridge and Lions Ridge Apartment Accesses during ski season on December 1, 2018.

² kSF = 1,000 Square Feet; DU = Dwelling Units

³ Assumes a dhv of 10% of ADT.

⁴ Values obtained from *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

⁵ Multimodal reductions are intrinsically included in the Timber Ridge and Lions Ridge trip generation rates.

4.6 Site-Generated Directional Distribution

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

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

Within the Town of Vail, it is often easier for residents and employees to take local transit than to drive a personal vehicle and find parking.

Google Maps driving directions were used to compare travel times between the site and the closest grocery store, post office, Vail Village, etc. This analysis supported the following project-generated directional distribution:

- Eighty percent (80%) of site-generated traffic will originate to/from the I-70 interchange. Of this traffic, sixty percent (60%) was assumed to originate from the west. Twenty percent (20%) was assumed to come from the east on I-70.
- Twenty percent (20%) of site-generated traffic will originate to/from the west on the North I-70 Frontage Road.

Figure shows the project generated directional distribution.

Per CDOT's request a sensitivity analysis of alternate distribution assumptions were also reviewed assuming a 30%/70% split and 10%/90% split. Refer to **Section 5.4**.

4.7 Site-Generated Traffic Assignment

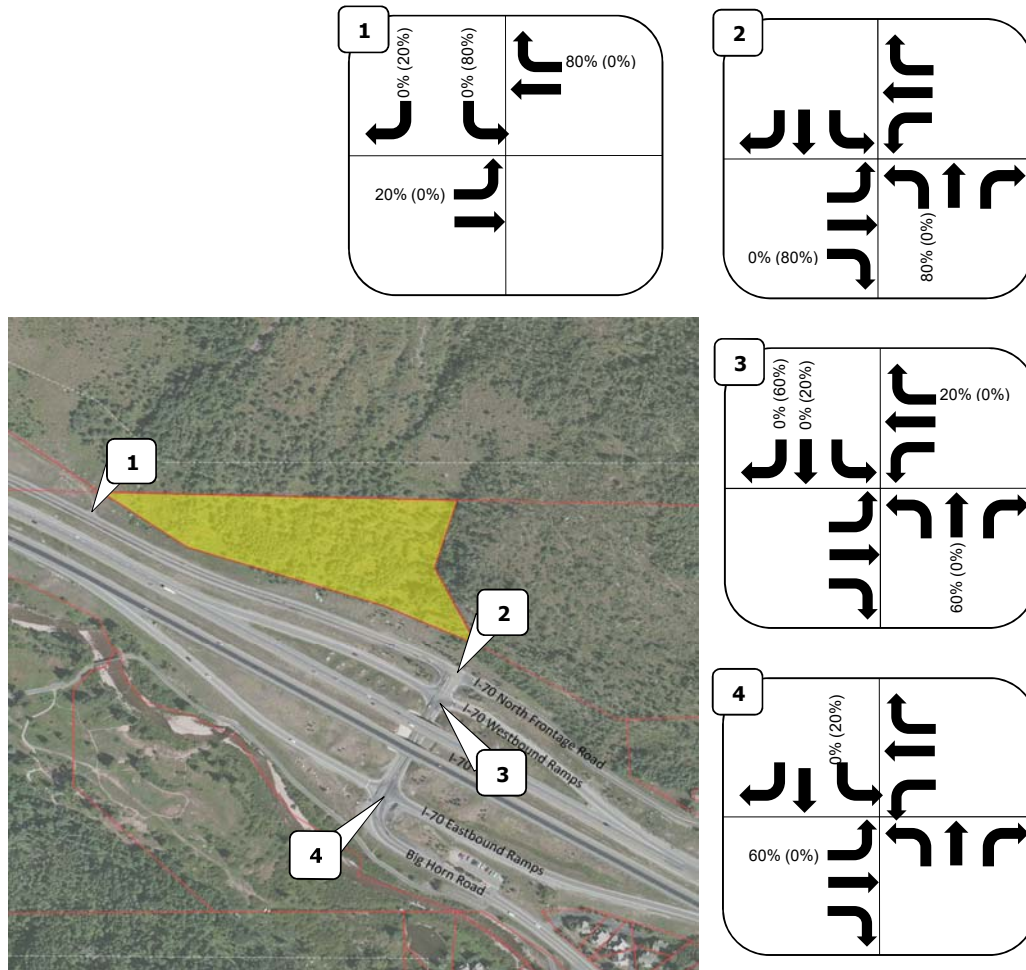
When the trip generation expected for this site is applied to the estimated trip distribution, the result is the anticipated assignment of trips on the roadway system. **Figure** depicts the traffic assignment.

4.8 Total Traffic

For the short term forecasted Year 2019, the background traffic (**Figure 4**) added to the site-generated traffic (**Figure 7**) yields the total Year 2019 traffic in **Figure** .

Similarly, for Year 2040, background traffic (Error! Reference source not found.) is added to the site-generated traffic (**Figure**) to yield the total Year 2040 traffic in **Figure** .

Figure 6: Site-Generated Directional Distribution



Intersections:

1. Cooley Mesa Road / Site Access
2. Cooley Mesa Road / Spring Creek Road / Eldon Wilson Road (West Airport Access)
3. Cooley Mesa Road / Buckhorn Valley Blvd. / Eldon Wilson Road (East Airport Access)



Project Number: M1379
Prepared by: KJS

LEGEND :

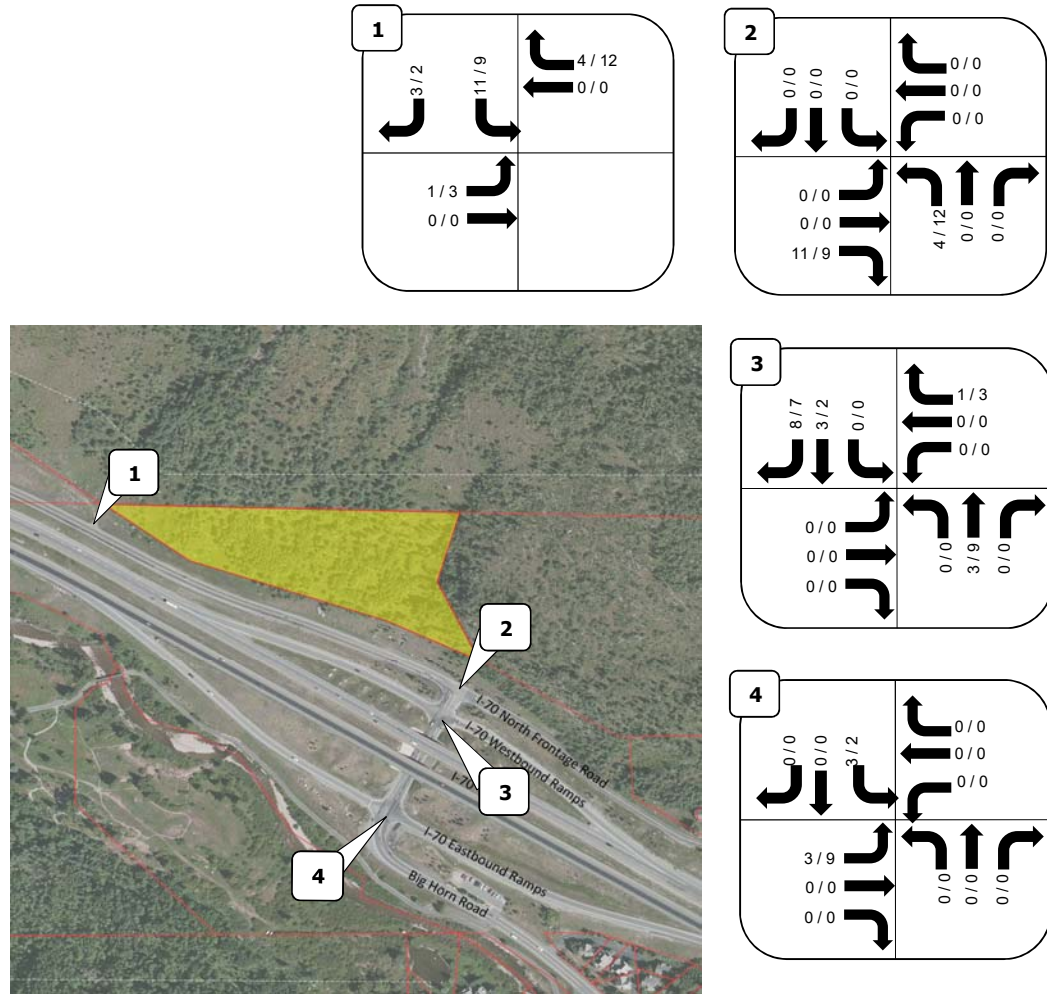
Directional Distribution = Inbound% (Outbound %)

AM/PM Volumes = XX/XX VPH (in PCEs)

Turning Movements



Figure 7: Site-Generated Traffic Assignment

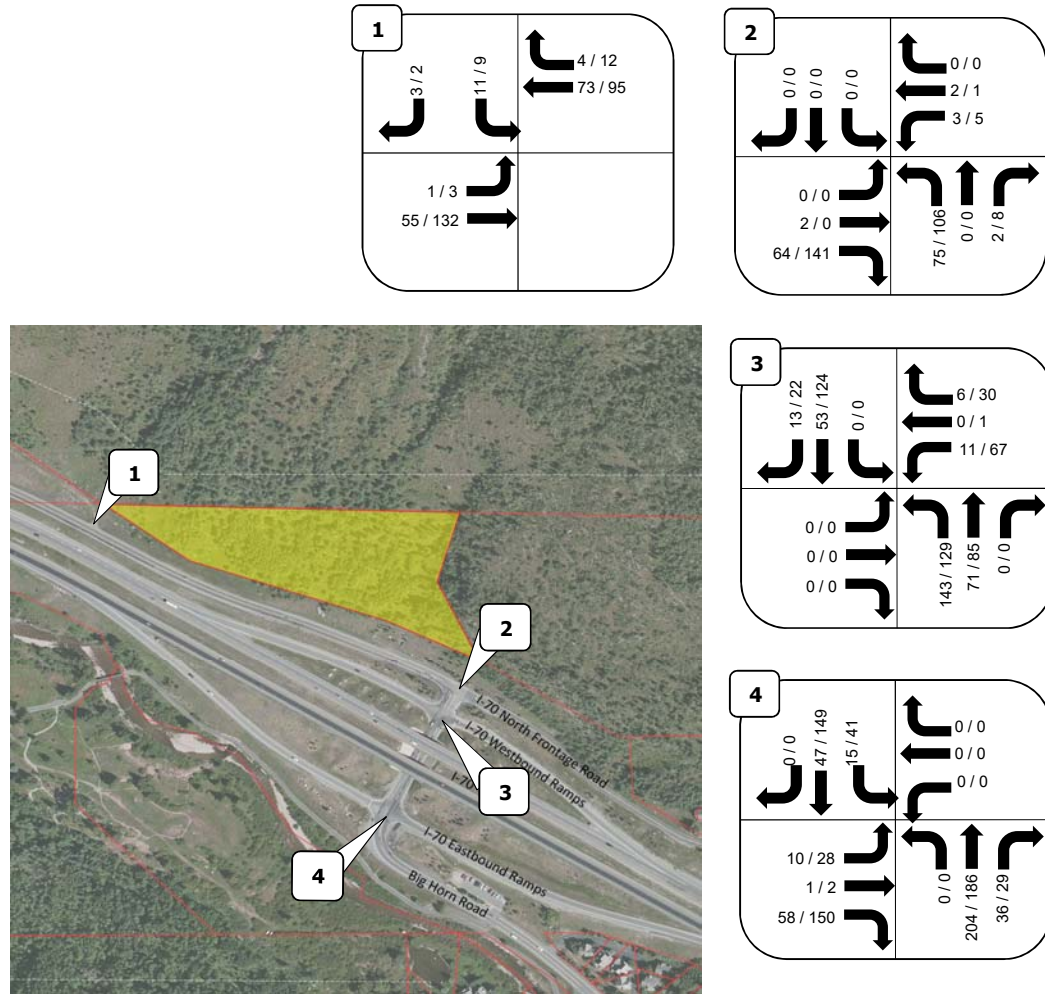


Project Number: M1379
Prepared by: KJS

LEGEND :
Directional Distribution = Inbound% (Outbound %)
AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements



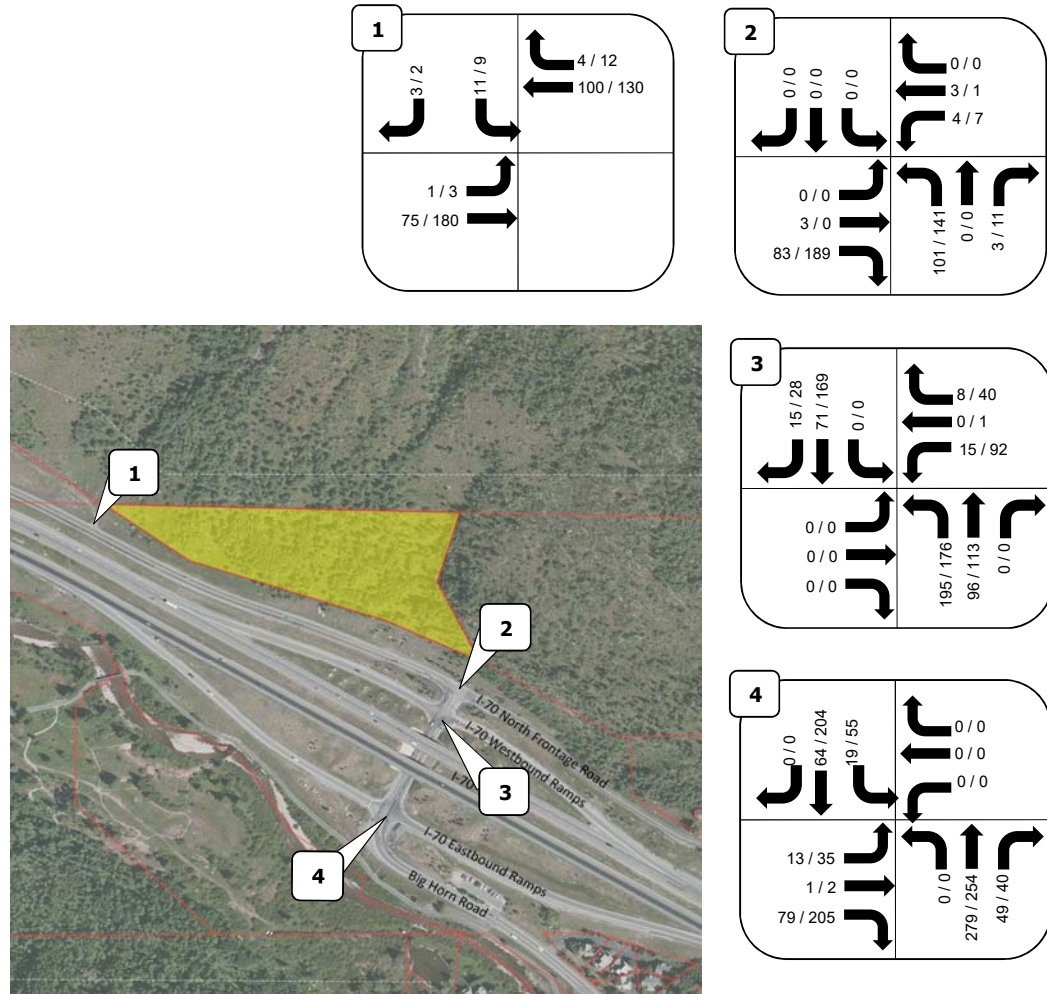
Figure 8: Year 2019 Total Traffic



Project Number: M1379
Prepared by: KJS

LEGEND :
Directional Distribution = Inbound% (Outbound %)
AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements

Figure 9: Year 2040 Total Traffic



Project Number: M1379
Prepared by: KJS

LEGEND :
Directional Distribution = Inbound% (Outbound %)
AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements

5.0 Transportation Impact Analysis

5.1 Site Design and Traffic Circulation Evaluation

The conceptual site plan (**Figure**) depicts the site's proposed access to the North I-70 Frontage Road. The proposed site access is located on the northwest corner of the site and meets the minimum access spacing distance of 400 feet per Section 4.4 and Table 4-1 of the *Access Code*.

Internal circulation has been designed to accommodate two-way traffic and backing motions from parking stalls.

5.2 Multi Modal Connectivity

The applicant is currently working with the Town of Vail staff to determine a new bus stop location and layout at the northwest corner of the site on the frontage road. Multimodal connection details such as paths and sidewalks will be determined with Town of Vail staff as the project develops.

5.3 Auxiliary Turn Lane Requirements

Turn lane storage is determined by CDOT'S *State Highway Access Code*. Based upon each roadway's posted speed limits and projected Year 2040 traffic volumes, additional auxiliary turn lanes will not be required. Refer to **Table 3**.

North I-70 Frontage Road & Site Access: The anticipated traffic volumes at the site access do not warrant the need for construction of auxiliary turn lanes at the site access.

North I-70 Frontage Road & Big Horn Road: No additional auxiliary turn lanes are required at this intersection.

I-70 Westbound Ramps & Big Horn Road: No additional auxiliary turn lanes are required at this intersection.

I-70 Eastbound Ramps & Big Horn Road: No additional auxiliary turn lanes are required at this intersection.

Table 3: Auxiliary Turn Lane Requirements

#	Intersection	Mvmt	Posted Speed Limit (MPH)	SHAC Trigger Volume (VPH)	Year 2017 Existing		Year 2019 BG		Year 2040 BG		Year 2019 Total		Year 2040 Total		Existing Turn Lane	Access Code Required Turn Lane ¹	Trigger Year & Condition
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM			
1	North I-70 Frontage	EBL	25	>25	N/A	N/A	N/A	N/A	N/A	N/A	1	3	1	3	None	None	
		WBR	45	>25	N/A	N/A	N/A	N/A	N/A	N/A	4	11	4	11	None	None	
2	North I-70 Frontage Road & Big Horn Road	EBR	25	>50	51	128	53	132	72	180	63	140	82	188	None	None	EBR is major movement.
		WBL	25	>25	3	5	3	5	4	7	3	5	4	7	None	None	
		NBL	40	>25	69	91	71	94	97	129	75	105	101	140	None	Yes	Existing 60' NBL is maximum available distance between intersections.
		NBR	40	>50	2	8	2	8	3	11	2	8	3	11	None	None	
3	I-70 Westbound Ramps & Big Horn Road	NBL	40	>25	139	125	143	129	195	176	143	129	195	176	None	Yes	Existing 125' NBL is maximum available distance with back to back turn lanes to ramps.
		SBR	40	> 50	5	15	5	15	7	21	12	21	14	27	None	None	
4	I-70 Eastbound Ramps & Big Horn Road	NBR	40	>50	35	28	36	29	49	40	36	29	49	40	None	None	
		SBL	40	>25	12	38	12	39	16	53	14	41	18	55	None	Yes	Existing 125' SBL is maximum available distance with back to back turn lanes to ramps.

¹Based upon *State Highway Access Code* requirements for an R-A roadway with posted speed of 45mph.

EBL = Eastbound left, EBR = Eastbound right, WBL = Westbound left, WBR = Westbound right, NBL = Northbound left, NBR = Northbound right, SBL = Southbound left, SBR = Southbound right

 Triggered by State Highway Access Code Volumes

5.4 Sensitivity Analysis

A sensitivity analysis was performed for directional distribution shift of 10% in either direction of the original analysis. Based upon this analysis, there is no change in the turn lane recommendations.

5.5 Site Access Sight Distance

The proposed site access to the North Frontage Road has sight distance in either direction that exceeds the 450' requirement per Table 4-2 of the *Access Code*.

5.6 State Highway Access Permit

The proposed development will require a new State Highway Access Permit for the site access onto CDOT's North I-70 Frontage Road.

6.0 Recommendations and Conclusions

The East Vail Residential project is proposing a new residential apartment complex. The development will provide both market rate housing and affordable housing to the local workforce. The purpose of this CDOT Level 2 study is to forecast and analyze the impacts of the site's additional traffic volumes on the surrounding roadway network. This traffic analysis was scoped with both the Town of Vail and CDOT prior to completion.

Site Access and Circulation: The site is proposing to take access directly from the north I-70 Frontage Road. Sight distance meets the minimum spacing sight distance requirements per CDOT's *State Highway Access Code*.

Trip Generation: The buildout of the site is expected to generate a total of 290 external vehicle trips over the course of an average weekday, including 17 trips during the morning peak hour and 24 trips during the afternoon/evening peak hour.

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

State Highway Access Permit: The project will require a new State Highway Access Permit for the proposed North I-70 Frontage Road access.

Transportation Recommendations: Based upon the analysis and recommendations presented in this report, the East Vail Residential Apartments are anticipated to be successfully incorporated into the Town of Vail's roadway network.

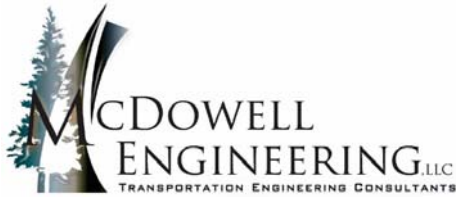
7.0 Appendix

Reference Documents

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

Included Documents

1. Scoping Form
2. 2017 Existing Traffic Counts



Traffic Study Scoping Form

Contact Information	
Consultant Name:	McDowell Engineering
Tele:	970-623-0788
E-mail:	kari@mcdowelleng.com
Developer/Owner Name:	Triumph Development

Project Information (Attach proposed site plan.)								
Project Name:		East Vail Residential						
Project Location:		3700 North Frontage Road West, Vail. Parcel # 2101-024-03-001						
Project Description: Application type (rezoning, subdivision), acreage, new or re-development, etc.								
Existing / Proposed Land Uses	ITE Code	#units or Size	Existing / Proposed Land Uses	ITE Code	#units or Size	Existing / Proposed Land Uses	ITE Code	#units or Size
Apartments	#221	143						
Please attach Trip Generation Summary table for large or mixed use projects.								


Assumptions						
Study Horizons	Current Year: 2018		Buildout Year: 2019		Long Term Year: 2040	
Study Area Boundaries (Attach map if needed.)	North: North Frontage Road		South: I-70 Eastbound Ramps			
	East: Big Horn Road		West: Site Access			
Intersections to be Evaluated (Attach map if needed.)	1.	All site entrances	6.			
	2.	North Frontage Rd & Big Horn	7.			
	3.	Big Horn & I-70 Westbound Ramps	8.			
	4.	Big Horn & I-70 Eastbound Ramps	9.			
	5.		10.			
Trip Distribution	See attached sketch.					
Trip Reductions*	Internal Capture Multi-Modal	Use:	0 %	Pass By	Use:	0 %
		Use:	25 %		Use:	%
*Include in Trip Generation table if provided. Submit calculations based upon ITE's Trip Generation Handbook.						

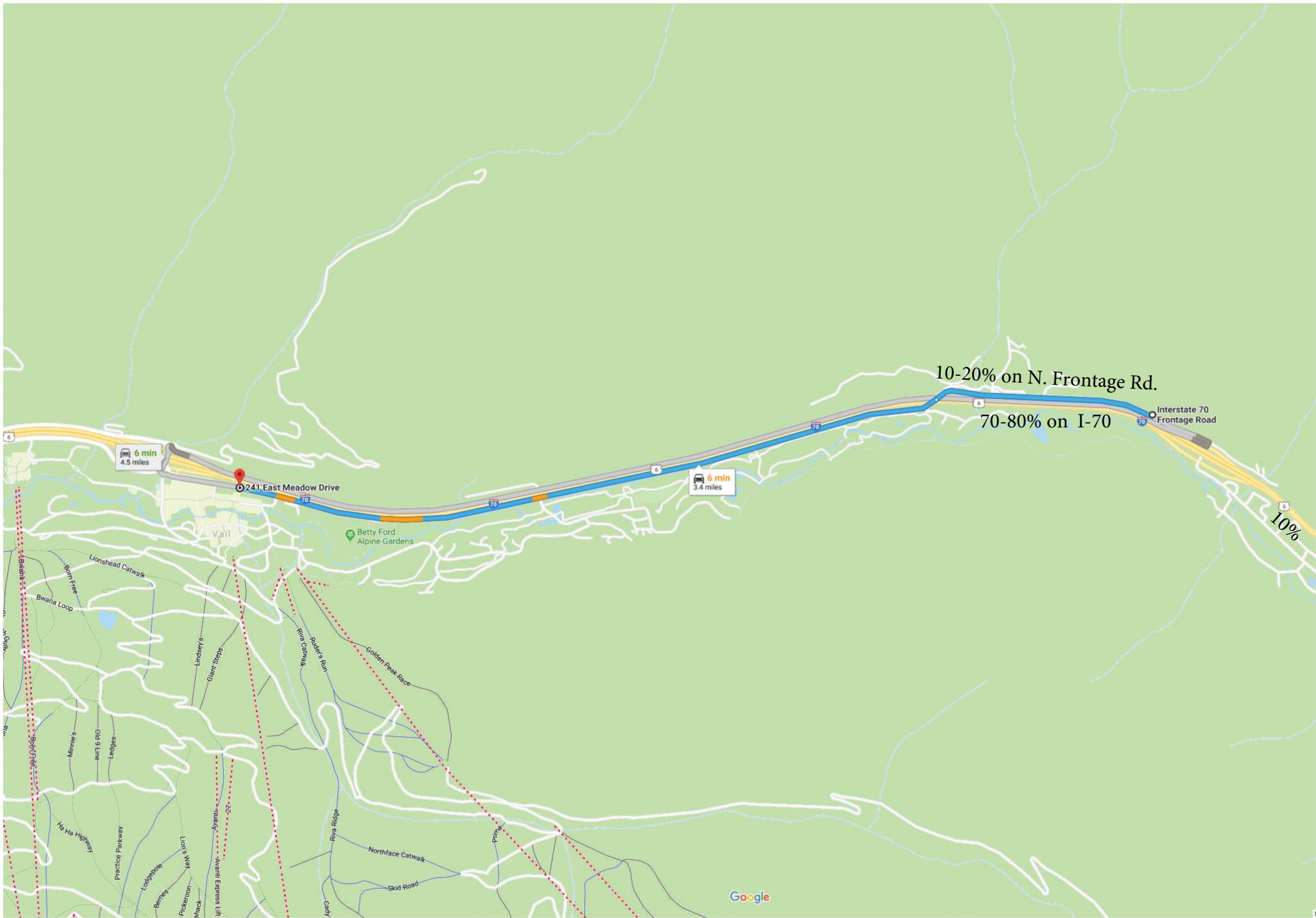


McDowell Engineering Traffic Study Scoping Form

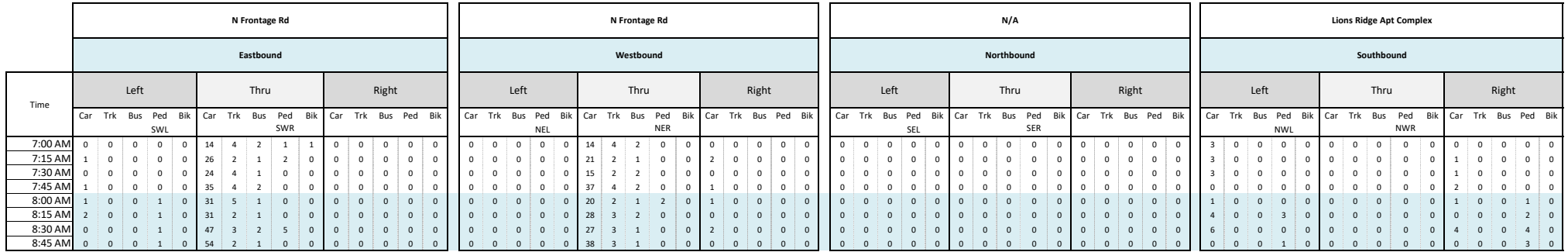
Assumptions (continued)			
Anticipated Future Traffic Growth Rates (Describe methodology.)	Based upon historic data...	Study Time Periods (Check all that apply.)	<input checked="" type="checkbox"/> AM (7-9) <input checked="" type="checkbox"/> PM (4-6) <input type="checkbox"/> SAT (noon) <input type="checkbox"/> Other:
Other Factors (Proposed/assumed transportation improvements, other studies, nearby proposed developments, etc.)	Counts were collected in December 2017 with direction from the Town of Vail and CDOT.		
Analysis Methods & Issues (Check all that apply.)	<input checked="" type="checkbox"/> Synchro <input type="checkbox"/> HCS <input type="checkbox"/> aaSidra or Rodel <input checked="" type="checkbox"/> Intersections <input type="checkbox"/> Roadway Sections <input type="checkbox"/> Signal Warrants <input checked="" type="checkbox"/> Safety/Sight Distance <input checked="" type="checkbox"/> Queuing & Storage <input checked="" type="checkbox"/> CDOT (Access Permit, etc.) <input checked="" type="checkbox"/> Identify Bicycle, Pedestrian & Transit Accommodations <input type="checkbox"/> TDM <input type="checkbox"/> Neighborhood Impacts <input type="checkbox"/> Other:		

Attachments, Notes, & Other Assumptions:

Signed:  (Applicant or Consultant)	Review Agency: Department:
Print Name: Kari McDowell Schroeder, PE, PTOE (Applicant or Consultant)	Signed:
Date: 11/13/2018	Print Name: Date:



Weather: SNOWING

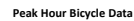
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Peak Hour Total	3 vph	4 pph	180 vph	5 pph	0 vph	0 pph	0 vph	0 pph	129 vph	2 pph	3 vph	0 pph	0 vph	0 pph	0 vph	0 pph	11 vph	4 pph	0 vph	0 pph	5 vph	10 pph
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Total	5	0	0	4	0					6	0	0	0	0				20	0	0	4	0				9	0	0	10	0
Peak Hour Total	3	0	0	4	0					3	0	0	0	0				11	0	0	4	0				5	0	0	10	0

Peak Hour Total	3 vph	4 pph	0 vph	0 pph	0 vph	0 pph	0 vph	0 pph	3 vph	0 pph	0 vph	0 pph	0 vph	0 pph	11 vph	4 pph	0 vph	0 pph	5 vph	10 pph
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Peak Hour Factor	0.85
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Intersection: N. FRONTAGE RD & LIONS RIDGE APARTMENT COMPLEX
Location: VAIL, COLORADO
Traffic Data Collection Date: SATURDAY, DECEMBER 1, 2018
Weather: SNOWING

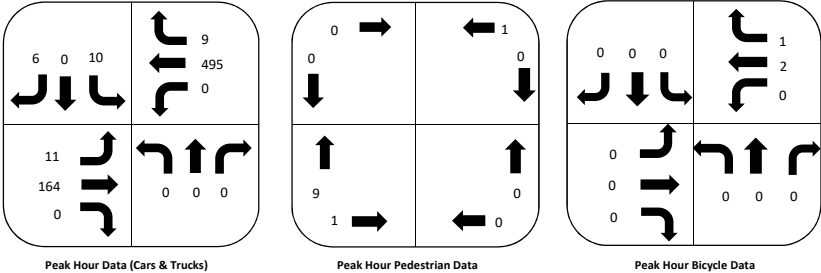


	N Frontage Rd														N Frontage Rd														N/A														Lions Ridge Apt Complex													
	Eastbound														Westbound														Northbound														Southbound													
Time	Left					Thru					Right					Left					Thru					Right					Left					Thru					Right															
	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik											
2:00 PM	1	0	0	1	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2:15 PM	0	0	0	0	0	27	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2:30 PM	3	0	0	0	0	32	2	1	2	0	0	0	0	0	0	62	1	1	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	0	0	0	0									
2:45 PM	0	0	0	0	0	37	3	1	0	0	0	0	0	0	0	47	4	2	1	0	2	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	0									
3:00 PM	4	0	0	2	0	30	3	2	1	0	0	0	0	0	0	100	6	4	1	0	5	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3:15 PM	4	0	0	2	0	28	3	1	0	0	0	0	0	0	0	164	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3:30 PM	1	0	0	0	0	48	5	2	0	0	0	0	0	0	0	110	4	2	0	0	1	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									
3:45 PM	2	0	0	5	0	36	4	2	0	0	0	0	0	0	0	91	1	3	0	2	3	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	0									
4:00 PM	3	0	0	1	0	36	3	2	0	0	0	0	0	0	0	60	8	4	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4:15 PM	0	0	0	0	0	37	2	1	0	0	0	0	0	0	0	76	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4:30 PM	1	0	0	3	0	31	3	2	2	0	0	0	0	0	0	62	3	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4:45 PM	3	0	0	2	0	36	2	1	2	0	0	0	0	0	0	76	4	3	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5:00 PM	4	0	0	0	0	37	3	2	0	0	0	0	0	0	0	78	3	2	0	0	3	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	0									
5:15 PM	2	0	0	1	0	27	3	1	0	0	0	0	0	0	0	59	5	3	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	0	0	0	0									

Overall Intersection: (3:00 - 4:00PM)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Total	28	0	0	17	0	471	43	20	11	0	0	0	0	0	0	0	0	0	0	1089	56	34	5	2	40	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Access Movements Only: (3:15 - 4:15PM)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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Total Peak Hour Vehicle Traffic at Intersection	695	vph
Total Peak Hour Peds/Bikes at Intersection	21	pph
Total Peak Hour Traffic (All Modes) at Intersection	716	pph
Percentage Peak Hour Trucks at Intersection	4.5	%
Peak Hour Factor	0.82	



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



	N Frontage Rd												N Frontage Rd												N/A												Timber Ridge Apt Complex											
	Eastbound												Westbound												Northbound												Southbound											
Time	Left					Thru					Right					Left					Thru					Right					Left					Thru					Right							
	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik			
7:00 AM	0	0	0	0	0	14	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	1	0	0	0	0	26	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	3	0	0	0	0	21	4	1	0	0	0	0	0	0	0	16	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	1	0	0	0	0	32	4	2	0	0	0	0	0	0	0	39	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	1	0	0	0	0	27	5	1	0	0	0	0	0	0	0	21	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	2	0	0	0	0	34	2	1	1	0	0	0	0	0	0	27	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	1	0	0	0	0	42	3	2	0	0	0	0	0	0	0	31	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	2	0	0	0	0	54	2	1	0	0	0	0	0	0	0	37	3	1	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	0	0	0		

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

Total	11	0	0	0	0	0	250	26	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	6	0	0	0	0	0	157	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Total	6	vph				0	pph	174	vph			1	pph	0	vph			0	pph	2	vph			0	pph	0	vph			0	pph	0	vph			3	vph	32	pph	0	vph			11	vph			1	pph
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Access Movements Only: (8:00 - 9:00AM)

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

Peak Hour Total	6	vph				0	pph	0	vph			0	pph	0	vph			0	pph	2	vph			0	pph	0	vph			0	pph	0	vph			3	vph	32	pph	0	vph			11	vph			1	pph
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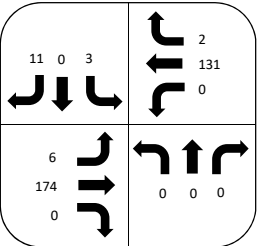
Total Peak Hour Vehicle Traffic at Intersection 327 vph

Total Peak Hour Peds/Bikes at Intersection 35 pph

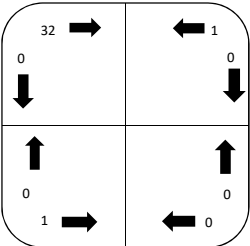
Total Peak Hour Traffic (All Modes) at Intersection 362 pph

Percentage Peak Hour Trucks at Intersection 6.1 %

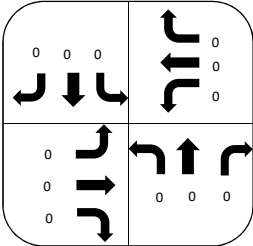
Peak Hour Factor 0.84



Peak Hour Data (Cars & Trucks)



Peak Hour Pedestrian Data



Peak Hour Bicycle Data

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

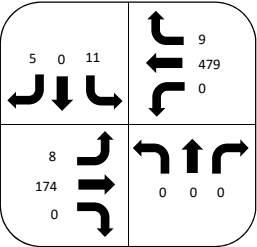


	N Frontage Rd												N Frontage Rd												N/A												Timber Ridge Apt Complex											
	Eastbound												Westbound												Northbound												Southbound											
Time	Left					Thru					Right					Left					Thru					Right					Left					Thru					Right							
	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik	Car	Trk	Bus	Ped	Bik			
2:00 PM	2	0	0	0	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	2	0	0	0	0	27	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	3	0	0	0	0	32	1	1	2	0	0	0	0	0	0	64	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	1	0	0	0	0	37	3	1	0	0	0	0	0	0	0	50	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	1	0	0	0	0	33	3	2	0	0	0	0	0	0	0	83	6	4	0	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	31	3	1	0	0	0	0	0	0	0	164	6	4	0	0	2	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	0	
3:30 PM	1	1	0	0	0	48	4	2	0	0	0	0	0	0	0	110	4	2	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	0	0	0	0	
3:45 PM	3	0	0	0	0	35	4	2	1	0	0	0	0	0	0	90	4	3	0	2	4	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	3	0	0	0	0	39	3	2	0	0	0	0	0	0	0	86	2	4	0	0	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	2	0	0	0	0	37	2	1	0	0	0	0	0	0	0	77	5	1	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	1	0	0	0	0	32	3	2	1	0	0	0	0	0	0	61	3	1	1	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	2	0	0	0	0	36	2	1	1	0	0	0	0	0	0	77	4	3	0	0	2	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	2	0	0	0	0	39	3	2	0	0	0	0	0	0	0	78	3	2	0	0	1	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	5	0	0	0	0	28	3	1	0	0	0	0	0	0	0	61	5	3	0	0	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	0	

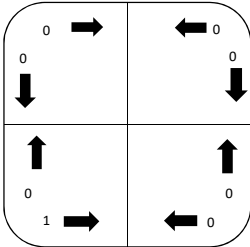
Overall Intersection: (3:15 - 4:15PM)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Total	28	1	0	0	0	483	41	20	6	0	0	0	0	0	0	0	0	0	0	0	1104	53	33	3	2	17	1	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</

Access Movements Only: (3:15 - 4:15PM)																																																																																																								
Total															17					1					0					73					0															16					19					0					0					0					24					3					0					0					0									
Peak Hour Total					7					1					0					0					0																									6					5					0					0					0					0					5					0					0					0					0				
Peak Hour Total					8 vph					0 pph					0 vph					0 pph					0 vph					0 pph					0 vph					0 pph					0 vph					0 pph					0 vph					0 pph					0 vph					0 pph					11 vph					0 pph					0 vph					0 pph					5 vph					0 pph				

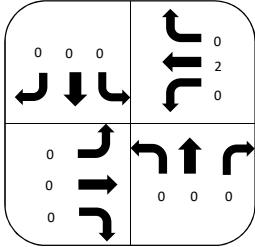
Total Peak Hour Vehicle Traffic at Intersection	686	vph
Total Peak Hour Peds/Bikes at Intersection	22	pph
Total Peak Hour Traffic (All Modes) at Intersection	708	pph
Percentage Peak Hour Trucks at Intersection	5.1	%
Peak Hour Factor	0.82	



Peak Hour Data (Cars & Trucks)



Peak Hour Pedestrian Data



Peak Hour Bicycle Data