

COUNTRY CLUB ROAD CORRIDOR STUDY

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COUNTRY CLUB ROAD

CORRIDOR STUDY



FINAL

FEBRUARY 2023



COUNTRY CLUB ROAD CORRIDOR STUDY FINAL REPORT

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I. INTRODUCTION

A corridor study to evaluate potential operational, safety, and multimodal improvements along Country Club Road (Larimer County Road [LCR] 50E) between Terry Lake Road (SH 1) and Turnberry Road (LCR 11) was conducted. This report summarizes those efforts and includes information on existing conditions, future traffic volume estimates, conceptual cost estimates, and the public engagement process.

Figure 1 shows the project corridor in relation to the nearby roadway network. The project corridor is almost 2 miles long and is bordered by residential homes along most of its alignment. Country Club Road is located within unincorporated Larimer County but is adjacent to the Fort Collins city limits and growth boundary. New residential homes are being constructed in northeast Fort Collins, and those owners are using Country Club Road as a convenient access route that results in an increased traffic burden.

As a result of this increased growth, Larimer County was interested in understanding the impacts new development will have along Country Club Road. This corridor study was prepared in conjunction with Larimer County and City of Fort Collins staffs, along with adjacent property owners/stakeholders, to develop recommendations for multimodal travel improvements along Country Club Road.



LEGEND

 = Project Corridor

II. EXISTING CONDITIONS

This section includes a brief summary of the collected data along the project corridor, information on corridor characteristics, operational analyses, its crash history, and projections of future traffic volumes. More detail can be found in **Appendix A**, which includes the Existing and Future Conditions memorandum.

II.A. Adjacent Land Uses

The Country Club Road segment that is the subject of this study is located within a mostly developed area of Larimer County. Single-family homes front both the north and south sides of Country Club Road, with some being larger acre properties. While residential dwelling units are the primary land use, there are a few non-residential properties along or near the project corridor:

- The Poudre Fire Authority Fire Station 12 is located at the very west end of the corridor along the south side of Country Club Road.
- Tavelli Elementary School is located along Lemay Avenue to the south of Country Club Road at the approximate midpoint of the project corridor.
- The Fort Collins Country Club is located at the very east end of the corridor adjacent to Turnberry Road on the north side of Country Club Road.



To the east of Turnberry Road and east of the Fort Collins Country Club are large parcels of currently agricultural land. Numerous parcels are within the City of Fort Collins city limits or Growth Management Area. These parcels are expected to develop with new residential homes or other land uses that will generate new vehicle-trips in this part of Larimer County and contribute additional traffic to Country Club Road.

Long Pond Reservoir is located along the north side of Country Club Road between Lemay Avenue and Turnberry Road. There is a private, gated boat launch/ storage area at the east end of the reservoir between Lakeview and Sherell Drives.



II.B. Roadway Characteristics

Country Club Road has one travel lane in each direction with limited shoulders and no sidewalks and it is identified as a Minor Collector in the *Larimer County Transportation Master Plan (2017)*. Intersections at either end of the corridor are controlled by traffic signals. The Lemay Avenue/Gregory Road and Country Club Road/Fort Collins Country Club Access intersections have stop signs on all intersection approaches.

Country Club Road is one of the only streets that provide good east/west continuity (almost 2 miles) in the area, although it is limited at its west edge by Terry Lake and at its east end by undeveloped agricultural land. North/south continuity is limited by a lack of roadway continuity, along with the Burlington Northern & Santa Fe railway tracks along Vine Drive, that hinders the development of a robust street network. As a result, more motorists may be using Country Club Road than what is typical for a Larimer County Minor Collector.



**Country Club Road –
East of Lemay Avenue**

II.C. Multimodal Usage and Operations

Vehicle Data

Traffic volume data collected in November 2021 indicate that Country Club Road carries approximately 4,840 vehicles per day (vpd) on a weekday and about 4,400 vpd on a Saturday between the SH 1 and Lemay Avenue/Gregory Road intersections, and about 6,750 vpd on a weekday and 6,300 vpd on a Saturday between the Lemay Avenue/Gregory and Turnberry Road intersections. These levels of traffic are within the range of movements that can typically be accommodated by a two-lane street.

Weekday AM and PM peak hour traffic volumes typically represent the two highest hours of commuter travel. Several travel characteristics can be gleaned from the recorded information:

- Westbound movements are typically higher during the AM peak hour, while eastbound movements are typically higher during the PM peak hour.
- Contrary to what was anticipated, PM peak hour movements at the Lemay Avenue/Gregory Road intersection were not during school dismissal times but aligned with a normal weekday peak hour, being 4:30 PM to 5:30 PM.

The classification of existing vehicles can be divided into three categories: 1) Articulated vehicles (tractor-trailer type), 2) Medium vehicles (school buses or single-unit 3 or 4 axle trucks), and 3) Passenger vehicles (motorcycles, passenger cars, pick-up trucks, vans):

- Articulated Vehicles = 0.5% (weekday)/0.5% (Saturday)
- Medium Vehicles = 2% (weekday)/1% (Saturday)
- Passenger Vehicles = 97.5% (weekday)/98.5% (Saturday)

Most vehicle movements along Country Club Road are passenger vehicles reflecting the residential nature of the surrounding area. Very few Medium vehicle types were found, with the majority being smaller delivery type vehicles and school buses. Tractor-trailer type vehicles were almost non-existent, at less than 1 percent, likely reflecting Larimer County's prohibition of semi-truck traffic enacted in 2020 (local deliveries exempted).

Vehicle speeds were recorded on both a weekday and a Saturday. This information is based on all vehicle types and three categories of speed have been calculated:

- Average Speed (the average speed of all vehicles)
- 85th Percentile Speed (the speed at which 85 percent of all vehicles are traveling at or below; typically, the speed that matches the posted speed limit)
- Highest Speed (the recorded highest speed in either direction)

The posted speed limit is 30 miles per hour (mph), and salient points to glean from the collected data include:

- The majority of motorists are traveling about the posted speed limit (21–35 mph range) = ±70 percent
- 13 percent to 23 percent are traveling in excess of 30 mph
- The average speed and 85th percentile speeds are near or below the posted speed limit
- A few motorists are greatly exceeding the posted speed limit (>50 mph)

Larimer County also provided historic speed data for differing time periods from March 2016 to September 2020. Some of those periods were during the height of COVID travel impacts, which could potentially skew the recorded data. Regardless, the historic data seem to confirm the information above.

Pedestrian and Bicyclist Data

Country Club Road does not include sidewalks along either side of the street except for a small segment adjacent to the Poudre Fire Authority Fire Station 12. Pedestrians must walk in the roadway lane or shoulder, or in the gravel or grass areas adjacent to the roadway footprint. Pedestrian movements during the times of recorded activity were minimal over the 2-mile segment of this roadway. Most of the pedestrian activity was between SH 1 and the Lemay Avenue/Gregory Road intersection, being 19 and 16 over the course of an entire day on a weekday and Saturday, respectively. East of Lemay Avenue, pedestrian activity was 10 on a weekday but zero on a Saturday.

Bicycle facilities do not exist along Country Club Road either. The Larimer County *Transportation Master Plan* does, however, identify Country Club Road to include bike lanes as part of a future Regional Bicycle Facilities network (Figure 15). In regard to bike facility connectivity, bike lanes exist to the north, south, and east at the Turnberry Road intersection, while there is a reasonably wide shoulder along SH 1 for bicyclists to use.

Regardless, some bicyclist activity was found. The level of bicyclist movements is consistent to the east and west of the Lemay Avenue/Gregory Road intersection; however, the bicyclist level is less than the recorded pedestrian movements. Fewer than 10 bicyclists were recorded in either segment of Country Club Road over the course of an entire day. This level of bicyclists may reflect the time of year in which the counts were recorded (November).

II.D. Traffic Control & Operational Analyses

Traffic signals exist at the SH 1 and Turnberry Road intersections, and the City of Fort Collins operates and maintains both intersections. The Lemay Avenue/Gregory Road and Country Club Road/Fort Collins Country Club Access intersections have stop signs on each intersection approach, and motorists complete their maneuvers in an alternating pattern depending on other vehicles at the intersection and their intended movement. Other public street intersections have stop signs on one (T intersections) or two (4-legged intersections) approaches.

Traffic operations for the four study area intersections were evaluated according to techniques documented in the *Highway Capacity Manual*, 6th Edition (HCM, Transportation Research Board, 2016) using the existing traffic volumes, intersection geometry, and traffic control characteristics. Level of Service (LOS), a qualitative measure of traffic operational conditions based on roadway capacity and vehicle delay, was determined for all movements that yield right-of-way to other traffic movements. LOS is described by a letter designation ranging from A to F, with LOS A representing almost free-flow travel, while LOS F represents congested conditions.

To evaluate existing operations at the signalized intersections, the City of Fort Collins furnished existing traffic signal timing parameters. Analyses for the weekday AM and PM peak hours revealed that the SH 1 and Turnberry Road intersections operate at LOS B or better during these time periods (20 seconds of average vehicle delay or less). All individual intersection movements operate at LOS C or better (>20 to 35 seconds).

As noted, each approach at the Lemay Avenue/Gregory Road and Fort Collins Country Club Access intersections is controlled by stop signs. The Lemay Avenue/Gregory Road intersection operates at LOS D or better during the AM and PM peak hours (>25 to 35 seconds of average vehicle delay), while the Fort Collins Country Club Road intersection operates at LOS C or better during the two peak hours (>15 to 25 seconds).

II.E. Crash History

Recent crash history along the Country Club Road corridor was reviewed using information obtained from the Colorado statewide crash databases within the *Vision Zero Suite* software. Three years of crash history from January 1, 2017, through December 31, 2019, were evaluated in an effort to:

- Understand the magnitude and nature of existing safety problems within the project limits
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, and vehicle type

During the study period, 37 crashes were recorded along the Country Club Road corridor, of which 26 were Property Damage Only (PDO) and 11 resulted in injuries (15 persons injured). No fatal crashes occurred during the study period. **Table I** summarizes the annual crash history for the Country Club Road corridor and shows that the total crash history remained relatively constant around 14 to 15 crashes per year in 2017 and 2019 but was reduced in 2018 (only 8 crashes). Annual injury crash frequency was nearly constant (3 to 4 crashes per year) during the study period. The entire crash history information is contained in **Appendix A**.

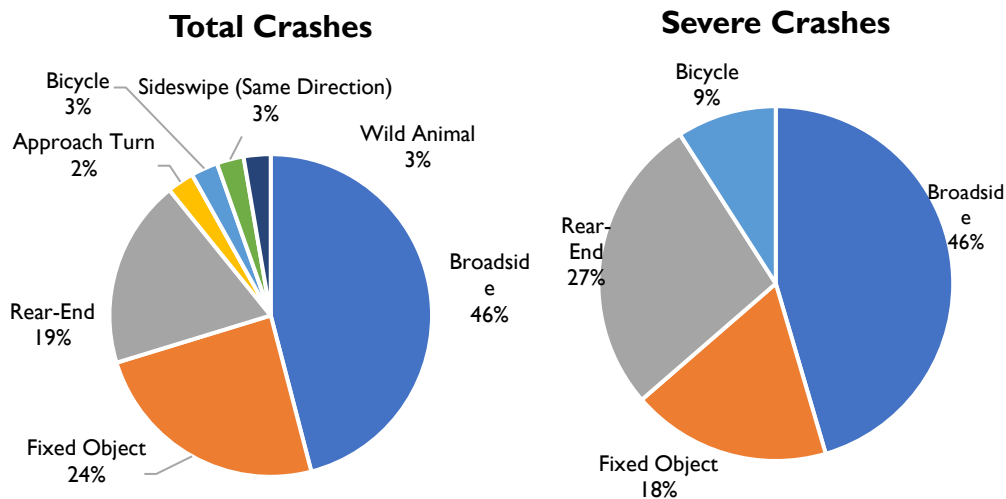
Table I. Summary of Country Club Road Crash History

Year	PDO Crashes	Injury Crashes	Persons Injured	Fatal Crashes	Total
2017	12	3	3	0	15
2018	4	4	7	0	8
2019	10	4	5	0	14
Total	26	11	15	0	37
Average	8.7	3.7	5.0	0.0	12.3

Notes: PDO = Property Damage Only

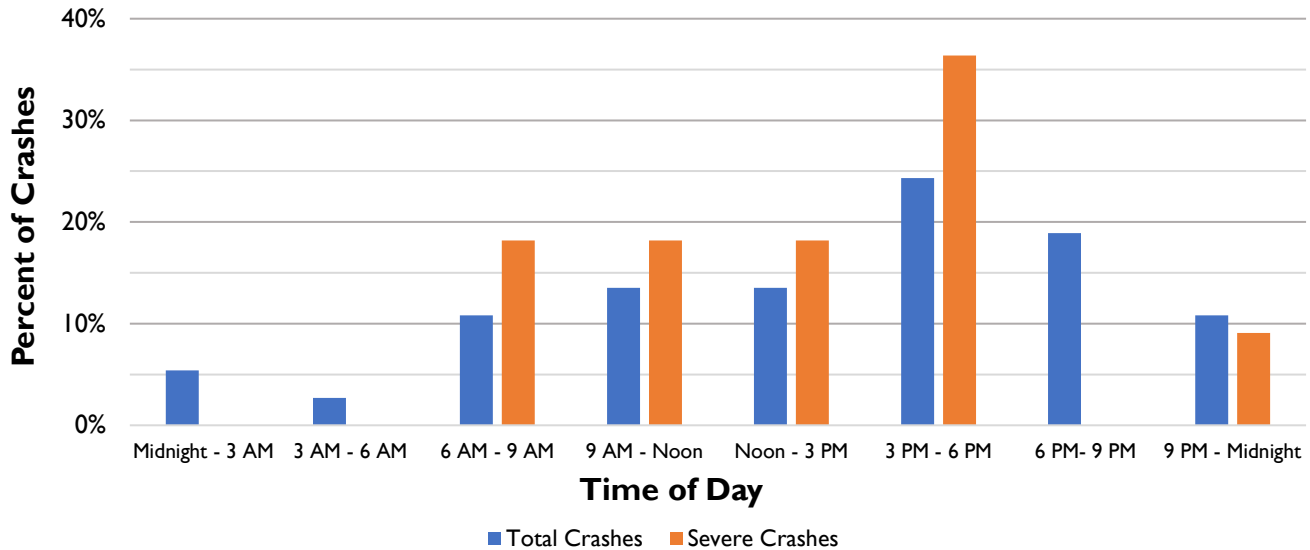
Broadside crashes were the most common along the corridor, constituting 46 percent of the total crash history. The next most common crash types were Fixed Object (24 percent) and Rear End (19 percent). Broadside crashes were also the most common type of injury crashes. **Figure 2** summarizes total and severe crash types recorded on Country Club Road during the study period.

Figure 2. Country Club Road Crash Types



Total crash frequency along Country Club Road was highest between 3:00 PM and 6:00 PM, which coincides with Tavelli Elementary School dismissal periods and the PM peak hour. Severe crash frequency was also highest from 3:00 PM to 6:00 PM. **Figure 3** displays the frequency of total and severe crash types recorded on Country Club Road by time of day.

Figure 3. Country Club Road Crashes by Time of Day



Observations

Recent crash history indicates several common safety problems along the Country Club Road corridor. First, Broadside crashes were the most common crash type for both total and severe crashes. Most of the recorded Broadside crashes occurred at the Lemay Avenue/Gregory Road and Turnberry Road intersections. Turnberry Road crashes may have been mitigated with the relatively recent construction of the traffic signal. The elevated Broadside crash frequency at the Lemay Avenue/Gregory Road intersection may be influenced by sight distance limitations caused by vertical curvature or vegetation.

Fixed Object crashes are the second most common crash type along the corridor. Crashes were most commonly observed in the eastbound direction. Lack of lateral clearance and speeding may be contributing factors for many Fixed Object crashes.

II.F. Transit Facilities

Residents can access several existing transit routes near Country Club Road along the corridor, including varying routes to the south operated by TransFort (City of Fort Collins). Colorado Department of Transportation’s Bustang service provides commuter access along I-25 between Fort Collins, Denver, and other cities. No transit routes currently use Country Club Road for service. School bus service is provided, however, with a stop located near Warren Drive.

III. FUTURE CONDITIONS

III.A. Upcoming Development

To properly plan for improvements along Country Club Road, it is critical to understand what new development may occur nearby that will increase traffic volumes along this roadway. Known developments could contribute additional vehicle movements to this corridor:

Montava – The Montava development is located to the east of Turnberry Road and south of Richards Lake Road. It is proposed for almost 4,500 residential dwelling units (both single-family and townhomes), along with retail, office and industrial land uses. It straddles both sides of Mountain Vista Drive (north and south) and Giddings Road (east and west). Several new streets will be constructed as part of this development, and those streets will follow the basic street footprint identified in the Fort Collins *Master Street Plan*.

Waterfield – The Waterfield project is located in the northwest quadrant of the Timberline Road/Vine Drive intersection. While more than a mile from Country Club Road, the Fort Collins *Master Street Plan* shows that Turnberry Road is planned to be extended from Mountain Vista Drive southward to a future Suniga Road. This future connection will provide a more convenient north/south route that Waterfield residents could use for movements to/from Country Club Road. Waterfield is planned for almost 500 single-family homes and townhomes.

Waters Edge West – This residential development is currently being constructed. It will include 379 dwelling units in a combination of single-family, townhome, and condominium home types. Waters Edge West is located along Turnberry Road approximately $\frac{3}{4}$ mile to the north of Country Club Road.

Country Club Reserve – A new residential development is planned for construction in the southwest corner of the Turnberry Road/Douglas Road intersection which is located about 1.5 miles to the north of the Country Club Road/Turnberry Road intersection. This project is planned for 155 single-family homes,

III.B. Future Traffic Volumes

Forecasting Methodology

The North Front Range Metropolitan Planning Organization (NFRMPO) travel demand models were used to develop traffic forecasts for Country Club Road and the surrounding area to understand the potential impacts of future developments and surrounding street network improvements. The 2020 base year model results were compared with 2021 traffic counts to calibrate future year (2030 and 2045) models using the methodology documented in the National Cooperative Research Program (NCHRP) *Report 765*.

Future Land Use

Land use plans for the future developments were compared with the household and employment forecasts in the NFRMPO 2030 and 2045 travel demand models in the relevant transportation analysis zones (TAZs). The 2045 land use forecasts in the model align with the planned build-out of these developments; therefore, no adjustments to the 2045 land use forecasts were needed.

2030 Traffic Forecasts

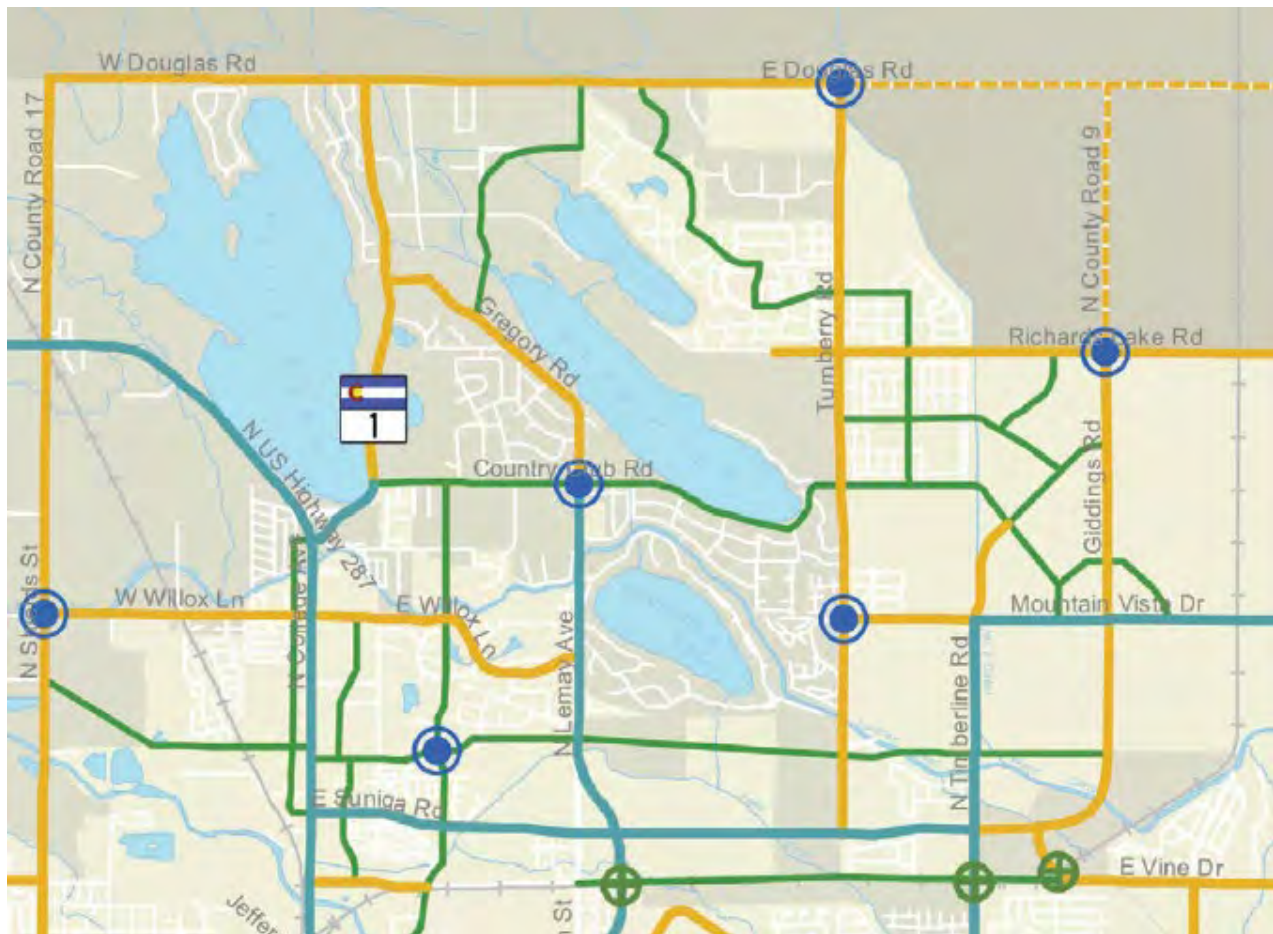
Daily traffic forecasts on Country Club Road to the west of Lemay Avenue are expected to increase to 4,700 vpd, a 200 vpd increase over current traffic levels (approximately 4,500 vpd). East of Lemay Avenue, daily traffic forecasts are expected to increase to 8,000 vpd (compared to 6,700 today; approximately 20 percent additional traffic). These traffic volume level estimates imply that Country Club Road has sufficient capacity to accommodate the projected growth in vehicular traffic due to surrounding developments for the 2030 time period.

2045 Traffic Forecasts

Two model runs were conducted using the NFRMPO 2045 travel demand model. Scenario 1 assumes the existing street network in the surrounding area, while Scenario 2 assumes completion of the street network as planned in the Fort Collins Master Street Plan (shown on **Figure 4**), which includes:

- Turnberry Road extension from Mountain Vista Drive to Suniga Road
- Extension of Conifer Street from Timberline Road to Giddings Road
- Suniga Road completion from Timberline Road to Giddings Road
- Giddings Road construction from Mountain Vista Drive to Suniga Road
- Redwood Court extension from Willox Lane to Country Club Road

Figure 4. Fort Collins Master Street Plan



Collector 2 Lanes	Arterial 2 Lanes - Outside GMA	Potential Roundabout
Arterial 2 Lanes	Arterial 4 Lanes - Outside GMA	City Limits
Arterial 4 Lanes	Major Arterial 6 Lanes - Outside GMA	Growth Management Area
Major Arterial 6 Lanes	Interstate	Larimer County
Collector 2 Lanes - Outside GMA	Potential Grade Separated Rail Crossing	

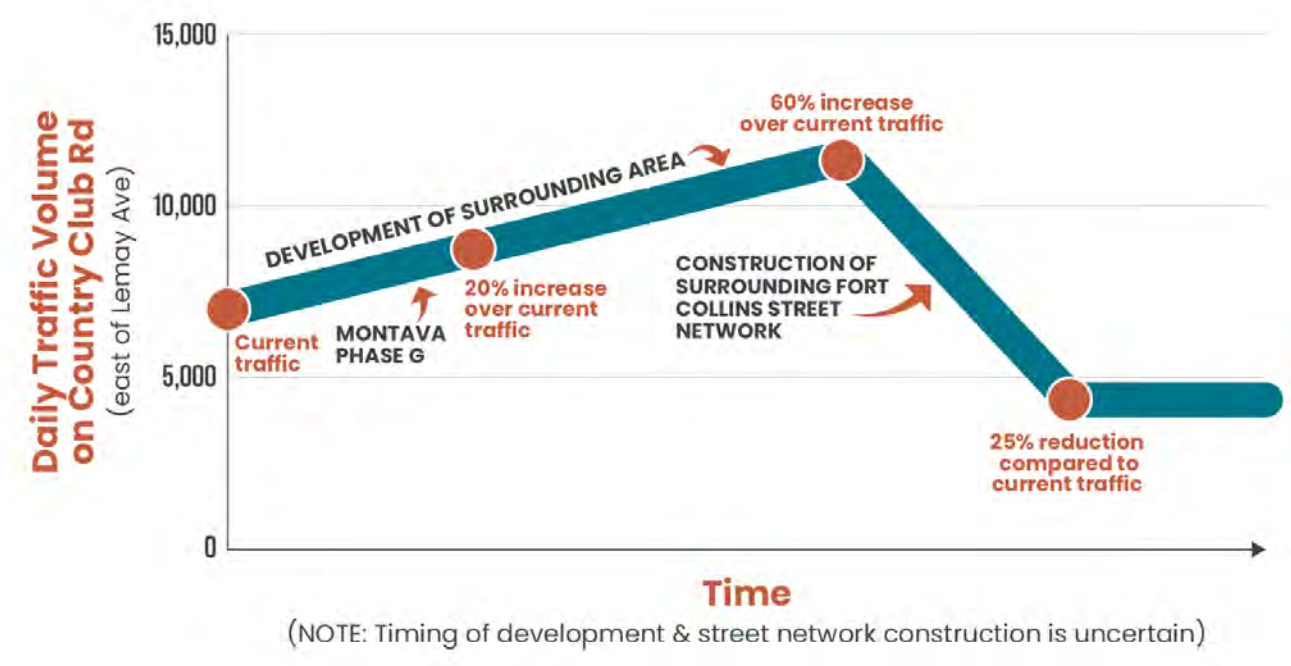
Following are the highlights of the results from the two 2045 model runs:

- Scenario 1 daily traffic forecasts on Country Club Road west of Lemay Avenue are expected to increase to approximately 6,600 vpd, a nearly 50 percent increase over the current traffic level of 4,500 vpd.
- East of Lemay Avenue, Scenario 1 daily traffic forecasts on Country Club Road are expected to increase to 10,900 vpd compared to 6,700 today, which is an increase of over 60 percent. Based on Larimer County’s 2017 *Transportation Master Plan* (Table 15), the daily capacity of a two-lane road with 12’ travel lanes and 2’ shoulders in the urban context (typical of Country Club Road) is 10,700 vpd. This suggests that congestion and delay may be experienced for some time periods along the corridor and the traffic demand along Country Club Road would be at the capacity of the road.
- The additional network connectivity associated with the Fort Collins *Master Street Plan* will offer more direct and convenient travel options for drivers, which is expected to reduce trips on Country Club Road both to the east and west of Lemay Avenue. Scenario 2 (with the network additions) projects traffic volumes of 4,300 vpd west of Lemay Avenue (a 4 percent reduction from current traffic levels) and 4,900 vpd east of Lemay Avenue (a 27 percent reduction from current traffic levels).

Summary of Findings

The traffic generated by the new developments in the surrounding area will increase traffic on Country Club Road east of Lemay Avenue significantly. The construction of the surrounding street network will more than offset the traffic impacts of the development activity. The timing of development and of the street network construction are uncertain, however. **Figure 5** depicts the increase in traffic over time as development occurs, followed by the decrease associated with the street network completion. If the street network completion were to occur concurrently with the development, the traffic volumes on Country Club Road would not reach the peak of 10,900 vpd. The traffic forecast analysis underscores the need to complete the Turnberry Road extension and the other street network improvements to offset the impacts of development in the area.

Figure 5. Daily Traffic Forecasts over Time



IV. ALTERNATIVES EVALUATION

Several alternatives were developed in response to a combination of technical evaluations (for both existing and future conditions) along with input from the public. Following is the Tier 1 through Tier 3 evaluation process that was followed.

IV.A. Tier I Alternatives Development

Four main categories of alternative components were created to address the corridor's physical and operational needs, while also including the public's desired outcomes:

- **Roadway cross-sections** – What physical elements should be included?
- **Traffic calming** – What features should be included to reduce vehicle speeding?
- **Operations and safety** – What improvements would improve vehicle flow or reduce congestion while improving vehicle safety?
- **Multimodal** – What pedestrian and bicyclist improvements should be included to enhance connectivity and to improve safety?

The following components were included as potential corridor features.

Cross-Sectional Alternatives

- No Action – Existing Cross-Section (two 12' vehicle lanes with 2' shoulders) – 28' total width
- Larimer County Urban Area Street Standards (LCUASS) Minor Collector Standard (two 11' lanes with 10' buffered bike lanes, detached 5' sidewalk, curb and gutter; left turn lanes at select locations) – 69' total width
- Three-Lanes with Improved Shoulders (two 11' lanes, 12' striped continuous center turn lane, 6' shoulders) – 46' total width
- Two-Lanes with Improved Shoulders (two 12' lanes, 6' shoulders) – 36' total width
- Two-Lanes with Improved Shoulders and Attached Sidewalk on One Side (two 12' lanes, 6' shoulders, 8' attached sidewalk on one side, curb and gutter) – 46' total width
- Two-Lanes with Multiuse Trail (two 11' lanes, 2' shoulders, 8'-10' drainage ditch, 10' multiuse trail on one side) – 48'-50' total width
 - a. Multiuse trail on south side (easy access to/from homes)
 - b. Multiuse trail on north side (minimize conflicting movements, adjacent to Long Pond)

Traffic Calming Options

- Chicanes (curvilinear roadway alignment)
- Raised crosswalks
- Speed humps
- Bulb-outs (curb & gutter extensions into the street)
- Narrow travel lanes
- Calming circles (small circulating islands)
- Speed radar feedback signs

Intersection & Crossing Alternatives

- Traffic signals
- Roundabouts/mini-roundabouts
- Pedestrian crossings (e.g., crosswalk with warning treatments)

IV.B. Tier I Evaluation

The components noted previously were used to conduct a comparative evaluation to understand which corridor features had merit to continue further evaluation or that could potentially be removed from consideration. A positive, neutral, or negative rating was assigned to each component using the following criteria:

- Minimizes impacts to Country Club Road (e.g., right-of-way impacts)
- Maintains the existing character of the roadway
- Adds space for bicyclists and/or pedestrians
- Reduces travel speeds to improve safety
- Improves crossings for bicyclists and pedestrians
- Makes it easier to turn on and off of Country Club Road
- Improves intersections to reduce average vehicle delay

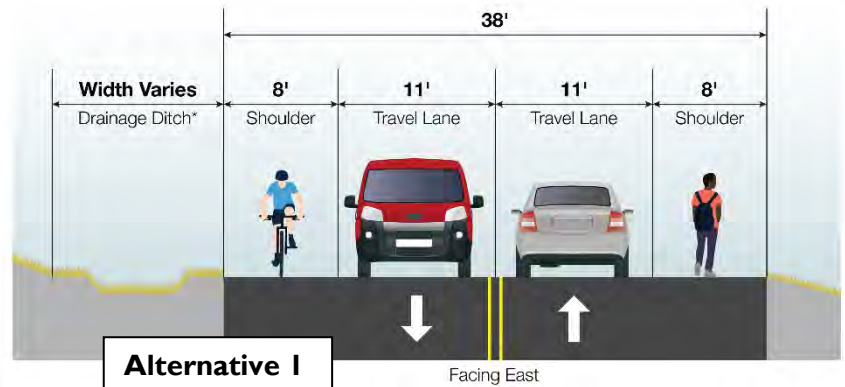
The resultant evaluation is included in **Table 2** on the next page. As shown, certain corridor components ranked better than others.

IV.C. Tier 2 Alternatives Development

The evaluation results allowed the project team to develop four alternatives that included the most beneficial components of the Tier I evaluation; ones that would meet project objectives of improved corridor operations and enhanced safety. These four alternative are summarized as:

Alternative 1. Rural with Minor Enhancements

- Two 11' travel lanes with 8' shoulders and left turn lanes at certain intersections
- Traffic signal at the Lemay Avenue/Gregory Road intersection
- Traffic calming measures at several locations



Alternative 2. 2-Lane with Multiuse Trail (North Side)

- Two 11' lanes with 4' shoulders and a 10' multiuse trail on north side
- Roundabout at Lemay Avenue/Gregory Road intersection
- Traffic calming measures at several locations

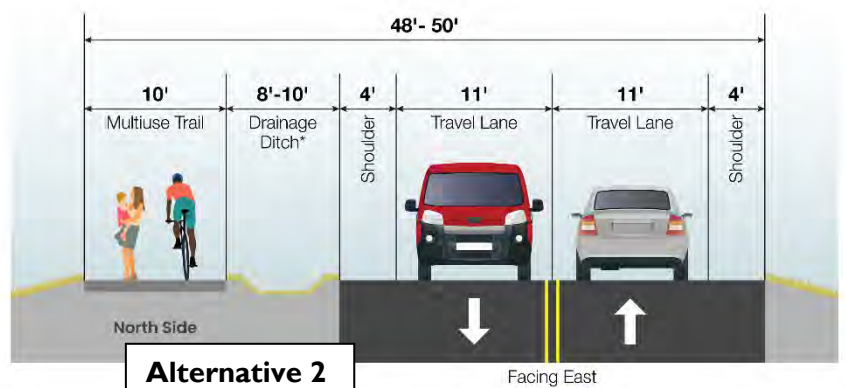


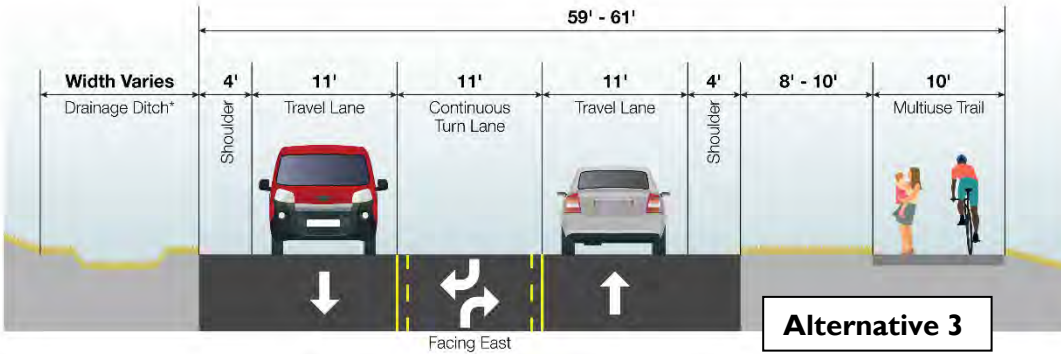
Table 2. Tier I Evaluation

+ Positive **○** Neutral **-** Negative

	Tier I Alternative	Minimize impacts to CCR	Maintain the existing character	Add space for bicyclists	Reduce travel speeds to improve safety	Add space for pedestrians	Improve crossings for bikes and peds	Make easier to turn on and off CCR	Improve intersections to reduce delays	Summary	Overall Assessment
Cross-Sections	No Action – Existing Cross-Section	+	+	-	○	-	○	○	○	○	Not multimodal; less safe for vehicles
	LCUASS Standard	-	-	++	○	++	-	○	+	○	Largest impact; safer for all modes
	Three Lanes + Improved Shoulders	-	-	+	-	○	-	+	+	- -	No pedestrian access; not safe for peds
	Two Lanes + Improved Shoulders	○	○	+	○	○	○	○	○	○	No pedestrian access; not safe for peds; less safe for vehicles
	Two Lanes + Improved Shoulders + Attached Sidewalk	○	○	+	○	++	○	○	○	+	Multimodal; less safe for vehicles
	Two Lanes + Multiuse Trail (South)	○	○	+	○	+	○	○	○	++	
	Two Lanes + Multiuse Trail (North)	○	○	+	○	+	○	○	○	++	
Traffic Calming	Chicanes	-	-		+		○		○	-	
	Raised Crosswalks	○	○		+		+		-	+	
	Speed Humps	○	-		○		○		○	○	Likely increases speed between humps
	Bulbouts	○	○		+		+		○	++	
	Narrow Travel Lanes	○	○		+		+		○	++	
	Calming Circles	-	-		+		○		+	○	
	Speed Radar Feedback Signs	○	○		+		○		○	+	
Intersections & Crossings	Traffic Signals	○	○		-		+	+	+	++	Motorists may increase speed between signals
	Roundabouts/Mini-Roundabouts	-	○	?	○	?	+	+	+	++	
	Pedestrian Crossings	○	○		+		+			++	

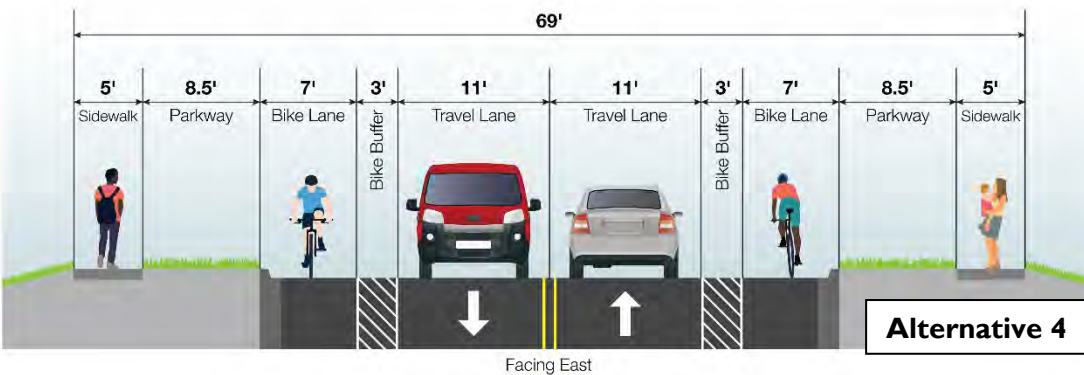
Alternative 3. 3-Lane with Multiuse Trail (South Side)

- Two 11' travel lanes with 4' shoulders and a 10' multiuse trail on south side
- A continuous center left turn lane
- Traffic signal at the Lemay Avenue/Gregory Road intersection
- Traffic calming measures at several locations



Alternative 4. City of Fort Collins Collector Street (LCUASS) Standard

- Two 11' travel lanes with 7' bike lanes and a 3' bike lane buffer
- 12' left turn lanes at certain intersections
- 8.5' Parkway buffer between roadway curb & gutter and 5' sidewalks (both sides)
- Roundabout at the Lemay Avenue/Gregory Road intersection
- Traffic calming measures at several locations



IV.D. Tier 2 Evaluation

The four alternatives identified in the previous subsection, along with informational boards, were presented to the public for their input at the 2nd Open House, held on May 5, 2022. More detailed information on this open house is provided in **Section V**.

This open house resulted in valuable input from the public relative to their preferences on the roadway cross-section, whether roundabouts or traffic signals were their preferred method of intersection traffic control, varying traffic calming measures, locations of bicyclist/ pedestrian crossing locations, whether the multiuse trail was preferred on the north or south side of Country Club Road, and other corridor features. Public input clearly identified Alternative 2 as their preferred alternative by a 2 to 1 margin.

The technical evaluation included a discussion with Larimer County staff related to engineering feasibility such as right-of-way impacts, potential drainage or utility impacts, or possible construction issues. Intersection operations were also evaluated for the Year 2045 to compare a roundabout to a traffic signal to the continued use of only stop signs. Using stop signs to control vehicle movements will eventually lead to very poor operating conditions, while the installation of traffic signals would require some additional geometric improvements such as left turn or right turn lanes to operate acceptably. Single lane roundabouts would operate well; however, they can have a higher right-of-way impact.

IV.E. Tier 3 – Recommended Improvements

Subsequent to the May 5, 2022 open house, the project team prepared a preferred alternative of the entire project corridor based on the public’s input and on technical evaluation. The recommended improvements include the following features:

- Two 11’ travel lanes with 4’ shoulders and a 10’ multiuse trail on the north side of Country Club Road (mostly mirrors Alternative 2)
- Varying width drainage ditch between the roadway shoulder and the multiuse trail
- Calming circles at several locations to slow vehicle speeds
- Raised crosswalks at several locations to improve bicyclist/pedestrian crossing safety
- The potential to use an urban cross-section (curb & gutter with attached sidewalks) near SH 1 where there are potential right-of-way constraints



Roadway Section with Multiuse Trail



Raised Crosswalk

- Intersection improvements at the Lemay Avenue/Gregory Road intersection (roundabout or traffic signal)
- Intersection improvements at the Fort Collins Country Club access; potentially a mini-roundabout
- Exclusive eastbound right turn lane at Turnberry Road



Traffic Calming Circle

IV.F. Supplemental Information

Cost Estimate

The features of the recommended improvements were used to prepare a conceptual cost estimate of the Country Club Road improvements. This estimate included certain construction elements that can be reasonably quantified at a conceptual design level: removal and installation of asphalt, excavation, multiuse trail concrete, traffic signal, and crossing treatments. Other elements such as utility and drainage infrastructure, erosion control, signing/stripping, lighting, landscaping, construction signing & traffic control, along with the preliminary and final design are estimated based on percentage multipliers to the quantified construction elements. Using these criteria, the estimate of construction costs for the recommended improvements range from \$7.8 to \$9.5 million in year 2022 dollars (see **Appendix B**).

Potential Construction Phasing

Larimer County and the City of Fort Collins will decide over time, and as capital improvement budgets allow, when the project will be designed and constructed. An initial construction phasing plan was developed to assist in this process:

1. **Phase 1** – Construct intersection improvements at the Lemay Avenue/Gregory Road intersection
2. **Phase 2** – Construct intersection improvements at the Fort Collins Country Club Access
3. **Phase 3** – Country Club Road construction – Lemay Avenue/Gregory Road to Turnberry Road
4. **Phase 4** – Country Club Road construction – SH 1 to Lemay Avenue/Gregory Road

Grading Impacts

Larimer County staff were interested in understanding how the cross-section of Country Club Road (roadway elements, multiuse trail, drainage ditch) impacts potential right-of-way purchases or where construction easements may be needed. The project team used Light Detection And Ranging (LiDAR) survey contours provided by Larimer County to estimate roadway cross-slopes, ditch slopes, sidewalk grades, and cut/fill slopes to estimate the locations where the roadway section would match the existing ground elevations.

These cut/fill (toe-of-slope) estimates are included in **Appendix C**. Of note, changes to the Country Club Road horizontal location or to its vertical profile, or development of varying vertical profiles for the multiuse trail, were not conducted. Those types of evaluations will need to occur during the preliminary and final design of the roadway improvements to reduce impacts to the adjacent property owners. Other design elements, such as a thorough drainage evaluation and identification of utility impacts will also be necessary as the project moves through the preliminary and final design phases.

Vehicle Turning Movements

When considering the installation of traffic calming circles, vehicle circulation around or over them should be evaluated. The type of typical vehicles that would need to proceed through or around the calming circle must be considered. For this exercise, a fire truck pumper vehicle was used, along with a typical passenger vehicle, and the Country Club Road/Ridgecrest Road intersection was used for the analysis.

Traffic calming circles are typically raised 4” to 6” above the roadway grade; high enough that passenger vehicles should proceed around the calming circle, but sufficiently low enough for a larger vehicle to proceed over when making turns. The results of the vehicle turning movement exercise are contained in **Appendix D** and it was found that the pumper truck, or similarly-sized vehicles (e.g., a recreational vehicle) will need to proceed over the calming circle for certain intersection movements.

V. PUBLIC ENGAGEMENT

Public meetings were held between March and July 2022 to foster community support and to obtain property owner and stakeholder input relative to potential improvements along Country Club Road between SH 1 and Turnberry Road. Coordination occurred frequently throughout the project among Larimer County, City of Fort Collins, and consultant staffs to discuss ideas and comments provided by the public, to debate the merits of these ideas and comments, and to develop alternatives that strived to achieve the safety and capacity goals. **Appendix E, Appendix F, and Appendix G** include the materials presented at each public meeting and a detailed summary of the comments that were received. Following are brief summaries of each public meeting.

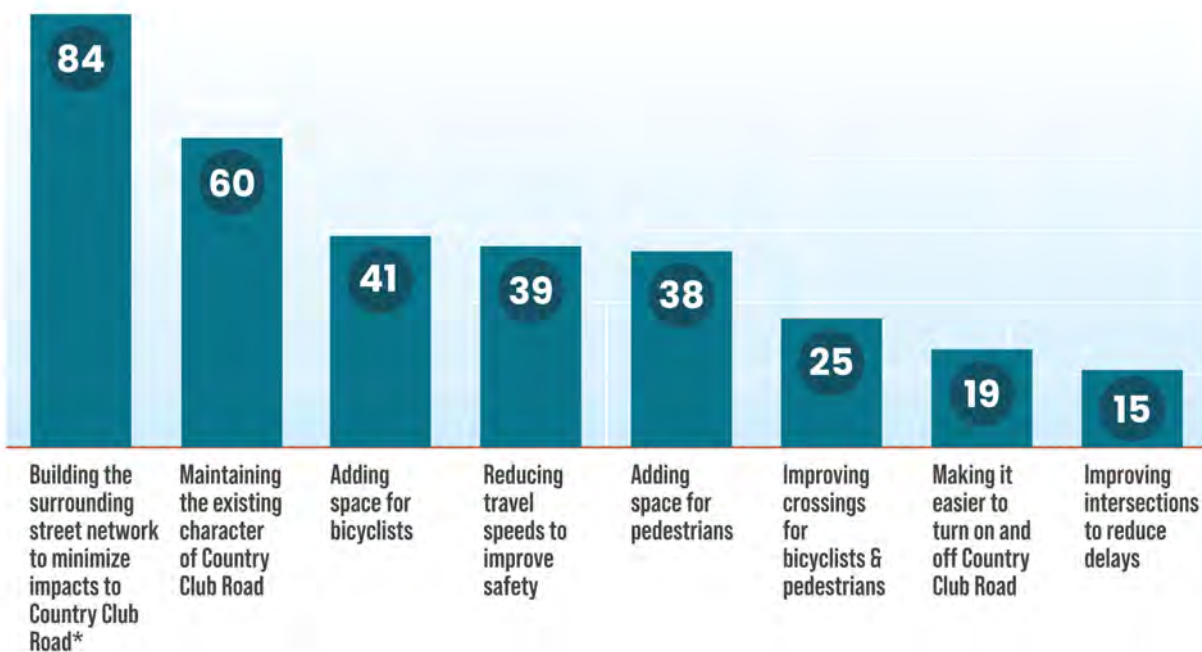
V.A. Phase I Public Meeting

The first public meeting was held on March 3, 2022. It was held virtually and participants were invited to interact by providing comments and questions through the meeting chatroom. It included:

- An overview of the project goals and objectives, including the project schedule
- A presentation of the existing and future condition data

The public meeting provided an opportunity to obtain input from the public and stakeholders related to their concerns and issues and to obtain their vision for the corridor related to user safety and operational issues.

The meeting used varying methods to obtain input: via online surveys using the software tool Mentimeter, via access to the Larimer County website, and via email correspondence. The community's priorities were:

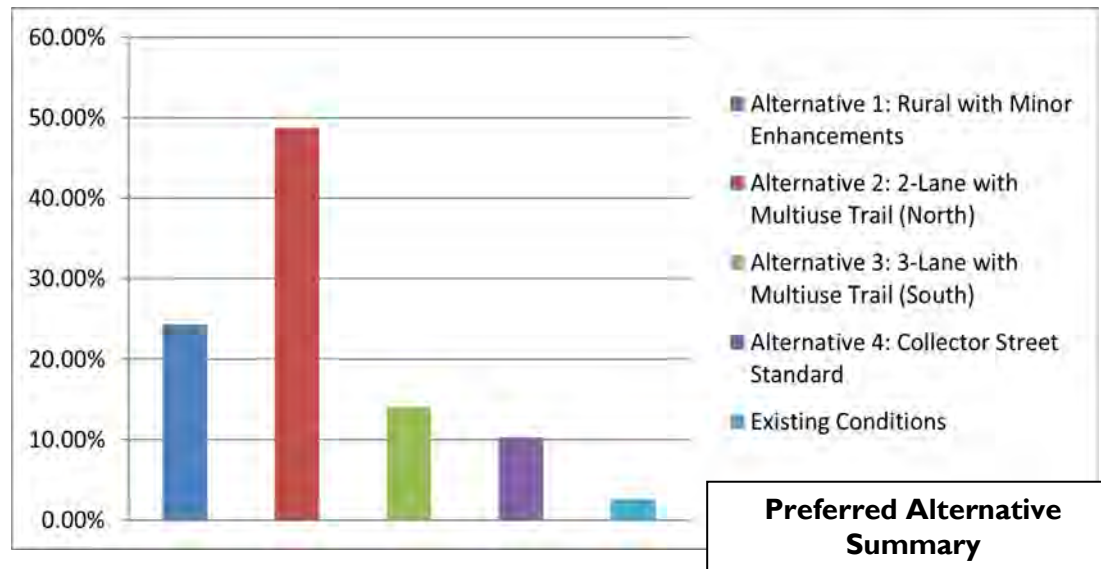


As evidenced by this graph, one of the overarching priorities expressed by the public at each meeting was to expand the street network to provide alternative travel routes to Country Club Road. The network enhancement most frequently mentioned by the public was the extension of Turnberry Road southward to Vine Drive from its terminus at Mountain Vista Drive.

V.B. Phase 2 Public Meeting

A second public meeting, held on May 5, 2022, presented four (4) improvement alternatives. Differing roadway cross-sections were presented, and treatments related to accommodating bicyclist and pedestrian use along the corridor were also displayed. These alternatives focused on a segment of Country Club Road to the east and west of the Lemay Avenue/Gregory Road intersection, and they included traffic control options and ideas for traffic calming measures.

The public and stakeholders had a strong desire to keep Country Club Road with only two vehicle travel lanes so that it could continue to have a rural feel. A multiuse trail along the north side of Country Club Road was the preferred option to accommodate bicyclists and pedestrians with raised crosswalks to provide safe north/south



crossings of Country Club Road. A roundabout was the preferred traffic control method for the Lemay Avenue/Gregory Road intersection and a mini-roundabout was favored at the Fort Collins Country Club intersection.

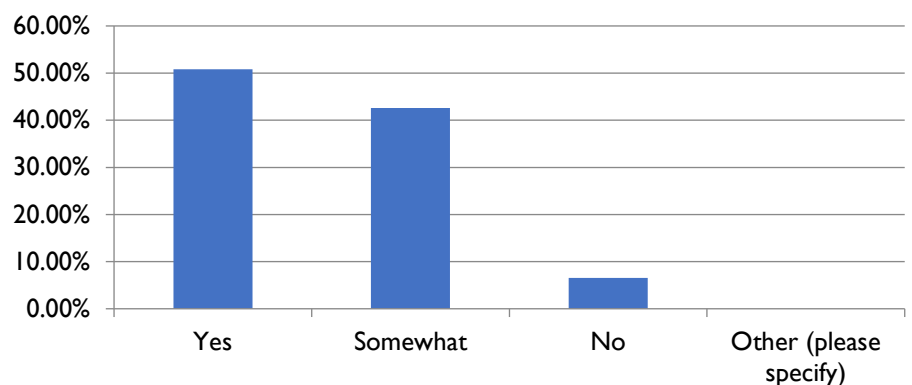
V.C. Phase 3 Public Meeting

The third open house on July 28, 2022, presented the recommended improvements. Aerial maps were used to present the roadway and multiuse trail alignments. Improvements included potential locations for raised crosswalks and traffic calming circles, as well as a traffic control option at the Lemay Avenue/Gregory Road and Fort Collins Country Club intersections.

Further input was gathered to gain a better understanding of design modifications to meet any further concerns that the public expressed. Several presentation boards were used to provide information related to potential right-of-way impacts, a conceptual estimate of the project costs, and a summary of what the next steps could be.

Overall, the community supports the recommended improvements as evidenced by the survey results displayed on the adjacent graph.

Do You Support the Recommended Improvements?



A few issues are still of concern to the public and should be further evaluated during preliminary and final design:

- Making left turn movements onto Country Club Road without a traffic signal at the Lemay Avenue/Gregory Road intersection, i.e., a roundabout does not create enough gaps in the vehicle travel stream.
- Truck restriction signing should be more consistent along SH 1 and Turnberry Road (and possibly others) to limit truck usage of Country Club Road.
- Residents were interested in having a pedestrian connection along SH 1 between North College Avenue (US 287) and Country Club Road.
- A mini-roundabout at the Fort Collins Country Club access may not be worth the construction cost.
- The locations of traffic calming circles and raised crosswalks should be more thoroughly discussed during preliminary and final design.

VI. SUMMARY & NEXT STEPS

The Country Club Road Corridor Study collected data that was valuable in understanding current vehicle, pedestrian, and bicyclist levels; the operational capacity of the roadway; and crash information. Throughout the public engagement process, local residents and stakeholders provided valuable input regarding their vision for the future of Country Club Road. This information was critical to understanding their concerns and vision and for formulating a conceptual design of recommended improvements along the corridor. Maps on aerial photography in **Appendix G** summarize the current improvement recommendations.

The major components of the conceptual design include:

- Keep Country Club Road as a two-lane roadway with its current rural feel
- Foster the development of the street network to the east of Turnberry Road to limit increases in vehicle traffic along Country Club Road
- Include a multiuse trail along the north side of Country Club Road
- Provide traffic calming features along the corridor to limit vehicle speeding
- Provide locations for pedestrians and bicyclists to cross Country Club Road for safe access to the multiuse trail
- Strive to limit right-of-way impacts along the corridor
- Consider the installation of a modern roundabout at the Lemay Avenue/Gregory Road intersection
- Consider the installation of a mini-roundabout at the Fort Collins Country Club access
- Consider using an urban street section with sidewalks on both sides between SH 1 and Sage Drive
- Install a pedestrian connection on SH 1 between Country Club Road and US 287

The information contained in this report will provide the basis for Larimer County and the City of Fort Collins to work toward completing preliminary and final design engineering for Country Club Road. Several issues will need to be evaluated in more detail during that process, including potential horizontal and vertical changes to the roadway alignment, right-of-way impacts, drainage and utility design, environmental clearances, and traffic control recommendations.

As this time, funding for the design and construction of these improvements has not been identified. However, Larimer County and the City of Fort Collins recognize the importance of the corridor for the local residents and stakeholders and will strive to identify funding and to progress the engineering and eventual construction forward.

APPENDIX A. EXISTING AND FUTURE CONDITIONS MEMORANDUM



MEMORANDUM

TO: Mark Peterson, PE

FROM: Jenny Young/Rich Follmer

DATE: March 7, 2022

SUBJECT: Country Club Road – Existing and Future Conditions Memorandum
FHU Reference No. 121410-02

Felsburg Holt & Ullevig (FHU) is under contract with Larimer County to conduct a corridor study to evaluate potential operational, safety and access improvements along Country Club Road (Larimer County Road [LCR] 50E) between Terry Lake Road (SH 1) and Turnberry Road (LCR 11). That effort is underway and this memorandum provides an assessment of existing and projected conditions along the project corridor. See **Figure 1** for a representation of the project corridor in relation to the nearby roadway network.

The project corridor is almost two miles long and it is bordered by residential homes along most of its alignment. The only non-residential properties are the Fort Collins Country Club which is located at the very east end of the corridor adjacent to Turnberry Road, and the Poudre Fire Authority station that is adjacent to SH 1.

Country Club Road is located within unincorporated Larimer County but it is adjacent to the Fort Collins city limits and growth boundary. New residential homes are being constructed in northeast Fort Collins and those owners are using Country Club Road as a convenient access route that results in an increased traffic burden along the length of the corridor study.

As a result of this increased growth, Larimer County is interested in understanding the impacts new development will have along Country Club Road. This corridor study will work with Larimer County, Fort Collins, and adjacent stakeholders to develop recommendations for multi-modal travel improvements for Country Club Road.

This memorandum provides supporting data to evaluate recommendations for the entire corridor study. To that end, this memorandum includes information on:

- Adjacent land uses
- Roadway characteristics
- Existing traffic volumes
- Vehicle classification and speed data
- Pedestrian and bicyclist data
- Traffic control and operational analyses
- Recent crash history
- Transit facilities
- Field observations of existing conditions
- Future traffic volume predictions



LEGEND

 = Project Corridor

I. ADJACENT LAND USES

The Country Club Road segment that is the subject of this study is located within a mostly developed area of Larimer County. Single-family homes front both the north and south sides of Country Club Road, with some being larger acre properties. While residential dwelling units are the primary land use, there are a few non-residential properties along or near the project corridor:



- The Poudre Fire Authority Fire Station 12 exists at the very west end of the corridor along the south side of Country Club Road
- Tavelli Elementary School is located along Lemay Avenue to the south of Country Club Road at the approximate midpoint of the project corridor
- The Fort Collins Country Club is located at the very east end of the corridor adjacent to Turnberry Road on the north side of Country Club Road



To the east of Turnberry Road and north of the Fort Collins Country Club are large parcels of currently agricultural land. Numerous parcels are within the City of Fort Collins city limits or Growth Management Area. As such, these parcels are projected to develop with new residential homes or other land uses that will generate new vehicle-trips in this part of Larimer County that will contribute additional traffic to Country Club Road.



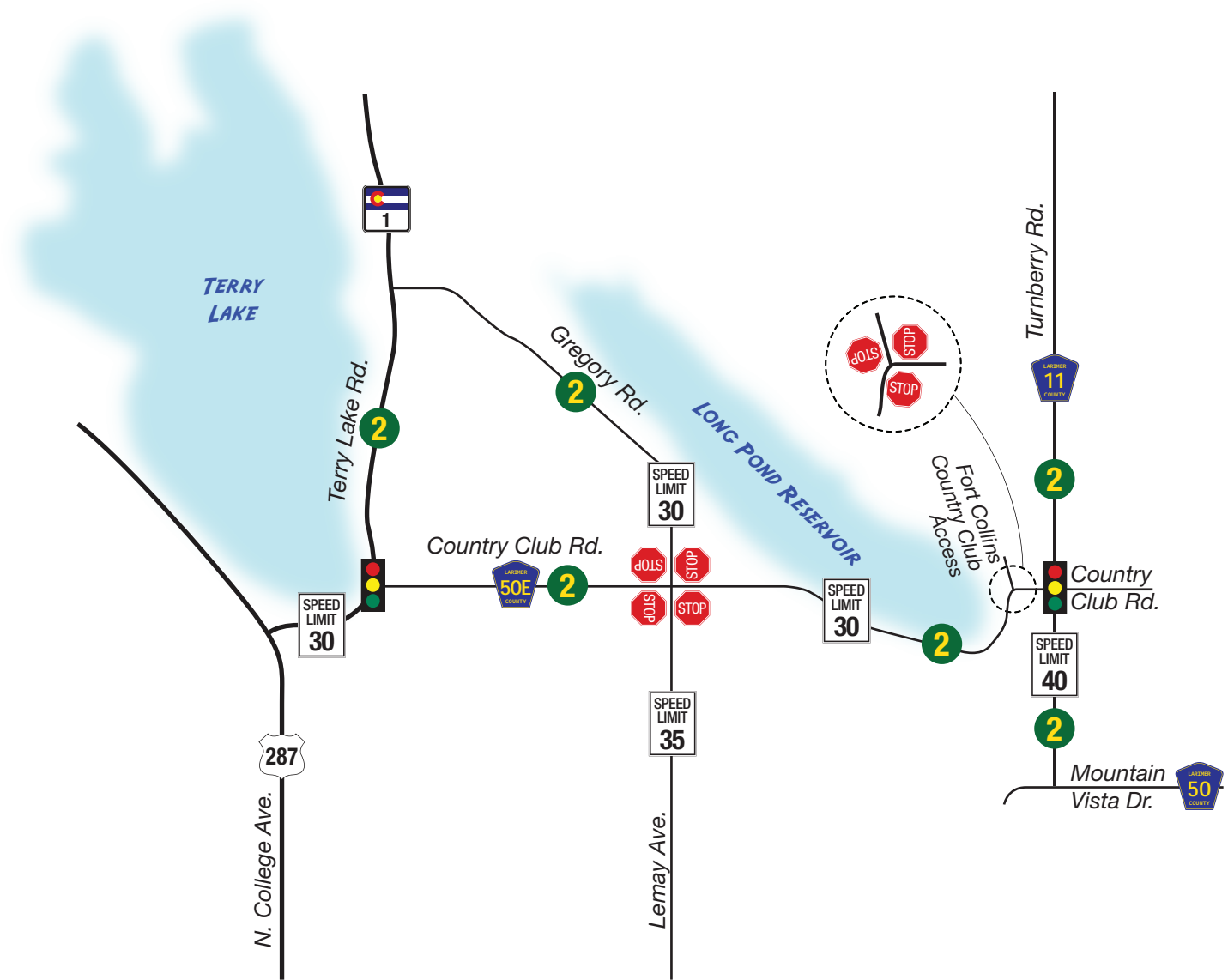
Long Pond Reservoir is located along the north side of Country Club Road between Lemay Avenue and Turnberry Road. Some residents along the corridor and in subdivisions south of Country Club Road have recreational access to the reservoir and there is a boat launch/storage area at the east end of the reservoir between Lakeview and Sherell Drives. This water body is specifically noted related to the physical restrictions it could have on potential future recommendations.

II. ROADWAY CHARACTERISTICS





Country Club Road has one travel lane in each direction along the entire length of the project. Travel lanes are approximately 12' wide, but shoulders are narrow, typically 2' -3' wide. Country Club Road has a primary east/west orientation, although as it traverses the east edge of Long Pond Reservoir, it is aligned in a north/south direction, then east/west again at the Fort Collins Country Club access towards Turnberry Road. Country Club Road continues to the east of Turnberry Road for 1/2 mile; future residential development will extend this street farther to the east. See **Figure 2** for street characteristic data.



Exclusive westbound left turn and right turns lanes are provided at the SH 1 intersection, along with a northbound right turn deceleration lane. There is sufficient width for two eastbound lanes at Turnberry Road; however, pavement markings for two lanes is not provided. No other auxiliary lanes are provided along the project corridor; left turns and right turns are completed from the through lane.



LEGEND

-  = Number of Through Lanes
-  = Posted Speed Limit
-  = Traffic Signal
-  = Stop Sign



Curve Warning – Westbound Country Club Road

Country Club Road is identified as a Minor Collector in the *Larimer County Transportation Master Plan (2017)*, while the City of Fort Collins classifies Country Club Road as a 2-Lane Collector in their *Master Street Plan (2020)*. The posted speed limit along Country Club Road is 30mph, although the roadway curvature around Long Pond Reservoir is posted for 25mph via a warning sign. Intersections at either end of the corridor are controlled by traffic signals. The Lemay Avenue/Gregory Road and Country Club Road/Fort Collins Country Club Access intersections have stop signs on all intersection approaches.

SH 1 is a State of Colorado highway that connects US 287 (North College Avenue) in Fort Collins to I-25 in the Town of Wellington; this roadway has a posted speed of 30mph at its intersection with Country Club Road. Lemay Avenue offers continuity from the project corridor into the City of Fort Collins where it provides access to many residential and commercial properties. The posted speed limit is 35mph. Turnberry Road extends from beyond Douglas Road on the north to Mountain Vista Drive on the south with a Larimer County designation as an

Arterial. It provides access to numerous residential enclaves and its posted speed limit is 40mph.

Many private residential driveways exist along the project corridor, including many homes with two driveway entries and exits. Approximately 38 driveways exist between SH 1 and the Lemay Avenue/Gregory Road intersection, including two for the Poudre Fire Authority Fire Station 12, and about 53 between Lemay Avenue/Gregory Road and Turnberry Road, including one related to Long Pond Reservoir boat access. There are numerous public street intersections along Country Club Road, including:

Table I. Public Street Intersections Along Country Club Road

Intersection	Type	Traffic Control	Intersection	Type	Traffic Control
SH 1 to Lemay Avenue/Gregory Road			Lemay Avenue/Gregory Road to Turnberry Road		
1. Golden Eagle Dr.	T Intersection	Stop Sign-NB	10. Lemay Avenue/Gregory Road	4-Legged Intersection	Stop Signs – All Approaches
2. Ford Lane			11. Greenmont Ct.	T Intersection	Stop Sign-SB
3. Sandstone Dr.			12. Greenmont Dr.		Stop Sign-NB
4. Sage Dr.			13. Belmont Dr.		
5. Franklin Rd.		Stop Sign-SB	14. Longview Dr.		4-Legged Intersection
6. Ridgecrest Rd. (South)		Stop Sign-NB	15. Warren Dr.		
7. Ridgecrest Rd. (North)		Stop Sign-SB	16. Lakeview Dr.	T Intersection	Stop Sign-SB
8. Westview Rd.		Stop Sign-NB	17. Sherell Drive/Country Club Cove		
9. Cottonwood Dr.		Stop Sign-SB	18. Fort Collins Country Club Access		
10. Lemay Avenue/Gregory Road		4-Legged Intersection	Stop Signs – All Approaches		

These public street intersections each have two lanes for vehicle movements, and they typically serve small to medium sized residential areas.

III. VEHICLE DATA

Traffic volume data was recorded along the project corridor and at each of the three main intersections – SH 1, Lemay Avenue/Gregory Road, and Turnberry Road. Vehicle turning movements were recorded during the AM and PM peak hours of a typical weekday (Wednesday, November 10) between 7:30am and 9:30am, and between 3:00pm and 6:00pm, to capture vehicle activity during the peak hours, but to also understand vehicle levels during the normal start and end times for Tavelli Elementary School.

Vehicle movements were recorded for 24-hour periods at two locations on Country Club Road on a weekday (Wednesday, November 10) and on a Saturday (November 13), and that information also included vehicle classification and speed data. Traffic volume data can be found on **Figure 3** and **Appendix EC-I** includes the traffic data worksheets.

III.1 Daily Traffic Volumes

Country Club Road carries approximately 4,840 vehicles per day (vpd) on a weekday and about 4,400 vpd on a Saturday between the SH 1 and Lemay Avenue/Gregory Road intersections, and about 6,750 vpd on a weekday and 6,300 vpd on a Saturday between the Lemay Avenue/Gregory and Turnberry Road intersections. These levels of traffic are within the range of movements that can typically be accommodated by a two-lane street, particularly when there are few locations where motorists are required to stop. Of note, for either day or street segment, vehicle movements on a daily basis in the eastbound direction were always higher than the westbound direction – 10% and 21% on November 10 (higher to the west of Lemay Avenue) and approximately 10% on November 13 (both segments).

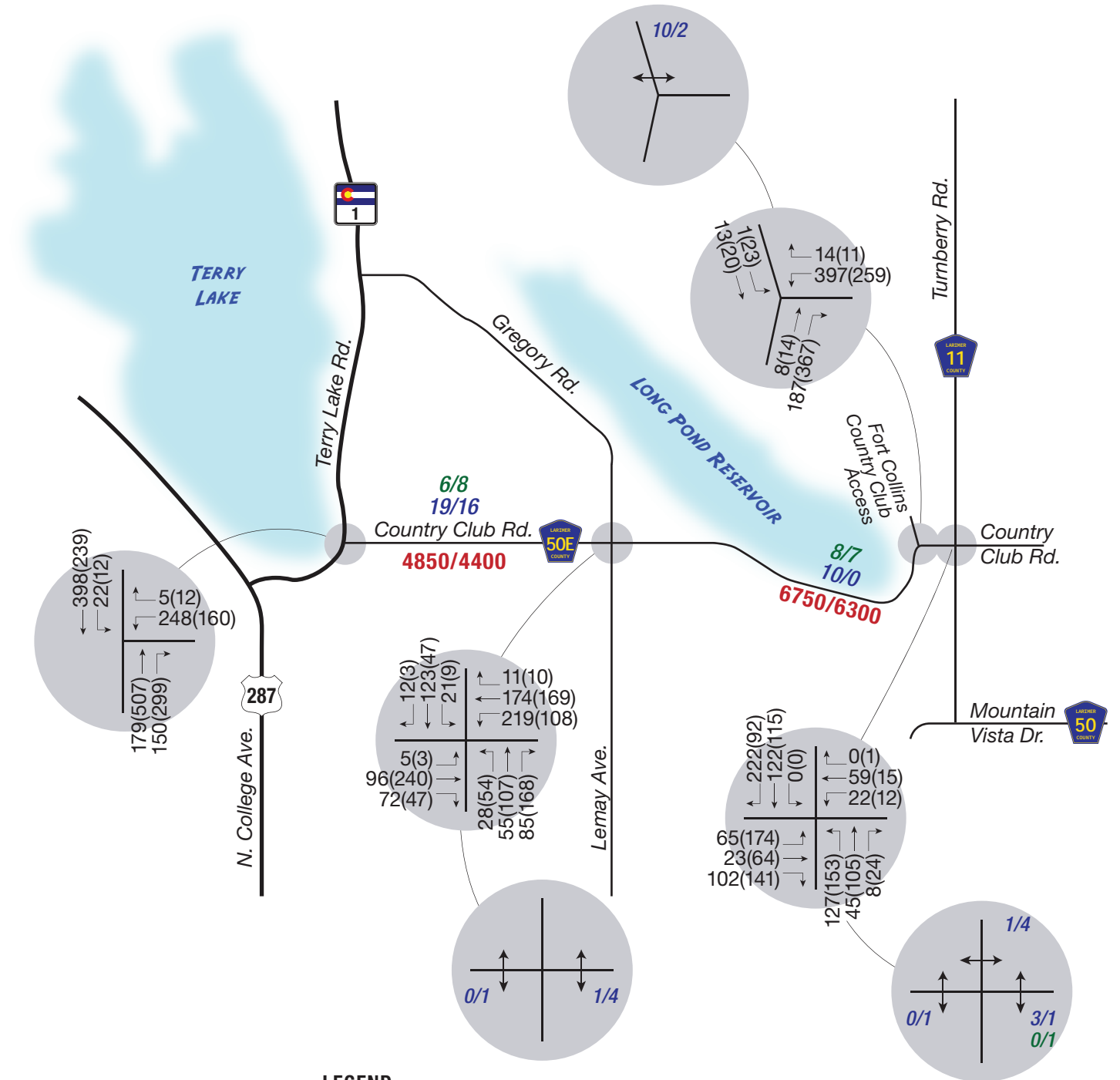
Larimer County historic traffic volume levels along Country Club Road vary when compared to what was recorded in November. The most recent Larimer County data from 2018 finds that traffic volumes to the west of Lemay Avenue/Gregory Road ranged from 3,600 vpd to 4,400 vpd which averages to about 10% to 13% less than what was recently recorded on weekdays and on a Saturday. To the east of the Lemay Avenue/Gregory Road intersection, the Larimer County data from 2018 ranges from 7,000 vpd to 8,000 depending on location. The November data is less than that range by about 13% on average.

Regardless of these increases or decreases between 2018 and 2021, it is believed that the November 2021 data is sufficiently reliable to be used as the foundation for projections of future traffic volumes. The November data likely reflects the new travel reality that results from a higher level of Larimer County and Fort Collins residents that are now working from home.

III.2 Intersection Turning Movements

Weekday AM and PM peak hour traffic volumes typically represent the two highest hours of commuter travel. Several travel characteristics can be gleaned from the recorded information:

- Westbound movements are typically higher during the AM peak hour, while eastbound movements are typically higher during the PM peak hour
- Contrary to what was anticipated, PM peak hour movements at the Lemay Avenue/Gregory Road intersection wasn't during school closure times, but it aligned with a normal weekday peak hour, being 4:30pm to 5:30pm



LEGEND

- xxx(xxx) = AM(PM) Weekday Peak Hour Traffic Volumes
- XX/XX = Weekday/Saturday Daily Traffic Volumes
- X/X = AM/PM Weekday Pedestrian Volumes
- X/X = AM/PM Weekday Bicyclist Volumes

III.3 Vehicle Classifications

The recorded data allows for the summation of the typical types of vehicles that are using Country Club Road. Data was recorded to the east and west of the Lemay Avenue/Gregory Road intersection. The vehicle classifications can be divided into three main categories: 1) Articulated vehicles (tractor-trailer type), 2) Medium vehicles (school buses or single unit 3 or 4 axle trucks), and 3) Passenger vehicles (motorcycles, passenger cars, pick-up trucks, vans). Following is the approximate vehicle classification distribution for each street segment:

SH 1 to Lemay Avenue/Gregory Road and Lemay Avenue/Gregory Road to Turnberry Road

- Articulated Vehicles = 0.5% (weekday)/0.5% (Saturday)
- Medium Vehicles = 2% (weekday)/1% (Saturday)
- Passenger Vehicles = 97.5% (weekday)/98.5% (Saturday)

Not surprisingly, most vehicle movements along Country Club Road are passenger vehicles that reflect the residential nature of the surrounding area. Very few Medium vehicle types were found, with the majority being smaller delivery type vehicles and school buses. Tractor-trailer type vehicles were almost non-existent, at less than one percent, which likely reflects Larimer County's prohibition of semi-truck traffic that was enacted in 2020 (local deliveries exempted). Additionally, vehicle classification percentages between the two street segments were essentially the same; the information above includes minor rounding.

III.4 Vehicle Speeds

Vehicle speeds were recorded on both a weekday and a Saturday as well. This information is based on all vehicle types and three categories of speed have been calculated:

- Average Speed (the average speed of all vehicles)
- 85th Percentile Speed (the speed at which 85% of all vehicles are traveling at or below; typically, the speed that matches the posted speed limit)
- Highest Speed – the recorded highest speed in either direction

Salient points to glean from the information contained in **Table 2** of the following page include:

- The majority of motorists are traveling about the posted speed limit (21-35mph range) = $\pm 70\%$
- 13% to 23% are traveling in excess of 30mph
- The average speed and 85th percentile speeds are near or below the posted speed limit
- A few motorists are greatly exceeding the posted speed limit (>50mph)

Historic speed data was also provided by Larimer County for differing time periods from March 2016 to September 2020. Some of those periods were during the height of COVID travel impacts, however, which could potentially skew the recorded data. The data also show a small number of vehicles traveling in excess of 70 mph, which is believed to be an error caused by simultaneous hits on the tube counter. These inaccurate speed counts skew the average and 85th percentile speeds to some degree. Regardless, that data imply that:

- The Average historic speed was in excess of the posted speed, being 31 mph to 35 mph to the west of the Lemay Avenue/Gregory Street intersection, and 34 mph to 37 mph to the east
- The 85th Percentile speeds were also above the posted speed, ranging from 35 mph to 38 mph to the west of the Lemay Avenue/Gregory Street intersection, and 35 mph to 41 mph to the east

While the furnished data shows higher speeds for each of these speed characteristics, recorded data can vary by the day of the week as well as during different times of the year. Nevertheless, there is historic evidence that motorists are traveling greater than the posted speed limit which implies that some measures to reduce speeding are appropriate as improvement recommendations are considered for this project.

Table 2. Vehicle Speed Data (Wednesday 11/10/2021 & Saturday 11/13/21)

Location	Vehicle Speed Range & Calculated Percentage						
	1-15mph	16-20mph	21-25mph	26-30mph	31-35mph	36-40mph	>40mph
Between SH 1 and Lemay Avenue/Gregory Road							
Weekday	4%	4%	32%	47%	11%	1%	1%
Average Speed = 25-26mph 85 th Percentile Speed = 29mph Highest Speed = 51-55mph (3 westbound vehicles)							
Saturday	4%	4%	22%	51%	16%	2%	1%
Average Speed = 26-27mph 85 th Percentile Speed = 30-31mph Highest Speed = 56-60mph (1 eastbound vehicle)							
Between Lemay Avenue/Gregory Road and Turnberry Road							
Weekday	3%	1%	19%	61%	15%	1%	0%
Average Speed = 27-28mph 85 th Percentile Speed = 30mph Highest Speed = 51-55mph (1 eastbound and 1 westbound vehicle)							
Saturday	2%	1%	16%	58%	21%	2%	0%
Average Speed = 28mph 85 th Percentile Speed = 31mph Highest Speed = 51-55mph (1 westbound vehicle)							

IV. PEDESTRIAN AND BICYCLIST DATA

Pedestrian Crosswalks

Marked pedestrian crosswalks exist at five locations.

- SH 1 – Pedestrians can cross Country Club Road along the east and north sides of the intersection with protected movements at the traffic signal via pedestrian Walk/Don't Walk indications. Curb ramps with truncated domes exist at the intersection.
- Lemay Avenue/Gregory Road – Pavement markings exist across each intersection approach; however, there aren't any sidewalks or curb ramps in either intersection corner





Lakeview Drive RRFB

- Lakeview Drive – A marked crossing exists along the east side of this intersection with crossing warning signs and Rectangular Rapid Flashing Beacons (RRFBs). Flat curb ramps exist with truncated domes.
- Sherell Drive/Country Club Cove – School crossing warning signs exist; however, pavement marking or curb ramps do not. Without a nearby school, it is uncertain why school crossing signs exist instead of pedestrian crossing signs.
- Turnberry Road – Pedestrians can cross Country Club Road at the existing traffic signal. Crosswalks at this intersection are available on the west and north sides; movements occur via traffic signal pedestrian indications.

Pedestrian Activity

Country Club Road does not include sidewalks along either side of the street. As such, pedestrians must walk in the roadway lane or shoulder, or in the gravel or grass areas adjacent the roadway footprint. Pedestrian movements at the two traffic signals can cross Country Club Road via use of the pedestrian push buttons that provide them with protected movements. At the Lemay Avenue/Gregory Road intersection, crosswalk pavement markings exist, but pedestrian curb ramps do not.

Pedestrian movements during the times of recorded activity were minimal over the two-mile segment of this roadway. Most of the pedestrian activity was between SH 1 and the Lemay Avenue/Gregory Street intersection, being 19 and 16 over the course of an entire day on a weekday and Saturday, respectively. East of Lemay Avenue, pedestrian activity was 10 on a weekday, but zero on a Saturday.

Bicyclist Activity

Bicycle facilities do not exist along Country club Road. The *Larimer County Transportation Master Plan* does, however, identify Country Club Road to include bike lanes as part of a future Regional Bicycle Facilities network (Figure 15). In regard to bike facility connectivity, bike lanes exist to the north, south, and east at the Turnberry Road intersection, while there is a reasonably wide shoulder along SH 1 for bicyclists to use. Lemay Avenue and Gregory Avenue do not have bike facilities.

Regardless, some bicyclist activity was found. The level of bicyclist movements is very consistent to the east and west of the Lemay Avenue/Gregory Road intersection; however, the bicyclist level is less than the recorded pedestrian movements. Less than 10 bicyclists were recorded in either segment of Country Club Road over the course of an entire day. This level of bicyclists may be a reflection of the time of year that the counts were recorded (November).

V. TRAFFIC CONTROL

As noted previously, vehicle movements at public street intersections are controlled by traffic signals or stop signs. Traffic signals exist at the SH 1 And Turnberry Road intersections. Both intersections are operated and maintained by the City of Fort Collins. Southbound left turn movements at SH 1 and all left turn movements at the Turnberry Road intersection have a permissive-only operation – left turns occur only when there are no vehicle conflicts.

The Lemay Avenue/Gregory Road and Country Club Road/Fort Collins Country Club Access intersections have stop signs on each intersection approach and motorists complete their maneuvers in an alternating patterns that is dependent upon other vehicles at the intersection and their intended movement. Other public street intersections have stop signs on one (T intersections) or two (4-legged intersections) approaches. Side street movements occur when there is a gap in the travel stream along Country Club Road.

VI. OPERATIONAL ANALYSES

Traffic operations for the four study area intersections were evaluated according to techniques documented in the *Highway Capacity Manual*, 6th Edition (HCM, Transportation Research Board, 2016) using the existing traffic volumes, intersection geometry, and traffic control characteristics. The Synchro operations program was used to conduct the HCM evaluations. Level of Service (LOS), a qualitative measure of traffic operational conditions based on roadway capacity and vehicle delay, was determined for all movements which yield right-of-way to other traffic movements. LOS is described by a letter designation ranging from A to F, with LOS A representing almost free-flow travel, while LOS F represents congested conditions.

Intersection Operations

Figure 4 shows the existing traffic control, intersection geometry, and results of the LOS analyses. For stop-controlled intersections, LOS is calculated for each vehicle movement that must yield right-of-way to an oncoming or crossing vehicle, while LOS at signalized intersection is a function of varying signal timing parameters, roadway geometry, and minimum and maximum green signal times that respond to vehicle demand for the varying intersection movements. LOS parameters for both signalized and stop-controlled intersections can be found in **Appendix EC-2**; analysis worksheets for existing conditions are found in **Appendix EC-3**.

Signalized Intersections

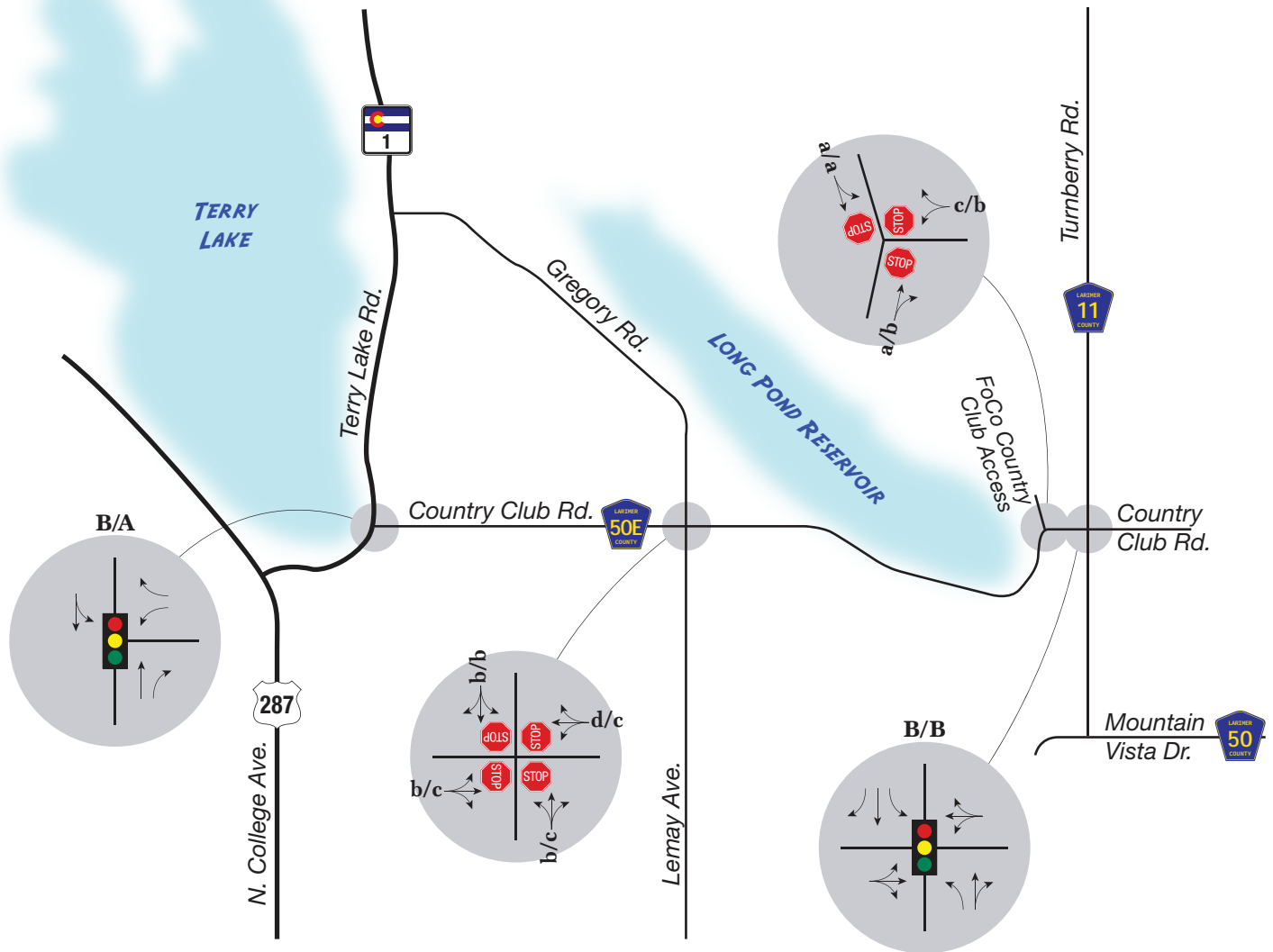
Two intersections along the corridor are controlled by traffic signals and existing traffic signal timing parameters were furnished by the City of Fort Collins to conduct the operational analyses. Analyses were conducted for the weekday AM and PM peak hours and it was found that the SH 1 and Turnberry Road intersections are operating at LOS B or better during this time periods. All individual intersection movements operate at LOS C or better.

Of note, the SH 1 intersection operates in a “free” mode throughout the day. The traffic signal rests in a green indication on SH 1 until vehicle demand is detected on Country Club Road. Once detected, westbound movements are served, followed by a return to resting in green on SH 1.

The Turnberry Road intersection operates with a fixed cycle length of 90 seconds during both the AM and PM peak hours. While not identified via lane use signing, the width of eastbound Country Club Road is sufficiently wide that motorists are using this space as a de facto right turn lane. This type of operation is not included in the analyses, however, since the lane designation does not include an eastbound right turn lane.

Stop-Controlled Intersections

Each approach at the Lemay Avenue/Gregory Road and Fort Collins Country Club Access intersections are controlled by stop signs. As such, motorists alternate vehicle movements through the intersection based on which direction motorists are proceeding towards and on which approach a motorist arrives first. Given this operational process and the existing traffic volumes of **Figure 3**, it can be seen on **Figure 4** that the Lemay Avenue/Gregory Road intersection operates at LOS D or better during the AM and PM peak hours. The Fort Collins Country Club Road intersection operates at LOS C or better during the two peak hours.



LEGEND

- X/X** = AM/PM Peak Hour Signalized Intersection Level of Service
- x/x** = AM/PM Peak Hour Critical Movement Level of Service
- = Lane Assignment
- = Stop Sign
- = Traffic Signal

VII. CRASH HISTORY

Review of recent crash history along the Country Club Road corridor was conducted using information obtained from the Colorado statewide crash databases within the *Vision Zero Suite* software. Three years of crash history from January 1, 2017, through December 31, 2019, were evaluated in an effort to:

- Understand the magnitude and nature of existing safety problems within the project limits
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, and vehicle type

The purpose of this crash review is to summarize existing conditions; however, crash history from the first six months of 2020 was not evaluated due to widespread impacts to travel patterns and crash frequency stemming from the COVID-19 pandemic. Potential safety mitigations are not provided at this time. Crash data can be found in **Appendix EC-4**.

Crash Data

During the study period, 37 crashes were recorded along the Country Club Road corridor of which 26 were Property Damage Only (PDO) and 11 resulted in injuries (15 persons injured). No fatal crashes occurred during the study period. **Table 3** summarizes the annual crash history for the Country Club Road corridor. This table demonstrates that the total crash history remained relatively constant around 14-15 crashes per year in 2017 and 2019 but was reduced in 2018 (only 8 crashes). Annual injury crash frequency was nearly constant (3-4 crashes per year) during the study period.

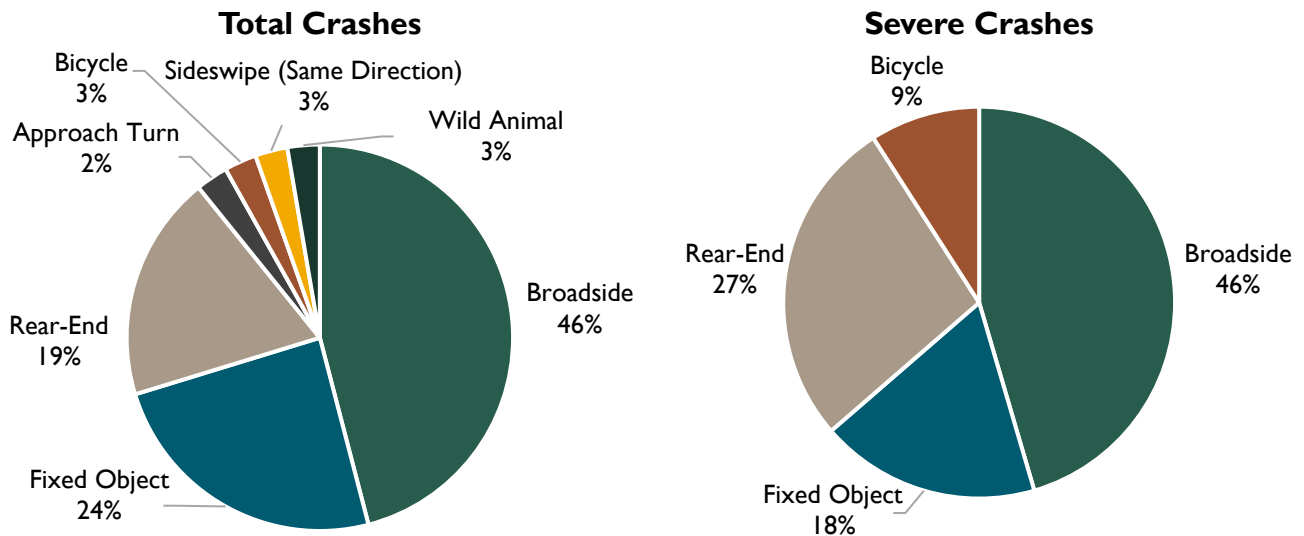
Table 3. Summary of Country Club Road Crash History

Year	PDO Crashes	Injury Crashes	Persons Injured	Fatal Crashes	Total
2017	12	3	3	0	15
2018	4	4	7	0	8
2019	10	4	5	0	14
Total	26	11	15	0	37
Average	8.7	3.7	5.0	0.0	12.3

Notes: PDO = Property Damage Only

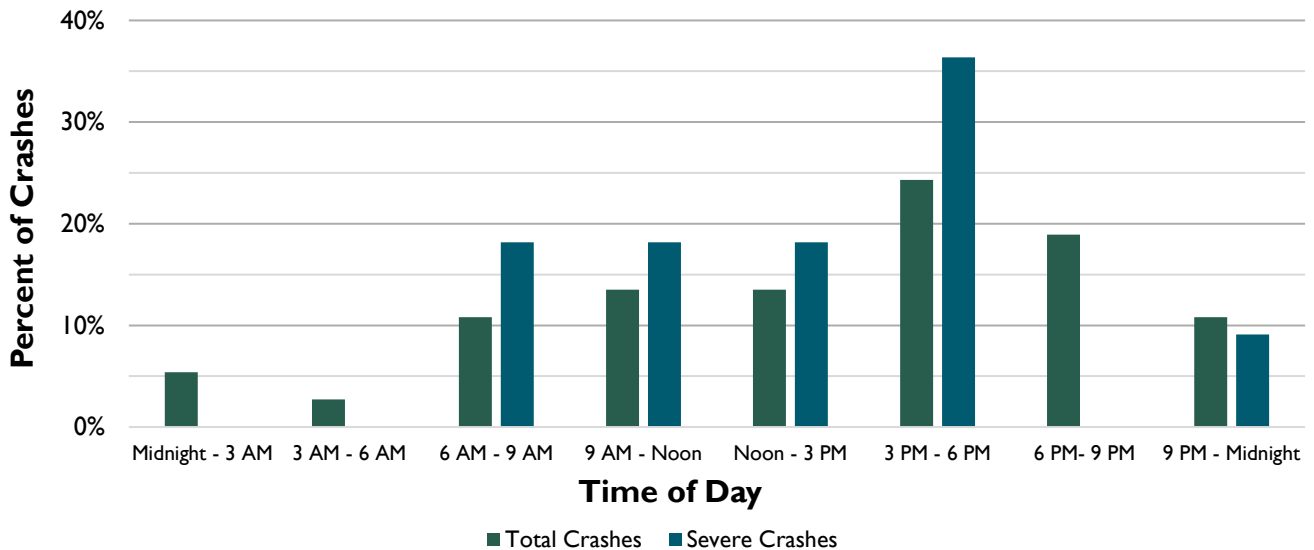
Broadside crashes were the most common along the corridor, comprising 46% of the total crash history. The next most common crash types were Fixed Object (24%) and Rear End (19%). Broadside crashes were also the most common type of severe crashes (injury crashes). **Figure 5** on the following page displays a summary of total and severe crash types recorded on Country Club Road during the study period.

Figure 5. Country Club Road Crash Types



Total crash frequency along Country Club Road was highest between 3:00 PM and 6:00 PM, which coincides with Tavelli Elementary School dismissal periods and the PM peak hour. Severe crash frequency was also highest from 3:00 PM to 6:00 PM. **Figure 6** displays the frequency of total and severe crash types recorded on Country Club Road by time of day.

Figure 6. Country Club Road Crashes by Time of Day



Crash Analysis

Crash magnitude was analyzed using Safety Performance Functions (SPFs) which reflect the relationship between traffic volume and crash frequency based on crash records of numerous intersections with similar characteristics. Development of SPFs lends itself to the conceptual formation of Level of Service of Safety (LOSS) which uses quantitative measures (80th Percentile, Mean, 20th Percentile of the SPF) and qualitative descriptions to characterize the safety of roadway segments or intersections relative to expected values.

Categories for LOSS are as follows:

- **LOSS I:** Indicates low potential for crash reduction
- **LOSS II:** Indicates low to moderate potential for crash reduction
- **LOSS III:** Indicates moderate to high potential for crash reduction
- **LOSS IV:** Indicates high potential for crash reduction

LOSS reflects how the roadway segment is performing regarding its expected crash frequency and severity at a specific level of Average Daily Traffic (ADT). If a safety problem is present, LOSS only describes its magnitude from a frequency and severity standpoint. The nature of the problem is determined through analyses the use direct diagnostics and pattern recognition techniques.

Table 4 presents a summary of the crash frequency and LOSS at intersections within the study area. The following sections describe in greater detail the crash history of the main intersections within the corridor.

Table 4. Summary of Crash Analyses

Intersection	Number of Crashes				LOSS	
	PDO	INJ	# Injuries	Total	Total	Severe
SH I (Terry Lake Rd)	0	2	2	2	II	II
Sandstone Drive	1	1	1	2	III	III
Cottonwood Drive	1	0	0	1	III	II
Lemay Avenue / Gregory Road	11	2	3	13	IV	III
Greenmont Drive	0	2	2	2	III	III
Longview Drive	1	0	0	1	II	II
Lakeview Drive	2	0	0	2	III	II
Turnberry Road (LCR II)	7	4	7	11	III	III
Midblock Locations	3	0	0	3	N/A	
Total	26	11	15	37		

Notes: PDO = Property Damage Only Crash; INJ = Injury Crash
 LOSS = Level of Service of Safety

Country Club Road & SH I (Terry Lake Road)

Classification: Urban 2-Lane Undivided Signalized 3-Leg Intersection

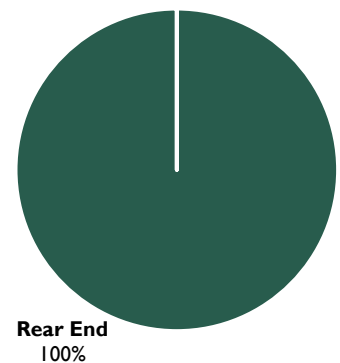
ADT: Major Street (SH I): 7,750 vpd
 Minor Street (Country Club Road): 4,300 vpd

Total Crashes: 2 (2 injury crashes)

LOSS: II (Total), II (Severe)

Crash Patterns: No statistically observed patterns

Total and severe crash frequencies at the SH I intersection are indicative of LOSS II conditions, which suggests that there is moderate to low potential for crash reduction. Both crashes recorded at the intersection were Rear End and resulted in injury. Both crashes involved motorists who failed to stop for the traffic signal, hitting the vehicle in front of them. One crash occurred in the northbound direction, the other in the southbound direction.



Country Club Road at Lemay Avenue/Gregory Road

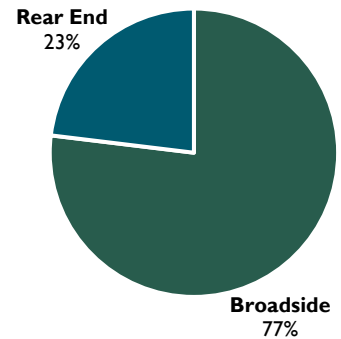
Classification: Urban 2-Lane Undivided Unsignalized 4-Leg Intersection

ADT: Major Street (Country Club Road): 6,000 vpd
Minor Street (Lemay Avenue/Gregory Road): 5,150 vpd

Total Crashes: 13 (2 injury crashes)

LOSS: IV (Total), III (Severe)

Crash Patterns: Broadside



Total crash frequency at the Country Club Road & Lemay Avenue/ Gregory Road intersection is indicative of LOSS IV conditions and severe crash frequency is indicative of LOSS III conditions which suggests that there is a moderate to high potential for crash reduction. Broadside crashes were observed as a statistically significant pattern, comprising 10 of the 13 recorded crashes. Three Rear End crashes were also recorded at the intersection. Adverse weather/poor road conditions accounted for only one of the recorded crashes. One crash occurred during dawn/dusk, and three crashes occurred during dark-unlighted conditions.

Of the Broadside crashes, motorists found to be at-fault were most frequently traveling in the northbound (5 of 10) and eastbound directions (4 of 10). Broadside crashes were generally evenly distributed between 9 AM and 9 PM; 9 of the 10 crashes occurred on weekdays. Failure to yield right-of-way at the stop sign was cited in 5 of the 10 Broadside crashes. In three of the crashes, the at-fault motorist was determined to be traveling at 25 MPH or greater, indicating they had no intent to stop at the intersection when the crash occurred.

Of the Rear-End crashes, two occurred in the eastbound direction and one occurred in the westbound direction. All three crashes occurred on weekdays between 10 AM and 12 PM and did not involve adverse weather or road conditions.

Sight distance limitations due to vertical curvature and/or vegetation may also be contributing factors to these crashes.

Country Club Road at Fort Collins Country Club Access

No crashes were reported at this intersection during the evaluated time period.

Country Club Road at Turnberry Road (LCR 11)

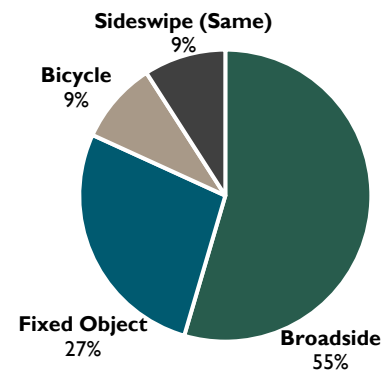
Classification: Urban 2-Lane Divided Signalized 4-Leg Intersection

ADT: Major Street (Country Club Road): 7,000 vpd
Minor Street (Turnberry Road): 5,750 vpd

Total Crashes: 11 (4 injury crash)

LOSS: III (Total), III (Severe)

Crash Patterns: Broadside



Total and severe crash frequencies at the Country Club Road & Turnberry Road (LCR 11) intersection are indicative of LOSS III conditions, which suggests that there is moderate to high potential for crash reduction. Broadside crashes were observed as a statistically significant pattern, comprising 6 of the 11 recorded crashes. Other crashes recorded at the intersection included 3 Fixed Object crashes, 1 Bicycle crash, and 1 Sideswipe (Same Direction) crash. Weather/road conditions was a contributing factor for one of the recorded crashes. One crash occurred during dawn/dusk, and two crashes occurred during dark-unlighted conditions.

Of the Broadside crashes, motorists found to be at-fault were most frequently traveling in the eastbound direction (5 of 6) colliding with a southbound vehicle. Most Broadside crashes on weekdays between 5 PM and 7 PM. All of the Broadside crashes occurred prior to June 2019 when the traffic signal was installed. The two-way stop-control that existed prior to the traffic signal, as well as sight-distance limitations caused by vegetation, may also have been contributing factors to these Broadside crashes.

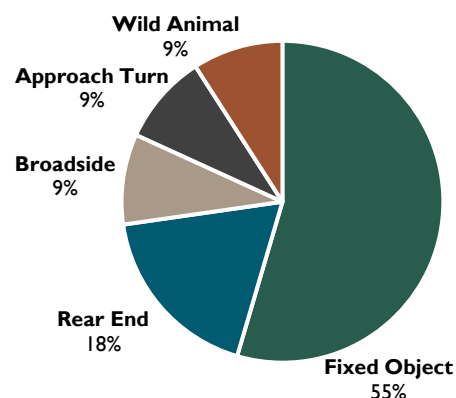
All of the Fixed Object crashes recorded at the intersection occurred at night or during adverse weather/road conditions. The Bicycle crash involved an eastbound SUV who failed to yield right-of-way to a northbound cyclist. This crash was in 2018 prior to the installation of the traffic signal. Finally, an SUV attempting to overtake a truck while both motorists were making eastbound left-turns, resulted in a Sideswipe (Same Direction) crash.

It should be noted, however, that all of the crash data for this intersection were for the time period before the installation of the traffic signal at this intersection.

Other Stop-Controlled Intersection & Midblock Crashes

Eleven additional crashes occurred at other stop-controlled intersections or midblock locations along the corridor. Of these crashes 55% involved Fixed Objects. Rear End, Broadside, and Approach Turn crashes were also observed along the corridor. Finally, one Wild Animal crash occurred along the corridor.

Of the Fixed Object crashes, 3 involved a fence, one involved a light/utility pole, one involved a tree, and one involved a mailbox. Most Fixed Object crashes involved eastbound vehicles (4 of 6). Speeding was likely a contributing factor in most Fixed Object crashes as 5 of 6 crashes involved motorists traveling at or above 35 MPH.



Common Observations

Recent crash history indicates several common safety problems along the Country Club Road corridor. First, Broadside crashes were the most common crash type for both total and severe crashes. Most of the recorded Broadside crashes occurred at the Lemay Avenue/Gregory Road and Turnberry Road intersections. Turnberry Road crashes may have been mitigated with the recent construction of the traffic signal. The elevated Broadside crash frequency at the Lemay Avenue/Gregory Road intersection may be influenced by sight-distance limitations caused by vertical curvature or vegetation.

Fixed Object crashes are the second most common crash type along the corridor. Crashes were most commonly observed in the eastbound direction. Lack of lateral clearance and speeding may be contributing factors for many Fixed Object crashes.

VIII. TRANSIT FACILITIES

Several transit routes exist near Country Club Road that can be accessed by residents along the corridor, including varying routes to the south that are operated by TransFort (City of Fort Collins). CDOT's Bustang service provides commuter access along I-25 between Fort Collins, Denver, and other cities. There currently are no transit routes that use Country Club Road for service. School bus service is provided; however, with a stop located near Warren Drive.

IX. FIELD OBSERVATIONS

Field observations of existing operational conditions were conducted from approximately 3:00pm to 5:30pm on a typical weekday. Following is a summary of the critical observations:

Vehicle Flow

- Vehicle flow along Country Club Road proceeded well without any evident congestion. This is not surprising given the level of vehicle movements east and west of the Lemay Avenue/Gregory Road intersection (about 5,000 to 6,800 vpd), a level that can be adequately accommodated by a two-lane roadway with few stop requirements.
- Observations at the Lemay Avenue/Gregory Road intersection found that there was some congestion and somewhat long vehicle queues that occurred during the approximate timeframe when Tavelli Elementary School was closing.



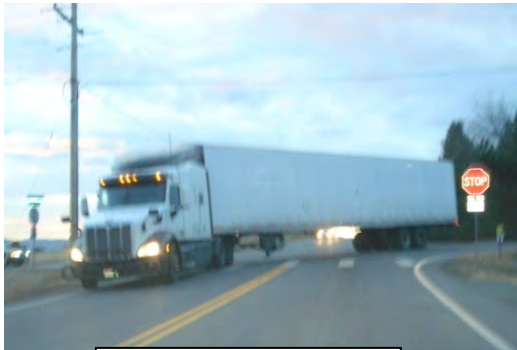
- There were times when there were platoons of motorists along Country Club Road, particularly in the eastern segment, whereas it could become difficult to make left turn movements to/from the public street intersections or private driveways.
- Vehicle movements at the two traffic signals processed well with minor congestion, i.e., vehicle queues dissipated during one traffic signal cycle
 - Westbound vehicle queuing at SH 1 reached a maximum of 4-5 vehicles
 - Eastbound vehicle queuing at Turnberry Road was similar, also with 4-5 queued vehicles

Sight Distance

- Specific sight distance restrictions were not observed along Country Club Road although there is some horizontal and vertical roadway curvature that may cause issues. Additionally, there may be some sight distance issues related to movements onto Country Club Road from public street intersections or private driveways. Sight distance measurements were not undertaken, however.

Truck Movements

- Two semi-trucks used Country Club Road during the observed hours even though semi-truck movements are restricted.
- A Budweiser beer truck proceeded from SH 1 onto eastbound Country Club Road
- A large semi-truck made a southbound left turn from Gregory Street onto Country Club Road



**Semi -Truck
Turning from
Gregory Street**



**Restriction Sign at
Turnberry Road**

Pedestrian and Bicycle Activity

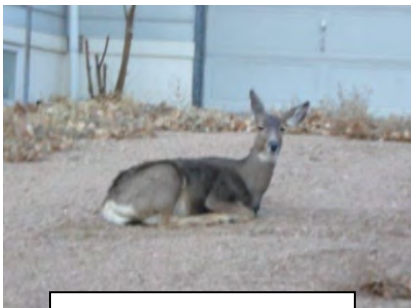
- Pedestrian activity was almost non-existent along the corridor during the observed time period.
 - One father/daughter crossing was observed at the Lemay Avenue/Gregory Road intersection at the end of school (northbound direction)
 - A few pedestrians were observed walking their dogs near the Fort Collins Country Club
- Only two bicyclists were observed using Country Club Road.
 - One traveling eastbound at the Turnberry Road intersection
 - One traveling eastbound, then southbound, at the Lemay Avenue/Gregory Road intersection



**Pedestrians
Crossing Country
Club Road**

Safety

- Wildlife Crossings
 - Deer crossing signs are placed along County Line Road (westbound between Longview Drive and Belmont Drive [1 mile warning] and eastbound between Sage Drive and Franklin Road [2 mile warning]). Several deer were found adjacent to and crossing Country Club Road near Belmont Drive in the approximate 3:00-5:30pm timeframe. Deer were crossing Country Club Road after dark, a situation that could create safety issues.



**Resting Deer in
Private Driveway**



**Deer Warning Sign
- Westbound
Country Club Road**

X. FUTURE DEVELOPMENT

To properly plan for improvements along Country Club Road, it is critical to understand what new development may occur nearby that will increase traffic volumes along this roadway. To that end, three known developments could contribute additional vehicle movements to this corridor:

Montava

The Montava development will have a large impact to this portion of Larimer County. Montava is located east of Turnberry Road and south of Richards Lake Road. It straddles both sides of Mountain Vista Drive (north and south) and Giddings Road (east and west). Several new streets will be constructed as part of this development and those streets will follow the basic street footprint identified in the Fort Collins *Master Street Plan*. As such, residents and visitors of Montava will have numerous routes for movements to/from this project.

Montava is proposed for almost 4,500 residential dwelling units (both single-family and townhomes) along with retail, office and industrial land uses. Montava is projected to generate over 42,000 vpd with about 5% of those trips projected to use Country Club Road. That level of trip generation equates to about 2,000 vpd, with about 135 trips during the AM peak hour and approximately 180 during the PM peak hour.

Waterfield

This project is located in the northwest quadrant of the Timberline Road/Vine Drive intersection. While more than a mile from Country Club Road, the Fort Collins *Master Street Plan* shows that Turnberry Road is planned to be extended from Mountain Vista Drive southward to a future Suniga Road. This future connection will provide a more convenient north/south route that could be used by residents of Waterfield for movements to/from Country Club Road.

Waterfield is planned for almost 500 single-family homes and townhomes. Information from the Waterfield traffic study indicates that very few of its projected traffic will be oriented to/from the north, however (less than 25 vph during either peak hour). As such, this development will not have a large impact to Country Club Road.

Waters Edge West

This residential development is currently being constructed. It will include 379 dwelling units in a combination of single-family, townhome, and condominium home types. Waters Edge West is located along Turnberry Road approximately $\frac{3}{4}$ mile to the north of Country Club Road. Waters Edge West is projected to add about 1,150 vehicles to Country Club Road each day with about 85 and 110 trips during the AM and PM peak hours, respectively.

Country Club Reserve

A new residential development is beginning construction in the southwest corner of the Turnberry Road/ Douglas Road intersection that is located about 1.5 miles to the north of the Country Club Road/ Turnberry Road intersection. This project is planned for 155 single family homes and traffic volume projections anticipate about 1,475 vpd along with 116 trips in the AM peak hour and 155 during the PM peak hour will use Country Club Road.

XI. FUTURE TRAFFIC VOLUMES

Forecasting Methodology

The North Front Range Metropolitan Planning Organization (NFRMPO) travel demand model was used to develop traffic forecasts for Country Club Road and the surrounding area to understand the potential impacts of future developments and surrounding street network improvements. The 2020 base year model results were compared with 2021 traffic counts to calibrate future year (2030 and 2045) model results using the methodology documented in National Cooperative Research Program (NCHRP) Report 765. The traffic forecasts presented in the following sections have been adjusted using this methodology.

Future Land Use

Land use plans for the three future developments (Montava, Waterfield, and Waters Edge West) were compared with the household and employment forecasts in the NFRMPO 2030 and 2045 travel demand models in the relevant transportation analysis zones (TAZs) shown in **Figure 7**. The 2045 land use forecasts in the model align with the planned build-out of the three developments; therefore, no adjustments to the 2045 land use forecasts were needed. Although the 2030 model includes some growth in these development areas, it does not match Montava's first phase of development (Phase G). The first phase of Montava is expected to develop in TAZ 64 with an anticipated 363 dwelling units and no employment. The land use forecasts in the remainder of the Montava zones were brought to current levels.

The residential development is anticipated to occur first in both Waterfield and Waters Edge West. As such, the 2030 land use forecasts were adjusted to retain the residential development in these zones, but the employment estimates were removed since no employment is anticipated for this timeframe. **Table 5** shows the 2030 (adjusted) and 2045 (unadjusted) land use forecasts that are the basis for the Country Club Road traffic forecasts.

Figure 7. Transportation Analysis Zones (TAZs)

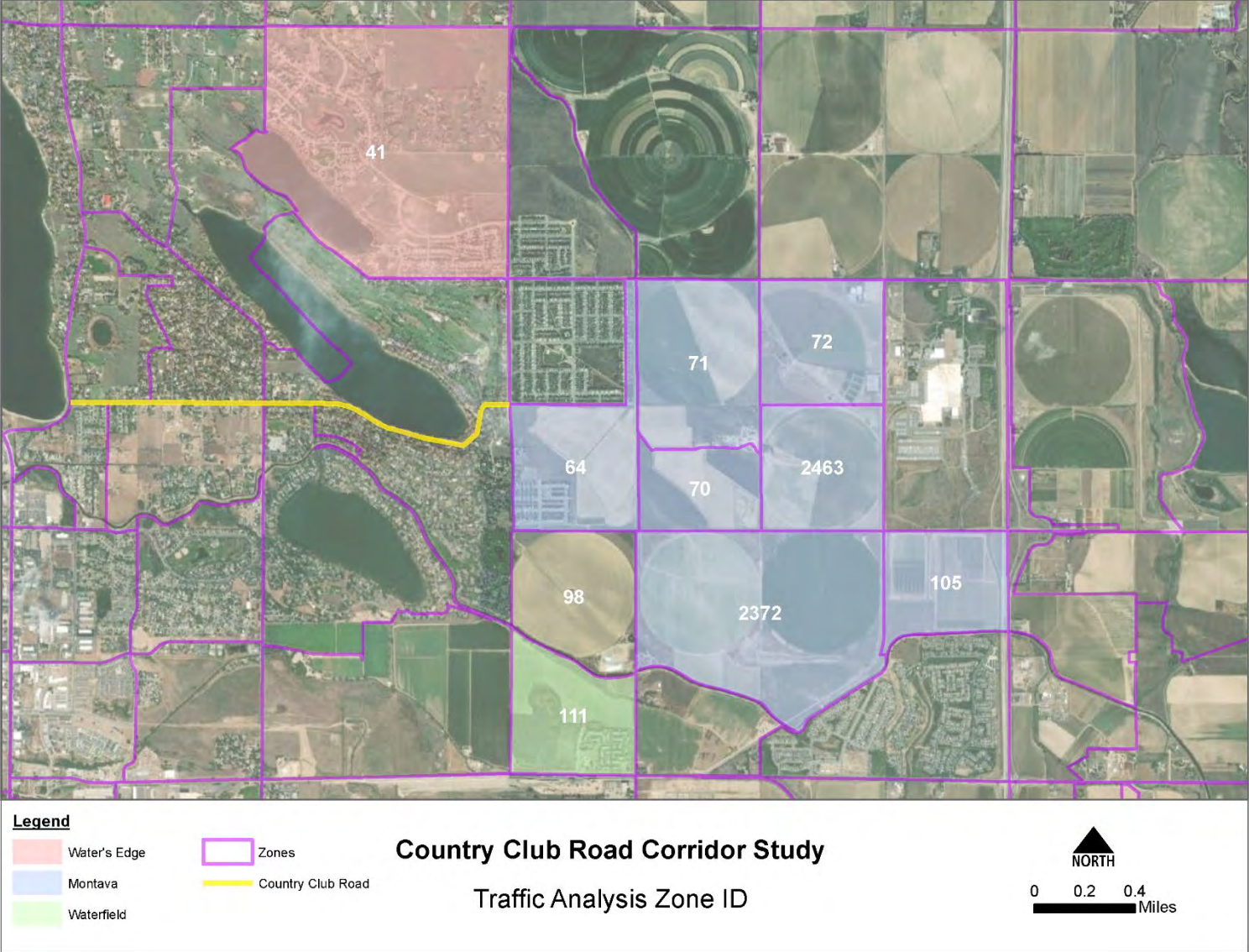


Table 5. Land Use Forecasts

TAZ	2030 (Adjusted)		2045 (Unadjusted)	
	Households	Employment	Households	Employment
Montava				
Zone 64 (Phase G)	363	0	467	76
Zone 70	5	15	301	82
Zone 71	10	85	1277	127
Zone 72	1	76	1140	206
Zone 105	1	88	1	308
Zone 2372	17	139	1504	489
Zone 2463	4	51	3421	138
Water's Edge				
Zone 41	597	0	793	143
Waterfield				
Zone 111	295	0	557	262
Other				
Zone 98	97	247	289	349
Total	1,390	701	9,750	2,180

2030 Traffic Forecasts

The NFRMPO 2030 travel demand model was run using the adjusted household and employment forecasts. No network modifications were made for this model run. Following are the highlights of the model results:

- Daily traffic forecasts on Country Club Road west of Lemay Avenue are expected to increase to 4,700 vpd, a 200 vpd increase over current traffic levels (approximately 4,500 vpd). The regional model is necessarily generalized and does not account for highly localized travel patterns. Country Club Road may experience some additional traffic generated by Montava Phase G for trips accessing Tavelli Elementary School (south of Country Club Road along Lemay Avenue) and the nearest grocery store (King Soopers) along College Avenue at Willox Lane. The model forecasts were adjusted to account for these anticipated travel patterns, in a manner consistent with the Montava Phase G Transportation Impact Study (December 2021).
- East of Lemay Avenue, daily traffic forecasts are expected to increase to 8,000 vpd (compared to 6,700 today; approximately 20 percent additional traffic).
- The model shows that approximately seven percent of the traffic from Zone 64 (Montava Phase G) is expected to use Country Club Road. The prominent travel pattern for Montava trips that use Country Club Road is west from Turnberry Road, and south on Lemay Avenue into Fort Collins, along with the reciprocal movements. However, due to the localized travel patterns noted above, we concur with the 10% assumption used in the Montava Phase G study.

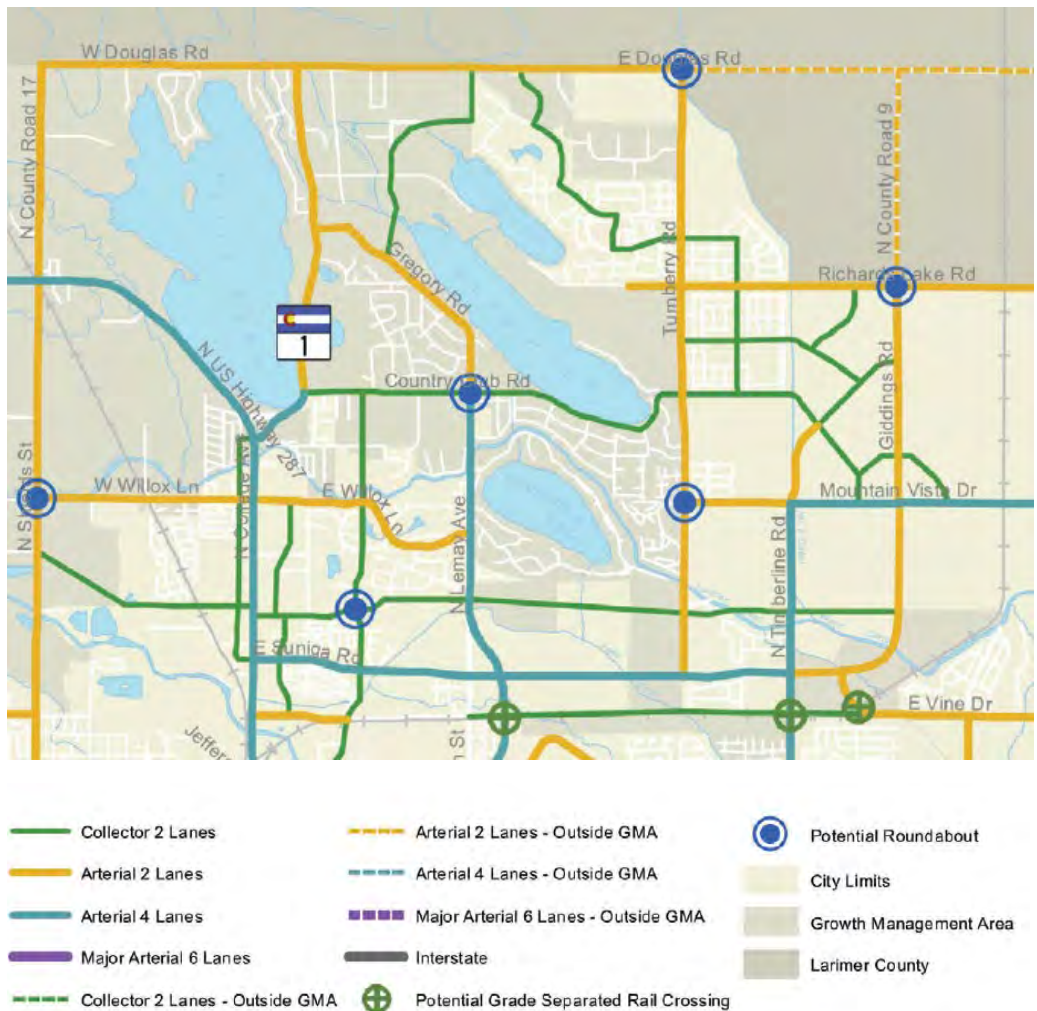
These estimates of traffic volume levels imply that Country Club Road has sufficient capacity to accommodate the projected growth in vehicular traffic due to surrounding developments for the 2030 time period.

2045 Traffic Forecasts

Two model runs were conducted using the NFRMPO 2045 travel demand model. As noted above, no adjustments were made to the household and employment forecasts since the future development plans are adequately accounted for in the model land use forecasts. Scenario 1 assumes the existing street network in the surrounding area, while Scenario 2 assumes completion of the street network as planned in the Fort Collins Master Street Plan (shown in Figure 8), which includes:

- Turnberry Road extension from Mountain Vista Drive to Suniga Road
- Extension of Conifer Street from Timberline Road to Giddings Road
- Suniga Road completion from Timberline Road to Giddings Road
- Giddings Road construction from Mountain Vista Drive to Suniga Road
- Redwood Court extension from Willox Lane to Country Club Road

Figure 8. Fort Collins Master Street Plan (Inset)



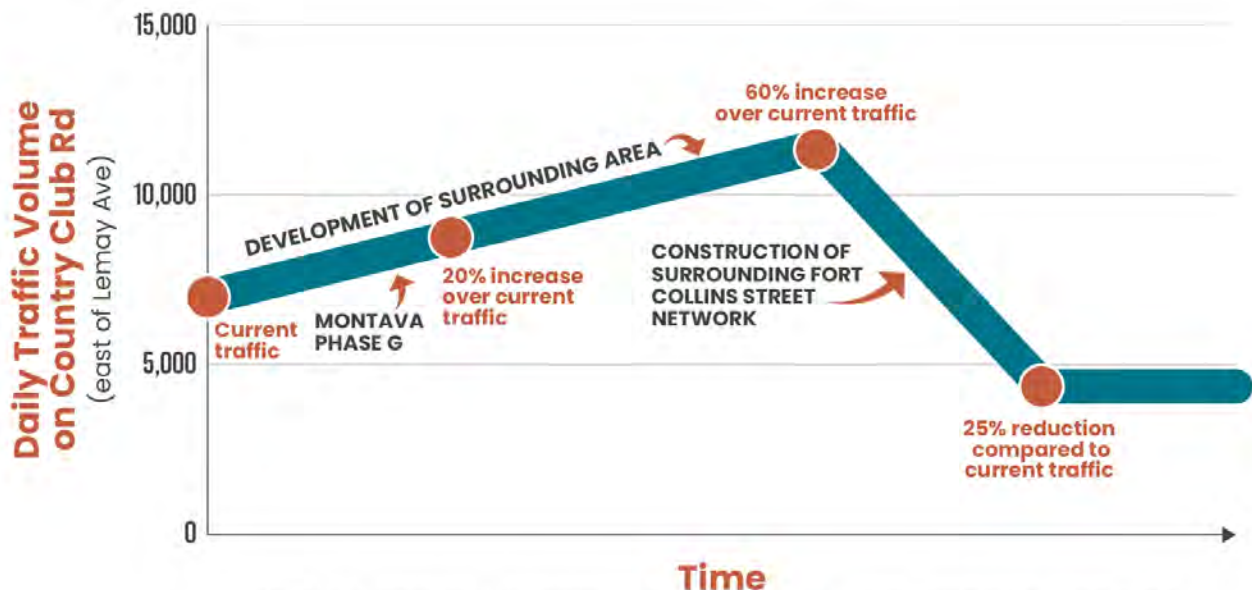
Following are the highlights of the results from the two 2045 model runs:

- The Scenario 1 (no street network additions) daily traffic forecasts on Country Club Road west of Lemay Avenue are expected to increase to approximately 6,600 vpd, a nearly 50 percent increase over the current traffic level of 4,500 vpd.
- East of Lemay Avenue, Scenario 1 daily traffic forecasts on Country Club Road are expected to increase to 10,900 vpd compared to 6,700 today which is an increase of over 60 percent. Based on Larimer County's 2017 Transportation Master Plan (Table 15), the daily capacity of a two-lane road with 12' travel lanes and 2' shoulders in the urban context (typical of Country Club Road) is 10,700 vpd. This suggests that congestion and delay may be experienced for some time periods along the corridor and the traffic demand along Country Club Road would be at the capacity of the road.
- The additional network connectivity associated with the Fort Collins Master Street Plan will offer more direct and convenient travel options for drivers which is expected to reduce trips on Country Club Road both to the east and west of Lemay Avenue. Scenario 2 (with the network additions) projects traffic volumes of 4,300 vpd west of Lemay Avenue (a 4 percent reduction from current traffic levels) and 4,900 vpd east of Lemay Avenue (a 27 percent reduction from current traffic levels).

Summary of Findings

The traffic generated by the new developments in the surrounding area will increase traffic on Country Club Road east of Lemay Avenue significantly. The construction of the surrounding street network, as planned in the Fort Collins Master Street Plan, will more than offset the traffic impacts of the development activity. The timing of development and of the street network construction are uncertain. Figure 9 depicts the increase in traffic over time as development occurs, followed by the decrease associated with the street network completion. If the street network completion were to occur concurrently with the development, the traffic volumes on Country Club Road would not reach the peak of 10,900 vpd. The traffic forecast analysis underscores the need to complete the Turnberry Road extension and the other street network improvements to offset the impacts of development in the area.

Figure 9. Daily Traffic Forecasts over Time



(NOTE: Timing of development & street network construction is uncertain)

APPENDIX EC-1. RECORDED TRAFFIC VOLUMES



(303) 216-2439
www.alltrafficdata.net

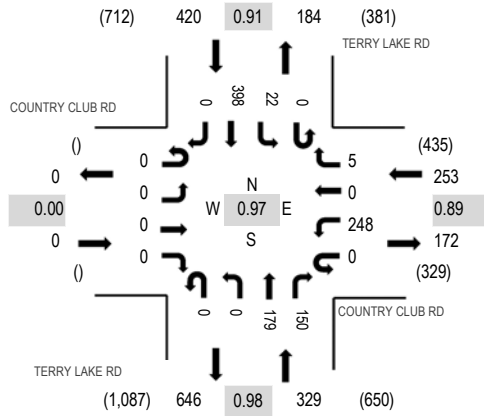
Location: 3 TERRY LAKE RD & COUNTRY CLUB RD AM

Date: Wednesday, November 10, 2021

Peak Hour: 07:45 AM - 08:45 AM

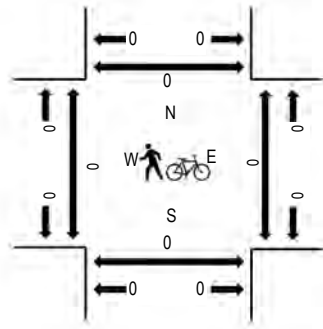
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	COUNTRY CLUB RD Eastbound				COUNTRY CLUB RD Westbound				TERRY LAKE RD Northbound				TERRY LAKE 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
7:30 AM	0	0	0	0	0	67	0	4	0	0	37	24	0	4	101	0	237	981	0	0	0	0
7:45 AM	0	0	0	0	0	63	0	2	0	0	39	28	0	3	115	0	250	1,002	0	0	0	0
8:00 AM	0	0	0	0	0	63	0	1	0	0	33	50	0	6	84	0	237	954	0	0	0	0
8:15 AM	0	0	0	0	0	52	0	1	0	0	58	31	0	5	110	0	257	901	0	0	0	0
8:30 AM	0	0	0	0	0	70	0	1	0	0	49	41	0	8	89	0	258	816	0	0	0	0
8:45 AM	0	0	0	0	0	39	0	4	0	0	47	43	0	7	62	0	202		0	0	0	0
9:00 AM	0	0	0	0	0	30	0	3	0	0	53	39	0	3	56	0	184		0	1	0	0
9:15 AM	0	0	0	0	0	31	0	4	0	0	45	33	0	4	55	0	172		0	0	0	0
Count Total	0	0	0	0	0	415	0	20	0	0	361	289	0	40	672	0	1,797		0	1	0	0
Peak Hour	0	0	0	0	0	248	0	5	0	0	179	150	0	22	398	0	1,002		0	0	0	0



(303) 216-2439
www.alltrafficdata.net

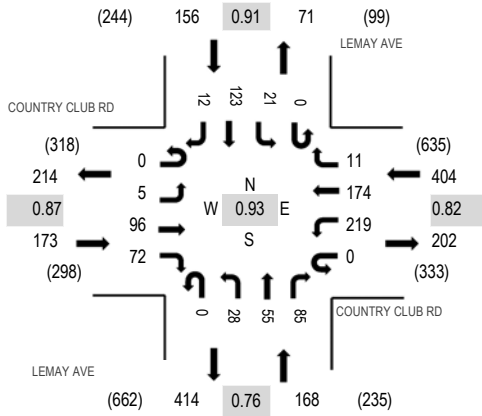
Location: 4 LEMAY AVE & COUNTRY CLUB RD AM

Date: Wednesday, November 10, 2021

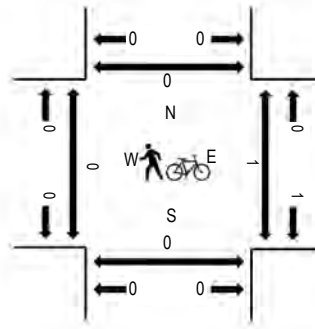
Peak Hour: 08:30 AM - 09:30 AM

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	COUNTRY CLUB RD Eastbound				COUNTRY CLUB RD Westbound				LEMAY AVE Northbound				LEMAY AVE 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
7:30 AM	0	2	21	4	0	19	20	1	0	2	4	6	0	1	8	1	89	511	0	0	0	0
7:45 AM	0	0	23	7	0	27	20	0	0	5	4	7	0	6	16	0	115	663	0	0	0	0
8:00 AM	0	0	21	10	0	35	22	1	0	0	4	9	0	2	18	0	122	787	0	0	0	0
8:15 AM	0	1	17	19	0	54	30	2	0	3	9	14	0	4	31	1	185	892	0	0	0	0
8:30 AM	0	0	19	19	0	78	43	2	0	9	9	19	0	6	33	4	241	901	0	0	0	0
8:45 AM	0	2	24	20	0	55	41	2	0	11	14	30	0	3	35	2	239		0	0	0	0
9:00 AM	0	0	30	20	0	44	47	4	0	5	17	22	0	8	28	2	227		0	1	0	0
9:15 AM	0	3	23	13	0	42	43	3	0	3	15	14	0	4	27	4	194		0	0	0	0
Count Total	0	8	178	112	0	354	266	15	0	38	76	121	0	34	196	14	1,412		0	1	0	0
Peak Hour	0	5	96	72	0	219	174	11	0	28	55	85	0	21	123	12	901		0	1	0	0



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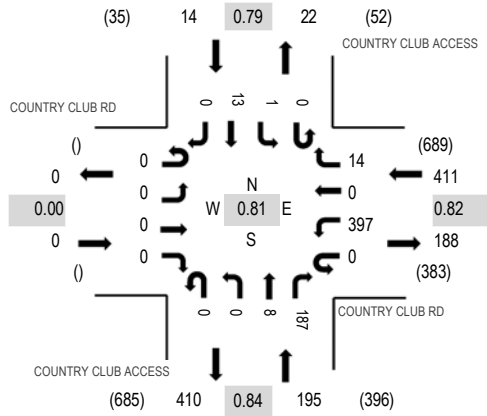
Location: 5 COUNTRY CLUB ACCESS & COUNTRY CLUB RD AM

Date: Wednesday, November 10, 2021

Peak Hour: 07:45 AM - 08:45 AM

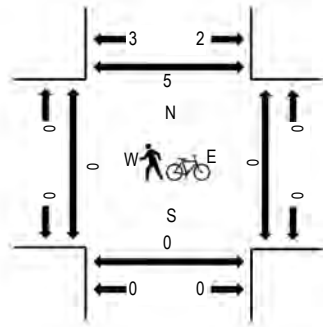
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	COUNTRY CLUB RD Eastbound				COUNTRY CLUB RD Westbound				COUNTRY CLUB ACCESS Northbound				COUNTRY CLUB ACCESS 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
7:30 AM	0	0	0	0	0	117	0	1	0	0	1	48	0	2	6	0	175	604	0	0	0	0
7:45 AM	0	0	0	0	0	96	0	7	0	0	1	43	0	0	1	0	148	620	0	0	0	0
8:00 AM	0	0	0	0	0	82	0	2	0	0	4	55	0	0	6	0	149	600	0	0	0	0
8:15 AM	0	0	0	0	0	97	0	1	0	0	2	31	0	1	0	0	132	547	0	0	0	0
8:30 AM	0	0	0	0	0	122	0	4	0	0	1	58	0	0	6	0	191	516	0	0	0	5
8:45 AM	0	0	0	0	0	54	0	6	0	0	9	55	0	2	2	0	128		0	0	0	2
9:00 AM	0	0	0	0	0	46	0	4	0	0	1	40	0	4	1	0	96		0	0	0	1
9:15 AM	0	0	0	0	0	48	0	2	0	0	6	41	0	3	1	0	101		0	0	0	2
Count Total	0	0	0	0	0	662	0	27	0	0	25	371	0	12	23	0	1,120		0	0	0	10
Peak Hour	0	0	0	0	0	397	0	14	0	0	8	187	0	1	13	0	620		0	0	0	5



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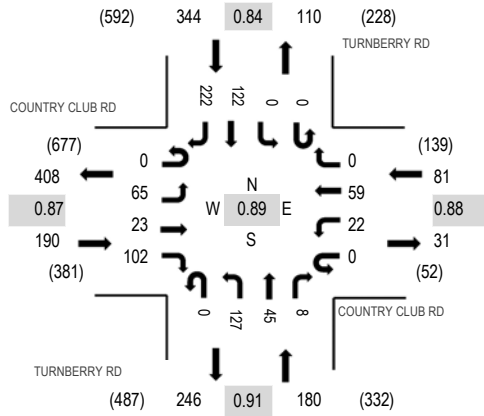
Location: 6 TURNBERRY RD & COUNTRY CLUB RD AM

Date: Wednesday, November 10, 2021

Peak Hour: 07:45 AM - 08:45 AM

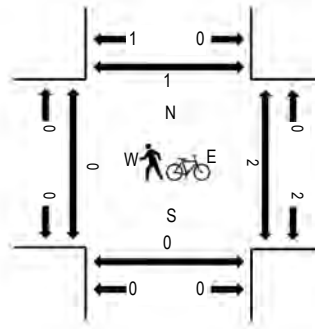
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	COUNTRY CLUB RD Eastbound				COUNTRY CLUB RD Westbound				TURNBERRY RD Northbound				TURNBERRY 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
7:30 AM	0	10	0	37	0	9	11	0	0	29	8	0	0	0	34	73	211	782	0	1	0	0
7:45 AM	0	11	5	30	0	5	18	0	0	29	9	1	0	0	42	57	207	795	0	0	0	0
8:00 AM	0	24	8	23	0	7	15	0	0	20	17	2	0	0	29	48	193	757	0	0	0	0
8:15 AM	0	9	2	20	0	6	9	0	0	36	11	2	0	0	23	53	171	713	0	2	0	0
8:30 AM	0	21	8	29	0	4	17	0	0	42	8	3	0	0	28	64	224	662	0	0	0	1
8:45 AM	0	25	4	26	0	6	6	0	0	26	11	3	0	0	35	27	169		0	0	0	0
9:00 AM	0	24	3	19	0	6	7	0	0	29	19	2	0	0	21	19	149		0	0	0	0
9:15 AM	0	11	7	25	0	7	6	0	0	13	10	2	0	0	16	23	120		0	2	0	0
Count Total	0	135	37	209	0	50	89	0	0	224	93	15	0	0	228	364	1,444		0	5	0	1
Peak Hour	0	65	23	102	0	22	59	0	0	127	45	8	0	0	122	222	795		0	2	0	1



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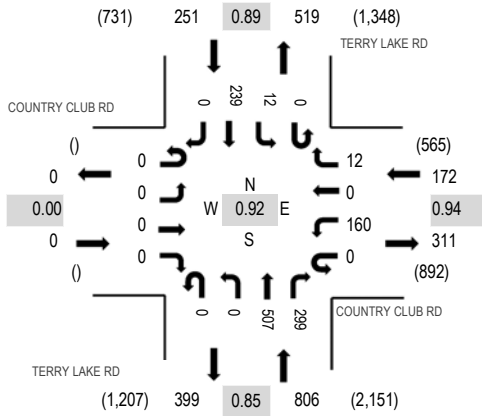
Location: 3 TERRY LAKE RD & COUNTRY CLUB RD PM

Date: Wednesday, November 10, 2021

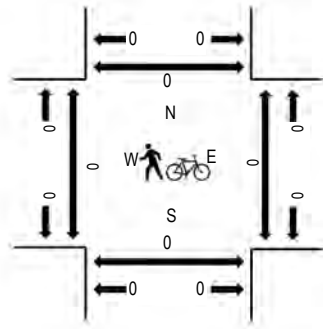
Peak Hour: 04:15 PM - 05:15 PM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	COUNTRY CLUB RD Eastbound				COUNTRY CLUB RD Westbound				TERRY LAKE RD Northbound				TERRY LAKE 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
3:00 PM	0	0	0	0	0	47	0	0	0	0	83	85	0	6	56	0	277	1,114	0	0	0	0
3:15 PM	0	0	0	0	0	41	0	3	0	0	67	56	0	6	61	0	234	1,123	0	0	0	0
3:30 PM	0	0	0	0	0	53	0	4	0	0	96	70	0	6	70	0	299	1,224	0	0	0	0
3:45 PM	0	0	0	0	0	56	0	4	0	0	112	75	0	3	54	0	304	1,201	0	0	0	0
4:00 PM	0	0	0	0	0	54	0	5	0	0	105	64	0	6	52	0	286	1,201	0	0	0	0
4:15 PM	0	0	0	0	0	46	0	3	0	0	150	87	0	3	46	0	335	1,229	0	0	0	0
4:30 PM	0	0	0	0	0	37	0	1	0	0	98	78	0	2	60	0	276	1,219	0	0	0	0
4:45 PM	0	0	0	0	0	32	0	5	0	0	127	66	0	2	72	0	304	1,205	0	0	0	0
5:00 PM	0	0	0	0	0	45	0	3	0	0	132	68	0	5	61	0	314	1,132	0	0	0	0
5:15 PM	0	0	0	0	0	44	0	6	0	0	129	84	0	3	59	0	325		0	0	0	0
5:30 PM	0	0	0	0	0	32	0	8	0	0	117	59	0	1	45	0	262		0	0	0	0
5:45 PM	0	0	0	0	0	33	0	3	0	0	87	56	0	1	51	0	231		0	0	0	0
Count Total	0	0	0	0	0	520	0	45	0	0	1,303	848	0	44	687	0	3,447		0	0	0	0
Peak Hour	0	0	0	0	0	160	0	12	0	0	507	299	0	12	239	0	1,229		0	0	0	0



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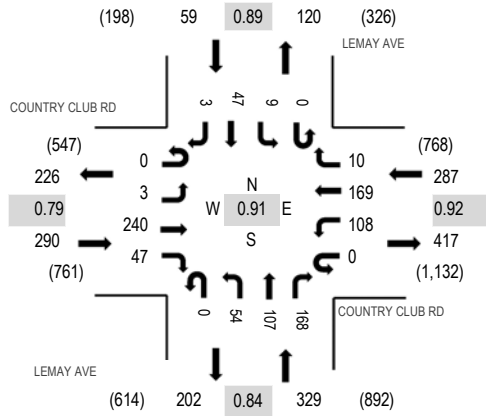
Location: 4 LEMAY AVE & COUNTRY CLUB RD PM

Date: Wednesday, November 10, 2021

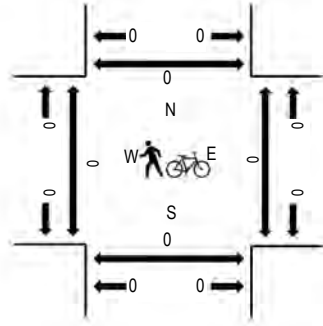
Peak Hour: 04:30 PM - 05:30 PM

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	COUNTRY CLUB RD Eastbound				COUNTRY CLUB RD Westbound				LEMAY AVE Northbound				LEMAY AVE 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
3:00 PM	0	0	31	7	0	22	21	1	0	10	16	36	0	0	14	1	159	709	0	0	0	0
3:15 PM	0	2	29	9	0	27	23	2	0	7	22	24	0	1	9	1	156	789	0	0	0	0
3:30 PM	0	1	37	14	0	29	37	2	0	12	20	28	0	4	13	0	197	870	0	0	0	0
3:45 PM	0	2	38	12	0	26	20	1	0	16	15	44	0	3	19	1	197	911	0	0	0	0
4:00 PM	0	0	79	15	0	29	38	1	0	1	17	38	0	11	9	1	239	947	0	2	0	0
4:15 PM	0	2	47	12	0	31	31	7	0	13	30	40	0	6	16	2	237	936	1	2	0	0
4:30 PM	0	2	56	12	0	27	39	2	0	16	31	42	0	6	5	0	238	965	0	0	0	0
4:45 PM	0	1	60	12	0	24	55	1	0	8	14	40	0	1	15	2	233	958	0	0	0	0
5:00 PM	0	0	50	12	0	34	38	4	0	13	26	34	0	1	15	1	228	963	0	0	0	0
5:15 PM	0	0	74	11	0	23	37	3	0	17	36	52	0	1	12	0	266		0	0	0	0
5:30 PM	0	2	69	6	0	31	29	4	0	8	26	42	0	1	12	1	231		0	0	0	0
5:45 PM	0	1	47	9	0	30	35	4	0	12	28	58	0	2	11	1	238		0	0	0	0
Count Total	0	13	617	131	0	333	403	32	0	133	281	478	0	37	150	11	2,619		1	4	0	0
Peak Hour	0	3	240	47	0	108	169	10	0	54	107	168	0	9	47	3	965		0	0	0	0



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Location: 5 COUNTRY CLUB ACCESS & COUNTRY CLUB RD PM

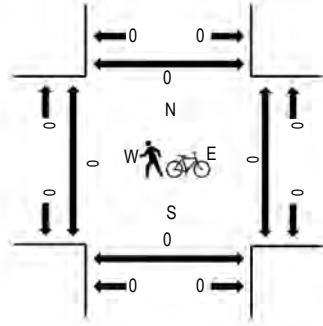
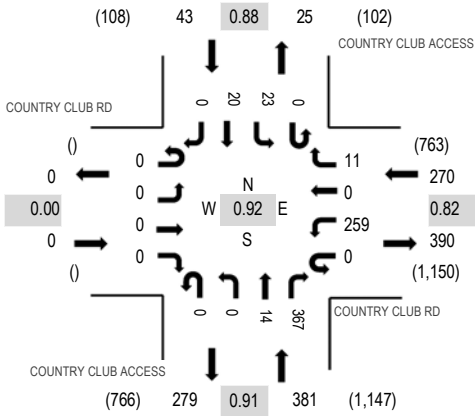
Date: Wednesday, November 10, 2021

Peak Hour: 03:00 PM - 04:00 PM

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

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	COUNTRY CLUB RD Eastbound				COUNTRY CLUB RD Westbound			COUNTRY CLUB ACCESS Northbound				COUNTRY CLUB ACCESS 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	
3:00 PM	0	0	0	0	0	76	0	6	0	0	3	94	0	4	6	0	189	694	0	0	0	0
3:15 PM	0	0	0	0	0	62	0	2	0	0	4	91	0	3	5	0	167	676	0	0	0	0
3:30 PM	0	0	0	0	0	51	0	0	0	0	6	97	0	7	6	0	167	678	0	0	0	0
3:45 PM	0	0	0	0	0	70	0	3	0	0	1	85	0	9	3	0	171	687	0	0	0	0
4:00 PM	0	0	0	0	0	62	0	1	0	0	2	93	0	7	6	0	171	677	0	0	0	0
4:15 PM	0	0	0	0	0	57	0	4	0	0	3	99	0	5	1	0	169	655	0	0	0	1
4:30 PM	0	0	0	0	0	56	0	3	0	0	6	102	0	2	7	0	176	675	0	0	0	0
4:45 PM	0	0	0	0	0	66	0	6	0	0	3	81	0	3	2	0	161	662	0	0	0	0
5:00 PM	0	0	0	0	0	56	0	5	0	0	8	69	0	5	6	0	149	647	0	0	0	1
5:15 PM	0	0	0	0	0	64	0	5	0	0	3	110	0	6	1	0	189		0	0	0	0
5:30 PM	0	0	0	0	0	49	0	0	0	0	5	100	0	5	4	0	163		0	0	0	0
5:45 PM	0	0	0	0	0	47	0	12	0	0	11	71	0	2	3	0	146		0	0	0	0
Count Total	0	0	0	0	0	716	0	47	0	0	55	1,092	0	58	50	0	2,018		0	0	0	2
Peak Hour	0	0	0	0	0	259	0	11	0	0	14	367	0	23	20	0	694		0	0	0	0



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Location: 6 TURNBERRY RD & COUNTRY CLUB RD PM

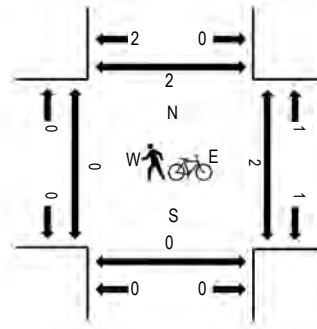
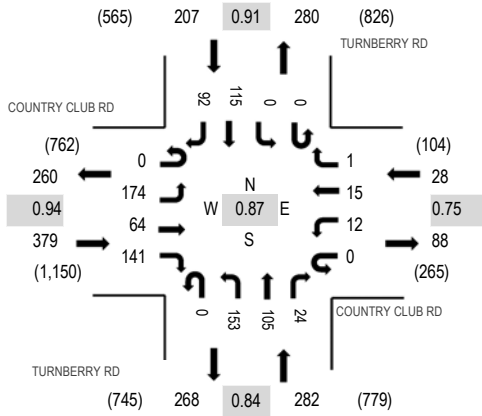
Date: Wednesday, November 10, 2021

Peak Hour: 04:30 PM - 05:30 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	COUNTRY CLUB RD Eastbound				COUNTRY CLUB RD Westbound				TURNBERRY RD Northbound				TURNBERRY 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
3:00 PM	0	38	22	39	0	2	5	0	0	43	17	5	0	0	16	35	222	881	0	0	0	0
3:15 PM	0	42	7	45	0	2	11	0	0	26	25	6	0	1	20	25	210	875	0	0	0	0
3:30 PM	0	46	21	37	0	4	3	0	0	25	32	6	0	1	24	27	226	874	0	0	0	0
3:45 PM	0	40	8	46	0	5	7	0	0	38	29	7	0	0	19	24	223	882	0	0	0	2
4:00 PM	0	40	21	39	0	7	9	0	0	34	20	3	0	0	20	23	216	872	0	0	0	0
4:15 PM	0	46	21	34	0	1	4	0	0	30	20	3	0	0	25	25	209	847	0	0	0	1
4:30 PM	0	55	12	40	0	2	5	0	0	33	26	4	0	0	35	22	234	896	0	0	0	0
4:45 PM	0	35	17	33	0	5	2	1	0	48	23	5	0	0	24	20	213	871	0	0	0	0
5:00 PM	0	31	12	30	0	1	7	0	0	33	22	4	0	0	28	23	191	845	0	1	0	2
5:15 PM	0	53	23	38	0	4	1	0	0	39	34	11	0	0	28	27	258		0	0	0	0
5:30 PM	0	48	24	34	0	5	3	0	0	23	30	7	0	0	14	21	209		1	0	0	2
5:45 PM	0	39	10	24	0	1	7	0	0	30	34	4	0	0	14	24	187		0	0	0	0
Count Total	0	513	198	439	0	39	64	1	0	402	312	65	0	2	267	296	2,598		1	1	0	7
Peak Hour	0	174	64	141	0	12	15	1	0	153	105	24	0	0	115	92	896		0	1	0	2

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Date Start: 10-Nov-21
Site Code: 1
Station ID: 1
COUNTRY CLUB RD E.O. SAGE DR

EB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total	85th Percent	95th Percent
	15	20	25	30	35	40	45	50	55	60	65	70	75					
11/10/21	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	6	35	38
01:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	32	34
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	34	34
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	1	2	3	3	1	1	0	0	0	0	0	0	0	0	11	36	42
05:00	0	0	5	17	9	2	1	0	0	0	0	0	0	0	0	34	33	38
06:00	0	0	26	48	8	0	0	0	0	0	0	0	0	0	0	82	29	32
07:00	6	2	32	61	21	1	0	0	0	0	0	0	0	0	0	123	30	33
08:00	22	4	47	112	20	1	0	0	0	0	0	0	0	0	0	206	29	32
09:00	8	4	40	75	14	0	0	0	0	0	0	0	0	0	0	141	29	32
10:00	2	0	36	97	24	1	0	0	0	0	0	0	0	0	1	161	30	33
11:00	6	1	31	117	19	1	0	0	0	0	0	0	0	0	0	175	29	32
12 PM	3	1	39	111	26	1	0	0	0	0	0	0	0	0	0	181	29	33
13:00	3	3	43	75	22	0	0	0	0	0	0	0	0	0	0	146	30	33
14:00	2	3	31	73	14	0	0	0	0	0	0	0	0	0	0	123	29	32
15:00	43	9	73	127	28	0	0	0	0	0	0	0	0	0	0	280	29	32
16:00	4	3	62	151	26	0	0	0	0	0	0	0	0	0	0	246	29	32
17:00	1	1	62	195	46	0	0	0	0	0	0	0	0	0	0	305	30	33
18:00	5	3	28	97	14	0	0	0	0	0	0	0	0	0	0	147	29	32
19:00	6	5	26	50	9	0	0	0	0	0	0	0	0	0	0	96	29	32
20:00	2	6	11	55	8	0	0	0	0	0	0	0	0	0	0	82	29	32
21:00	2	3	8	36	4	0	0	0	0	0	0	0	0	0	0	53	29	31
22:00	2	8	7	20	5	0	0	0	0	0	0	0	0	0	0	42	29	32
23:00	3	1	3	9	0	0	0	0	0	0	0	0	0	0	0	16	28	29
Total	120	58	613	1533	325	9	2	0	0	0	0	0	0	0	1	2661		
Percent	4.5%	2.2%	23.0%	57.6%	12.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	11:00	10:00	05:00	04:00								10:00	08:00		
Vol.	22	4	47	117	24	2	1								1	206		
PM Peak	15:00	15:00	15:00	17:00	17:00	12:00										17:00		
Vol.	43	9	73	195	46	1										305		
Grand Total	120	58	613	1533	325	9	2	0	0	0	0	0	0	0	1	2661		
Percent	4.5%	2.2%	23.0%	57.6%	12.2%	0.3%	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 : 33 MPH

Statistics
10 MPH Pace Speed : 21-30 MPH
Number in Pace : 2146
Percent in Pace : 80.6%
Number of Vehicles > 55 MPH : 1
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 26 MPH

All Traffic Data Services
www.alltrafficdata.net

Date Start: 10-Nov-21
Site Code: 1
Station ID: 1
COUNTRY CLUB RD E.O. SAGE DR

WB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
11/10/21	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	33	34
01:00	0	2	1	3	2	1	0	0	0	0	0	0	0	0	9	34	37
02:00	0	1	1	4	1	0	0	0	0	0	0	0	0	0	7	29	33
03:00	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3	47	49
04:00	0	0	3	2	0	0	0	0	1	0	0	0	0	0	6	50	53
05:00	1	2	6	5	5	2	0	0	0	0	0	0	0	0	21	33	37
06:00	0	1	22	23	15	2	0	2	0	0	0	0	0	0	65	33	36
07:00	5	3	60	70	28	11	1	0	0	0	0	0	0	0	178	32	36
08:00	7	11	94	62	21	2	0	0	0	0	0	0	0	0	197	29	33
09:00	8	7	60	31	12	2	2	2	0	0	0	0	0	0	124	29	34
10:00	3	2	48	36	10	4	1	0	0	0	0	0	0	0	104	29	34
11:00	0	11	56	48	24	3	2	0	0	0	0	0	0	0	144	31	34
12 PM	7	6	81	43	11	4	2	0	1	0	0	0	0	0	155	29	34
13:00	3	16	72	41	13	4	0	0	1	0	0	0	0	0	150	29	34
14:00	2	17	77	42	12	1	0	0	0	0	0	0	0	0	151	28	32
15:00	16	21	89	58	8	2	2	1	0	0	0	0	0	0	197	28	31
16:00	17	21	78	57	8	5	0	1	0	0	0	0	0	0	187	28	32
17:00	5	2	63	68	11	1	1	0	0	0	0	0	0	0	151	29	32
18:00	1	3	52	46	7	1	0	0	0	0	0	0	0	0	110	29	31
19:00	0	3	33	33	3	1	0	0	0	0	0	0	0	0	73	28	30
20:00	1	2	25	30	3	1	1	0	0	0	0	0	0	0	63	29	33
21:00	3	3	11	21	2	2	1	0	0	0	0	0	0	0	43	29	37
22:00	1	1	7	15	4	0	0	0	0	0	0	0	0	0	28	29	33
23:00	1	1	2	11	2	1	2	0	0	0	0	0	0	0	20	35	42
Total	82	137	942	749	203	50	15	7	3	0	0	0	0	0	2188		
Percent	3.7%	6.3%	43.1%	34.2%	9.3%	2.3%	0.7%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	08:00	07:00	07:00	07:00	09:00	06:00	04:00						08:00		
Vol.	8	11	94	70	28	11	2	2	1						197		
PM Peak	16:00	15:00	15:00	17:00	13:00	16:00	12:00	15:00	12:00						15:00		
Vol.	17	21	89	68	13	5	2	1	1						197		
Grand Total	82	137	942	749	203	50	15	7	3	0	0	0	0	0	2188		
Percent	3.7%	6.3%	43.1%	34.2%	9.3%	2.3%	0.7%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 20 MPH
50th Percentile : 24 MPH
85th Percentile : 29 MPH
95th Percentile : 34 MPH

Statistics
10 MPH Pace Speed : 21-30 MPH
Number in Pace : 1691
Percent in Pace : 77.3%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 25 MPH

All Traffic Data Services
www.alltrafficdata.net

Date Start: 13-Nov-21
Site Code: 1
Station ID: 1
COUNTRY CLUB RD E.O. SAGE DR

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
11/13/21	0	0	0	6	8	0	0	0	0	0	0	0	0	0	14	33	34
01:00	0	0	3	3	3	0	0	0	0	0	0	0	0	0	9	32	34
02:00	0	0	1	5	1	1	0	0	0	0	0	0	0	0	8	33	37
03:00	0	0	0	4	2	0	0	0	0	0	0	0	0	0	6	32	34
04:00	0	1	1	9	0	0	0	0	0	0	0	0	0	0	11	29	29
05:00	0	3	3	27	0	0	0	0	0	0	0	0	0	0	33	29	29
06:00	0	6	6	47	0	0	0	0	0	0	0	0	0	0	59	29	29
07:00	0	0	0	111	1	0	0	0	0	0	0	0	0	0	112	29	29
08:00	3	5	10	90	15	2	0	0	0	0	0	0	0	0	125	29	33
09:00	2	1	21	104	29	0	0	0	0	0	0	0	0	0	157	30	33
10:00	4	2	18	120	26	2	0	0	0	1	0	0	0	0	173	30	33
11:00	1	2	36	138	24	0	0	0	0	0	0	0	0	0	201	29	32
12 PM	6	3	14	93	32	3	0	0	0	0	0	0	0	0	151	31	34
13:00	2	2	12	81	42	3	0	0	0	0	0	0	0	0	142	32	34
14:00	5	5	18	136	34	4	0	0	0	0	0	0	0	0	202	31	34
15:00	6	1	23	92	31	2	0	0	0	0	0	0	0	0	155	31	34
16:00	8	1	31	95	36	0	1	0	0	0	0	0	0	0	172	31	33
17:00	1	2	28	87	24	1	0	0	0	0	0	0	0	0	143	30	33
18:00	1	1	21	65	20	3	0	0	0	0	0	0	0	0	111	31	34
19:00	2	5	10	44	15	3	0	0	0	0	0	0	0	0	79	32	34
20:00	36	0	4	49	9	0	0	0	0	0	0	0	0	0	98	29	32
21:00	0	4	10	33	11	0	0	0	0	0	0	0	0	0	58	31	33
22:00	14	2	10	22	7	0	0	0	0	0	0	0	0	0	55	29	33
23:00	5	0	3	25	4	2	0	0	0	0	0	0	0	0	39	30	35
Total	96	46	283	1486	374	26	1	0	0	1	0	0	0	0	2313		
Percent	4.2%	2.0%	12.2%	64.2%	16.2%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	06:00	11:00	11:00	09:00	08:00				10:00					11:00		
Vol.	4	6	36	138	29	2				1					201		
PM Peak	20:00	14:00	16:00	14:00	13:00	14:00	16:00								14:00		
Vol.	36	5	31	136	42	4	1								202		
Grand Total	96	46	283	1486	374	26	1	0	0	1	0	0	0	0	2313		
Percent	4.2%	2.0%	12.2%	64.2%	16.2%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 23 MPH
50th Percentile : 27 MPH
85th Percentile : 30 MPH
95th Percentile : 33 MPH

Statistics
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 1860
Percent in Pace : 80.4%
Number of Vehicles > 55 MPH : 1
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 27 MPH

All Traffic Data Services
www.alltrafficdata.net

Date Start: 13-Nov-21
Site Code: 1
Station ID: 1
COUNTRY CLUB RD E.O. SAGE DR

WB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total	85th Percent	95th Percent
	15	20	25	30	35	40	45	50	55	60	65	70	75					
11/13/21	0	1	1	5	3	0	0	0	0	0	0	0	0	0	0	10	32	34
01:00	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	8	29	32
02:00	0	1	2	4	1	1	0	0	0	0	0	0	0	0	0	9	33	37
03:00	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6	35	38
04:00	0	0	4	3	5	1	0	0	0	0	0	0	0	0	0	13	34	36
05:00	0	0	8	10	16	1	0	0	0	0	0	0	0	0	0	35	33	34
06:00	0	0	2	15	18	6	0	0	0	0	0	0	0	0	0	41	34	38
07:00	2	0	11	16	18	2	0	0	0	0	0	0	0	0	0	49	33	34
08:00	5	2	27	41	15	4	0	0	0	0	0	0	0	0	0	94	31	34
09:00	3	4	49	54	28	6	5	0	0	0	0	0	0	0	0	149	32	37
10:00	9	7	61	66	14	4	1	0	1	0	0	0	0	0	0	163	29	34
11:00	9	11	75	61	16	2	2	0	0	0	0	0	0	0	0	176	29	33
12 PM	7	10	74	58	26	3	0	0	0	0	0	0	0	0	0	178	30	33
13:00	8	12	62	65	21	5	1	2	0	0	0	0	0	0	0	176	30	34
14:00	12	15	81	52	17	4	2	0	0	0	0	0	0	0	0	183	29	34
15:00	7	5	59	60	30	5	7	0	0	0	0	0	0	0	0	173	32	38
16:00	10	12	47	58	29	5	6	0	0	0	0	0	0	0	0	167	32	37
17:00	6	16	51	51	21	2	4	0	0	0	0	0	0	0	0	151	31	34
18:00	5	5	27	35	16	3	1	1	0	0	0	0	0	0	0	93	32	35
19:00	2	3	21	35	18	5	0	1	0	0	0	0	0	0	0	85	33	36
20:00	1	3	13	11	3	0	0	1	0	0	0	0	0	0	0	32	29	34
21:00	1	2	12	21	13	3	0	0	0	0	0	0	0	0	0	52	33	35
22:00	0	3	7	6	6	2	1	0	0	0	0	0	0	0	0	25	34	39
23:00	3	1	3	9	2	1	0	0	0	0	0	0	0	0	0	19	30	35
Total	90	113	701	743	338	66	30	5	1	0	0	0	0	0	0	2087		
Percent	4.3%	5.4%	33.6%	35.6%	16.2%	3.2%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	10:00	09:00	06:00	09:00		10:00							11:00		
Vol.	9	11	75	66	28	6	5		1							176		
PM Peak	14:00	17:00	14:00	13:00	15:00	13:00	15:00	13:00								14:00		
Vol.	12	16	81	65	30	5	7	2								183		
Grand Total	90	113	701	743	338	66	30	5	1	0	0	0	0	0	0	2087		
Percent	4.3%	5.4%	33.6%	35.6%	16.2%	3.2%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 20 MPH
50th Percentile : 25 MPH
85th Percentile : 31 MPH
95th Percentile : 34 MPH

Statistics
10 MPH Pace Speed : 21-30 MPH
Number in Pace : 1444
Percent in Pace : 69.2%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 26 MPH

All Traffic Data Services
www.alltrafficdata.net

Date Start: 10-Nov-21

Site Code: 2

Station ID: 2

COUNTRY CLUB RD E.O. WARREN DR

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
11/10/21	1	0	1	5	0	1	0	0	0	0	0	0	0	0	8	29	37
01:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3	37	39
02:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	29	29
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
04:00	0	0	1	4	4	2	0	0	1	0	0	0	0	0	12	37	51
05:00	0	0	5	19	13	2	1	1	0	0	0	0	0	0	41	34	39
06:00	0	0	16	71	20	1	0	0	0	0	0	0	0	0	108	31	33
07:00	12	0	19	88	39	3	0	0	0	0	0	0	0	0	161	32	34
08:00	15	2	22	129	45	1	0	0	0	0	0	0	0	0	214	31	33
09:00	5	0	12	114	27	1	0	0	0	0	0	0	0	0	159	30	33
10:00	4	0	20	140	25	1	0	0	0	0	0	0	0	1	191	29	33
11:00	6	0	14	155	42	3	0	0	0	0	0	0	0	0	220	31	34
12 PM	5	0	28	158	35	2	0	0	0	0	0	0	0	0	228	30	33
13:00	5	1	36	129	29	1	0	0	0	0	0	0	0	0	201	29	33
14:00	3	0	25	179	22	0	1	0	0	0	0	0	0	0	230	29	32
15:00	11	1	59	273	34	2	0	0	0	0	0	0	0	0	380	29	32
16:00	15	0	64	277	46	0	0	0	0	0	0	0	0	0	402	29	32
17:00	12	1	71	286	19	0	0	0	0	0	0	0	0	0	389	29	29
18:00	3	1	16	159	37	1	0	0	0	0	0	0	0	0	217	30	33
19:00	1	0	18	83	22	4	0	0	0	0	0	0	0	0	128	31	34
20:00	5	2	8	70	18	1	0	0	0	0	0	0	0	0	104	30	33
21:00	1	0	3	69	13	1	0	0	0	0	0	0	0	0	87	30	33
22:00	0	0	0	21	17	3	0	0	0	0	0	0	0	0	41	34	36
23:00	0	0	0	11	4	0	0	0	0	0	0	0	0	0	15	32	34
Total	104	8	439	2443	513	31	2	1	1	0	0	0	0	1	3543		
Percent	2.9%	0.2%	12.4%	69.0%	14.5%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	11:00	08:00	07:00	05:00	05:00	04:00						10:00	11:00	
Vol.	15	2	22	155	45	3	1	1	1						1	220	
PM Peak	16:00	20:00	17:00	17:00	16:00	19:00	14:00									16:00	
Vol.	15	2	71	286	46	4	1									402	
Grand Total	104	8	439	2443	513	31	2	1	1	0	0	0	0	1	3543		
Percent	2.9%	0.2%	12.4%	69.0%	14.5%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 24 MPH
 50th Percentile : 27 MPH
 85th Percentile : 30 MPH
 95th Percentile : 33 MPH

Statistics
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 2956
 Percent in Pace : 83.4%
 Number of Vehicles > 55 MPH : 1
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 28 MPH

All Traffic Data Services
www.alltrafficdata.net

Date Start: 10-Nov-21

Site Code: 2

Station ID: 2

COUNTRY CLUB RD E.O. WARREN DR

WB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	85th Percent	95th Percent	
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total		
11/10/21	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	32	34
01:00	0	0	0	3	4	0	0	0	0	0	0	0	0	0	7	33	34
02:00	0	0	3	3	2	1	0	0	0	0	0	0	0	0	9	34	37
03:00	0	0	1	2	0	1	0	0	0	0	0	0	0	0	4	37	39
04:00	0	0	2	4	3	1	1	0	0	0	0	0	0	0	11	36	42
05:00	0	0	5	23	11	1	2	0	0	0	0	0	0	0	42	33	39
06:00	1	0	19	55	23	2	0	0	0	0	0	0	0	0	100	32	34
07:00	11	3	94	189	39	5	0	0	0	0	0	0	0	0	341	29	33
08:00	8	2	101	195	51	6	0	0	0	0	0	0	0	0	363	30	33
09:00	4	0	43	100	36	2	0	1	0	0	0	0	0	0	186	31	34
10:00	8	0	57	81	23	4	0	0	0	0	0	0	0	0	173	30	33
11:00	6	1	59	93	27	4	2	0	0	0	0	0	0	0	192	30	34
12 PM	4	3	63	108	26	1	1	0	0	0	0	0	0	0	206	29	33
13:00	3	1	58	105	33	4	0	0	0	0	0	0	0	0	204	30	34
14:00	11	1	59	117	17	2	1	0	0	0	0	0	0	0	208	29	32
15:00	12	4	72	140	36	3	0	0	0	0	0	0	0	0	267	29	33
16:00	16	7	74	122	29	3	2	0	0	0	0	0	0	0	253	29	33
17:00	7	0	43	116	52	6	1	0	0	0	0	0	0	0	225	32	34
18:00	2	0	41	93	33	4	0	0	0	0	0	0	0	0	173	31	34
19:00	2	0	15	50	17	2	0	0	0	0	0	0	0	0	86	31	34
20:00	3	1	20	36	14	6	0	0	1	0	0	0	0	0	81	33	37
21:00	2	0	7	16	8	7	0	1	0	0	0	0	0	0	41	36	39
22:00	1	0	5	14	5	3	1	0	0	0	0	0	0	0	29	34	39
23:00	0	0	4	5	2	1	0	0	0	0	0	0	0	0	12	32	36
Total	102	23	845	1671	492	69	11	2	1	0	0	0	0	0	3216		
Percent	3.2%	0.7%	26.3%	52.0%	15.3%	2.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	08:00	08:00	08:00	05:00	09:00								08:00	
Vol.	11	3	101	195	51	6	2	1								363	
PM Peak	16:00	16:00	16:00	15:00	17:00	21:00	16:00	21:00	20:00							15:00	
Vol.	16	7	74	140	52	7	2	1	1							267	
Grand Total	102	23	845	1671	492	69	11	2	1	0	0	0	0	0	3216		
Percent	3.2%	0.7%	26.3%	52.0%	15.3%	2.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 22 MPH
 50th Percentile : 26 MPH
 85th Percentile : 30 MPH
 95th Percentile : 34 MPH

Statistics
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 2516
 Percent in Pace : 78.2%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 27 MPH

All Traffic Data Services
www.alltrafficdata.net

Date Start: 13-Nov-21

Site Code: 2

Station ID: 2

COUNTRY CLUB RD E.O. WARREN DR

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
11/13/21	0	0	0	11	8	1	0	0	0	0	0	0	0	0	20	33	35
01:00	0	0	1	10	3	0	0	0	0	0	0	0	0	0	14	31	33
02:00	0	0	0	4	7	0	0	0	0	0	0	0	0	0	11	33	34
03:00	0	0	0	5	4	0	0	0	0	0	0	0	0	0	9	33	34
04:00	0	0	1	4	4	0	0	0	0	0	0	0	0	0	9	33	34
05:00	0	0	0	11	10	2	0	0	0	0	0	0	0	0	23	34	37
06:00	0	0	8	15	13	0	0	0	0	0	0	0	0	0	36	32	34
07:00	0	0	4	31	19	0	0	0	0	0	0	0	0	0	54	32	34
08:00	8	0	9	67	21	4	1	0	0	0	0	0	0	0	110	32	34
09:00	1	0	16	132	51	3	0	0	0	0	0	0	0	0	203	32	34
10:00	8	4	11	133	53	1	0	0	0	0	0	0	0	0	210	32	34
11:00	13	0	28	160	57	1	0	0	0	0	0	0	0	0	259	31	33
12 PM	3	0	16	179	65	4	0	0	0	0	0	0	0	0	267	32	34
13:00	7	0	9	172	69	4	0	0	0	0	0	0	0	0	261	32	34
14:00	8	0	16	245	87	2	0	0	0	0	0	0	0	0	358	32	34
15:00	7	1	26	159	46	3	0	0	0	0	0	0	0	0	242	31	34
16:00	7	1	24	202	39	2	0	0	0	0	0	0	0	0	275	29	33
17:00	5	2	50	162	38	2	0	0	0	0	0	0	0	0	259	30	33
18:00	4	1	24	125	40	5	0	0	0	0	0	0	0	0	199	31	34
19:00	0	1	10	106	27	2	1	0	0	0	0	0	0	0	147	31	34
20:00	1	0	9	77	34	3	1	0	0	0	0	0	0	0	125	32	34
21:00	2	1	6	62	14	3	0	0	0	0	0	0	0	0	88	31	34
22:00	0	0	4	45	14	2	1	0	0	0	0	0	0	0	66	32	34
23:00	1	0	5	26	7	2	0	0	0	0	0	0	0	0	41	32	34
Total	75	11	277	2143	730	46	4	0	0	0	0	0	0	0	3286		
Percent	2.3%	0.3%	8.4%	65.2%	22.2%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	11:00	11:00	11:00	08:00	08:00								11:00		
Vol.	13	4	28	160	57	4	1								259		
PM Peak	14:00	17:00	17:00	14:00	14:00	18:00	19:00								14:00		
Vol.	8	2	50	245	87	5	1								358		
Grand Total	75	11	277	2143	730	46	4	0	0	0	0	0	0	0	3286		
Percent	2.3%	0.3%	8.4%	65.2%	22.2%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 25 MPH
 50th Percentile : 27 MPH
 85th Percentile : 31 MPH
 95th Percentile : 34 MPH

Statistics
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 2873
 Percent in Pace : 87.4%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 28 MPH

All Traffic Data Services

www.alltrafficdata.net

Date Start: 13-Nov-21

Site Code: 2

Station ID: 2

COUNTRY CLUB RD E.O. WARREN DR

WB

Start Time	1 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	85th Percent	95th Percent
11/13/21	0	0	1	9	3	1	0	0	0	0	0	0	0	0	14	33	36
01:00	0	0	2	9	3	0	0	0	0	0	0	0	0	0	14	31	33
02:00	0	0	1	4	2	1	0	0	0	0	0	0	0	0	8	34	38
03:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4	32	34
04:00	0	0	2	6	3	2	0	0	0	0	0	0	0	0	13	35	38
05:00	0	0	4	7	3	3	0	0	0	0	0	0	0	0	17	35	38
06:00	0	0	8	10	7	4	1	0	0	0	0	0	0	0	30	35	39
07:00	0	0	20	43	21	4	0	0	0	0	0	0	0	0	88	32	34
08:00	7	0	38	99	43	6	2	0	0	0	0	0	0	0	195	32	34
09:00	3	0	31	123	60	8	0	0	0	0	0	0	0	0	225	32	34
10:00	8	1	51	119	39	7	3	0	0	0	0	0	0	0	228	31	34
11:00	8	0	62	148	51	1	0	0	1	0	0	0	0	0	271	31	33
12 PM	4	3	66	126	38	2	2	0	0	0	0	0	0	0	241	30	33
13:00	8	2	43	157	39	6	1	0	0	0	0	0	0	0	256	30	34
14:00	9	1	40	135	53	7	1	0	0	0	0	0	0	0	246	32	34
15:00	4	2	84	121	32	5	1	0	0	0	0	0	0	0	249	30	33
16:00	4	4	65	106	36	2	1	0	0	0	0	0	0	0	218	30	33
17:00	4	4	62	106	31	7	0	0	0	0	0	0	0	0	214	30	34
18:00	1	2	36	66	33	5	1	0	0	0	0	0	0	0	144	32	34
19:00	0	0	35	41	26	7	1	0	0	0	0	0	0	0	110	33	36
20:00	4	0	25	28	12	2	0	0	0	0	0	0	0	0	71	31	34
21:00	2	0	10	30	21	2	0	0	0	0	0	0	0	0	65	33	34
22:00	0	1	9	21	7	1	1	0	0	0	0	0	0	0	40	32	35
23:00	0	0	10	18	13	0	0	0	0	0	0	0	0	0	41	32	34
Total	66	20	706	1534	577	83	15	0	1	0	0	0	0	0	3002		
Percent	2.2%	0.7%	23.5%	51.1%	19.2%	2.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	11:00	11:00	09:00	09:00	10:00		11:00						11:00		
Vol.	8	1	62	148	60	8	3		1						271		
PM Peak	14:00	16:00	15:00	13:00	14:00	14:00	12:00								13:00		
Vol.	9	4	84	157	53	7	2								256		
Grand Total	66	20	706	1534	577	83	15	0	1	0	0	0	0	0	3002		
Percent	2.2%	0.7%	23.5%	51.1%	19.2%	2.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 22 MPH
 50th Percentile : 27 MPH
 85th Percentile : 31 MPH
 95th Percentile : 34 MPH

Statistics
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 2240
 Percent in Pace : 74.6%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 28 MPH

All Traffic Data Services

www.alltrafficdata.net

Date Start: 10-Nov-21

Site Code: 1

Station ID: 1

COUNTRY CLUB RD E.O. SAGE DR

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/10/21	0	3	1	0	1	0	0	0	1	0	0	0	0	6
01:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	8	1	0	1	0	0	0	0	0	0	0	0	11
05:00	0	29	5	0	0	0	0	0	0	0	0	0	0	34
06:00	0	61	16	2	3	0	0	0	0	0	0	0	0	82
07:00	0	104	15	0	1	0	0	3	0	0	0	0	0	123
08:00	3	168	28	1	3	1	0	2	0	0	0	0	0	206
09:00	1	117	19	0	2	1	0	1	0	0	0	0	0	141
10:00	0	137	23	0	1	0	0	0	0	0	0	0	0	161
11:00	0	150	21	0	2	1	0	0	1	0	0	0	0	175
12 PM	0	152	22	1	4	0	0	2	0	0	0	0	0	181
13:00	1	126	16	0	2	1	0	0	0	0	0	0	0	146
14:00	1	92	28	0	2	0	0	0	0	0	0	0	0	123
15:00	0	148	42	0	4	0	0	0	0	0	0	0	0	194
16:00	0	142	28	0	2	1	0	1	0	0	0	0	0	174
17:00	3	188	20	0	1	0	0	0	2	0	0	0	0	214
18:00	1	132	13	0	1	0	0	0	0	0	0	0	0	147
19:00	1	85	9	0	1	0	0	0	0	0	0	0	0	96
20:00	0	75	7	0	0	0	0	0	0	0	0	0	0	82
21:00	0	51	2	0	0	0	0	0	0	0	0	0	0	53
22:00	0	33	9	0	0	0	0	0	0	0	0	0	0	42
23:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
Day Total	12	2018	328	4	31	5	0	9	5	0	0	0	0	2412
Percent	0.5%	83.7%	13.6%	0.2%	1.3%	0.2%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	06:00	06:00	08:00		07:00	00:00					08:00
Vol.	3	168	28	2	3	1		3	1					206
PM Peak	17:00	17:00	15:00	12:00	12:00	13:00		12:00	17:00					17:00
Vol.	3	188	42	1	4	1		2	2					214
Grand Total	12	2018	328	4	31	5	0	9	5	0	0	0	0	2412
Percent	0.5%	83.7%	13.6%	0.2%	1.3%	0.2%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Date Start: 10-Nov-21

Site Code: 1

Station ID: 1

COUNTRY CLUB RD E.O. SAGE DR

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/10/21	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	8	0	0	0	0	0	0	1	0	0	0	0	9
02:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
05:00	0	18	2	0	1	0	0	0	0	0	0	0	0	21
06:00	0	56	7	0	2	0	0	0	0	0	0	0	0	65
07:00	1	155	17	0	2	3	0	0	0	0	0	0	0	178
08:00	6	172	11	0	5	2	0	1	0	0	0	0	0	197
09:00	2	96	19	0	3	4	0	0	0	0	0	0	0	124
10:00	2	92	6	0	3	0	0	1	0	0	0	0	0	104
11:00	3	129	8	0	3	0	0	1	0	0	0	0	0	144
12 PM	5	134	11	0	3	0	0	2	0	0	0	0	0	155
13:00	16	119	9	0	3	1	0	1	1	0	0	0	0	150
14:00	15	130	5	0	0	0	0	1	0	0	0	0	0	151
15:00	14	162	16	0	5	0	0	0	0	0	0	0	0	197
16:00	9	149	22	0	4	2	0	0	1	0	0	0	0	187
17:00	4	130	13	0	1	3	0	0	0	0	0	0	0	151
18:00	2	96	12	0	0	0	0	0	0	0	0	0	0	110
19:00	3	63	7	0	0	0	0	0	0	0	0	0	0	73
20:00	3	53	6	0	0	1	0	0	0	0	0	0	0	63
21:00	2	36	5	0	0	0	0	0	0	0	0	0	0	43
22:00	3	20	5	0	0	0	0	0	0	0	0	0	0	28
23:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
Day Total	90	1852	184	0	36	16	0	7	3	0	0	0	0	2188
Percent	4.1%	84.6%	8.4%	0.0%	1.6%	0.7%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	09:00		08:00	09:00		08:00	01:00					08:00
Vol.	6	172	19		5	4		1	1					197
PM Peak	13:00	15:00	16:00		15:00	17:00		12:00	13:00					15:00
Vol.	16	162	22		5	3		2	1					197
Grand Total	90	1852	184	0	36	16	0	7	3	0	0	0	0	2188
Percent	4.1%	84.6%	8.4%	0.0%	1.6%	0.7%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Date Start: 13-Nov-21

Site Code: 1

Station ID: 1

COUNTRY CLUB RD E.O. SAGE DR

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/13/21	0	13	1	0	0	0	0	0	0	0	0	0	0	14
01:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
02:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
04:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
05:00	0	33	0	0	0	0	0	0	0	0	0	0	0	33
06:00	0	59	0	0	0	0	0	0	0	0	0	0	0	59
07:00	1	111	0	0	0	0	0	0	0	0	0	0	0	112
08:00	1	110	13	0	0	0	0	0	1	0	0	0	0	125
09:00	1	135	20	0	1	0	0	0	0	0	0	0	0	157
10:00	0	148	21	0	2	0	0	2	0	0	0	0	0	173
11:00	1	182	16	0	1	0	0	1	0	0	0	0	0	201
12 PM	1	119	27	1	2	0	0	1	0	0	0	0	0	151
13:00	2	120	13	0	2	1	0	3	0	1	0	0	0	142
14:00	2	164	34	0	1	0	0	0	1	0	0	0	0	202
15:00	0	133	21	0	0	0	0	0	1	0	0	0	0	155
16:00	1	154	15	0	1	0	0	1	0	0	0	0	0	172
17:00	0	123	18	0	2	0	0	0	0	0	0	0	0	143
18:00	0	98	12	0	0	0	0	0	1	0	0	0	0	111
19:00	0	68	10	0	1	0	0	0	0	0	0	0	0	79
20:00	0	92	6	0	0	0	0	0	0	0	0	0	0	98
21:00	0	48	6	1	1	0	0	2	0	0	0	0	0	58
22:00	0	52	3	0	0	0	0	0	0	0	0	0	0	55
23:00	1	33	4	1	0	0	0	0	0	0	0	0	0	39
Day Total	11	2024	245	3	14	1	0	10	4	1	0	0	0	2313
Percent	0.5%	87.5%	10.6%	0.1%	0.6%	0.0%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	10:00		10:00			10:00	08:00					11:00
Vol.	1	182	21		2			2	1					201
PM Peak	13:00	14:00	14:00	12:00	12:00	13:00		13:00	14:00	13:00				14:00
Vol.	2	164	34	1	2	1		3	1	1				202
Grand Total	11	2024	245	3	14	1	0	10	4	1	0	0	0	2313
Percent	0.5%	87.5%	10.6%	0.1%	0.6%	0.0%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Date Start: 13-Nov-21

Site Code: 1

Station ID: 1

COUNTRY CLUB RD E.O. SAGE DR

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/13/21	0	9	1	0	0	0	0	0	0	0	0	0	0	10
01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
03:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
04:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
05:00	2	30	3	0	0	0	0	0	0	0	0	0	0	35
06:00	1	33	5	0	1	1	0	0	0	0	0	0	0	41
07:00	2	40	6	0	0	0	0	0	0	0	0	0	0	48
08:00	3	83	7	0	2	0	0	0	0	0	0	0	0	95
09:00	2	139	6	0	2	0	0	0	0	0	0	0	0	149
10:00	5	153	4	0	0	0	0	1	0	0	0	0	0	163
11:00	5	161	9	0	1	0	0	0	0	0	0	0	0	176
12 PM	6	161	10	0	1	0	0	0	0	0	0	0	0	178
13:00	7	158	7	0	2	0	0	2	0	0	0	0	0	176
14:00	13	165	2	0	0	1	0	1	1	0	0	0	0	183
15:00	10	152	10	0	0	0	0	0	1	0	0	0	0	173
16:00	7	154	6	0	0	0	0	0	0	0	0	0	0	167
17:00	7	136	7	0	0	0	0	0	1	0	0	0	0	151
18:00	5	84	3	0	0	0	0	1	0	0	0	0	0	93
19:00	1	81	2	0	1	0	0	0	0	0	0	0	0	85
20:00	3	29	0	0	0	0	0	0	0	0	0	0	0	32
21:00	1	49	1	0	0	1	0	0	0	0	0	0	0	52
22:00	0	23	2	0	0	0	0	0	0	0	0	0	0	25
23:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
Day Total	80	1889	96	0	11	3	0	5	3	0	0	0	0	2087
Percent	3.8%	90.5%	4.6%	0.0%	0.5%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00		08:00	06:00		10:00						11:00
Vol.	5	161	9		2	1		1						176
PM Peak	14:00	14:00	12:00		13:00	14:00		13:00	14:00					14:00
Vol.	13	165	10		2	1		2	1					183
Grand Total	80	1889	96	0	11	3	0	5	3	0	0	0	0	2087
Percent	3.8%	90.5%	4.6%	0.0%	0.5%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Date Start: 10-Nov-21

Site Code: 2

Station ID: 2

COUNTRY CLUB RD E.O. WARREN DR

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/10/21	0	6	1	0	1	0	0	0	0	0	0	0	0	8
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
05:00	0	31	9	0	1	0	0	0	0	0	0	0	0	41
06:00	0	72	30	2	4	0	0	0	0	0	0	0	0	108
07:00	3	129	27	0	2	0	0	0	0	0	0	0	0	161
08:00	2	174	30	0	6	1	0	1	0	0	0	0	0	214
09:00	1	128	25	0	4	0	0	1	0	0	0	0	0	159
10:00	1	161	26	0	1	0	0	1	0	0	0	1	0	191
11:00	4	183	28	0	3	0	0	1	1	0	0	0	0	220
12 PM	1	191	29	0	4	1	0	2	0	0	0	0	0	228
13:00	1	161	32	1	4	0	0	2	0	0	0	0	0	201
14:00	1	192	32	0	4	0	0	1	0	0	0	0	0	230
15:00	1	300	70	3	4	1	0	1	0	0	0	0	0	380
16:00	3	325	66	3	4	0	0	1	0	0	0	0	0	402
17:00	2	334	52	0	1	0	0	0	0	0	0	0	0	389
18:00	1	184	28	0	3	0	0	0	1	0	0	0	0	217
19:00	0	112	15	0	1	0	0	0	0	0	0	0	0	128
20:00	1	90	9	0	1	1	0	2	0	0	0	0	0	104
21:00	0	76	10	0	1	0	0	0	0	0	0	0	0	87
22:00	1	35	5	0	0	0	0	0	0	0	0	0	0	41
23:00	0	13	1	0	0	0	0	0	1	0	0	0	0	15
Day Total	23	2914	527	9	49	4	0	13	3	0	0	1	0	3543
Percent	0.6%	82.2%	14.9%	0.3%	1.4%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	06:00	06:00	08:00	08:00		08:00	11:00			10:00		11:00
Vol.	4	183	30	2	6	1		1	1			1		220
PM Peak	16:00	17:00	15:00	15:00	12:00	12:00		12:00	18:00					16:00
Vol.	3	334	70	3	4	1		2	1					402
Grand Total	23	2914	527	9	49	4	0	13	3	0	0	1	0	3543
Percent	0.6%	82.2%	14.9%	0.3%	1.4%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Date Start: 10-Nov-21

Site Code: 2

Station ID: 2

COUNTRY CLUB RD E.O. WARREN DR

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/10/21	0	2	0	0	0	0	0	0	1	0	0	0	0	3
01:00	0	4	2	0	0	0	0	0	1	0	0	0	0	7
02:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9
03:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
04:00	0	8	2	0	0	0	0	1	0	0	0	0	0	11
05:00	0	36	4	0	2	0	0	0	0	0	0	0	0	42
06:00	0	80	18	0	2	0	0	0	0	0	0	0	0	100
07:00	3	286	45	0	5	1	0	1	0	0	0	0	0	341
08:00	2	301	53	0	6	0	0	1	0	0	0	0	0	363
09:00	0	161	22	0	0	3	0	0	0	0	0	0	0	186
10:00	1	153	15	0	3	0	0	1	0	0	0	0	0	173
11:00	3	166	18	0	4	0	0	1	0	0	0	0	0	192
12 PM	1	178	22	0	3	0	0	2	0	0	0	0	0	206
13:00	0	173	24	0	5	0	0	1	1	0	0	0	0	204
14:00	0	184	22	0	2	0	0	0	0	0	0	0	0	208
15:00	1	233	26	0	6	1	0	0	0	0	0	0	0	267
16:00	1	220	24	1	3	0	0	1	1	2	0	0	0	253
17:00	2	187	36	0	0	0	0	0	0	0	0	0	0	225
18:00	0	152	20	0	0	1	0	0	0	0	0	0	0	173
19:00	0	76	8	0	1	0	0	0	1	0	0	0	0	86
20:00	0	70	9	0	2	0	0	0	0	0	0	0	0	81
21:00	0	36	4	0	0	1	0	0	0	0	0	0	0	41
22:00	0	26	3	0	0	0	0	0	0	0	0	0	0	29
23:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
Day Total	14	2749	384	1	45	7	0	9	5	2	0	0	0	3216
Percent	0.4%	85.5%	11.9%	0.0%	1.4%	0.2%	0.0%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00		08:00	09:00		04:00	00:00					08:00
Vol.	3	301	53		6	3		1	1					363
PM Peak	17:00	15:00	17:00	16:00	15:00	15:00		12:00	13:00	16:00				15:00
Vol.	2	233	36	1	6	1		2	1	2				267
Grand Total	14	2749	384	1	45	7	0	9	5	2	0	0	0	3216
Percent	0.4%	85.5%	11.9%	0.0%	1.4%	0.2%	0.0%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Date Start: 13-Nov-21

Site Code: 2

Station ID: 2

COUNTRY CLUB RD E.O. WARREN DR

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/13/21	0	16	4	0	0	0	0	0	0	0	0	0	0	20
01:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
02:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
03:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
04:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
05:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
06:00	0	29	6	0	1	0	0	0	0	0	0	0	0	36
07:00	0	34	18	0	1	0	0	1	0	0	0	0	0	54
08:00	1	84	22	0	2	0	0	0	1	0	0	0	0	110
09:00	1	156	39	0	4	1	0	2	0	0	0	0	0	203
10:00	1	166	38	0	1	0	0	2	1	0	0	1	0	210
11:00	1	225	29	0	2	1	0	1	0	0	0	0	0	259
12 PM	1	204	54	1	6	0	0	1	0	0	0	0	0	267
13:00	2	221	34	0	1	0	0	2	1	0	0	0	0	261
14:00	4	291	58	0	3	0	0	2	0	0	0	0	0	358
15:00	3	197	38	0	2	0	0	1	1	0	0	0	0	242
16:00	0	240	32	1	0	0	0	2	0	0	0	0	0	275
17:00	0	224	34	0	1	0	0	0	0	0	0	0	0	259
18:00	1	168	29	0	0	0	0	1	0	0	0	0	0	199
19:00	0	129	15	0	1	0	0	1	1	0	0	0	0	147
20:00	1	103	18	1	1	0	0	1	0	0	0	0	0	125
21:00	0	77	7	1	1	0	0	2	0	0	0	0	0	88
22:00	0	55	9	0	0	0	0	0	2	0	0	0	0	66
23:00	1	32	6	0	1	0	0	0	1	0	0	0	0	41
Day Total	17	2706	501	4	28	2	0	19	8	0	0	1	0	3286
Percent	0.5%	82.3%	15.2%	0.1%	0.9%	0.1%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	09:00		09:00	09:00		09:00	08:00			10:00		11:00
Vol.	1	225	39		4	1		2	1			1		259
PM Peak	14:00	14:00	14:00	12:00	12:00			13:00	22:00					14:00
Vol.	4	291	58	1	6			2	2					358
Grand Total	17	2706	501	4	28	2	0	19	8	0	0	1	0	3286
Percent	0.5%	82.3%	15.2%	0.1%	0.9%	0.1%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services
www.alltrafficdata.net

Date Start: 13-Nov-21
Site Code: 2
Station ID: 2

COUNTRY CLUB RD E.O. WARREN DR

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/13/21	0	13	1	0	0	0	0	0	0	0	0	0	0	14
01:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
02:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
03:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
04:00	0	10	1	0	2	0	0	0	0	0	0	0	0	13
05:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
06:00	0	22	6	0	2	0	0	0	0	0	0	0	0	30
07:00	0	70	17	0	0	0	0	1	0	0	0	0	0	88
08:00	3	158	29	0	5	0	0	0	0	0	0	0	0	195
09:00	0	197	24	0	3	0	0	1	0	0	0	0	0	225
10:00	1	195	30	0	1	0	0	1	0	0	0	0	0	228
11:00	0	245	24	1	1	0	0	0	0	0	0	0	0	271
12 PM	0	207	29	0	2	1	0	2	0	0	0	0	0	241
13:00	2	212	38	0	3	0	0	1	0	0	0	0	0	256
14:00	3	214	27	0	0	0	1	1	0	0	0	0	0	246
15:00	1	214	32	0	1	1	0	0	0	0	0	0	0	249
16:00	2	185	31	0	0	0	0	0	0	0	0	0	0	218
17:00	1	185	26	0	0	1	0	0	1	0	0	0	0	214
18:00	0	131	11	0	0	0	0	2	0	0	0	0	0	144
19:00	0	97	12	0	1	0	0	0	0	0	0	0	0	110
20:00	0	64	5	2	0	0	0	0	0	0	0	0	0	71
21:00	0	58	6	0	0	1	0	0	0	0	0	0	0	65
22:00	0	36	4	0	0	0	0	0	0	0	0	0	0	40
23:00	1	31	6	0	2	0	0	0	1	0	0	0	0	41
Day Total	14	2582	363	3	24	4	1	9	2	0	0	0	0	3002
Percent	0.5%	86.0%	12.1%	0.1%	0.8%	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	10:00	11:00	08:00			07:00						11:00
Vol.	3	245	30	1	5			1						271
PM Peak	14:00	14:00	13:00	20:00	13:00	12:00	14:00	12:00	17:00					13:00
Vol.	3	214	38	2	3	1	1	2	1					256
Grand Total	14	2582	363	3	24	4	1	9	2	0	0	0	0	3002
Percent	0.5%	86.0%	12.1%	0.1%	0.8%	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

APPENDIX EC-2. LEVEL OF SERVICE CRITERIA

**TABLE EC-2A
LEVEL OF SERVICE CRITERIA FOR
TWO-WAY STOP CONTROLLED (TWSC) INTERSECTIONS**

Level of Service	Delay Range (sec/veh)
A	0.0 - 10.0
B	>10.0 - 15.0
C	>15.0 - 25.0
D	>25.0 - 35.0
E	>35.0 - 50.0
F	> 50.0

Adapted from: *Highway Capacity Manual*, Transportation Research Board, 2010.

**TABLE EC-2B
LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS**

Level of Service	Control Delay (sec/veh)	Qualitative Description
A	≤ 10.0	Good progression, short cycles, very few vehicle-stops.
B	>10.0 - 20.0	Good progression, and/or short cycle lengths, more vehicle-stops.
C	>20.0 - 35.0	Fair progression and/or longer cycle lengths, some individual cycle failures, many vehicle-stops
D	>35.0 - 55.0	Noticeable congestion and cycle failures, unfavorable progression, high v/c ratios, several stops.
E	>55.0 - 80.0	Limit of acceptable delay, poor progression, long cycles, high v/c ratios, frequent cycle failures.
F	> 80.0	Delay is unacceptable to most drivers, volume exceeds capacity, breakdown of traffic flow.

Adapted from: *Highway Capacity Manual*, Transportation Research Board, 2010.

APPENDIX EC-3. ANALYSIS WORKSHEETS FOR EXISTING
CONDITIONS

Country Club Road Corridor Study
Country Club Road at SH 1

Existing Conditions - AM Peak Hour

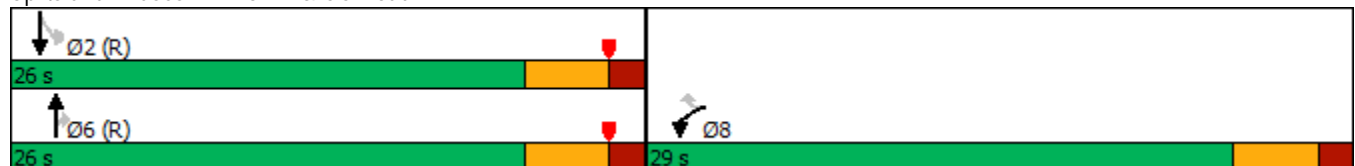


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↙	↑	↘	↙	↘
Traffic Volume (vph)	248	5	179	150	22	398
Future Volume (vph)	248	5	179	150	22	398
Satd. Flow (prot)	1770	1583	1863	1583	0	1857
Flt Permitted	0.950					0.983
Satd. Flow (perm)	1770	1583	1863	1583	0	1831
Satd. Flow (RTOR)		6		153		
Lane Group Flow (vph)	279	6	183	153	0	461
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		6			2
Permitted Phases		8		6	2	
Total Split (s)	29.0	29.0	26.0	26.0	26.0	26.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0
Act Effct Green (s)	15.0	15.0	32.0	32.0		32.0
Actuated g/C Ratio	0.27	0.27	0.58	0.58		0.58
v/c Ratio	0.58	0.01	0.17	0.16		0.43
Control Delay	21.5	7.8	7.0	2.1		9.1
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	21.5	7.8	7.0	2.1		9.1
LOS	C	A	A	A		A
Approach Delay	21.2		4.8			9.1
Approach LOS	C		A			A
Queue Length 50th (ft)	78	0	24	0		73
Queue Length 95th (ft)	118	6	62	23		165
Internal Link Dist (ft)	4012		679			762
Turn Bay Length (ft)	220			150		
Base Capacity (vph)	804	722	1083	985		1065
Starvation Cap Reductn	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.35	0.01	0.17	0.16		0.43

Intersection Summary

Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 18 (33%), Referenced to phase 2:SBTL and 6:NBT, Start of Red
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 11.0
 Intersection LOS: B
 Intersection Capacity Utilization 55.3%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: SH 1 & CC Road






Intersection	
Intersection Delay, s/veh	18.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	96	72	219	174	11	28	55	85	21	123	12
Future Vol, veh/h	5	96	72	219	174	11	28	55	85	21	123	12
Peak Hour Factor	0.87	0.87	0.87	0.82	0.82	0.82	0.76	0.76	0.76	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	110	83	267	212	13	37	72	112	23	135	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.7	25.6	12.7	12.3
HCM LOS	B	D	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	3%	54%	13%
Vol Thru, %	33%	55%	43%	79%
Vol Right, %	51%	42%	3%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	168	173	404	156
LT Vol	28	5	219	21
Through Vol	55	96	174	123
RT Vol	85	72	11	12
Lane Flow Rate	221	199	493	171
Geometry Grp	1	1	1	1
Degree of Util (X)	0.373	0.324	0.777	0.306
Departure Headway (Hd)	6.072	5.857	5.681	6.43
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	592	612	640	559
Service Time	4.118	3.9	3.681	4.479
HCM Lane V/C Ratio	0.373	0.325	0.77	0.306
HCM Control Delay	12.7	11.7	25.6	12.3
HCM Lane LOS	B	B	D	B
HCM 95th-tile Q	1.7	1.4	7.4	1.3

Intersection	
Intersection Delay, s/veh	14
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	397	14	8	187	1	13
Future Vol, veh/h	397	14	8	187	1	13
Peak Hour Factor	0.82	0.82	0.84	0.84	0.79	0.79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	484	17	10	223	1	16
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	16.2	9.6	8.7
HCM LOS	C	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	97%	7%
Vol Thru, %	4%	0%	93%
Vol Right, %	96%	3%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	195	411	14
LT Vol	0	397	1
Through Vol	8	0	13
RT Vol	187	14	0
Lane Flow Rate	232	501	18
Geometry Grp	1	1	1
Degree of Util (X)	0.298	0.653	0.027
Departure Headway (Hd)	4.626	4.687	5.498
Convergence, Y/N	Yes	Yes	Yes
Cap	775	767	647
Service Time	2.67	2.737	3.568
HCM Lane V/C Ratio	0.299	0.653	0.028
HCM Control Delay	9.6	16.2	8.7
HCM Lane LOS	A	C	A
HCM 95th-tile Q	1.3	4.9	0.1

Country Club Road Corridor Study
Country Club Road at Turnberry Road

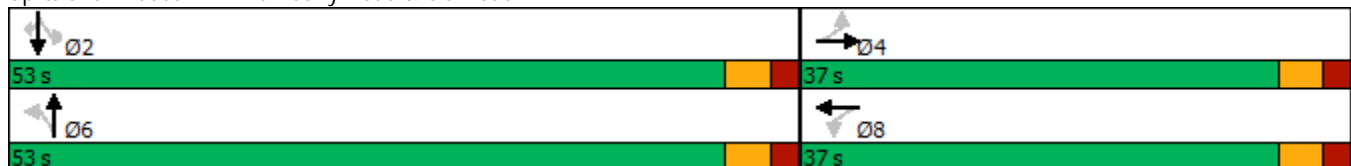
Existing Conditions - AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	23	102	22	59	0	127	45	8	0	122	222
Future Volume (vph)	65	23	102	22	59	0	127	45	8	0	122	222
Satd. Flow (prot)	0	1699	0	0	1839	0	1770	1820	0	1863	1863	1583
Flt Permitted		0.869			0.860		0.665					
Satd. Flow (perm)	0	1502	0	0	1602	0	1239	1820	0	1863	1863	1583
Satd. Flow (RTOR)		73						9				264
Lane Group Flow (vph)	0	218	0	0	92	0	140	58	0	0	145	264
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		2
Total Split (s)	37.0	37.0		37.0	37.0		53.0	53.0		53.0	53.0	53.0
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Act Effct Green (s)		13.5			13.5		51.0	51.0			51.0	51.0
Actuated g/C Ratio		0.19			0.19		0.70	0.70			0.70	0.70
v/c Ratio		0.64			0.31		0.16	0.05			0.11	0.22
Control Delay		26.3			26.9		5.0	4.0			4.5	1.2
Queue Delay		0.0			0.0		0.0	0.0			0.0	0.0
Total Delay		26.3			26.9		5.0	4.0			4.5	1.2
LOS		C			C		A	A			A	A
Approach Delay		26.3			26.9			4.7			2.4	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		57			35		17	5			17	0
Queue Length 95th (ft)		115			70		47	20			42	18
Internal Link Dist (ft)		465			547			786			1240	
Turn Bay Length (ft)							250					275
Base Capacity (vph)		724			730		871	1282			1310	1191
Starvation Cap Reductn		0			0		0	0			0	0
Spillback Cap Reductn		0			0		0	0			0	0
Storage Cap Reductn		0			0		0	0			0	0
Reduced v/c Ratio		0.30			0.13		0.16	0.05			0.11	0.22

Intersection Summary












Cycle Length: 90	
Actuated Cycle Length: 72.5	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 11.0	Intersection LOS: B
Intersection Capacity Utilization 39.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Turnberry Road & CC Road



Country Club Road Corridor Study
Country Club Road at SH 1

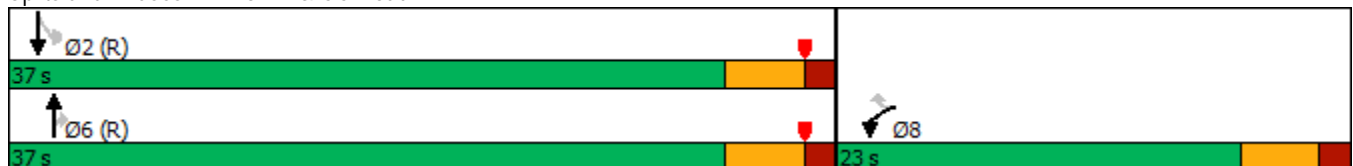
Existing Conditions - PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	160	12	507	299	12	239
Future Volume (vph)	160	12	507	299	12	239
Satd. Flow (prot)	1770	1583	1863	1583	0	1859
Flt Permitted	0.950					0.974
Satd. Flow (perm)	1770	1583	1863	1583	0	1814
Satd. Flow (RTOR)		13		352		
Lane Group Flow (vph)	170	13	596	352	0	282
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		6			2
Permitted Phases		8		6	2	
Total Split (s)	23.0	23.0	37.0	37.0	37.0	37.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0
Act Effect Green (s)	12.0	12.0	43.2	43.2		43.2
Actuated g/C Ratio	0.20	0.20	0.72	0.72		0.72
v/c Ratio	0.48	0.04	0.44	0.28		0.22
Control Delay	25.1	9.8	6.6	1.4		4.9
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	25.1	9.8	6.6	1.4		4.9
LOS	C	A	A	A		A
Approach Delay	24.1		4.7			4.9
Approach LOS	C		A			A
Queue Length 50th (ft)	55	0	86	0		32
Queue Length 95th (ft)	96	11	166	21		74
Internal Link Dist (ft)	4012		679			762
Turn Bay Length (ft)	220			150		
Base Capacity (vph)	560	510	1340	1237		1304
Starvation Cap Reductn	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.30	0.03	0.44	0.28		0.22

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Red
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 7.2
 Intersection LOS: A
 Intersection Capacity Utilization 42.2%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 1: SH 1 & CC Road



Country Club Road Corridor Study
Country Club Road at Lemay Ave./Gregory Rd.

Existing Conditions - PM Peak Hour




Intersection	
Intersection Delay, s/veh	17.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	240	47	108	169	10	54	107	168	9	47	3
Future Vol, veh/h	3	240	47	108	169	10	54	107	168	9	47	3
Peak Hour Factor	0.79	0.79	0.79	0.92	0.92	0.92	0.84	0.84	0.84	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	304	59	117	184	11	64	127	200	10	53	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	17.5	16	18.5	11
HCM LOS	C	C	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	1%	38%	15%
Vol Thru, %	33%	83%	59%	80%
Vol Right, %	51%	16%	3%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	329	290	287	59
LT Vol	54	3	108	9
Through Vol	107	240	169	47
RT Vol	168	47	10	3
Lane Flow Rate	392	367	312	66
Geometry Grp	1	1	1	1
Degree of Util (X)	0.636	0.603	0.532	0.127
Departure Headway (Hd)	5.846	5.913	6.134	6.913
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	619	613	586	517
Service Time	3.866	3.939	4.18	4.978
HCM Lane V/C Ratio	0.633	0.599	0.532	0.128
HCM Control Delay	18.5	17.5	16	11
HCM Lane LOS	C	C	C	B
HCM 95th-tile Q	4.5	4	3.1	0.4

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	259	11	14	367	23	20
Future Vol, veh/h	259	11	14	367	23	20
Peak Hour Factor	0.82	0.82	0.91	0.91	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	316	13	15	403	26	23
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	12.7	11.6	8.9
HCM LOS	B	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	96%	53%
Vol Thru, %	4%	0%	47%
Vol Right, %	96%	4%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	381	270	43
LT Vol	0	259	23
Through Vol	14	0	20
RT Vol	367	11	0
Lane Flow Rate	419	329	49
Geometry Grp	1	1	1
Degree of Util (X)	0.501	0.468	0.073
Departure Headway (Hd)	4.304	5.117	5.399
Convergence, Y/N	Yes	Yes	Yes
Cap	833	698	657
Service Time	2.349	3.199	3.483
HCM Lane V/C Ratio	0.503	0.471	0.075
HCM Control Delay	11.6	12.7	8.9
HCM Lane LOS	B	B	A
HCM 95th-tile Q	2.9	2.5	0.2

Country Club Road Corridor Study
Country Club Road at Turnberry Road

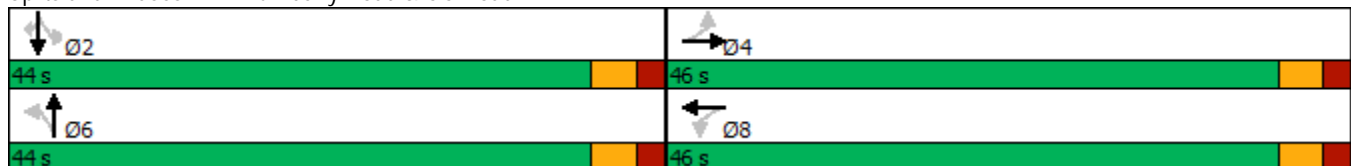
Existing Conditions - PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	64	141	12	15	1	153	105	24	0	115	92
Future Volume (vph)	174	64	141	12	15	1	153	105	24	0	115	92
Satd. Flow (prot)	0	1731	0	0	1816	0	1770	1811	0	1863	1863	1583
Flt Permitted		0.835			0.847		0.676					
Satd. Flow (perm)	0	1478	0	0	1571	0	1259	1811	0	1863	1863	1583
Satd. Flow (RTOR)		44			1			17				101
Lane Group Flow (vph)	0	403	0	0	37	0	182	154	0	0	126	101
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			6				2
Permitted Phases	4			8			6			2		2
Total Split (s)	46.0	46.0		46.0	46.0		44.0	44.0		44.0	44.0	44.0
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Act Effct Green (s)		24.3			24.3		40.5	40.5			40.5	40.5
Actuated g/C Ratio		0.33			0.33		0.56	0.56			0.56	0.56
v/c Ratio		0.77			0.07		0.26	0.15			0.12	0.11
Control Delay		29.6			15.2		11.7	9.3			10.2	3.1
Queue Delay		0.0			0.0		0.0	0.0			0.0	0.0
Total Delay		29.6			15.2		11.7	9.3			10.2	3.1
LOS		C			B		B	A			B	A
Approach Delay		29.6			15.2			10.6			7.0	
Approach LOS		C			B			B			A	
Queue Length 50th (ft)		142			11		38	26			24	0
Queue Length 95th (ft)		237			23		95	69			68	25
Internal Link Dist (ft)		465			547			786			1240	
Turn Bay Length (ft)							250					275
Base Capacity (vph)		880			917		699	1014			1035	924
Starvation Cap Reductn		0			0		0	0			0	0
Spillback Cap Reductn		0			0		0	0			0	0
Storage Cap Reductn		0			0		0	0			0	0
Reduced v/c Ratio		0.46			0.04		0.26	0.15			0.12	0.11

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 72.8
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 17.6
 Intersection Capacity Utilization 50.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 7: Turnberry Road & CC Road

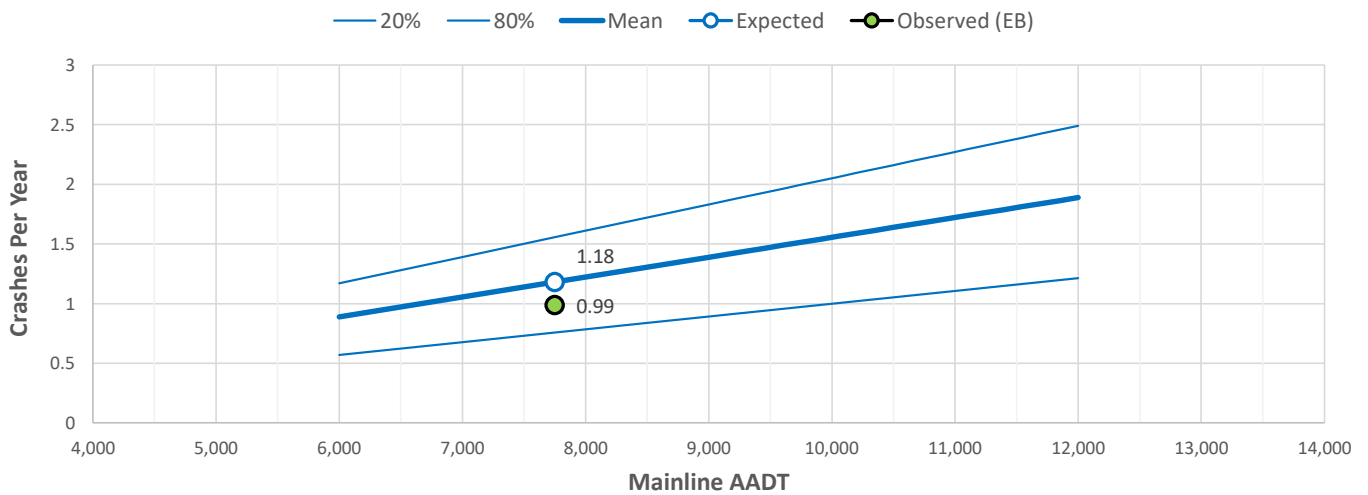


APPENDIX EC-4. COUNTRY CLUB ROAD CRASH HISTORY

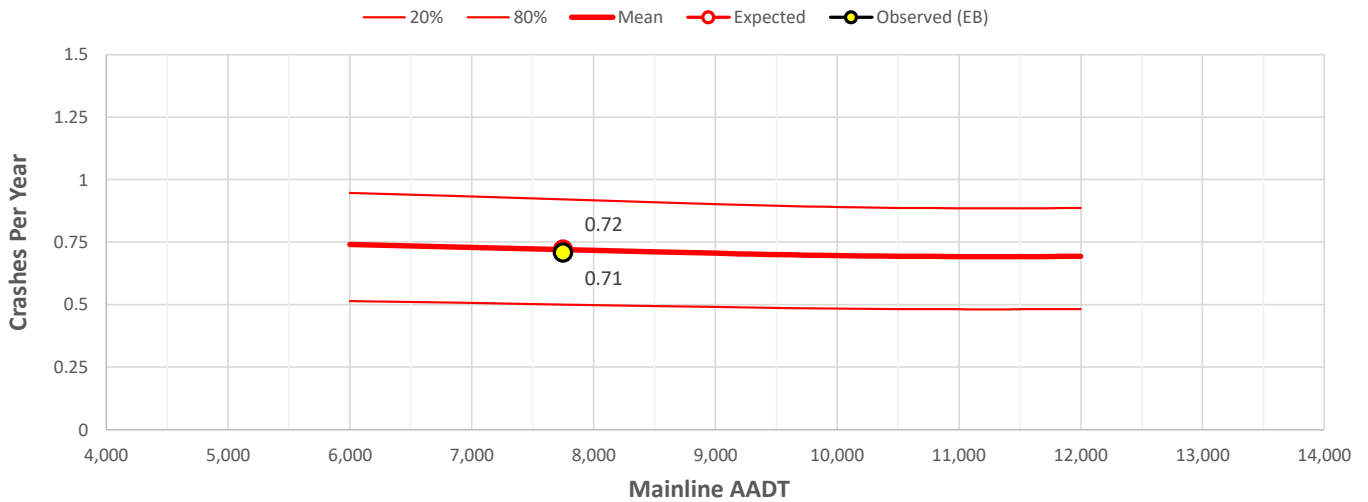
Intersection: Country Club Rd & SH I (Terry Lake Rd)
Total Crashes: 2 Crashes
Severe Crashes: 2 Crashes
Mainline AADT: 7,750 vpd
Side Road AADT: 4,300 vpd
Intersection Type: CO - Urban 4-Lane Divided Signalized 3-Leg Intersection
Time Period: 3 years

Tot Crashes/Yr: 0.7 crashes per year
Sev Crashes/Yr: 0.7 crashes per year

Total SPF



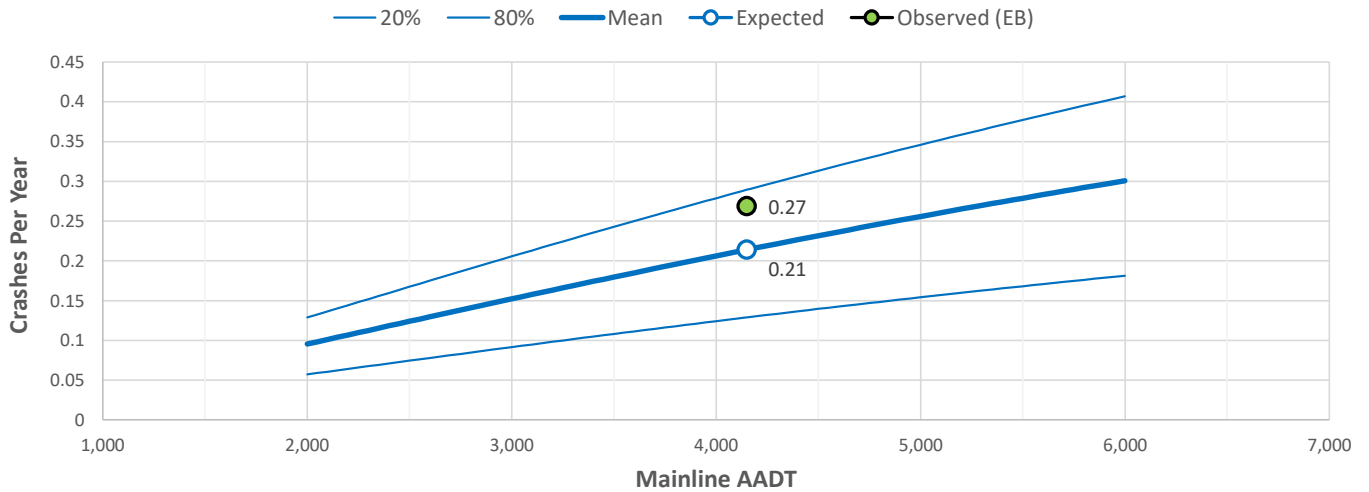
Severe SPF



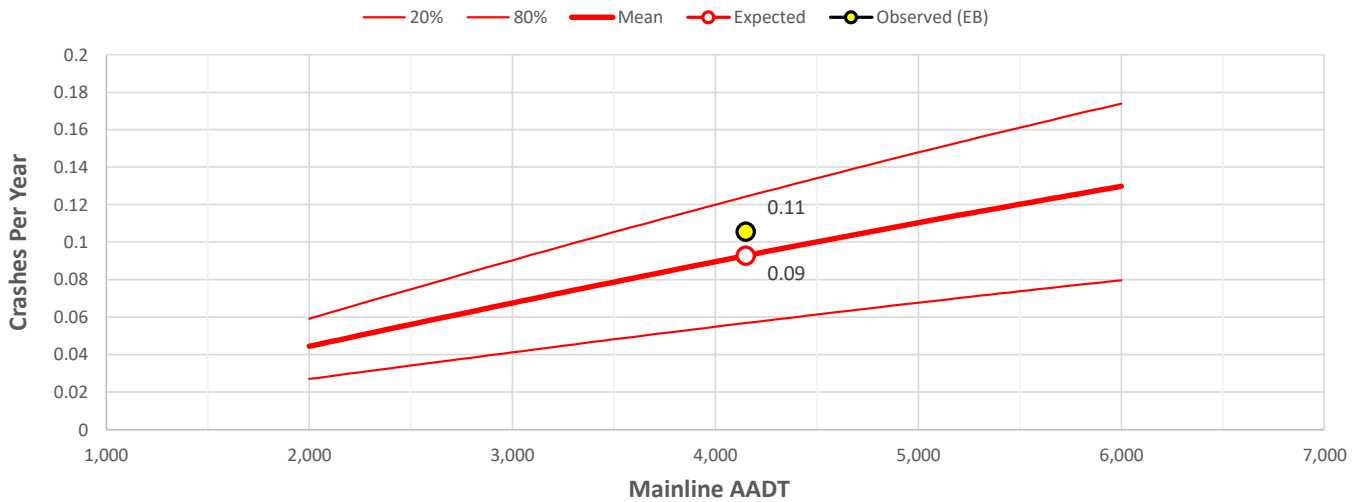
Intersection: Country Club Rd & Sandstone Dr
Total Crashes: 2 Crashes
Severe Crashes: 1 Crashes
Mainline AADT: 4,150 vpd
Side Road AADT: 415 vpd
Intersection Type: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection
Time Period: 3 years

Tot Crashes/Yr: 0.7 crashes per year
Sev Crashes/Yr: 0.3 crashes per year

Total SPF



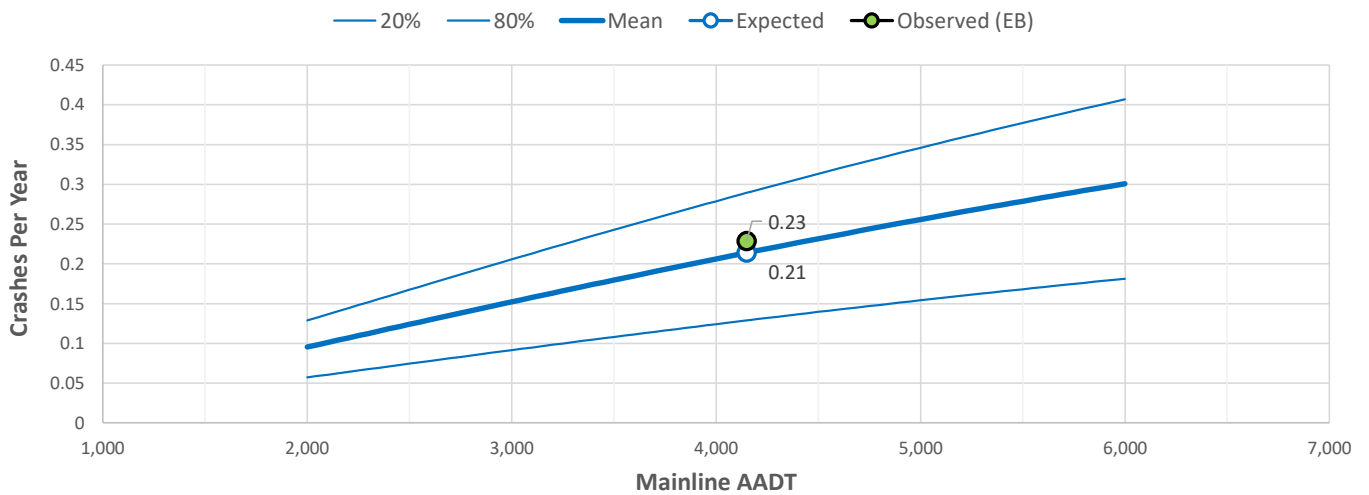
Severe SPF



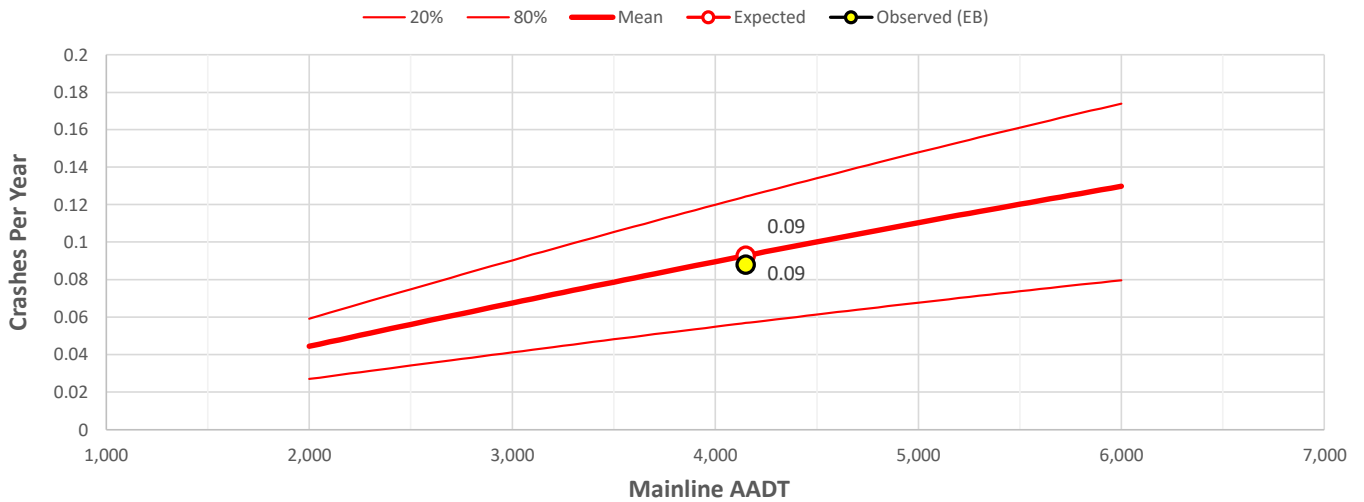
Intersection: Country Club Rd & Cottonwood Dr
Total Crashes: 1 Crashes
Severe Crashes: 0 Crashes
Mainline AADT: 4,150 vpd
Side Road AADT: 415 vpd
Intersection Type: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection
Time Period: 3 years

Tot Crashes/Yr: 0.3 crashes per year
Sev Crashes/Yr: 0.0 crashes per year

Total SPF



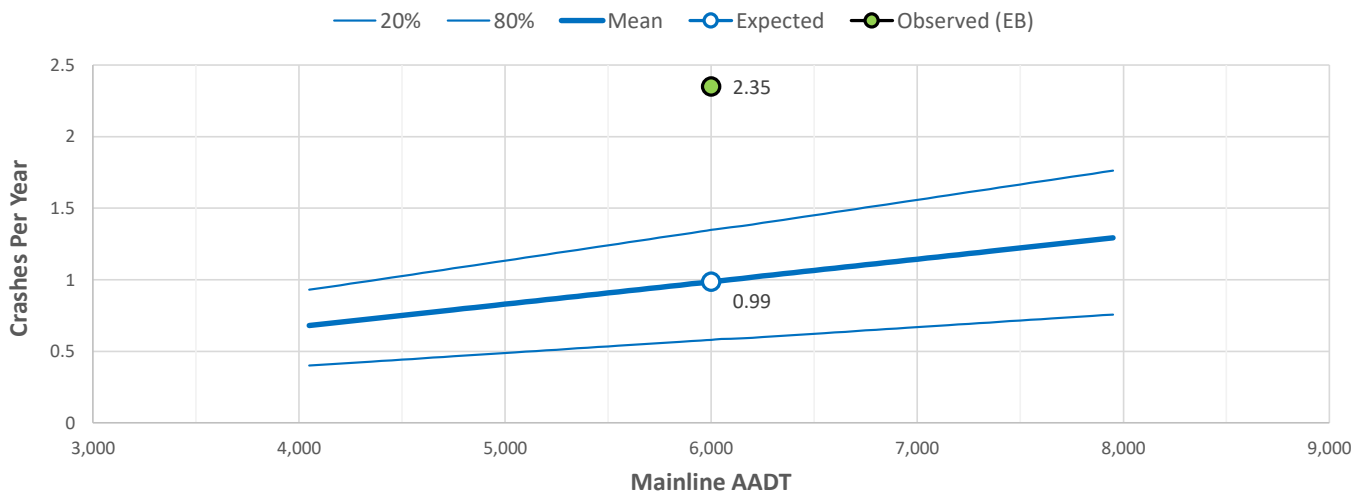
Severe SPF



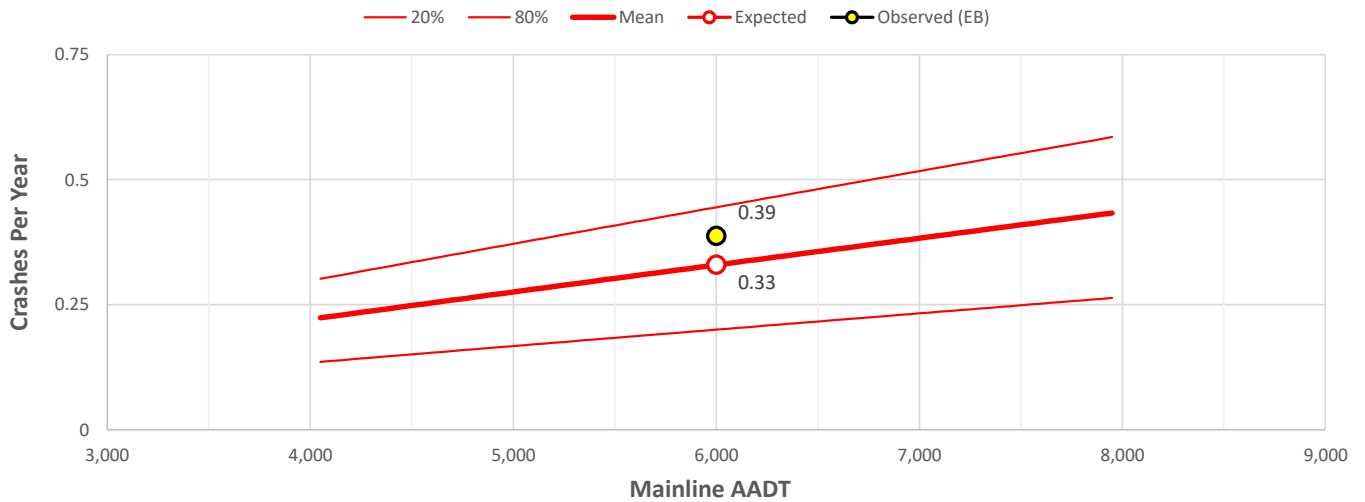
Intersection: Country Club Rd & Lemay Ave / Gregory Rd
Total Crashes: 13 Crashes
Severe Crashes: 2 Crashes
Mainline AADT: 6,000 vpd
Side Road AADT: 5,150 vpd
Intersection Type: CO - Urban 2-Lane UnDivided UnSignalized 4-Leg Intersection
Time Period: 3 years

Tot Crashes/Yr: 4.3 crashes per year
Sev Crashes/Yr: 0.7 crashes per year

Total SPF



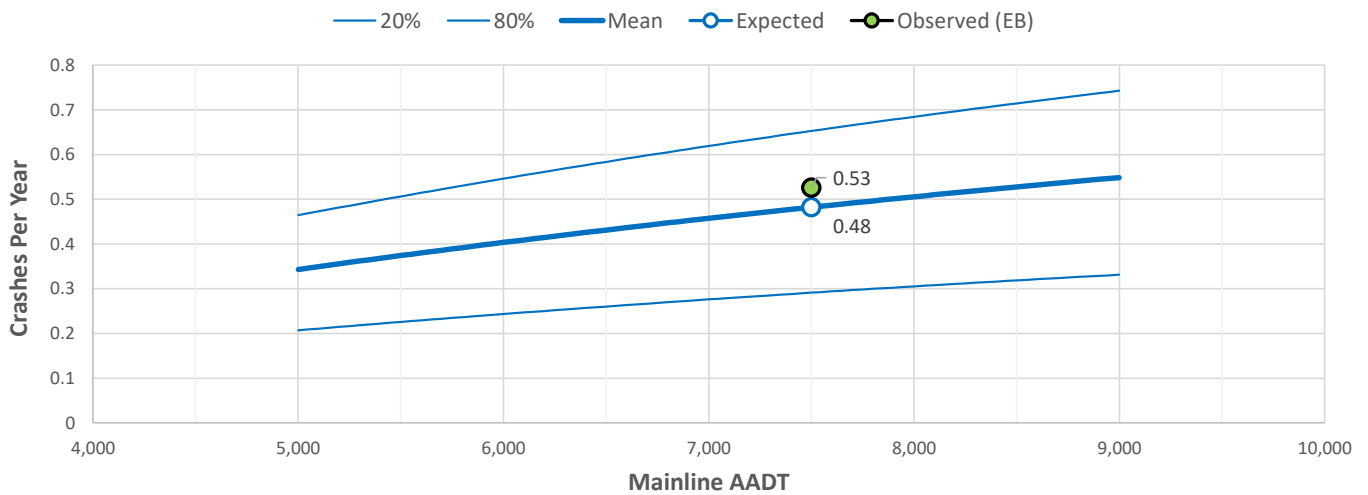
Severe SPF



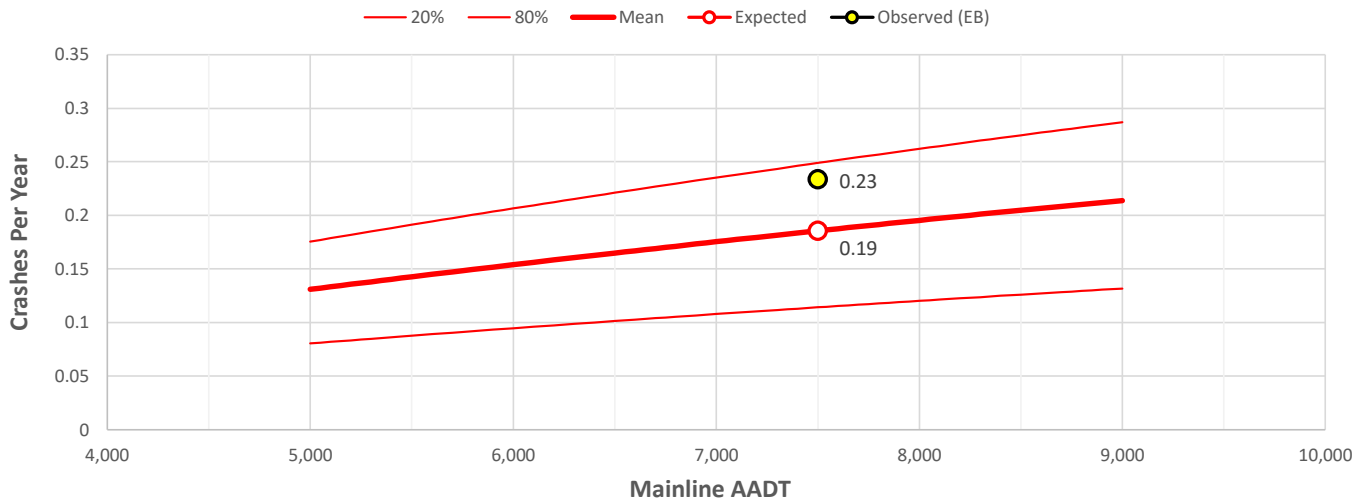
Intersection: Country Club Rd & Greenmont Dr
Total Crashes: 2 Crashes
Severe Crashes: 2 Crashes
Mainline AADT: 7,500 vpd
Side Road AADT: 750 vpd
Intersection Type: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection
Time Period: 3 years

Tot Crashes/Yr: 0.7 crashes per year
Sev Crashes/Yr: 0.7 crashes per year

Total SPF



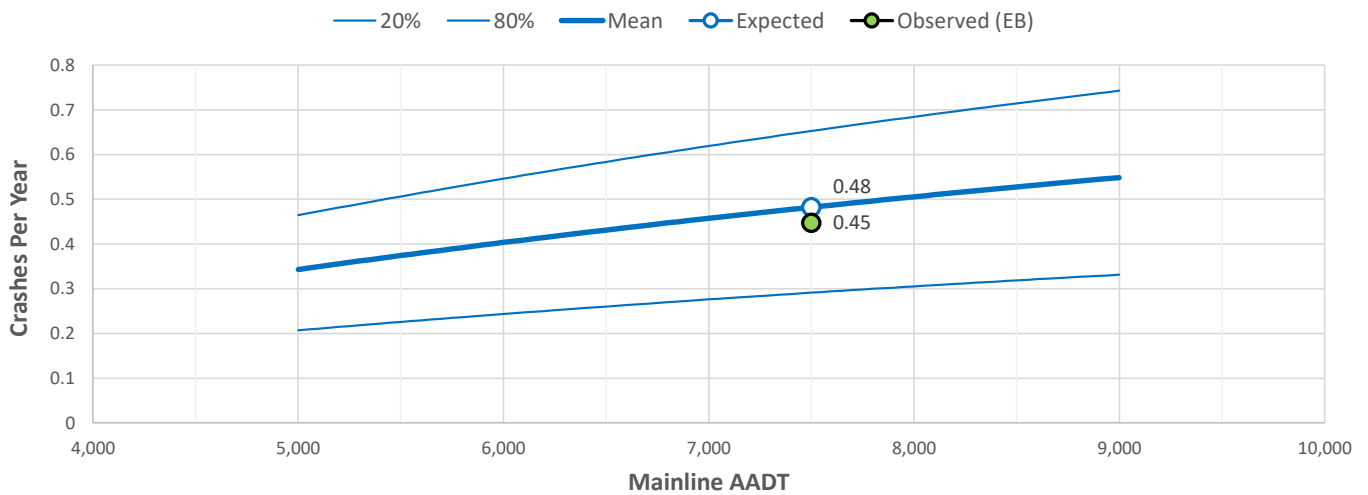
Severe SPF



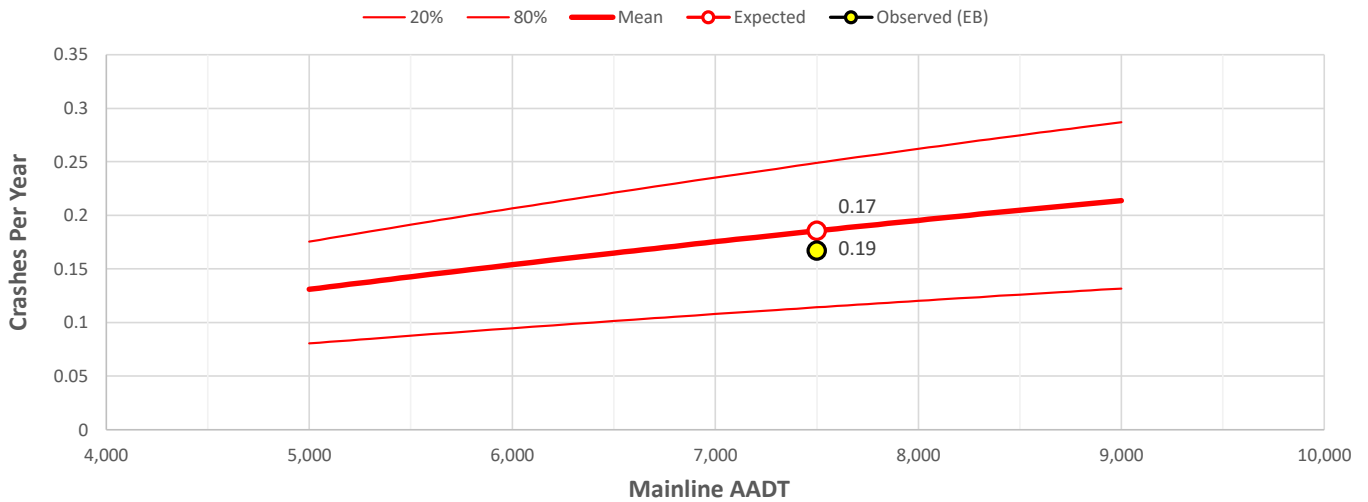
Intersection: Country Club Rd & Longview Dr
Total Crashes: 1 Crashes
Severe Crashes: 0 Crashes
Mainline AADT: 7,500 vpd
Side Road AADT: 750 vpd
Intersection Type: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection
Time Period: 3 years

Tot Crashes/Yr: 0.3 crashes per year
Sev Crashes/Yr: 0.0 crashes per year

Total SPF



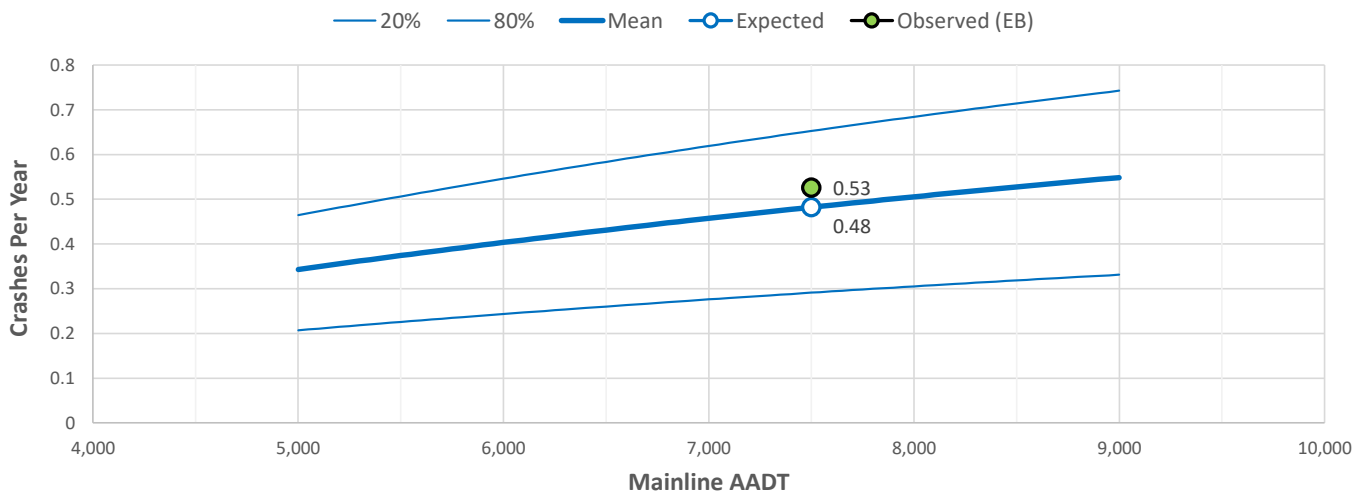
Severe SPF



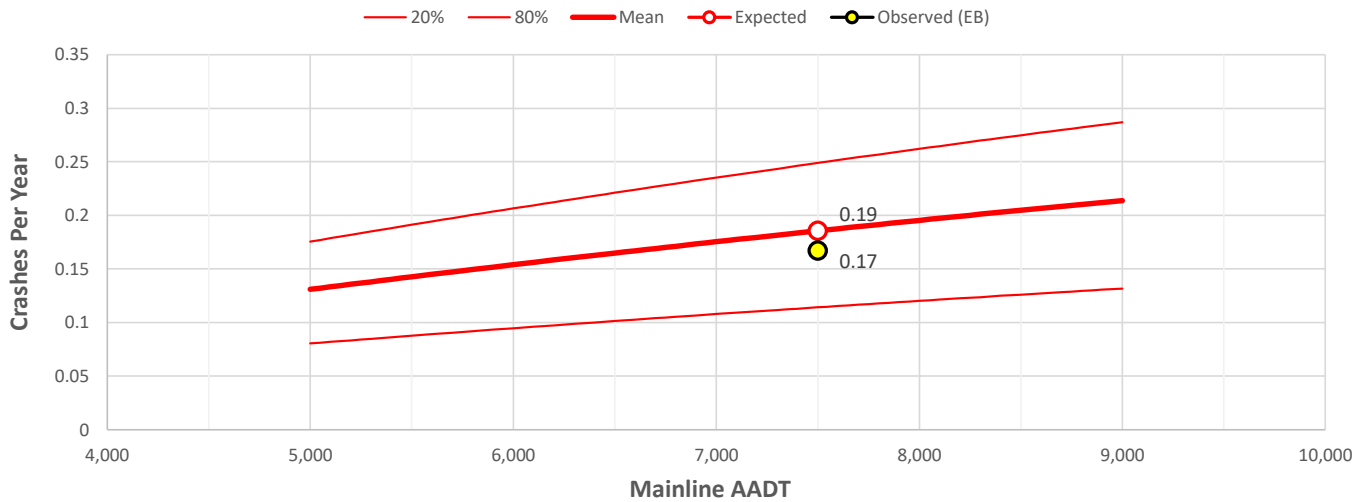
Intersection: Country Club Rd & Lakeview Dr
Total Crashes: 2 Crashes
Severe Crashes: 0 Crashes
Mainline AADT: 7,500 vpd
Side Road AADT: 750 vpd
Intersection Type: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection
Time Period: 3 years

Tot Crashes/Yr: 0.7 crashes per year
Sev Crashes/Yr: 0.0 crashes per year

Total SPF



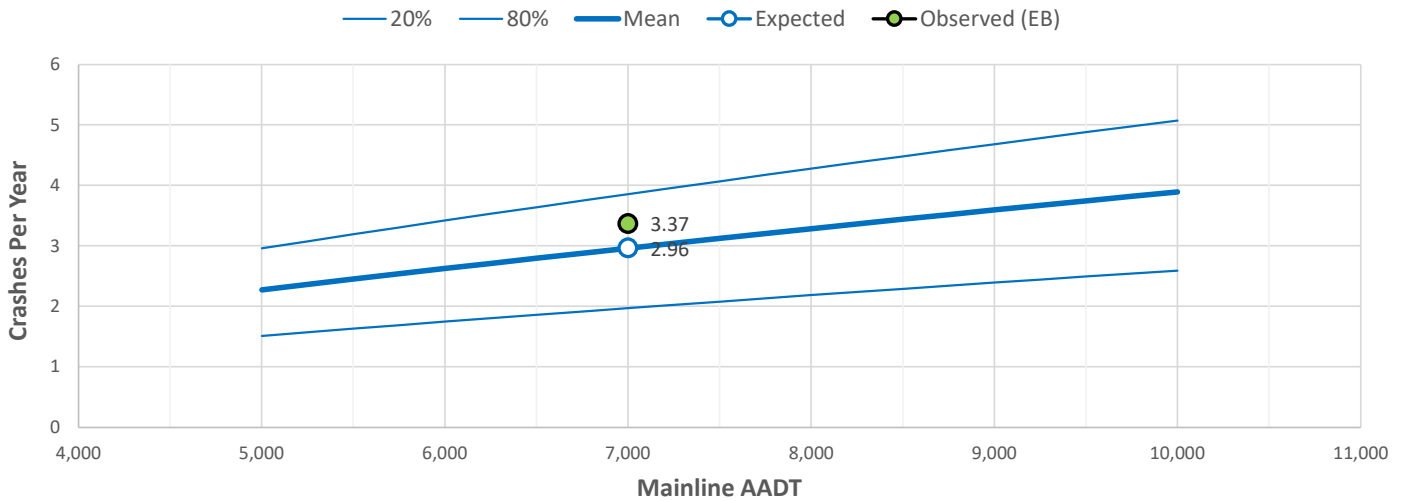
Severe SPF



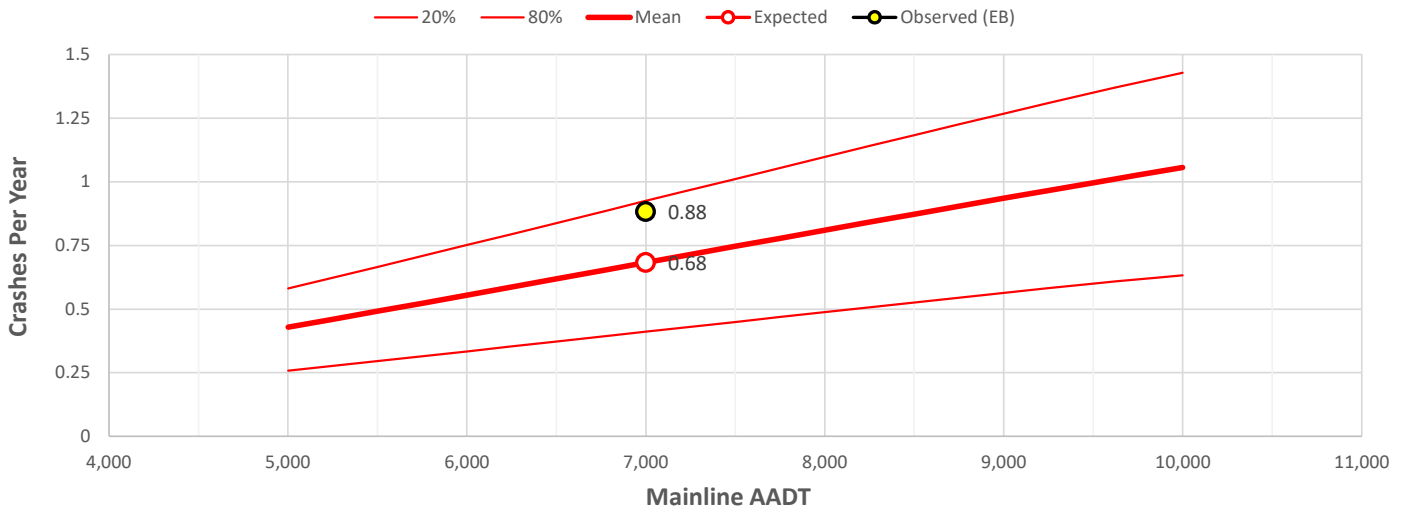
Intersection: Country Club Rd & Turnberry Rd (CR 11)
Total Crashes: 11 Crashes
Severe Crashes: 4 Crashes
Mainline AADT: 7,000 vpd
Side Road AADT: 5,750 vpd
Intersection Type: CO - Urban 4-Lane Divided Signalized 4-Leg Intersection
Time Period: 3 years

Tot Crashes/Yr: 3.7 crashes per year
Sev Crashes/Yr: 1.3 crashes per year

Total SPF



Severe SPF



Baseline: CO - Urban 2-Lane UnDivided Signalized 3-Leg Intersection

Country Club Rd & SH I (Terry Lake Rd)

Crash Type	Observed	Pct	Observed	Pct	Probability
Total	716	100.00%	2	100.00%	
PDO	505	70.53%	0	0.00%	N/A
Injury	210	29.33%	2	100.00%	N/A
Fatal	1	0.14%	0	0.00%	N/A
One Vehicle	98	13.69%		0.00%	N/A
Two Vehicles	554	77.37%	2	100.00%	N/A
Three or More Vehicles	62	8.66%		0.00%	N/A
Unknown Vehicles	2	0.28%		0.00%	N/A
On Road	635	88.69%	2	100.00%	N/A
Off Road	76	10.61%		0.00%	N/A
Off Road Left	23	3.21%		0.00%	N/A
Off Road Right	42	5.87%		0.00%	N/A
Off Road at Tee	10	1.40%		0.00%	N/A
Off Road in Median	1	0.14%		0.00%	N/A
Overturning	13	1.82%		0.00%	N/A
Other Non-Collision	9	1.26%		0.00%	N/A
Vehicle Cargo or Debris	0	0.00%		0.00%	N/A
Pedestrian	2	0.28%		0.00%	N/A
Broadside	96	13.41%		0.00%	N/A
Head On	8	1.12%		0.00%	N/A
Rear End	322	44.97%	2	100.00%	N/A
Sideswipe (Same Direction)	52	7.26%		0.00%	N/A
Sideswipe (Opposite Direction)	16	2.23%		0.00%	N/A
Approach Turn	77	10.75%		0.00%	N/A
Overtaking Turn	15	2.09%		0.00%	N/A
Parked Motor Vehicle	20	2.79%		0.00%	N/A
Railway Vehicle	0	0.00%		0.00%	N/A
Bicycle or Pedal Cycle	7	0.98%		0.00%	N/A
Motorized Bicycle	0	0.00%		0.00%	N/A
Domestic Animal	0	0.00%		0.00%	N/A
Wild Animal	7	0.98%		0.00%	N/A
Light/Utility Pole	10	1.40%		0.00%	N/A
Traffic Signal Pole	7	0.98%		0.00%	N/A
Sign	7	0.98%		0.00%	N/A
Bridge Rail	0	0.00%		0.00%	N/A
Guard Rail	3	0.42%		0.00%	N/A
Cable Rail	0	0.00%		0.00%	N/A
Concrete Barrier	1	0.14%		0.00%	N/A
Bridge Abutment	0	0.00%		0.00%	N/A
Column/Pier	0	0.00%		0.00%	N/A
Culvert/Headwall	2	0.28%		0.00%	N/A
Embankment	0	0.00%		0.00%	N/A
Curb	8	1.12%		0.00%	N/A
Delineator Post	3	0.42%		0.00%	N/A

Baseline: CO - Urban 2-Lane UnDivided Signalized 3-Leg Intersection

Country Club Rd & SH I (Terry Lake Rd)

Crash Type	Observed	Pct	Observed	Pct	Probability
Fence	5	0.70%		0.00%	N/A
Tree	1	0.14%		0.00%	N/A
Boulder/Rock	0	0.00%		0.00%	N/A
Rocks in Roadway	0	0.00%		0.00%	N/A
Barricade	0	0.00%		0.00%	N/A
Wall/Building	4	0.56%		0.00%	N/A
Crash Cushion	1	0.14%		0.00%	N/A
Mailbox	0	0.00%		0.00%	N/A
Other Fixed Object	10	1.40%		0.00%	N/A
Other Object	4	0.56%		0.00%	N/A
Road Maintenance Equipment	0	0.00%		0.00%	N/A
Unknown Accident Type	6	0.84%		0.00%	N/A
Total Fixed Object	62	8.66%	0	0.00%	N/A
Total Other Object	4	0.56%	0	0.00%	N/A
Daylight	530	74.02%	2	100.00%	N/A
Dawn/Dusk	31	4.33%		0.00%	N/A
Dark Lighted	101	14.11%		0.00%	N/A
Dark Unlighted	30	4.19%		0.00%	N/A
Unknown Lighting	24	3.35%		0.00%	N/A
No Adverse Weather	578	80.73%	1	50.00%	N/A
Rain	29	4.05%		0.00%	N/A
Snow/Sleet/Hail	72	10.06%		0.00%	N/A
Fog	3	0.42%		0.00%	N/A
Dust	0	0.00%		0.00%	N/A
Wind	6	0.84%	1	50.00%	N/A
Unknown Weather	28	3.91%		0.00%	N/A
Dry Road	520	72.63%	2	100.00%	N/A
Wet Road	58	8.10%		0.00%	N/A
Muddy Road	1	0.14%		0.00%	N/A
Snowy Road	38	5.31%		0.00%	N/A
Icy Road	52	7.26%		0.00%	N/A
Slushy Road	6	0.84%		0.00%	N/A
Foreign Road Material	1	0.14%		0.00%	N/A
With Road Treatment	2	0.28%		0.00%	N/A
Dry with Icy Road Treatment	3	0.42%		0.00%	N/A
Wet with IRT	1	0.14%		0.00%	N/A
Snowy with IRT	2	0.28%		0.00%	N/A
Icy with IRT	1	0.14%		0.00%	N/A
Slushy with IRT	1	0.14%		0.00%	N/A
Unkown Road Condition	30	4.19%		0.00%	N/A
Driver I Impaired (Rx/DUI)	52	7.26%		0.00%	N/A

Baseline: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection

Country Club Rd & Sandstone Dr

Crash Type	Observed	Pct	Observed	Pct	Probability
Total	513	100.00%	2	100.00%	
PDO	362	70.57%	1	50.00%	N/A
Injury	150	29.24%	1	50.00%	N/A
Fatal	1	0.19%	0	0.00%	N/A
One Vehicle	94	18.32%	1	50.00%	N/A
Two Vehicles	391	76.22%	1	50.00%	N/A
Three or More Vehicles	28	5.46%		0.00%	N/A
Unknown Vehicles	0	0.00%		0.00%	N/A
On Road	426	83.04%	1	50.00%	N/A
Off Road	86	16.76%	1	50.00%	N/A
Off Road Left	16	3.12%	1	50.00%	N/A
Off Road Right	48	9.36%		0.00%	N/A
Off Road at Tee	21	4.09%		0.00%	N/A
Off Road in Median	1	0.19%		0.00%	N/A
Overturning	7	1.36%		0.00%	N/A
Other Non-Collision	3	0.58%		0.00%	N/A
Vehicle Cargo or Debris	0	0.00%		0.00%	N/A
Pedestrian	6	1.17%		0.00%	N/A
Broadside	90	17.54%		0.00%	N/A
Head On	6	1.17%		0.00%	N/A
Rear End	245	47.76%		0.00%	N/A
Sideswipe (Same Direction)	19	3.70%		0.00%	N/A
Sideswipe (Opposite Direction)	3	0.58%		0.00%	N/A
Approach Turn	32	6.24%	1	50.00%	N/A
Overtaking Turn	7	1.36%		0.00%	N/A
Parked Motor Vehicle	2	0.39%		0.00%	N/A
Railway Vehicle	0	0.00%		0.00%	N/A
Bicycle or Pedal Cycle	6	1.17%		0.00%	N/A
Motorized Bicycle	0	0.00%		0.00%	N/A
Domestic Animal	0	0.00%		0.00%	N/A
Wild Animal	4	0.78%		0.00%	N/A
Light/Utility Pole	9	1.75%	1	50.00%	N/A
Traffic Signal Pole	1	0.19%		0.00%	N/A
Sign	11	2.14%		0.00%	N/A
Bridge Rail	1	0.19%		0.00%	N/A
Guard Rail	6	1.17%		0.00%	N/A
Cable Rail	0	0.00%		0.00%	N/A
Concrete Barrier	8	1.56%		0.00%	N/A
Bridge Abutment	0	0.00%		0.00%	N/A
Column/Pier	0	0.00%		0.00%	N/A
Culvert/Headwall	7	1.36%		0.00%	N/A
Embankment	11	2.14%		0.00%	N/A
Curb	5	0.97%		0.00%	N/A
Delineator Post	2	0.39%		0.00%	N/A

Min. 5 Crashes, 95% Probability

FHU No. 121410-02

Baseline: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection

Country Club Rd & Sandstone Dr

Crash Type	Observed	Pct	Observed	Pct	Probability
Fence	7	1.36%		0.00%	N/A
Tree	6	1.17%		0.00%	N/A
Boulder/Rock	1	0.19%		0.00%	N/A
Rocks in Roadway	0	0.00%		0.00%	N/A
Barricade	1	0.19%		0.00%	N/A
Wall/Building	0	0.00%		0.00%	N/A
Crash Cushion	0	0.00%		0.00%	N/A
Mailbox	1	0.19%		0.00%	N/A
Other Fixed Object	4	0.78%		0.00%	N/A
Other Object	2	0.39%		0.00%	N/A
Road Maintenance Equipment	0	0.00%		0.00%	N/A
Unknown Accident Type	0	0.00%		0.00%	N/A
Total Fixed Object	81	15.79%	1	50.00%	N/A
Total Other Object	2	0.39%	0	0.00%	N/A
Daylight	390	76.02%	2	100.00%	N/A
Dawn/Dusk	34	6.63%		0.00%	N/A
Dark Lighted	32	6.24%		0.00%	N/A
Dark Unlighted	54	10.53%		0.00%	N/A
Unknown Lighting	3	0.58%		0.00%	N/A
No Adverse Weather	439	85.58%	2	100.00%	N/A
Rain	17	3.31%		0.00%	N/A
Snow/Sleet/Hail	38	7.41%		0.00%	N/A
Fog	6	1.17%		0.00%	N/A
Dust	0	0.00%		0.00%	N/A
Wind	10	1.95%		0.00%	N/A
Unknown Weather	3	0.58%		0.00%	N/A
Dry Road	403	78.56%	2	100.00%	N/A
Wet Road	37	7.21%		0.00%	N/A
Muddy Road	0	0.00%		0.00%	N/A
Snowy Road	27	5.26%		0.00%	N/A
Icy Road	35	6.82%		0.00%	N/A
Slushy Road	3	0.58%		0.00%	N/A
Foreign Road Material	0	0.00%		0.00%	N/A
With Road Treatment	0	0.00%		0.00%	N/A
Dry with Icy Road Treatment	1	0.19%		0.00%	N/A
Wet with IRT	0	0.00%		0.00%	N/A
Snowy with IRT	2	0.39%		0.00%	N/A
Icy with IRT	3	0.58%		0.00%	N/A
Slushy with IRT	0	0.00%		0.00%	N/A
Unkown Road Condition	2	0.39%		0.00%	N/A
Driver I Impaired (Rx/DUI)	32	6.24%	0	0.00%	N/A

Baseline: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection

Country Club Rd & Cottonwood Dr

Crash Type	Observed	Pct	Observed	Pct	Probability
Total	513	100.00%	1	100.00%	
PDO	362	70.57%	1	100.00%	N/A
Injury	150	29.24%	0	0.00%	N/A
Fatal	1	0.19%	0	0.00%	N/A
One Vehicle	94	18.32%		0.00%	N/A
Two Vehicles	391	76.22%	1	100.00%	N/A
Three or More Vehicles	28	5.46%		0.00%	N/A
Unknown Vehicles	0	0.00%		0.00%	N/A
On Road	426	83.04%	1	100.00%	N/A
Off Road	86	16.76%		0.00%	N/A
Off Road Left	16	3.12%		0.00%	N/A
Off Road Right	48	9.36%		0.00%	N/A
Off Road at Tee	21	4.09%		0.00%	N/A
Off Road in Median	1	0.19%		0.00%	N/A
Overturning	7	1.36%		0.00%	N/A
Other Non-Collision	3	0.58%		0.00%	N/A
Vehicle Cargo or Debris	0	0.00%		0.00%	N/A
Pedestrian	6	1.17%		0.00%	N/A
Broadside	90	17.54%		0.00%	N/A
Head On	6	1.17%		0.00%	N/A
Rear End	245	47.76%	1	100.00%	N/A
Sideswipe (Same Direction)	19	3.70%		0.00%	N/A
Sideswipe (Opposite Direction)	3	0.58%		0.00%	N/A
Approach Turn	32	6.24%		0.00%	N/A
Overtaking Turn	7	1.36%		0.00%	N/A
Parked Motor Vehicle	2	0.39%		0.00%	N/A
Railway Vehicle	0	0.00%		0.00%	N/A
Bicycle or Pedal Cycle	6	1.17%		0.00%	N/A
Motorized Bicycle	0	0.00%		0.00%	N/A
Domestic Animal	0	0.00%		0.00%	N/A
Wild Animal	4	0.78%		0.00%	N/A
Light/Utility Pole	9	1.75%		0.00%	N/A
Traffic Signal Pole	1	0.19%		0.00%	N/A
Sign	11	2.14%		0.00%	N/A
Bridge Rail	1	0.19%		0.00%	N/A
Guard Rail	6	1.17%		0.00%	N/A
Cable Rail	0	0.00%		0.00%	N/A
Concrete Barrier	8	1.56%		0.00%	N/A
Bridge Abutment	0	0.00%		0.00%	N/A
Column/Pier	0	0.00%		0.00%	N/A
Culvert/Headwall	7	1.36%		0.00%	N/A
Embankment	11	2.14%		0.00%	N/A
Curb	5	0.97%		0.00%	N/A
Delineator Post	2	0.39%		0.00%	N/A

Min. 5 Crashes, 95% Probability

FHU No. 121410-02

Baseline: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection

Country Club Rd & Cottonwood Dr

Crash Type	Observed	Pct	Observed	Pct	Probability
Fence	7	1.36%		0.00%	N/A
Tree	6	1.17%		0.00%	N/A
Boulder/Rock	1	0.19%		0.00%	N/A
Rocks in Roadway	0	0.00%		0.00%	N/A
Barricade	1	0.19%		0.00%	N/A
Wall/Building	0	0.00%		0.00%	N/A
Crash Cushion	0	0.00%		0.00%	N/A
Mailbox	1	0.19%		0.00%	N/A
Other Fixed Object	4	0.78%		0.00%	N/A
Other Object	2	0.39%		0.00%	N/A
Road Maintenance Equipment	0	0.00%		0.00%	N/A
Unknown Accident Type	0	0.00%		0.00%	N/A
Total Fixed Object	81	15.79%	0	0.00%	N/A
Total Other Object	2	0.39%	0	0.00%	N/A
Daylight	390	76.02%		0.00%	N/A
Dawn/Dusk	34	6.63%		0.00%	N/A
Dark Lighted	32	6.24%		0.00%	N/A
Dark Unlighted	54	10.53%	1	100.00%	N/A
Unknown Lighting	3	0.58%		0.00%	N/A
No Adverse Weather	439	85.58%	1	100.00%	N/A
Rain	17	3.31%		0.00%	N/A
Snow/Sleet/Hail	38	7.41%		0.00%	N/A
Fog	6	1.17%		0.00%	N/A
Dust	0	0.00%		0.00%	N/A
Wind	10	1.95%		0.00%	N/A
Unknown Weather	3	0.58%		0.00%	N/A
Dry Road	403	78.56%	1	100.00%	N/A
Wet Road	37	7.21%		0.00%	N/A
Muddy Road	0	0.00%		0.00%	N/A
Snowy Road	27	5.26%		0.00%	N/A
Icy Road	35	6.82%		0.00%	N/A
Slushy Road	3	0.58%		0.00%	N/A
Foreign Road Material	0	0.00%		0.00%	N/A
With Road Treatment	0	0.00%		0.00%	N/A
Dry with Icy Road Treatment	1	0.19%		0.00%	N/A
Wet with IRT	0	0.00%		0.00%	N/A
Snowy with IRT	2	0.39%		0.00%	N/A
Icy with IRT	3	0.58%		0.00%	N/A
Slushy with IRT	0	0.00%		0.00%	N/A
Unkown Road Condition	2	0.39%		0.00%	N/A
Driver I Impaired (Rx/DUI)	32	6.24%	0	0.00%	N/A

Baseline: CO - Urban 2-Lane UnDivided UnSignalized 4-Leg Intersection

Country Club Rd & Lemay Ave / Gregory Rd

Crash Type	Observed	Pct	Observed	Pct	Probability
Total	208	100.00%	13	100.00%	
PDO	145	69.71%	11	84.62%	93.90%
Injury	62	29.81%	2	15.38%	N/A
Fatal	1	0.48%	0	0.00%	N/A
One Vehicle	27	12.98%		0.00%	N/A
Two Vehicles	174	83.65%	12	92.31%	90.18%
Three or More Vehicles	7	3.37%	1	7.69%	N/A
Unknown Vehicles	0	0.00%		0.00%	N/A
On Road	183	87.98%	13	100.00%	100.00%
Off Road	25	12.02%		0.00%	N/A
Off Road Left	5	2.40%		0.00%	N/A
Off Road Right	19	9.13%		0.00%	N/A
Off Road at Tee	1	0.48%		0.00%	N/A
Off Road in Median	0	0.00%		0.00%	N/A
Overturning	2	0.96%		0.00%	N/A
Other Non-Collision	1	0.48%		0.00%	N/A
Vehicle Cargo or Debris	0	0.00%		0.00%	N/A
Pedestrian	3	1.44%		0.00%	N/A
Broadside	75	36.06%	10	76.92%	99.95%
Head On	2	0.96%		0.00%	N/A
Rear End	65	31.25%	3	23.08%	N/A
Sideswipe (Same Direction)	12	5.77%		0.00%	N/A
Sideswipe (Opposite Direction)	2	0.96%		0.00%	N/A
Approach Turn	5	2.40%		0.00%	N/A
Overtaking Turn	6	2.88%		0.00%	N/A
Parked Motor Vehicle	8	3.85%		0.00%	N/A
Railway Vehicle	0	0.00%		0.00%	N/A
Bicycle or Pedal Cycle	4	1.92%		0.00%	N/A
Motorized Bicycle	0	0.00%		0.00%	N/A
Domestic Animal	0	0.00%		0.00%	N/A
Wild Animal	0	0.00%		0.00%	N/A
Light/Utility Pole	5	2.40%		0.00%	N/A
Traffic Signal Pole	0	0.00%		0.00%	N/A
Sign	11	5.29%		0.00%	N/A
Bridge Rail	0	0.00%		0.00%	N/A
Guard Rail	1	0.48%		0.00%	N/A
Cable Rail	0	0.00%		0.00%	N/A
Concrete Barrier	0	0.00%		0.00%	N/A
Bridge Abutment	0	0.00%		0.00%	N/A
Column/Pier	0	0.00%		0.00%	N/A
Culvert/Headwall	1	0.48%		0.00%	N/A
Embankment	1	0.48%		0.00%	N/A
Curb	0	0.00%		0.00%	N/A
Delineator Post	0	0.00%		0.00%	N/A

Min. 5 Crashes, 95% Probability

FHU No. 121410-02

Baseline: CO - Urban 2-Lane UnDivided UnSignalized 4-Leg Intersection

Country Club Rd & Lemay Ave / Gregory Rd

Crash Type	Observed	Pct	Observed	Pct	Probability
Fence	0	0.00%		0.00%	N/A
Tree	0	0.00%		0.00%	N/A
Boulder/Rock	0	0.00%		0.00%	N/A
Rocks in Roadway	0	0.00%		0.00%	N/A
Barricade	0	0.00%		0.00%	N/A
Wall/Building	0	0.00%		0.00%	N/A
Crash Cushion	0	0.00%		0.00%	N/A
Mailbox	1	0.48%		0.00%	N/A
Other Fixed Object	3	1.44%		0.00%	N/A
Other Object	0	0.00%		0.00%	N/A
Road Maintenance Equipment	0	0.00%		0.00%	N/A
Unknown Accident Type	0	0.00%		0.00%	N/A
Total Fixed Object	23	11.06%		0.00%	N/A
Total Other Object	0	0.00%		0.00%	N/A
Daylight	167	80.29%	9	69.23%	24.39%
Dawn/Dusk	9	4.33%	1	7.69%	N/A
Dark Lighted	21	10.10%		0.00%	N/A
Dark Unlighted	11	5.29%	3	23.08%	N/A
Unknown Lighting	0	0.00%		0.00%	N/A
No Adverse Weather	188	90.38%	12	92.31%	73.13%
Rain	7	3.37%		0.00%	N/A
Snow/Sleet/Hail	13	6.25%		0.00%	N/A
Fog	0	0.00%		0.00%	N/A
Dust	0	0.00%		0.00%	N/A
Wind	0	0.00%		0.00%	N/A
Unknown Weather	0	0.00%	1	7.69%	N/A
Dry Road	166	79.81%	12	92.31%	94.67%
Wet Road	13	6.25%	1	7.69%	N/A
Muddy Road	0	0.00%		0.00%	N/A
Snowy Road	7	3.37%		0.00%	N/A
Icy Road	17	8.17%		0.00%	N/A
Slushy Road	1	0.48%		0.00%	N/A
Foreign Road Material	1	0.48%		0.00%	N/A
With Road Treatment	0	0.00%		0.00%	N/A
Dry with Icy Road Treatment	2	0.96%		0.00%	N/A
Wet with IRT	0	0.00%		0.00%	N/A
Snowy with IRT	0	0.00%		0.00%	N/A
Icy with IRT	1	0.48%		0.00%	N/A
Slushy with IRT	0	0.00%		0.00%	N/A
Unkown Road Condition	0	0.00%		0.00%	N/A
Driver I Impaired (Rx/DUI)	6	2.88%	1	7.69%	N/A

Baseline: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection

Country Club Rd & Greenmont Dr

Crash Type	Observed	Pct	Observed	Pct	Probability
Total	513	100.00%	2	100.00%	
PDO	362	70.57%	0	0.00%	N/A
Injury	150	29.24%	2	100.00%	N/A
Fatal	1	0.19%	0	0.00%	N/A
One Vehicle	94	18.32%	1	50.00%	N/A
Two Vehicles	391	76.22%	1	50.00%	N/A
Three or More Vehicles	28	5.46%		0.00%	N/A
Unknown Vehicles	0	0.00%		0.00%	N/A
On Road	426	83.04%	1	50.00%	N/A
Off Road	86	16.76%	1	50.00%	N/A
Off Road Left	16	3.12%		0.00%	N/A
Off Road Right	48	9.36%	1	50.00%	N/A
Off Road at Tee	21	4.09%		0.00%	N/A
Off Road in Median	1	0.19%		0.00%	N/A
Overturning	7	1.36%		0.00%	N/A
Other Non-Collision	3	0.58%		0.00%	N/A
Vehicle Cargo or Debris	0	0.00%		0.00%	N/A
Pedestrian	6	1.17%		0.00%	N/A
Broadside	90	17.54%		0.00%	N/A
Head On	6	1.17%		0.00%	N/A
Rear End	245	47.76%	1	50.00%	N/A
Sideswipe (Same Direction)	19	3.70%		0.00%	N/A
Sideswipe (Opposite Direction)	3	0.58%		0.00%	N/A
Approach Turn	32	6.24%		0.00%	N/A
Overtaking Turn	7	1.36%		0.00%	N/A
Parked Motor Vehicle	2	0.39%		0.00%	N/A
Railway Vehicle	0	0.00%		0.00%	N/A
Bicycle or Pedal Cycle	6	1.17%		0.00%	N/A
Motorized Bicycle	0	0.00%		0.00%	N/A
Domestic Animal	0	0.00%		0.00%	N/A
Wild Animal	4	0.78%		0.00%	N/A
Light/Utility Pole	9	1.75%		0.00%	N/A
Traffic Signal Pole	1	0.19%		0.00%	N/A
Sign	11	2.14%		0.00%	N/A
Bridge Rail	1	0.19%		0.00%	N/A
Guard Rail	6	1.17%		0.00%	N/A
Cable Rail	0	0.00%		0.00%	N/A
Concrete Barrier	8	1.56%		0.00%	N/A
Bridge Abutment	0	0.00%		0.00%	N/A
Column/Pier	0	0.00%		0.00%	N/A
Culvert/Headwall	7	1.36%		0.00%	N/A
Embankment	11	2.14%		0.00%	N/A
Curb	5	0.97%		0.00%	N/A
Delineator Post	2	0.39%		0.00%	N/A

Min. 5 Crashes, 95% Probability

FHU No. 121410-02

Baseline: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection

Country Club Rd & Greenmont Dr

Crash Type	Observed	Pct	Observed	Pct	Probability
Fence	7	1.36%	1	50.00%	N/A
Tree	6	1.17%		0.00%	N/A
Boulder/Rock	1	0.19%		0.00%	N/A
Rocks in Roadway	0	0.00%		0.00%	N/A
Barricade	1	0.19%		0.00%	N/A
Wall/Building	0	0.00%		0.00%	N/A
Crash Cushion	0	0.00%		0.00%	N/A
Mailbox	1	0.19%		0.00%	N/A
Other Fixed Object	4	0.78%		0.00%	N/A
Other Object	2	0.39%		0.00%	N/A
Road Maintenance Equipment	0	0.00%		0.00%	N/A
Unknown Accident Type	0	0.00%		0.00%	N/A
Total Fixed Object	81	15.79%	1	50.00%	N/A
Total Other Object	2	0.39%	0	0.00%	N/A
Daylight	390	76.02%	1	50.00%	N/A
Dawn/Dusk	34	6.63%		0.00%	N/A
Dark Lighted	32	6.24%	1	50.00%	N/A
Dark Unlighted	54	10.53%		0.00%	N/A
Unknown Lighting	3	0.58%		0.00%	N/A
No Adverse Weather	439	85.58%	2	100.00%	N/A
Rain	17	3.31%		0.00%	N/A
Snow/Sleet/Hail	38	7.41%		0.00%	N/A
Fog	6	1.17%		0.00%	N/A
Dust	0	0.00%		0.00%	N/A
Wind	10	1.95%		0.00%	N/A
Unknown Weather	3	0.58%		0.00%	N/A
Dry Road	403	78.56%	1	50.00%	N/A
Wet Road	37	7.21%	1	50.00%	N/A
Muddy Road	0	0.00%		0.00%	N/A
Snowy Road	27	5.26%		0.00%	N/A
Icy Road	35	6.82%		0.00%	N/A
Slushy Road	3	0.58%		0.00%	N/A
Foreign Road Material	0	0.00%		0.00%	N/A
With Road Treatment	0	0.00%		0.00%	N/A
Dry with Icy Road Treatment	1	0.19%		0.00%	N/A
Wet with IRT	0	0.00%		0.00%	N/A
Snowy with IRT	2	0.39%		0.00%	N/A
Icy with IRT	3	0.58%		0.00%	N/A
Slushy with IRT	0	0.00%		0.00%	N/A
Unkown Road Condition	2	0.39%		0.00%	N/A
Driver I Impaired (Rx/DUI)	32	6.24%	0	0.00%	N/A

Baseline: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection

Country Club Rd & Longview Dr

Crash Type	Observed	Pct	Observed	Pct	Probability
Total	513	100.00%	1	100.00%	
PDO	362	70.57%	1	100.00%	N/A
Injury	150	29.24%	0	0.00%	N/A
Fatal	1	0.19%	0	0.00%	N/A
One Vehicle	94	18.32%		0.00%	N/A
Two Vehicles	391	76.22%	1	100.00%	N/A
Three or More Vehicles	28	5.46%		0.00%	N/A
Unknown Vehicles	0	0.00%		0.00%	N/A
On Road	426	83.04%	1	100.00%	N/A
Off Road	86	16.76%		0.00%	N/A
Off Road Left	16	3.12%		0.00%	N/A
Off Road Right	48	9.36%		0.00%	N/A
Off Road at Tee	21	4.09%		0.00%	N/A
Off Road in Median	1	0.19%		0.00%	N/A
Overturning	7	1.36%		0.00%	N/A
Other Non-Collision	3	0.58%		0.00%	N/A
Vehicle Cargo or Debris	0	0.00%		0.00%	N/A
Pedestrian	6	1.17%		0.00%	N/A
Broadside	90	17.54%	1	100.00%	N/A
Head On	6	1.17%		0.00%	N/A
Rear End	245	47.76%		0.00%	N/A
Sideswipe (Same Direction)	19	3.70%		0.00%	N/A
Sideswipe (Opposite Direction)	3	0.58%		0.00%	N/A
Approach Turn	32	6.24%		0.00%	N/A
Overtaking Turn	7	1.36%		0.00%	N/A
Parked Motor Vehicle	2	0.39%		0.00%	N/A
Railway Vehicle	0	0.00%		0.00%	N/A
Bicycle or Pedal Cycle	6	1.17%		0.00%	N/A
Motorized Bicycle	0	0.00%		0.00%	N/A
Domestic Animal	0	0.00%		0.00%	N/A
Wild Animal	4	0.78%		0.00%	N/A
Light/Utility Pole	9	1.75%		0.00%	N/A
Traffic Signal Pole	1	0.19%		0.00%	N/A
Sign	11	2.14%		0.00%	N/A
Bridge Rail	1	0.19%		0.00%	N/A
Guard Rail	6	1.17%		0.00%	N/A
Cable Rail	0	0.00%		0.00%	N/A
Concrete Barrier	8	1.56%		0.00%	N/A
Bridge Abutment	0	0.00%		0.00%	N/A
Column/Pier	0	0.00%		0.00%	N/A
Culvert/Headwall	7	1.36%		0.00%	N/A
Embankment	11	2.14%		0.00%	N/A
Curb	5	0.97%		0.00%	N/A
Delineator Post	2	0.39%		0.00%	N/A

Min. 5 Crashes, 95% Probability

FHU No. 121410-02

Baseline: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection

Country Club Rd & Longview Dr

Crash Type	Observed	Pct	Observed	Pct	Probability
Fence	7	1.36%		0.00%	N/A
Tree	6	1.17%		0.00%	N/A
Boulder/Rock	1	0.19%		0.00%	N/A
Rocks in Roadway	0	0.00%		0.00%	N/A
Barricade	1	0.19%		0.00%	N/A
Wall/Building	0	0.00%		0.00%	N/A
Crash Cushion	0	0.00%		0.00%	N/A
Mailbox	1	0.19%		0.00%	N/A
Other Fixed Object	4	0.78%		0.00%	N/A
Other Object	2	0.39%		0.00%	N/A
Road Maintenance Equipment	0	0.00%		0.00%	N/A
Unknown Accident Type	0	0.00%		0.00%	N/A
Total Fixed Object	81	15.79%	0	0.00%	N/A
Total Other Object	2	0.39%	0	0.00%	N/A
Daylight	390	76.02%	1	100.00%	N/A
Dawn/Dusk	34	6.63%		0.00%	N/A
Dark Lighted	32	6.24%		0.00%	N/A
Dark Unlighted	54	10.53%		0.00%	N/A
Unknown Lighting	3	0.58%		0.00%	N/A
No Adverse Weather	439	85.58%	1	100.00%	N/A
Rain	17	3.31%		0.00%	N/A
Snow/Sleet/Hail	38	7.41%		0.00%	N/A
Fog	6	1.17%		0.00%	N/A
Dust	0	0.00%		0.00%	N/A
Wind	10	1.95%		0.00%	N/A
Unknown Weather	3	0.58%		0.00%	N/A
Dry Road	403	78.56%	1	100.00%	N/A
Wet Road	37	7.21%		0.00%	N/A
Muddy Road	0	0.00%		0.00%	N/A
Snowy Road	27	5.26%		0.00%	N/A
Icy Road	35	6.82%		0.00%	N/A
Slushy Road	3	0.58%		0.00%	N/A
Foreign Road Material	0	0.00%		0.00%	N/A
With Road Treatment	0	0.00%		0.00%	N/A
Dry with Icy Road Treatment	1	0.19%		0.00%	N/A
Wet with IRT	0	0.00%		0.00%	N/A
Snowy with IRT	2	0.39%		0.00%	N/A
Icy with IRT	3	0.58%		0.00%	N/A
Slushy with IRT	0	0.00%		0.00%	N/A
Unkown Road Condition	2	0.39%		0.00%	N/A
Driver I Impaired (Rx/DUI)	32	6.24%	0	0.00%	N/A

Baseline: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection

Country Club Rd & Lakeview Dr

Crash Type	Observed	Pct	Observed	Pct	Probability
Total	513	100.00%	2	100.00%	
PDO	362	70.57%	2	100.00%	N/A
Injury	150	29.24%	0	0.00%	N/A
Fatal	1	0.19%	0	0.00%	N/A
One Vehicle	94	18.32%	2	100.00%	N/A
Two Vehicles	391	76.22%		0.00%	N/A
Three or More Vehicles	28	5.46%		0.00%	N/A
Unknown Vehicles	0	0.00%		0.00%	N/A
On Road	426	83.04%		0.00%	N/A
Off Road	86	16.76%	2	100.00%	N/A
Off Road Left	16	3.12%		0.00%	N/A
Off Road Right	48	9.36%	2	100.00%	N/A
Off Road at Tee	21	4.09%		0.00%	N/A
Off Road in Median	1	0.19%		0.00%	N/A
Overturning	7	1.36%		0.00%	N/A
Other Non-Collision	3	0.58%		0.00%	N/A
Vehicle Cargo or Debris	0	0.00%		0.00%	N/A
Pedestrian	6	1.17%		0.00%	N/A
Broadside	90	17.54%		0.00%	N/A
Head On	6	1.17%		0.00%	N/A
Rear End	245	47.76%		0.00%	N/A
Sideswipe (Same Direction)	19	3.70%		0.00%	N/A
Sideswipe (Opposite Direction)	3	0.58%		0.00%	N/A
Approach Turn	32	6.24%		0.00%	N/A
Overtaking Turn	7	1.36%		0.00%	N/A
Parked Motor Vehicle	2	0.39%		0.00%	N/A
Railway Vehicle	0	0.00%		0.00%	N/A
Bicycle or Pedal Cycle	6	1.17%		0.00%	N/A
Motorized Bicycle	0	0.00%		0.00%	N/A
Domestic Animal	0	0.00%		0.00%	N/A
Wild Animal	4	0.78%		0.00%	N/A
Light/Utility Pole	9	1.75%		0.00%	N/A
Traffic Signal Pole	1	0.19%		0.00%	N/A
Sign	11	2.14%		0.00%	N/A
Bridge Rail	1	0.19%		0.00%	N/A
Guard Rail	6	1.17%		0.00%	N/A
Cable Rail	0	0.00%		0.00%	N/A
Concrete Barrier	8	1.56%		0.00%	N/A
Bridge Abutment	0	0.00%		0.00%	N/A
Column/Pier	0	0.00%		0.00%	N/A
Culvert/Headwall	7	1.36%		0.00%	N/A
Embankment	11	2.14%		0.00%	N/A
Curb	5	0.97%		0.00%	N/A
Delineator Post	2	0.39%		0.00%	N/A

Min. 5 Crashes, 95% Probability

FHU No. 121410-02

Baseline: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection

Country Club Rd & Lakeview Dr

Crash Type	Observed	Pct	Observed	Pct	Probability
Fence	7	1.36%	1	50.00%	N/A
Tree	6	1.17%	1	50.00%	N/A
Boulder/Rock	1	0.19%		0.00%	N/A
Rocks in Roadway	0	0.00%		0.00%	N/A
Barricade	1	0.19%		0.00%	N/A
Wall/Building	0	0.00%		0.00%	N/A
Crash Cushion	0	0.00%		0.00%	N/A
Mailbox	1	0.19%		0.00%	N/A
Other Fixed Object	4	0.78%		0.00%	N/A
Other Object	2	0.39%		0.00%	N/A
Road Maintenance Equipment	0	0.00%		0.00%	N/A
Unknown Accident Type	0	0.00%		0.00%	N/A
Total Fixed Object	81	15.79%	2	100.00%	N/A
Total Other Object	2	0.39%	0	0.00%	N/A
Daylight	390	76.02%		0.00%	N/A
Dawn/Dusk	34	6.63%		0.00%	N/A
Dark Lighted	32	6.24%		0.00%	N/A
Dark Unlighted	54	10.53%	2	100.00%	N/A
Unknown Lighting	3	0.58%		0.00%	N/A
No Adverse Weather	439	85.58%	2	100.00%	N/A
Rain	17	3.31%		0.00%	N/A
Snow/Sleet/Hail	38	7.41%		0.00%	N/A
Fog	6	1.17%		0.00%	N/A
Dust	0	0.00%		0.00%	N/A
Wind	10	1.95%		0.00%	N/A
Unknown Weather	3	0.58%		0.00%	N/A
Dry Road	403	78.56%	2	100.00%	N/A
Wet Road	37	7.21%		0.00%	N/A
Muddy Road	0	0.00%		0.00%	N/A
Snowy Road	27	5.26%		0.00%	N/A
Icy Road	35	6.82%		0.00%	N/A
Slushy Road	3	0.58%		0.00%	N/A
Foreign Road Material	0	0.00%		0.00%	N/A
With Road Treatment	0	0.00%		0.00%	N/A
Dry with Icy Road Treatment	1	0.19%		0.00%	N/A
Wet with IRT	0	0.00%		0.00%	N/A
Snowy with IRT	2	0.39%		0.00%	N/A
Icy with IRT	3	0.58%		0.00%	N/A
Slushy with IRT	0	0.00%		0.00%	N/A
Unkown Road Condition	2	0.39%		0.00%	N/A
Driver I Impaired (Rx/DUI)	32	6.24%	0	0.00%	N/A

Baseline: CO - Urban 2-Lane Divided Signalized 4-Leg Intersection

Country Club Rd & Turnberry Rd (CR 11)

Crash Type	Observed	Pct	Observed	Pct	Probability
Total	2166	100.00%	11	100.00%	
PDO	1528	70.54%	7	63.64%	41.45%
Injury	633	29.22%	4	36.36%	N/A
Fatal	5	0.23%	0	0.00%	N/A
One Vehicle	128	5.91%	3	27.27%	N/A
Two Vehicles	1831	84.53%	7	63.64%	7.63%
Three or More Vehicles	207	9.56%	1	9.09%	N/A
Unknown Vehicles	0	0.00%		0.00%	N/A
On Road	2064	95.29%	8	72.73%	1.30%
Off Road	102	4.71%	3	27.27%	N/A
Off Road Left	28	1.29%	2	18.18%	N/A
Off Road Right	72	3.32%	1	9.09%	N/A
Off Road at Tee	1	0.05%		0.00%	N/A
Off Road in Median	1	0.05%		0.00%	N/A
Overturning	17	0.78%		0.00%	N/A
Other Non-Collision	5	0.23%		0.00%	N/A
Vehicle Cargo or Debris	2	0.09%		0.00%	N/A
Pedestrian	12	0.55%		0.00%	N/A
Broadside	310	14.31%	6	54.55%	99.98%
Head On	5	0.23%		0.00%	N/A
Rear End	1161	53.60%		0.00%	N/A
Sideswipe (Same Direction)	110	5.08%	1	9.09%	N/A
Sideswipe (Opposite Direction)	13	0.60%		0.00%	N/A
Approach Turn	373	17.22%		0.00%	N/A
Overtaking Turn	18	0.83%		0.00%	N/A
Parked Motor Vehicle	3	0.14%		0.00%	N/A
Railway Vehicle	1	0.05%		0.00%	N/A
Bicycle or Pedal Cycle	25	1.15%	1	9.09%	N/A
Motorized Bicycle	0	0.00%		0.00%	N/A
Domestic Animal	1	0.05%		0.00%	N/A
Wild Animal	6	0.28%		0.00%	N/A
Light/Utility Pole	20	0.92%		0.00%	N/A
Traffic Signal Pole	15	0.69%		0.00%	N/A
Sign	12	0.55%		0.00%	N/A
Bridge Rail	0	0.00%		0.00%	N/A
Guard Rail	10	0.46%		0.00%	N/A
Cable Rail	0	0.00%		0.00%	N/A
Concrete Barrier	1	0.05%		0.00%	N/A
Bridge Abutment	0	0.00%		0.00%	N/A
Column/Pier	0	0.00%		0.00%	N/A
Culvert/Headwall	4	0.18%		0.00%	N/A
Embankment	10	0.46%		0.00%	N/A
Curb	5	0.23%		0.00%	N/A
Delineator Post	2	0.09%		0.00%	N/A

Min. 5 Crashes, 95% Probability

FHU No. 121410-02

Baseline: CO - Urban 2-Lane Divided Signalized 4-Leg Intersection

Country Club Rd & Turnberry Rd (CR 11)

Crash Type	Observed	Pct	Observed	Pct	Probability
Fence	5	0.23%		0.00%	N/A
Tree	4	0.18%	1	9.09%	N/A
Boulder/Rock	1	0.05%		0.00%	N/A
Rocks in Roadway	0	0.00%		0.00%	N/A
Barricade	1	0.05%		0.00%	N/A
Wall/Building	0	0.00%		0.00%	N/A
Crash Cushion	0	0.00%		0.00%	N/A
Mailbox	0	0.00%		0.00%	N/A
Other Fixed Object	10	0.46%	1	9.09%	N/A
Other Object	3	0.14%	1	9.09%	N/A
Road Maintenance Equipment	1	0.05%		0.00%	N/A
Unknown Accident Type	0	0.00%		0.00%	N/A
Total Fixed Object	100	4.62%	2	18.18%	N/A
Total Other Object	6	0.28%	1	9.09%	N/A
Daylight	1650	76.18%	8	72.73%	50.78%
Dawn/Dusk	109	5.03%	1	9.09%	N/A
Dark Lighted	329	15.19%		0.00%	N/A
Dark Unlighted	73	3.37%	2	18.18%	N/A
Unknown Lighting	5	0.23%		0.00%	N/A
No Adverse Weather	1915	88.41%	10	90.91%	74.20%
Rain	65	3.00%	1	9.09%	N/A
Snow/Sleet/Hail	130	6.00%		0.00%	N/A
Fog	13	0.60%		0.00%	N/A
Dust	0	0.00%		0.00%	N/A
Wind	20	0.92%		0.00%	N/A
Unknown Weather	23	1.06%		0.00%	N/A
Dry Road	1869	86.29%	10	90.91%	80.25%
Wet Road	114	5.26%	1	9.09%	N/A
Muddy Road	1	0.05%		0.00%	N/A
Snowy Road	61	2.82%		0.00%	N/A
Icy Road	88	4.06%		0.00%	N/A
Slushy Road	6	0.28%		0.00%	N/A
Foreign Road Material	0	0.00%		0.00%	N/A
With Road Treatment	0	0.00%		0.00%	N/A
Dry with Icy Road Treatment	4	0.18%		0.00%	N/A
Wet with IRT	3	0.14%		0.00%	N/A
Snowy with IRT	10	0.46%		0.00%	N/A
Icy with IRT	5	0.23%		0.00%	N/A
Slushy with IRT	0	0.00%		0.00%	N/A
Unkown Road Condition	5	0.23%		0.00%	N/A
Driver I Impaired (Rx/DUI)	84	3.88%	1	9.09%	N/A

LOCATION	DATE	DOW	TIME	SEVERITY	LOCATION	ROAD DESCRIPTION	#VEHICLES	ROAD CONTOUR	ROAD CONDITION	LIGHTING	WEATHER	CRASH TYPE
1120 Country Club	10/9/2019	Wed	11:30 PM	PDO	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	SNOW/SLEET/HAIL	MAILBOX
1400 Country Club	10/26/2017	Thu	6:10 PM	PDO	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	WILD ANIMAL
1731 Country Club	8/23/2017	Wed	3:05 PM	PDO	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	FENCE
Cottonwood	5/17/2018	Thu	8:45 PM	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	REAR-END
Greenmont	5/14/2019	Tue	8:37 AM	INJ	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	REAR-END
Greenmont	6/29/2019	Sat	9:15 PM	INJ	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	NONE	FENCE
Lake View	3/19/2017	Sun	1:35 AM	PDO	OFF RIGHT	AT INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	TREE/SHRUBBERY
Lake View	3/31/2018	Sat	4:48 AM	PDO	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	FENCE
Lemay/Gregory	1/17/2017	Tue	12:45 PM	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	UNKNOWN	BROADSIDE
Lemay/Gregory	2/28/2017	Tue	3:30 PM	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	WET	DAYLIGHT	NONE	BROADSIDE
Lemay/Gregory	5/11/2017	Thu	10:50 AM	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	BROADSIDE
Lemay/Gregory	6/29/2017	Thu	12:25 PM	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BROADSIDE
Lemay/Gregory	5/18/2018	Fri	11:15 PM	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	REAR-END
Lemay/Gregory	4/22/2019	Mon	3:39 PM	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BROADSIDE
Lemay/Gregory	5/24/2019	Fri	7:35 PM	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BROADSIDE
Lemay/Gregory	5/31/2019	Fri	12:09 PM	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	BROADSIDE
Lemay/Gregory	5/31/2019	Fri	10:25 PM	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	REAR-END
Lemay/Gregory	7/28/2019	Sun	10:29 AM	INJ	ON	AT INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	BROADSIDE
Lemay/Gregory	10/9/2019	Wed	11:27 AM	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	REAR-END
Lemay/Gregory	10/30/2019	Wed	6:15 PM	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAWN OR DUSK	NONE	BROADSIDE
Lemay/Gregory	12/30/2019	Mon	5:50 PM	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	BROADSIDE
Longview	11/18/2018	Sun	3:20 PM	PDO	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BROADSIDE
Sandstone	11/25/2017	Sat	9:40 AM	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	APPROACH TURN
Sandstone	5/9/2018	Wed	2:35 PM	INJ	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	LIGHT/UTILITY POLE
Terry Lake (SH 1)	10/26/2017	Thu	7:20 AM	INJ	ON	AT INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	WIND	REAR-END
Terry Lake (SH 1)	12/4/2018	Tue	1:25 PM	INJ	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	REAR-END
Turnberry (CR 11)	1/1/2017	Sun	12:45 AM	PDO	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	INVOLVING OTHER OBJECT
Turnberry (CR 11)	2/25/2017	Sat	8:30 AM	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BROADSIDE
Turnberry (CR 11)	3/24/2017	Fri	5:45 PM	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BROADSIDE
Turnberry (CR 11)	5/25/2017	Thu	5:43 PM	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BROADSIDE
Turnberry (CR 11)	6/26/2017	Mon	6:10 PM	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BROADSIDE
Turnberry (CR 11)	9/24/2017	Sun	4:58 PM	PDO	OFF LEFT	AT INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	OTHER FIXED OBJECT
Turnberry (CR 11)	10/27/2018	Sat	5:20 PM	INJ	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BROADSIDE
Turnberry (CR 11)	12/11/2018	Tue	11:57 AM	INJ	ON	AT INTERSECTION	4	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	BICYCLE
Turnberry (CR 11)	2/3/2019	Sun	6:45 PM	PDO	OFF RIGHT	AT INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	TREE/SHRUBBERY
Turnberry (CR 11)	2/22/2019	Fri	6:28 PM	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	BROADSIDE
Turnberry (CR 11)	3/18/2019	Mon	8:12 AM	PDO	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	SIDESWIPE (SAME DIRECTION)

LOCATION	DATE	DOW	TIME	SEVERITY	VEH 1 DIRECTION	VEH 1 TYPE	DRIVER 1 IMPAIRMENT	DRIVER 1 CONTRIBUTING FACTOR	VEH 1 SPEED	VEH 1 MOVEMENT
1120 Country Club	10/9/2019	Wed	11:30 PM	PDO	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	DRIVER FATIGUE	35	WEAVING
1400 Country Club	10/26/2017	Thu	6:10 PM	PDO	W	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	25	GOING STRAIGHT
1731 Country Club	8/23/2017	Wed	3:05 PM	PDO	W	SCHOOL BUS < 15 PEOPLE	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	3	BACKING
Cottonwood	5/17/2018	Thu	8:45 PM	PDO	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	DRIVER PREOCCUPIED	30	GOING STRAIGHT
Greenmont	5/14/2019	Tue	8:37 AM	INJ	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	DRIVER PREOCCUPIED	15	GOING STRAIGHT
Greenmont	6/29/2019	Sat	9:15 PM	INJ	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	DRIVER PREOCCUPIED	35	GOING STRAIGHT
Lake View	3/19/2017	Sun	1:35 AM	PDO	E	SUV	NO IMPAIRMENT SUSPECTED	ASLEEP AT WHEEL	40	GOING STRAIGHT
Lake View	3/31/2018	Sat	4:48 AM	PDO	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	ASLEEP AT WHEEL	35	GOING STRAIGHT
Lemay/Gregory	1/17/2017	Tue	12:45 PM	PDO	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	UNKNOWN	10	GOING STRAIGHT
Lemay/Gregory	2/28/2017	Tue	3:30 PM	PDO	N	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	35	MAKING RIGHT TURN
Lemay/Gregory	5/11/2017	Thu	10:50 AM	PDO	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	5	GOING STRAIGHT
Lemay/Gregory	6/29/2017	Thu	12:25 PM	PDO	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	DRIVER PREOCCUPIED	5	GOING STRAIGHT
Lemay/Gregory	5/18/2018	Fri	11:15 PM	PDO	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	GOING STRAIGHT
Lemay/Gregory	4/22/2019	Mon	3:39 PM	PDO	N	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	DRIVER UNFAMILIAR WITH AREA	25	GOING STRAIGHT
Lemay/Gregory	5/24/2019	Fri	7:35 PM	PDO	N	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	5	MAKING LEFT TURN
Lemay/Gregory	5/31/2019	Fri	12:09 PM	PDO	N	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	10	MAKING LEFT TURN
Lemay/Gregory	5/31/2019	Fri	10:25 PM	PDO	E	SUV	NO IMPAIRMENT SUSPECTED	DRIVER INEXPERIENCE	20	GOING STRAIGHT
Lemay/Gregory	7/28/2019	Sun	10:29 AM	INJ	E	SUV	NO IMPAIRMENT SUSPECTED	DRIVER UNFAMILIAR WITH AREA	30	GOING STRAIGHT
Lemay/Gregory	10/9/2019	Wed	11:27 AM	PDO	W	PICKUP TRUCK/UTILITY VAN	ALCOHOL INVOLVED	UNKNOWN	13	GOING STRAIGHT
Lemay/Gregory	10/30/2019	Wed	6:15 PM	PDO	N	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	10	MAKING RIGHT TURN
Lemay/Gregory	12/30/2019	Mon	5:50 PM	INJ	E	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	3	GOING STRAIGHT
Longview	11/18/2018	Sun	3:20 PM	PDO	N	SUV	NO IMPAIRMENT SUSPECTED	DRIVER PREOCCUPIED	UK	MAKING LEFT TURN
Sandstone	11/25/2017	Sat	9:40 AM	PDO	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	10	MAKING LEFT TURN
Sandstone	5/9/2018	Wed	2:35 PM	INJ	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	UNKNOWN	45	OTHER
Terry Lake (SH 1)	10/26/2017	Thu	7:20 AM	INJ	S	SUV	NO IMPAIRMENT SUSPECTED	UNKNOWN	5	GOING STRAIGHT
Terry Lake (SH 1)	12/4/2018	Tue	1:25 PM	INJ	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	35	GOING STRAIGHT
Turnberry (CR 11)	1/1/2017	Sun	12:45 AM	PDO	E	PASSENGER CAR/VAN	ALCOHOL INVOLVED	UNKNOWN	UK	OTHER
Turnberry (CR 11)	2/25/2017	Sat	8:30 AM	PDO	E	SUV	NO IMPAIRMENT SUSPECTED	DRIVER PREOCCUPIED	UK	GOING STRAIGHT
Turnberry (CR 11)	3/24/2017	Fri	5:45 PM	INJ	E	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	MAKING LEFT TURN
Turnberry (CR 11)	5/25/2017	Thu	5:43 PM	INJ	W	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	MAKING LEFT TURN
Turnberry (CR 11)	6/26/2017	Mon	6:10 PM	PDO	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	DRIVER INEXPERIENCE	UK	GOING STRAIGHT
Turnberry (CR 11)	9/24/2017	Sun	4:58 PM	PDO	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	MAKING RIGHT TURN
Turnberry (CR 11)	10/27/2018	Sat	5:20 PM	INJ	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	DRIVER UNFAMILIAR WITH AREA	30	GOING STRAIGHT
Turnberry (CR 11)	12/11/2018	Tue	11:57 AM	INJ	E	SUV	NO IMPAIRMENT SUSPECTED	UNKNOWN	UK	GOING STRAIGHT
Turnberry (CR 11)	2/3/2019	Sun	6:45 PM	PDO	N	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	UNKNOWN	UK	MAKING RIGHT TURN
Turnberry (CR 11)	2/22/2019	Fri	6:28 PM	PDO	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	GOING STRAIGHT
Turnberry (CR 11)	3/18/2019	Mon	8:12 AM	PDO	E	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	MAKING RIGHT TURN

LOCATION	DATE	DOW	TIME	SEVERITY	VEH 2 DIRECTION	VEH 2 TYPE	DRIVER 2 IMPAIRMENT	DRIVER 2 CONTRIBUTING FACTOR	VEH 2 SPEED	VEH 2 MOVEMENT
1120 Country Club	10/9/2019	Wed	11:30 PM	PDO			NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR		
1400 Country Club	10/26/2017	Thu	6:10 PM	PDO			NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR		
1731 Country Club	8/23/2017	Wed	3:05 PM	PDO			NO IMPAIRMENT SUSPECTED			
Cottonwood	5/17/2018	Thu	8:45 PM	PDO	W	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	0	STOPPED IN TRAFFIC
Greenmont	5/14/2019	Tue	8:37 AM	INJ	W	MOTORCYCLE	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	0	STOPPED IN TRAFFIC
Greenmont	6/29/2019	Sat	9:15 PM	INJ			NO IMPAIRMENT SUSPECTED			
Lake View	3/19/2017	Sun	1:35 AM	PDO			NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR		
Lake View	3/31/2018	Sat	4:48 AM	PDO			NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR		
Lemay/Gregory	1/17/2017	Tue	12:45 PM	PDO	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	UNKNOWN	5	GOING STRAIGHT
Lemay/Gregory	2/28/2017	Tue	3:30 PM	PDO	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	5	GOING STRAIGHT
Lemay/Gregory	5/11/2017	Thu	10:50 AM	PDO	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	5	GOING STRAIGHT
Lemay/Gregory	6/29/2017	Thu	12:25 PM	PDO	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	5	GOING STRAIGHT
Lemay/Gregory	5/18/2018	Fri	11:15 PM	PDO	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	0	STOPPED IN TRAFFIC
Lemay/Gregory	4/22/2019	Mon	3:39 PM	PDO	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	10	GOING STRAIGHT
Lemay/Gregory	5/24/2019	Fri	7:35 PM	PDO	E	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	5	GOING STRAIGHT
Lemay/Gregory	5/31/2019	Fri	12:09 PM	PDO	W	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	10	GOING STRAIGHT
Lemay/Gregory	5/31/2019	Fri	10:25 PM	PDO	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	0	STOPPED IN TRAFFIC
Lemay/Gregory	7/28/2019	Sun	10:29 AM	INJ	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	10	OTHER
Lemay/Gregory	10/9/2019	Wed	11:27 AM	PDO	W	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	0	STOPPED IN TRAFFIC
Lemay/Gregory	10/30/2019	Wed	6:15 PM	PDO	E	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	10	GOING STRAIGHT
Lemay/Gregory	12/30/2019	Mon	5:50 PM	INJ	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	15	GOING STRAIGHT
Longview	11/18/2018	Sun	3:20 PM	PDO	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	25	GOING STRAIGHT
Sandstone	11/25/2017	Sat	9:40 AM	PDO	E	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	30	GOING STRAIGHT
Sandstone	5/9/2018	Wed	2:35 PM	INJ			NO IMPAIRMENT SUSPECTED			
Terry Lake (SH 1)	10/26/2017	Thu	7:20 AM	INJ	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	0	STOPPED IN TRAFFIC
Terry Lake (SH 1)	12/4/2018	Tue	1:25 PM	INJ	N	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	5	SLOWING
Turnberry (CR 11)	1/1/2017	Sun	12:45 AM	PDO			NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR		
Turnberry (CR 11)	2/25/2017	Sat	8:30 AM	PDO	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	GOING STRAIGHT
Turnberry (CR 11)	3/24/2017	Fri	5:45 PM	INJ	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	GOING STRAIGHT
Turnberry (CR 11)	5/25/2017	Thu	5:43 PM	INJ	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	GOING STRAIGHT
Turnberry (CR 11)	6/26/2017	Mon	6:10 PM	PDO	S	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	GOING STRAIGHT
Turnberry (CR 11)	9/24/2017	Sun	4:58 PM	PDO			NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR		
Turnberry (CR 11)	10/27/2018	Sat	5:20 PM	INJ	S	PASSENGER CAR/VAN	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	35	GOING STRAIGHT
Turnberry (CR 11)	12/11/2018	Tue	11:57 AM	INJ	N	BICYCLE	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	GOING STRAIGHT
Turnberry (CR 11)	2/3/2019	Sun	6:45 PM	PDO			NO IMPAIRMENT SUSPECTED			
Turnberry (CR 11)	2/22/2019	Fri	6:28 PM	PDO	N	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	GOING STRAIGHT
Turnberry (CR 11)	3/18/2019	Mon	8:12 AM	PDO	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	MAKING RIGHT TURN

LOCATION	DATE	DOW	TIME	SEVERITY	VEH 3 DIRECTION	VEH 3 TYPE	DRIVER 3 IMPAIRMENT	DRIVER 3 CONTRIBUTING FACTOR	VEH 3 SPEED	VEH 3 MOVEMENT	DRIVER 1 VIOLATION
1120 Country Club	10/9/2019	Wed	11:30 PM	PDO							CARELESS DRIVING
1400 Country Club	10/26/2017	Thu	6:10 PM	PDO							
1731 Country Club	8/23/2017	Wed	3:05 PM	PDO							UNSAFE BACKING/SHOULDR OF ROAD
Cottonwood	5/17/2018	Thu	8:45 PM	PDO							CARELESS DRIVING
Greenmont	5/14/2019	Tue	8:37 AM	INJ							CARELESS DRIVING CAUSE INJURY
Greenmont	6/29/2019	Sat	9:15 PM	INJ							CARELESS DRIVING
Lake View	3/19/2017	Sun	1:35 AM	PDO							CARELESS DRIVING
Lake View	3/31/2018	Sat	4:48 AM	PDO							CARELESS DRIVING
Lemay/Gregory	1/17/2017	Tue	12:45 PM	PDO							
Lemay/Gregory	2/28/2017	Tue	3:30 PM	PDO							FAIL YIELD ROW AT STOP SIGN
Lemay/Gregory	5/11/2017	Thu	10:50 AM	PDO							FAIL YIELD ROW AT STOP SIGN
Lemay/Gregory	6/29/2017	Thu	12:25 PM	PDO							FAIL YIELD ROW AT STOP SIGN
Lemay/Gregory	5/18/2018	Fri	11:15 PM	PDO							LEAVING SCENE OF AN ACCIDENT
Lemay/Gregory	4/22/2019	Mon	3:39 PM	PDO							CARELESS DRIVING
Lemay/Gregory	5/24/2019	Fri	7:35 PM	PDO							FAIL YIELD ROW AT STOP SIGN
Lemay/Gregory	5/31/2019	Fri	12:09 PM	PDO							FAIL YIELD ROW AT STOP SIGN
Lemay/Gregory	5/31/2019	Fri	10:25 PM	PDO							CARELESS DRIVING
Lemay/Gregory	7/28/2019	Sun	10:29 AM	INJ	W	SUV	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	0	STOPPED IN TRAFFIC	CARELESS DRIVING CAUSE INJURY
Lemay/Gregory	10/9/2019	Wed	11:27 AM	PDO							DRIVE UNDER INFLUENCE ALCOHOL
Lemay/Gregory	10/30/2019	Wed	6:15 PM	PDO							
Lemay/Gregory	12/30/2019	Mon	5:50 PM	INJ							CARELESS DRIVING
Longview	11/18/2018	Sun	3:20 PM	PDO							FAIL YIELD ROW AT STOP SIGN
Sandstone	11/25/2017	Sat	9:40 AM	PDO							CARELESS DRIVING
Sandstone	5/9/2018	Wed	2:35 PM	INJ							CARELESS DRIVING
Terry Lake (SH 1)	10/26/2017	Thu	7:20 AM	INJ							CARELESS DRIVING
Terry Lake (SH 1)	12/4/2018	Tue	1:25 PM	INJ							CARELESS DRIVING
Turnberry (CR 11)	1/1/2017	Sun	12:45 AM	PDO							DRIVE UNDER INFLUENCE ALCOHOL
Turnberry (CR 11)	2/25/2017	Sat	8:30 AM	PDO							DISREGARD STOP SIGN
Turnberry (CR 11)	3/24/2017	Fri	5:45 PM	INJ							FAIL YIELD ROW AT STOP SIGN
Turnberry (CR 11)	5/25/2017	Thu	5:43 PM	INJ							DISOBEYED DIRECTION SIGNS
Turnberry (CR 11)	6/26/2017	Mon	6:10 PM	PDO							FAIL YIELD ROW AT STOP SIGN
Turnberry (CR 11)	9/24/2017	Sun	4:58 PM	PDO							
Turnberry (CR 11)	10/27/2018	Sat	5:20 PM	INJ							FAIL YIELD ROW AT STOP SIGN
Turnberry (CR 11)	12/11/2018	Tue	11:57 AM	INJ	N	BICYCLE	NO IMPAIRMENT SUSPECTED	NO APPARENT CONTRIBUTING FACTOR	UK	GOING STRAIGHT	CARELESS DRIVING CAUSE INJURY
Turnberry (CR 11)	2/3/2019	Sun	6:45 PM	PDO							CARELESS DRIVING
Turnberry (CR 11)	2/22/2019	Fri	6:28 PM	PDO							FAIL YIELD ROW AT STOP SIGN
Turnberry (CR 11)	3/18/2019	Mon	8:12 AM	PDO							CARELESS DRIVING

APPENDIX B. CONCEPTUAL COST ESTIMATES

Country Club Road Corridor Study

Conceptual Estimate of Project Costs - Phase I

Recommended Improvements - Roundabout at Country Club/Lemay



July 19th, 2022

Item	Pay Unit	Unit Cost	Quantity	Total Cost
1 Clearing and Grubbing	LS	\$20,000	1	\$20,000
2 Removal of Asphalt Mat	SY	\$10	2,400	\$24,000
3 Earthwork (10% of Pavement Costs)	%	\$0	1	\$88,000
4 Pavement - Hot Mix Asphalt - Full Depth	TON	\$160	3,700	\$592,000
5 Pavement - Hot Mix Asphalt - Mill & Overlay	TON	\$135	1,000	\$135,000
6 Curb and Gutter Type 2 (Section IB)	LF	\$35	1,200	\$42,000
7 Curb and Gutter Type 2 (Section IIB)	LF	\$40	900	\$36,000
6 Concrete Sidewalk	SY	\$70	700	\$49,000
7 Concrete Curb Ramp	EA	\$1,800	8	\$14,400
8 Median Cover Material	SF	\$15	5,500	\$82,500
Construction Item Cost				\$1,083,000
<i>Contingencies</i>			30%	\$325,000
<i>Utilities</i>			5%	\$54,000
<i>Drainage</i>			10%	\$108,000
<i>Environmental/Erosion Control</i>			5%	\$54,000
<i>Signing & Striping</i>			5%	\$54,000
<i>Construction Signing & Traffic Control</i>			5%	\$54,000
<i>Lighting</i>			5%	\$54,000
<i>Landscaping</i>			10%	\$108,000
<i>Mobilization</i>			10%	\$108,000
Construction Cost				\$2,002,000
<i>Design</i>			15%	\$300,000
<i>Construction</i>			10%	\$200,000
Total Project Cost				\$2,502,000

Opinion of Probable Construction Costs

In providing opinions of probable construction cost, the Client understands that Felsburg Holt & Ullevig has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing, and that the opinions of probable construction costs provided herein are to be made on the basis of our qualifications and experience. FHU makes no warranty, expressed or implied, as to the accuracy of such opinions as compared to bid or actual costs.

Country Club Road Corridor Study

Conceptual Estimate of Project Costs - Phase 2 Recommended Improvements - Mini Roundabout at Country Club/Greenmont



July 19th, 2022

	Item	Pay Unit	Unit Cost	Quantity	Total Cost
1	Clearing and Grubbing	LS	\$10,000	1	\$10,000
2	Removal of Asphalt Mat	SY	\$10	1,000	\$10,000
3	Earthwork (10% of Pavement Costs)	%	\$0	1	\$120,800
4	Pavement - Hot Mix Asphalt - Full Depth	TON	\$160	1,100	\$176,000
5	Pavement - Hot Mix Asphalt - Mill & Overlay	TON	\$135	700	\$94,500
6	Curb and Gutter Type 2 (Section IB)	LF	\$35	90	\$3,150
6	Concrete Sidewalk	SY	\$70	450	\$31,500
7	Concrete Curb Ramp	EA	\$1,800	2	\$3,600
8	Median Cover Material	SF	\$15	400	\$6,000
Construction Item Cost					\$456,000
	<i>Contingencies</i>			30%	\$137,000
	<i>Utilities</i>			5%	\$23,000
	<i>Drainage</i>			5%	\$23,000
	<i>EnvironmentallErosion Control</i>			2%	\$9,000
	<i>Signing & Striping</i>			5%	\$23,000
	<i>Construction Signing & Traffic Control</i>			5%	\$23,000
	<i>Lighting</i>			0%	\$0
	<i>Landscaping</i>			0%	\$0
	<i>Mobilization</i>			10%	\$46,000
Construction Cost					\$740,000
	<i>Design</i>			12%	\$89,000
	<i>Construction</i>			10%	\$74,000
Total Project Cost					\$903,000

Opinion of Probable Construction Costs

In providing opinions of probable construction cost, the Client understands that Felsburg Holt & Ullevig has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing, and that the opinions of probable construction costs provided herein are to be made on the basis of our qualifications and experience. FHU makes no warranty, expressed or implied, as to the accuracy of such opinions as compared to bid or actual costs.

Country Club Road Corridor Study

Conceptual Estimate of Project Costs - Phase 3

Recommended Improvements - East of Lemay (5,400 LF)



July 19th, 2022

	Item	Pay Unit	Unit Cost	Quantity	Total Cost
1	Clearing & Grubbing	LS	\$50,000	1	\$50,000
4	Removal of Asphalt Mat	SY	\$10	2,400	\$24,000
2	Excavation	LS	-	1	\$243,840
3	Aggregate Base Course (Class 6)	Ton	\$40	3,230	\$129,200
4	HMA	Ton	\$120	1,580	\$189,600
2	Concrete Sidewalk	SY	\$70	6,000	\$420,000
	RRFB	EA	\$25,000	5	\$125,000
	Raised Crosswalk	EA	\$10,000	2	\$20,000
Construction Item Cost					\$1,202,000
	<i>Contingencies</i>			30%	\$361,000
	<i>Utilities</i>			10%	\$120,000
	<i>Drainage</i>			10%	\$120,000
	<i>Environmental/Erosion Control</i>			5%	\$60,000
	<i>Signing & Striping</i>			2%	\$24,000
	<i>Construction Signing & Traffic Control</i>			10%	\$120,000
	<i>Lighting</i>			2%	\$24,000
	<i>Landscaping</i>			5%	\$60,000
	<i>Mobilization</i>			10%	\$120,000
Construction Cost					\$2,211,000
	<i>Design</i>			15%	\$332,000
	<i>Construction</i>			10%	\$221,000
Total Project Cost					\$2,764,000

Opinion of Probable Construction Costs

In providing opinions of probable construction cost, the Client understands that Felsburg Holt & Ullevig has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing, and that the opinions of probable construction costs provided herein are to be made on the basis of our qualifications and experience. FHU makes no warranty, expressed or implied, as to the accuracy of such opinions as compared to bid or actual costs.

Country Club Road Corridor Study

Conceptual Estimate of Project Costs - Phase 4

Recommended Improvements - West of Lemay (3,750 LF)



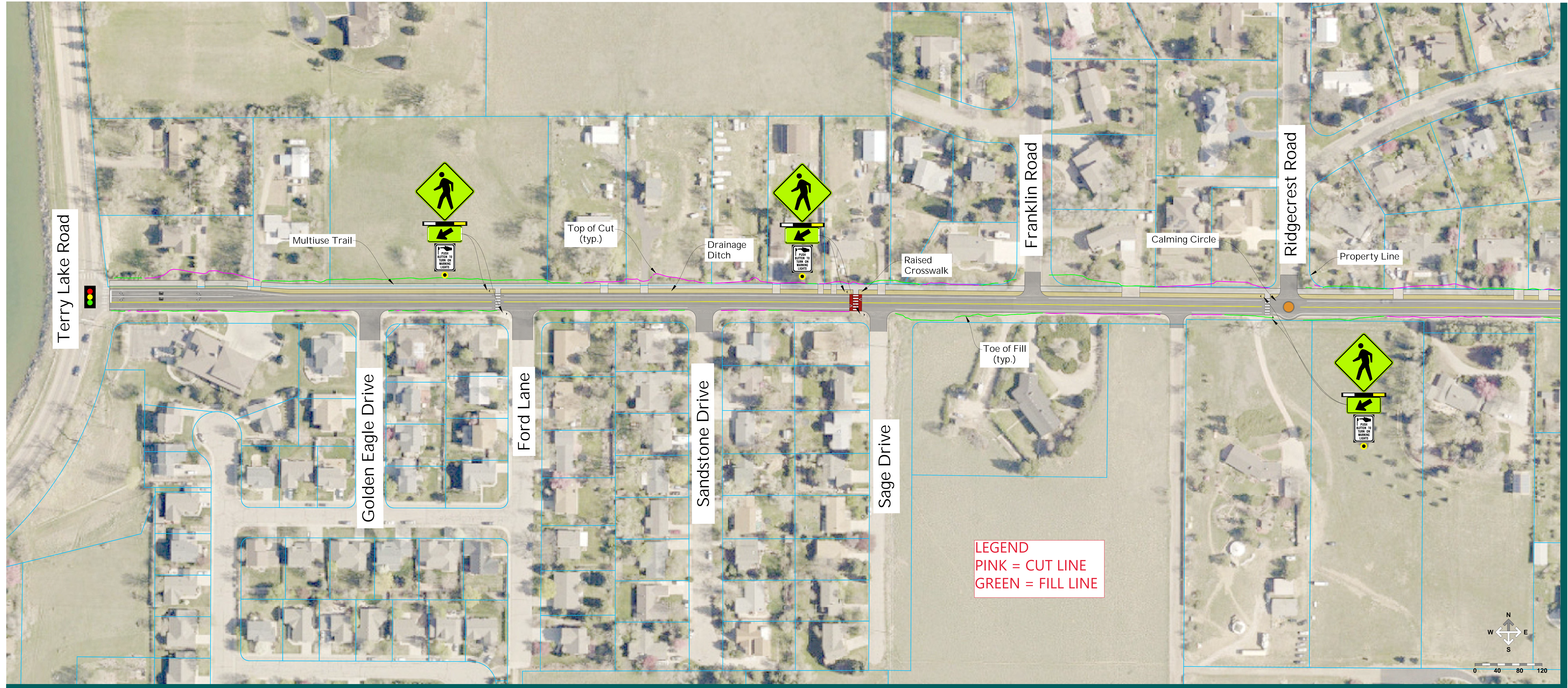
July 19th, 2022

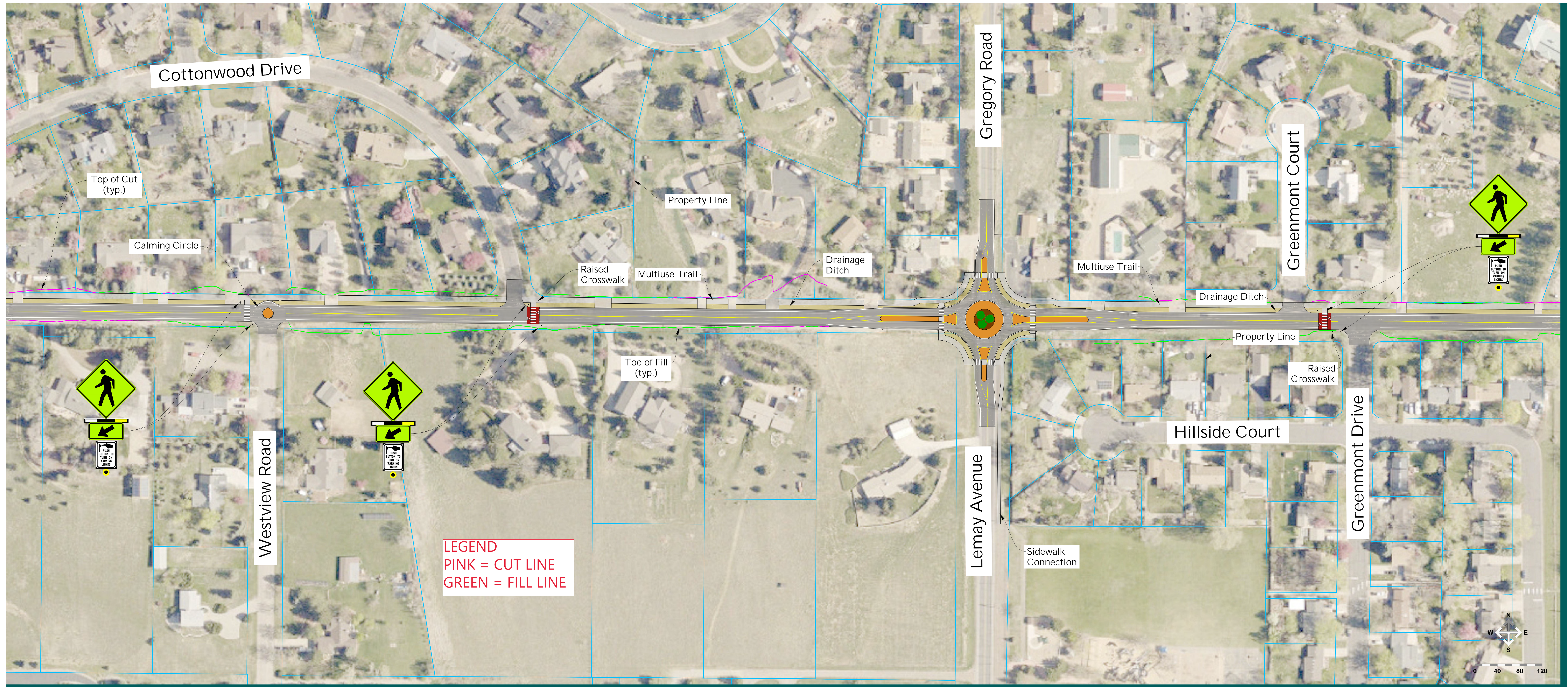
Item	Pay Unit	Unit Cost	Quantity	Total Cost
1 Clearing & Grubbing	LS	\$30,000	1	\$30,000
2 Removal of Asphalt Mat	SY	\$10	1,670	\$16,700
3 Excavation	LS	-	1	\$169,560
4 Aggregate Base Course (Class 6)	Ton	\$40	2,250	\$90,000
5 HMA	Ton	\$120	1,100	\$132,000
6 Concrete Sidewalk	SY	\$70	4,170	\$291,900
7 RRFB	EA	\$25,000	5	\$125,000
8 Raised Crosswalk	EA	\$10,000	2	\$20,000
Construction Item Cost				\$875,000
Contingencies			30%	\$263,000
Utilities			10%	\$88,000
Drainage			10%	\$88,000
Environmental/Erosion Control			5%	\$44,000
Signing & Striping			2%	\$18,000
Construction Signing & Traffic Control			10%	\$88,000
Lighting			2%	\$18,000
Landscaping			5%	\$44,000
Mobilization			10%	\$88,000
Construction Cost				\$1,614,000
Design			15%	\$242,000
Construction			10%	\$161,000
Total Project Cost (2022)				\$2,017,000

Opinion of Probable Construction Costs

In providing opinions of probable construction cost, the Client understands that Felsburg Holt & Ullevig has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing, and that the opinions of probable construction costs provided herein are to be made on the basis of our qualifications and experience. FHU makes no warranty, expressed or implied, as to the accuracy of such opinions as compared to bid or actual costs.

APPENDIX C. GRADING IMPACTS

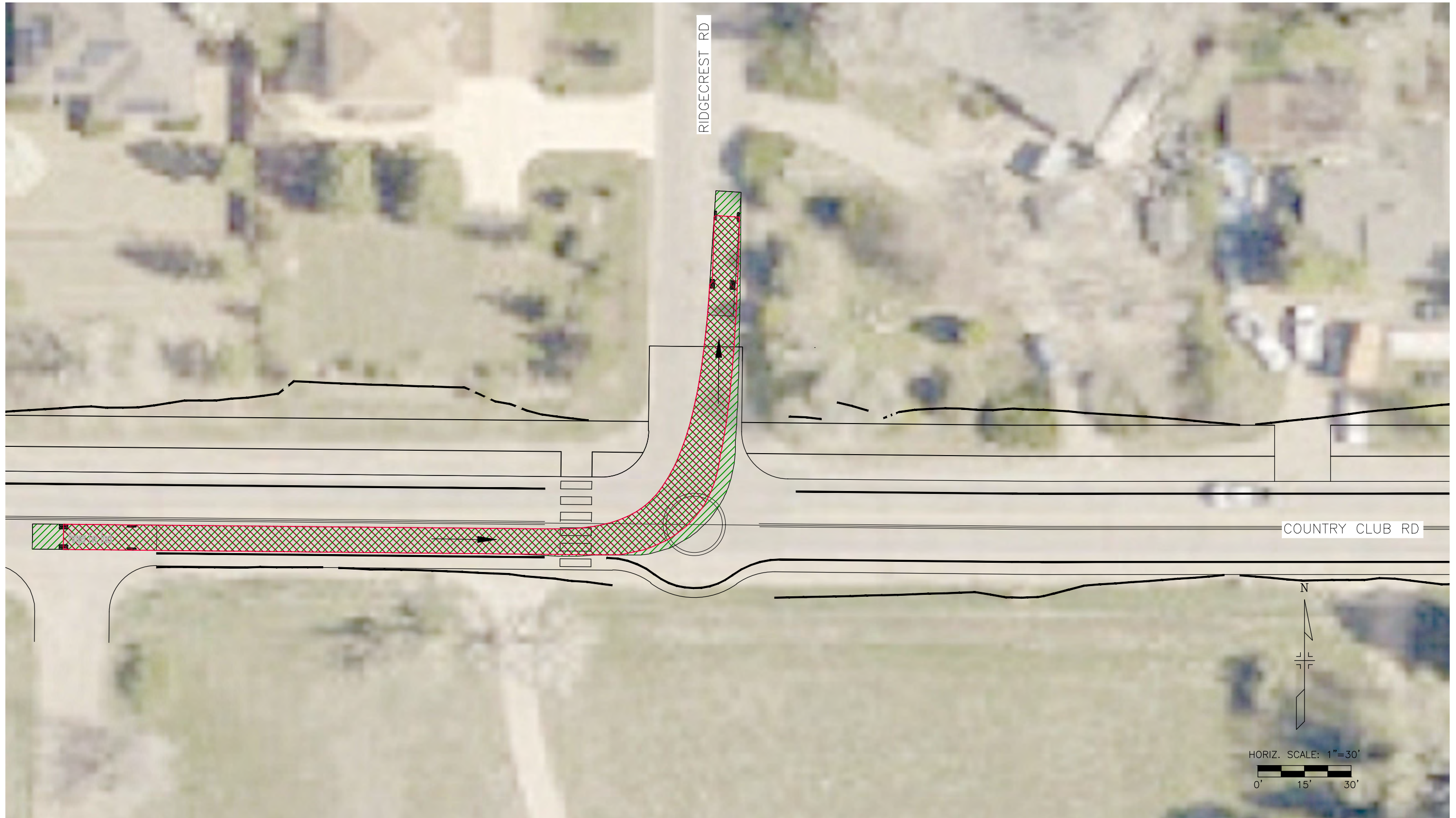


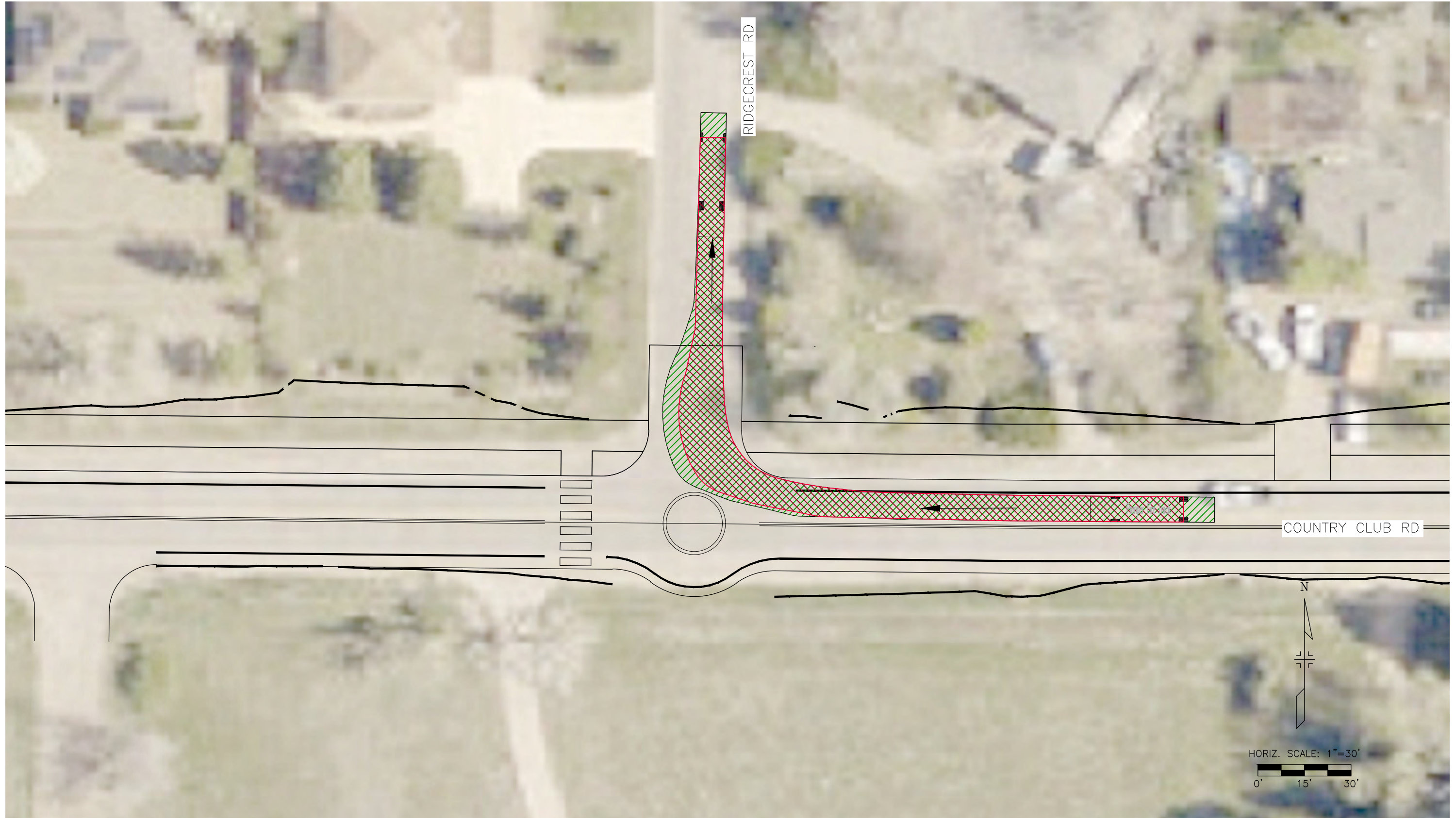


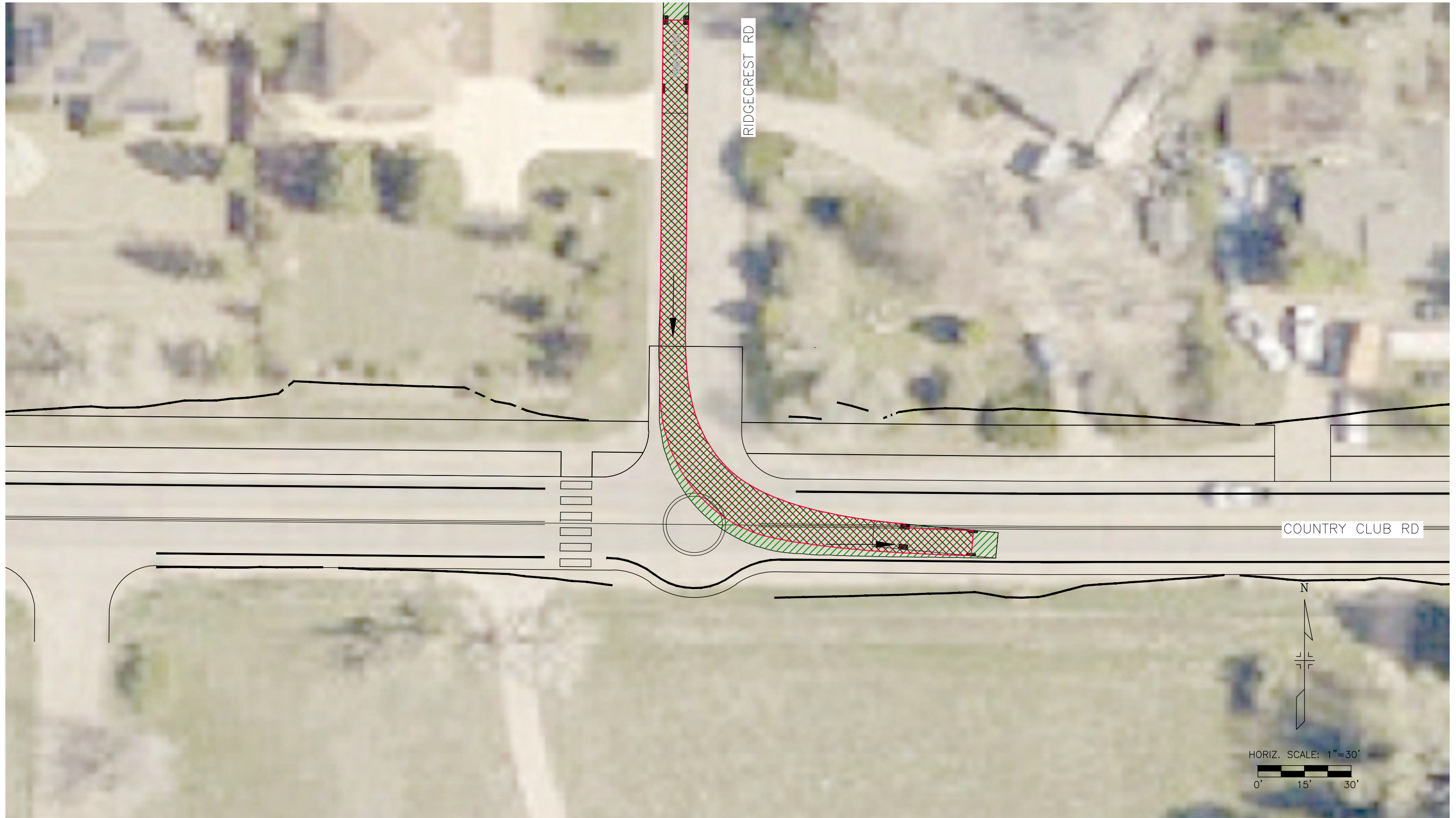


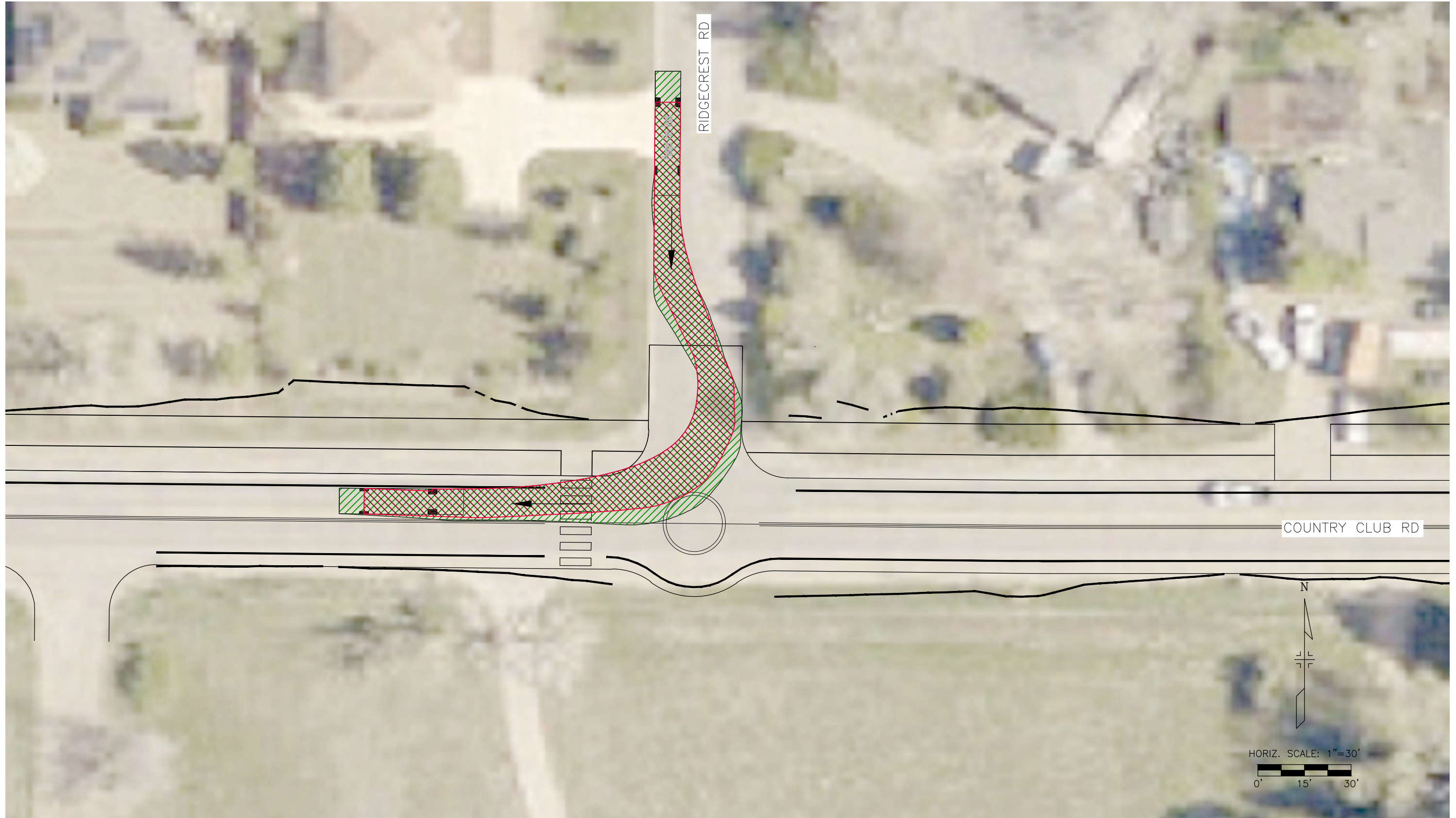


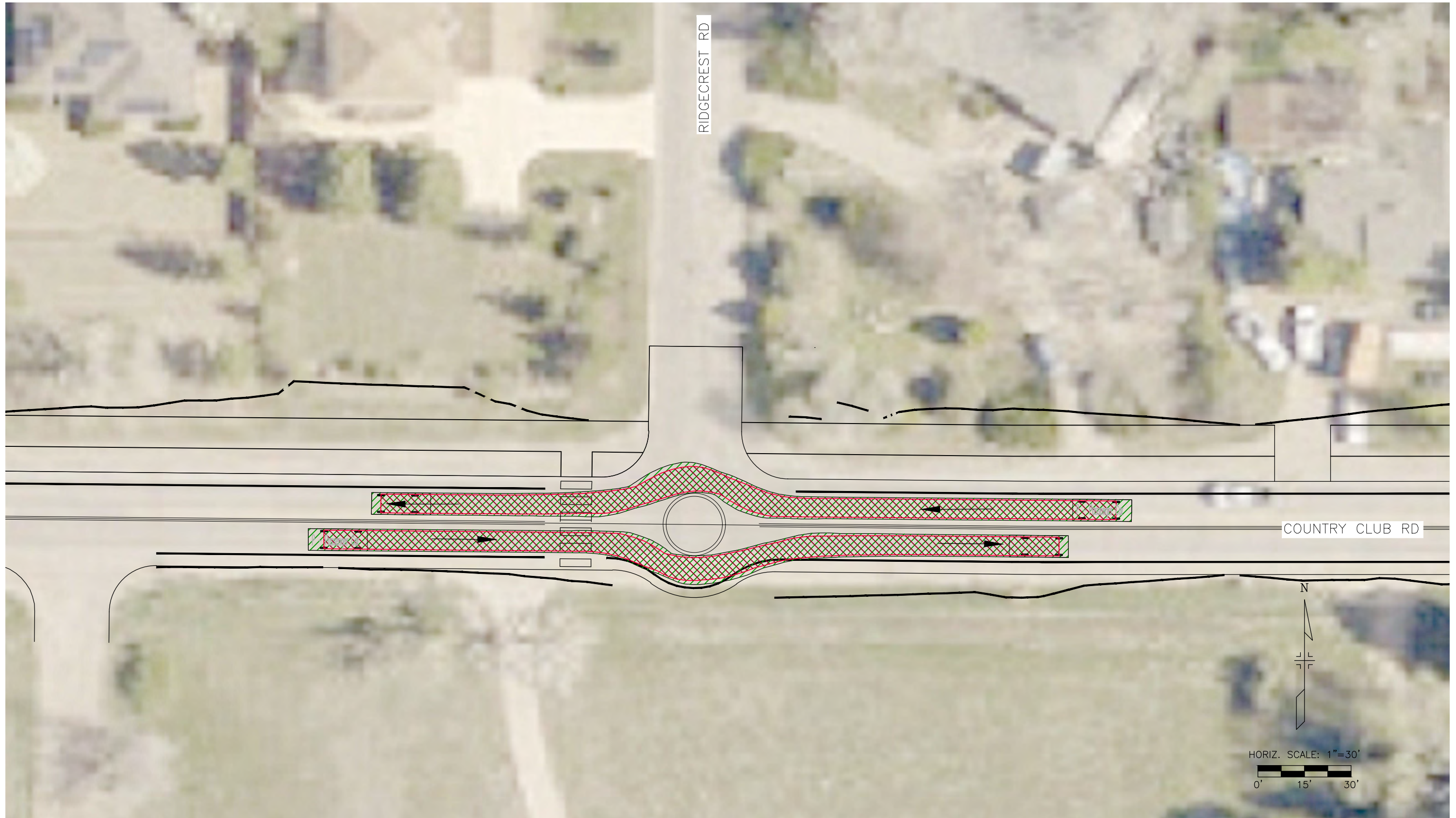
APPENDIX D. VEHICLE TURNING MOVEMENTS











APPENDIX E. PHASE I PUBLIC ENGAGEMENT MATERIALS

Phase I Public Input

March 2022

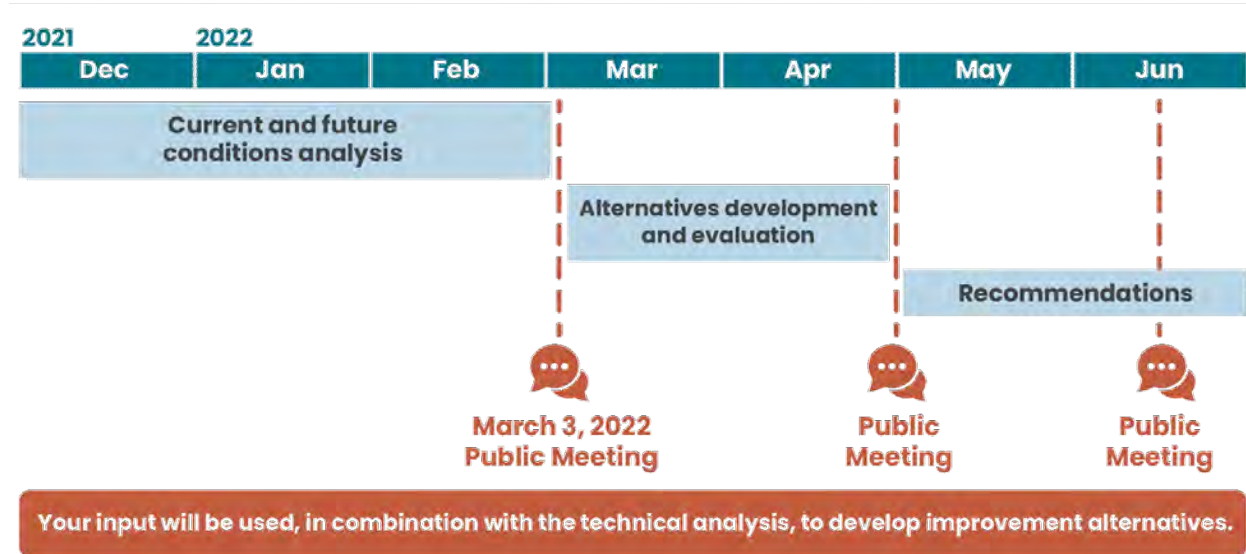
Overview of Public Engagement

Community input is a vital aspect of the Country Club Road Corridor Study. The study includes three phases of public engagement:

Phase 1: Present existing and future condition data and to hear from the public and stakeholders relative to their concerns and issues, and their vision of the corridor related to safety and capacity improvements.

Phase 2: Present improvement alternatives to the public and stakeholders that summarize the varying concerns and issues obtained in Phase 1. Gain feedback on the alternative treatment options.

Phase 3: Present the recommended alternative based on input obtained during Phase 2. Gain further understanding of design modifications to meet any further concerns.



Public Meeting #1

Virtual Meeting

The first public meeting was held on March 3, 2022 (6:00 – 7:30 PM), virtually using a Zoom webinar. Participants signed up to attend the meeting beforehand and were provided a link to the webinar. Panelists from Larimer County, the City of Fort Collins, and FHU presented background information on the project and an overview of the current and future conditions. The presentation is attached as Appendix A. Participants provided input through interactive polling and through the meeting chat. One hundred forty-three (143) people attended the virtual meeting.

COUNTRY CLUB ROAD —CORRIDOR STUDY—

Advertisement

Larimer County mailed postcards to over 2000 residents in the neighborhoods surrounding the corridor. The City of Fort Collins emailed the HOAs in the surrounding area and asked them to encourage their residents to participate in the virtual meeting.



COUNTRY CLUB ROAD —CORRIDOR STUDY—

SAVE THE DATE!

Thursday, March 3, 2022
6:00 – 7:30 PM



Use this QR code to register for the virtual meeting. To learn more, visit:
larimer.org/country-club-road-corridor-study

**Tell us what you think of
Country Club Road and
how it could be improved**



Public Comments & Questions

Participants during the virtual public meeting were invited to interact by providing comments and questions through the meeting chat. The following summary provides a review of the community input and has been organized into different categories, including safety, traffic, biking, walking, and other. For a full comment list, please refer to Appendix B.

A significant number of comments fell under the Other category (133 comments). These comments vary from complaints about truck traffic using Country Club Road (CCR), to keeping the scenic character of the road. Other comments included a discussion about the limited right of way, poor drainage along the road, keeping the trees along the road, summer boat access complications and considerations regarding the road construction and dam/pond nearby.

Similarly, traffic comments (91) revolved around the need for a better roadway network to accommodate east-west traffic. Other comments included intersection considerations, adding an interchange at I-25 and Vine Drive, developing road connections such as Suniga and others to alleviate traffic before development. Specific intersection improvements and traffic analysis were suggested (Tavelli school and King Soopers).

COUNTRY CLUB ROAD

CORRIDOR STUDY

The third category in terms of responses was safety. A significant number of comments (66) referred to high speeds, lack of safe facilities for all modes and intersection improvements on CCR as a main concern. Finally, biking and walking comments (53) included concerns about the need for a better network, the lack of basic facilities at CCR such as sidewalks and shoulders, having better and safer crossings, and better access to trails such as using the irrigation ditch.

Interactive Polling

An interactive polling system was used during the virtual public meeting. This system allowed the public to provide detailed information about how they felt about specific corridor questions. Mentimeter, a live polling system was used to allow audiences to questions by simply using their phones or responding virtually to a set of questions. 115 people participated in the interactive polling exercise.

The first question asked where participants live (figure 1). Resulting in 104 of participants responding. Most of the audience lived in Unincorporated Larimer County (59%). Approximately 20% of the audience lived in the City of Fort Collins, and another 20% lived in Unincorporated Larimer County with an address on Country Club Road.

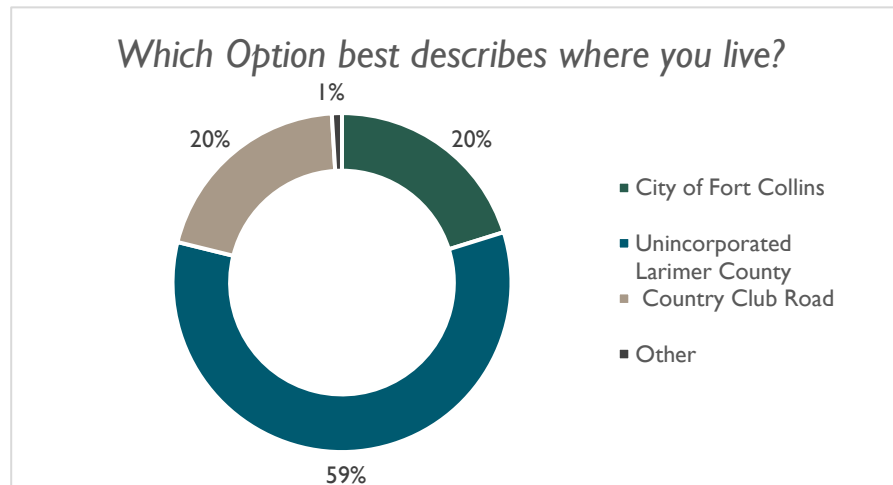


Figure 1 Where participants live? (Question 1, n = 104)

In terms of how often participants used Country Club Road (figure 2), most users responded that they use Country Club Road multiple times a day (61 percent), followed by a quarter of residents selecting daily. Residents outside the city limits tend to use it more often. Few participants used the road weekly or sporadically (8 and 7 percent respectively). When adjusted by residence, as expected Country Club Road residents used it the most, followed by Unincorporated Larimer County residents and then City of Fort Collins residents. Residents outside Larimer County also use the road, reflected by a participant who does not live in the area and uses it sporadically.

COUNTRY CLUB ROAD

— CORRIDOR STUDY —

Rank	Question 4	Question 5	Question 6
1 st	Maintaining the existing character of Country Club Road (42%)	Improving crossings for bicyclists and pedestrians (38%)	Building the surrounding street network to minimize impacts to Country Club Road (41%)
2 nd	Improving safety (39%)	Reducing travel speeds to improve safety (36%)	Adding space for bicyclists (23%)
3 rd	Reducing delays (19%)	Improving intersections to reduce delays (26%)	Adding space for pedestrians (23%)
4 th	-	-	Making it easier to turn on and off Country Club Road (13%)

When residents were asked about the most important option presented in questions 4 to 5, most residents (79 percent) included “Building the surrounding street network to minimize impacts to Country Club Road (CCR)” as the most important option, followed by “Maintaining the existing character of CCR” as the second most chosen option (54 percent). These two options arose to the top and were selected as first and second for residents indistinctively of where they lived. In terms of the third most selected option, adding space for bicyclist and pedestrian is important for Unincorporated Larimer County residents, while reducing speed to improve safety was the third most selected option for Country Club Road and City of Fort Collins residents.

COUNTRY CLUB ROAD

CORRIDOR STUDY

Out of all the options presented in the previous questions, which three are most important to you? (Q7)

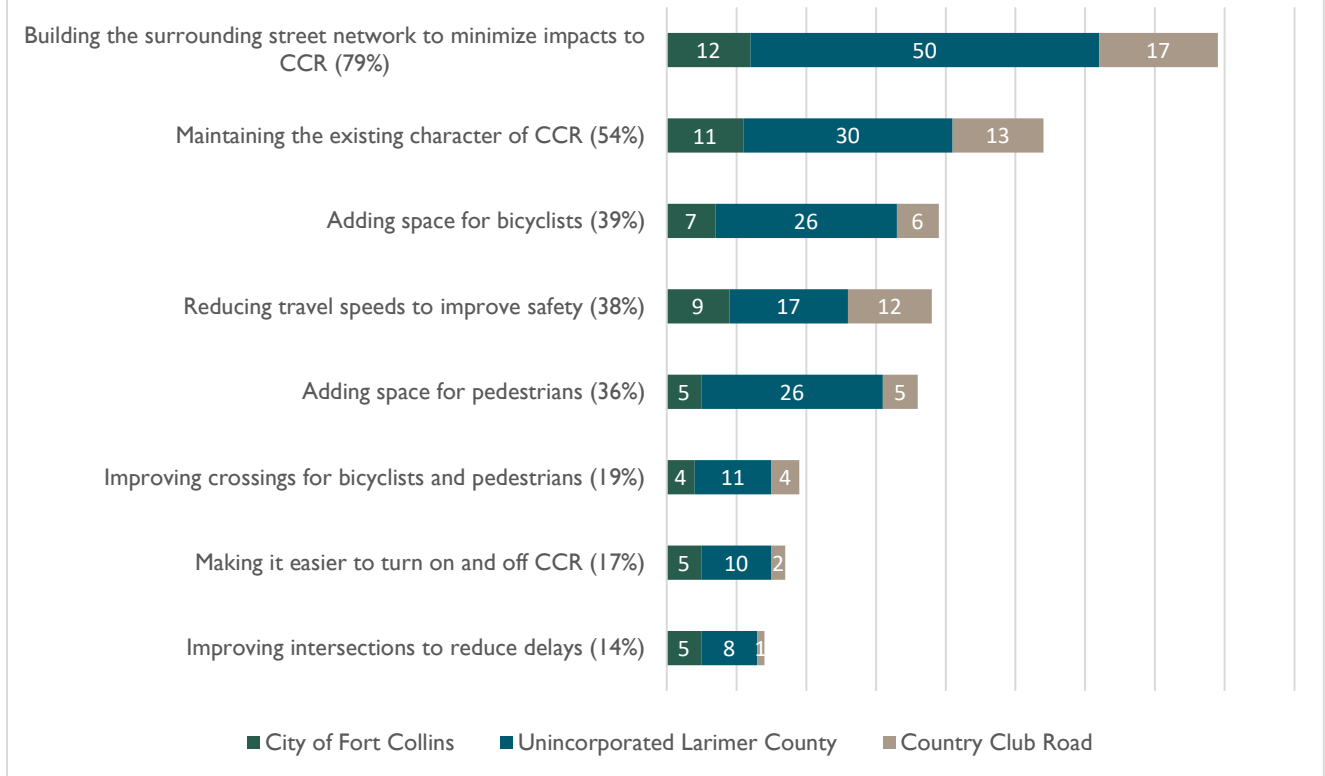


Figure 3 Most important options by Location (Question 7, n = 100)

Finally, participants were asked an open-ended question “What is the one thing you would like to see for Country Club Road in the future?”, which many responses reflected the previous questions. Some responses included reduce traffic, improve safety by including speed humps or other forms of speed control, more sidewalks and bicycle infrastructure and keeping the character of the area. Other relevant comments included having better drainage, RV access control and no truck traffic on the road. For a detailed list of all the comments please refer to Appendix C.

COUNTRY CLUB ROAD — CORRIDOR STUDY —

Website

Due to COVID-19 restrictions, the opportunity to provide feedback for this project was virtual instead of in person. Thus, the project website, <https://www.larimer.org/engineering/country-club-road-corridor-study>, served as the primary portal of information for members of the public wanting to learn more about the corridor study, view a project video from a virtual open house, and provide feedback.

Officially launched in February 2022, the project website was hosted on Larimer County's website. It provided a project overview, a project location map, project schedule, stakeholder engagement tools, specific project details (roadway classification, speeds, traffic volumes) and general information about future development plans in the area. The project website also included a link to an interactive web map and an email link to Larimer County project managers. Figure 5 presents the project website information.

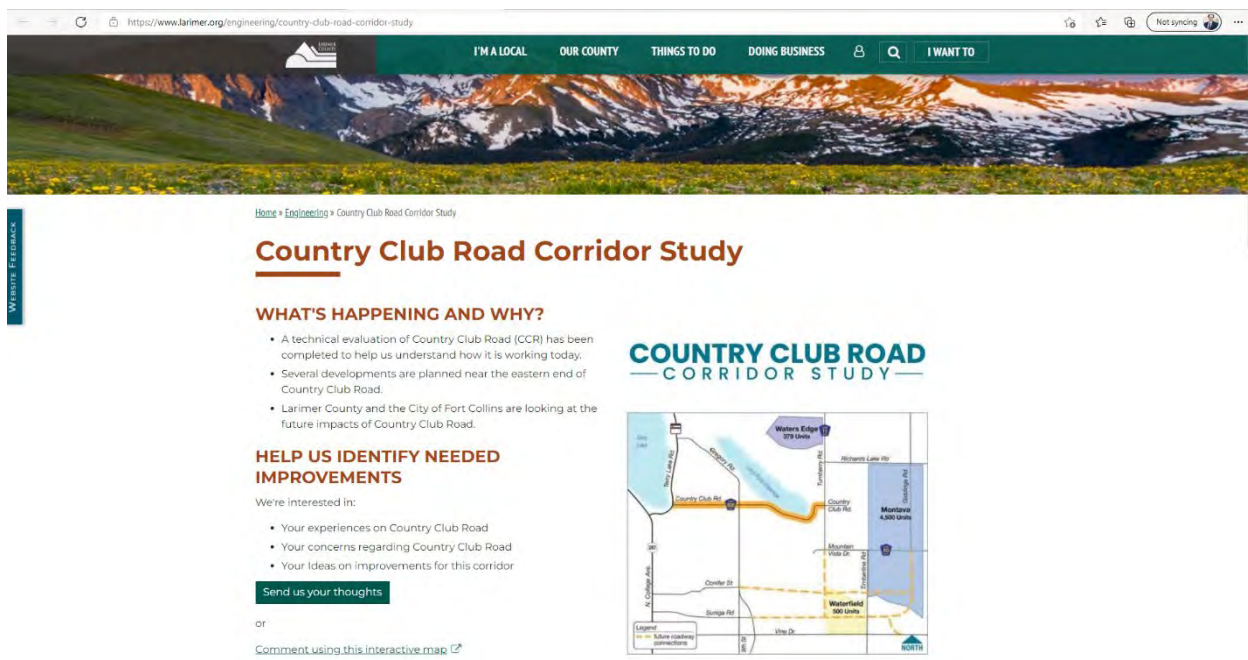


Figure 4 Country Club Road Corridor Study website (Larimer County)

Commenting Map

An interactive commenting map was administered to understand community concerns, preferences, and priorities regarding Country Club Road. The interactive web map (figure 6) allowed other forms of interaction beyond the public meeting, as well as it offered residents and stakeholders opportunities to provide feedback at different times of the day. The interactive web map included Country Club Rd, the project area extent (Vine Dr to Douglas Rd and Giddings Rd to Highway US 287), and the city of Fort Collins and Larimer County jurisdictional boundaries.

Participants were encouraged to comment using markers for specific topics, such as safety, traffic, biking, walking and other, as well as interact with previous comments from other stakeholders and residents. The commenting web map can be found in [Social Pinpoint - Country Club Road Corridor \(mysocialpinpoint.com\)](https://mysocialpinpoint.com) and it was available to the public, with responses being accepted from March 1 to March 18, 2022.

COUNTRY CLUB ROAD — CORRIDOR STUDY —

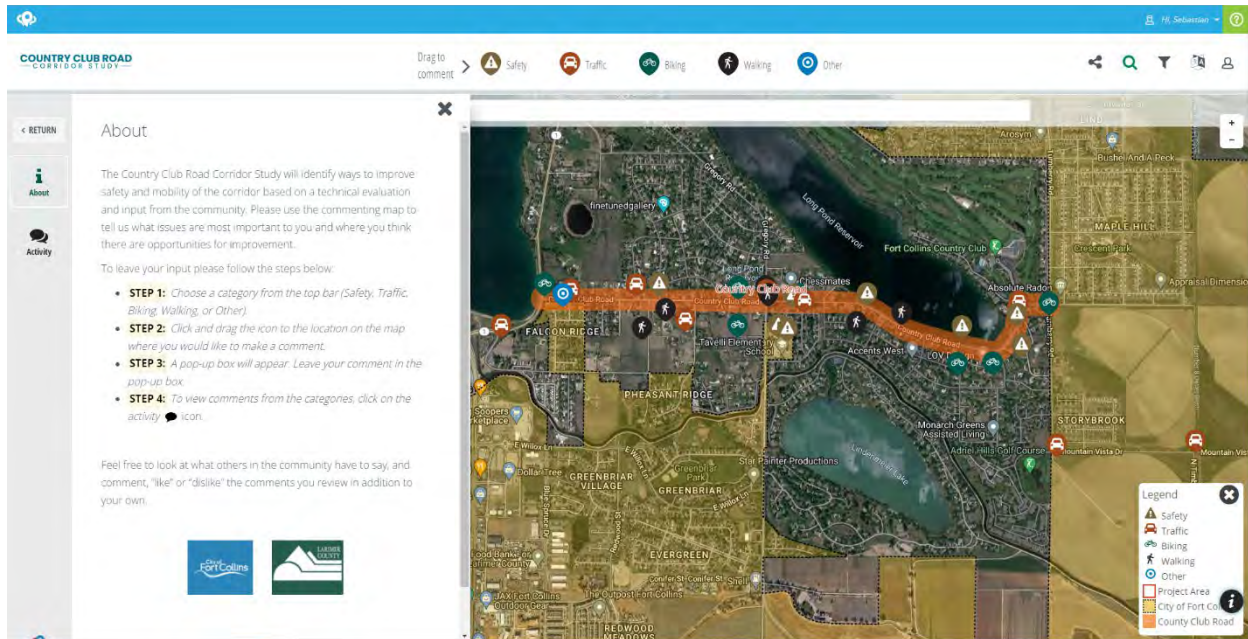


Figure 5 Social Pinpoint Interactive Map (Country Club Road)

Public Input: Interactive Map

A total of 121 participants interacted during the comment period, with an average engagement time of two and a half minutes, resulting in 34 comments provided by 16 participants. For a full list and a map with comments references please refer to Appendix D. Below is a summary of the comments for project area by topic of interest.

Safety (9 comments): There are safety concerns with Country Club and Lemay intersection and in general 4-way stop intersections. Speeding along Country Club Road is often mentioned, specifically at intersections. Other safety concerns include drainage along the pond and safety regarding proper sight distance on the road.

Traffic (9 comments): People are concerned about new developments (Montava and others), having a significant impact on traffic on CCR and the lack of a connecting network with improved capacity (Suniga, Turnberry, Sherrel, Giddings). Some turning movement at Spaulding, Ford Lane and Golden Eagle were also of mentioned. Adding a traffic circle was proposed to relieve traffic and improve safety around the Tavelli Elementary School.

Biking (9 comments): The lack of facilities and narrow shoulders on Country Club Road was mentioned several times. CCR is mentioned as a dangerous corridor that provides access to other trails. The intersection at Terry Lane Rd and CCR was mentioned as problematic for bicyclists. Other comments included having a better bike and pedestrian network, including the Northeast neighborhoods.

Walking (5 comments): Walking along Country Club Road has been noted as very dangerous, with lacking infrastructure. Better facilities were mentioned as a priority, especially in regards to small kids accessing Tavelli Elementary school, resulting on being the most up voted comment on the map (4 votes). Crossings at CCR and Lemay and CCR and Ridgecrest Rd have been noted as in need of facilities.

COUNTRY CLUB ROAD

— CORRIDOR STUDY —

Other (2 comments): Better enforcement for Semi trucks using the road as a cut over was mentioned and up voted as a significant concern.

Public Input: Emails

Residents were encouraged to send emails and fill out contact forms with comments and concerns about the project. In total the County website received 47 messages from different residents. The following summary intends to reflect on the general concerns about the community. For a full list of all messages please refer to Appendix E.

The most common concerns referred to the fact that there is no other west east connection other than County Club Road (CCR), with a significant number of messages referring to the potential extension of Turnberry south to meet with Suniga Rd and or Vine Dr. Significant development with little road capacity, Timberline Rd north connection, general traffic congestion, regional travel using the road and semi-trucks using CCR were often mentioned in relation with the lack of a better network. Similarly, significant numbers of residents were concerned about the lack of safety on CCR in regard to bicycle and pedestrian facilities as well as vehicle speeding. The presence of narrow shoulders, no sidewalks, reduced sight distance, residential driveways, dangerous intersections, and drainage issues were also mentioned as part of these safety concerns. Residents mentioned that it is likely that pedestrian and bicyclist are being underestimated on official counts because of the dangerous characteristics of the road. It was also mentioned that speeding could vary by location and that some intersections are more problematic than others.

In terms of specific concerns, residents mentioned the need of a traffic signal at Lemay Avenue and County Club Road, specifically to address school safety. CCR residents mentioned the need of access control by adding stops signs, the need of left turn lanes at some intersections, the need of streetlights for safety and the need of limiting semi-trucks using the road. Seasonal RV summer access was also mentioned as problematic.

Some other relevant comments suggested limiting construction traffic on CCR and the pavements needs in relation to development construction, adding a ramp on I-25 and Vine Dr, encouraging commercial development at Timberline and Mountain Vista Dr, coordination with East Larimer County Water District in their efforts of upgrading the existing water lines and closing Sherrel Dr. to through traffic.

Residents were thankful and encouraged to have Larimer County and the City of Fort Collins working on this important issue for the community.

COUNTRY CLUB ROAD

— CORRIDOR STUDY —

Welcome

March 3, 2022

Virtual Public Meeting

Go to www.menti.com and use the code 1441 5530

Project team



JC Ward
Senior Planner
Neighborhood Programs



Yani Jones
Program Coordinator
Neighborhood Services



Mark Peterson, PE
County Engineer



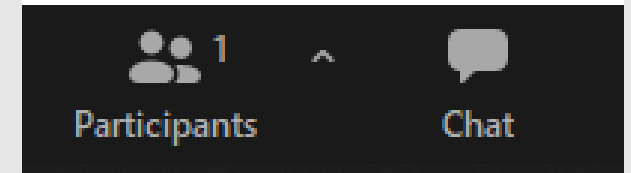
Nicole Hahn, PE
Assistant City Traffic
Engineer



Jenny Young, PE, AICP
Project Manager



How we'll interact



- All participants are muted with videos off to limit background noise and ensure that everyone can hear.
- Use the **CHAT** to submit questions or comments.
- If you are experiencing technical issues, chat directly to “Hosts and Panelists.”
- The chat will be monitored by the host, and questions will be verbalized during the Q&A session.
- We will also be doing a polling activity – Have your smartphone or a separate browser window available to participate.

Meeting Expectations

Project staff will...

- Listen with an open mind.
- Be transparent. Share what they know, and be honest about what they don't know yet.
- Keep presentations and responses as focused as possible to make space for conversation.

Community members will...

- Ask one question at a time in the chat so we can ensure that each question is answered.
- When writing comments, speak from your own experiences and use "I" statements rather than generalizations.
- Be respectful of others, even when you disagree.

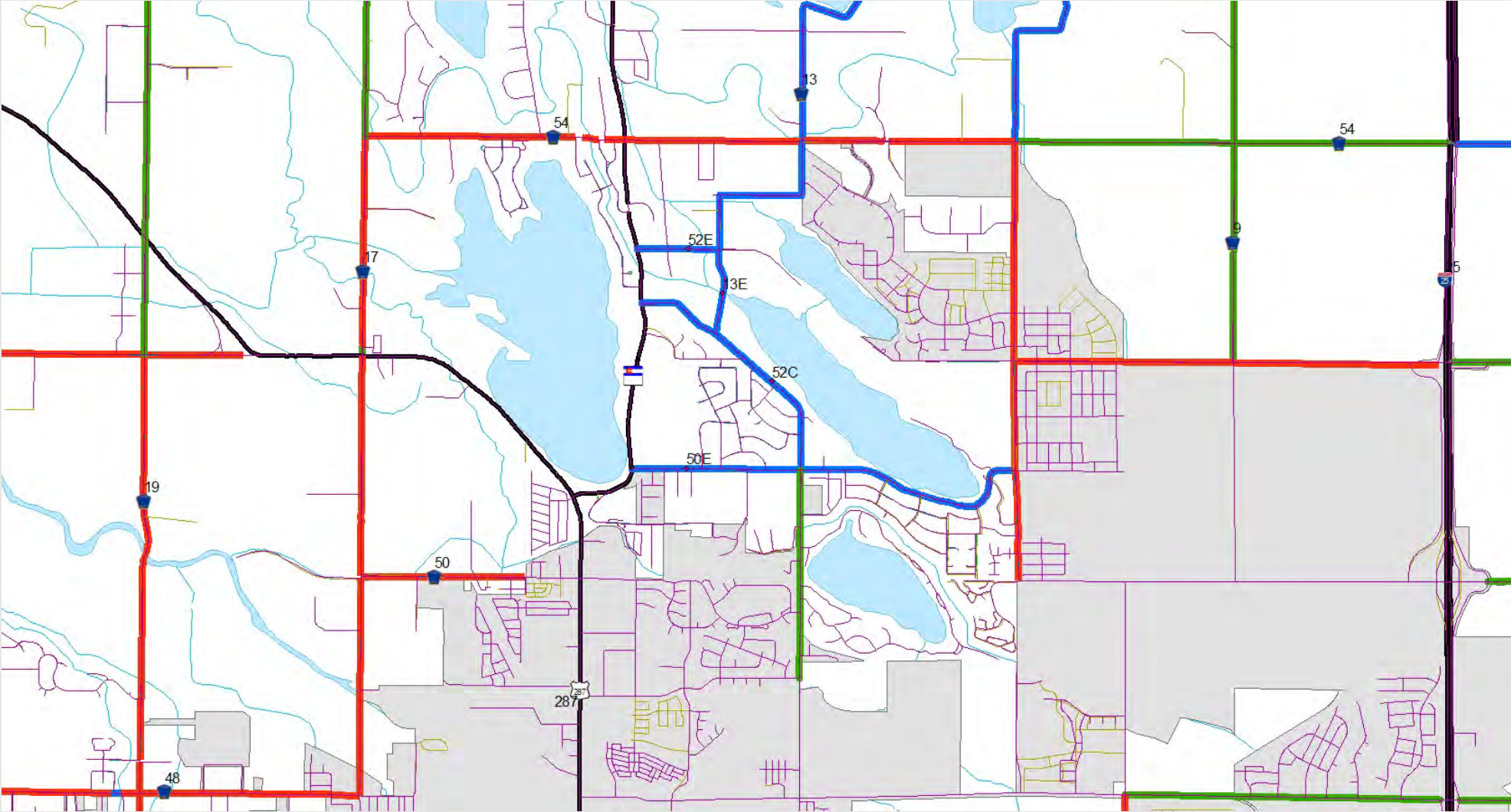
City of Fort Collins Equity Statement

- The City of Fort Collins is an organization that supports equity for all, leading with race. We acknowledge the role of local government in helping create systems of oppression and racism and are committed to dismantling those same systems in pursuit of racial justice.
- La Ciudad de Fort Collins es una organización que apoya la equidad para todos, sobre todo en cuestión de raza. Reconocemos el papel que ha jugado el gobierno local en la creación de sistemas de opresión y racismo y nos comprometemos a desmantelar esos mismos sistemas en busca de la justicia racial.

What we'll cover this evening

- Corridor Study Overview
- City of Fort Collins Master Streets Plan, Planned Developments, and Prior Community Input
- Current and Future Conditions Overview
- Interactive Polling Activity
- Questions & Answers
- Demonstration of Commenting Map
- Next Steps and Closing

Street network context



Corridor Study schedule & process



Your input will be used, in combination with the technical analysis, to develop improvement alternatives.

City of Fort Collins

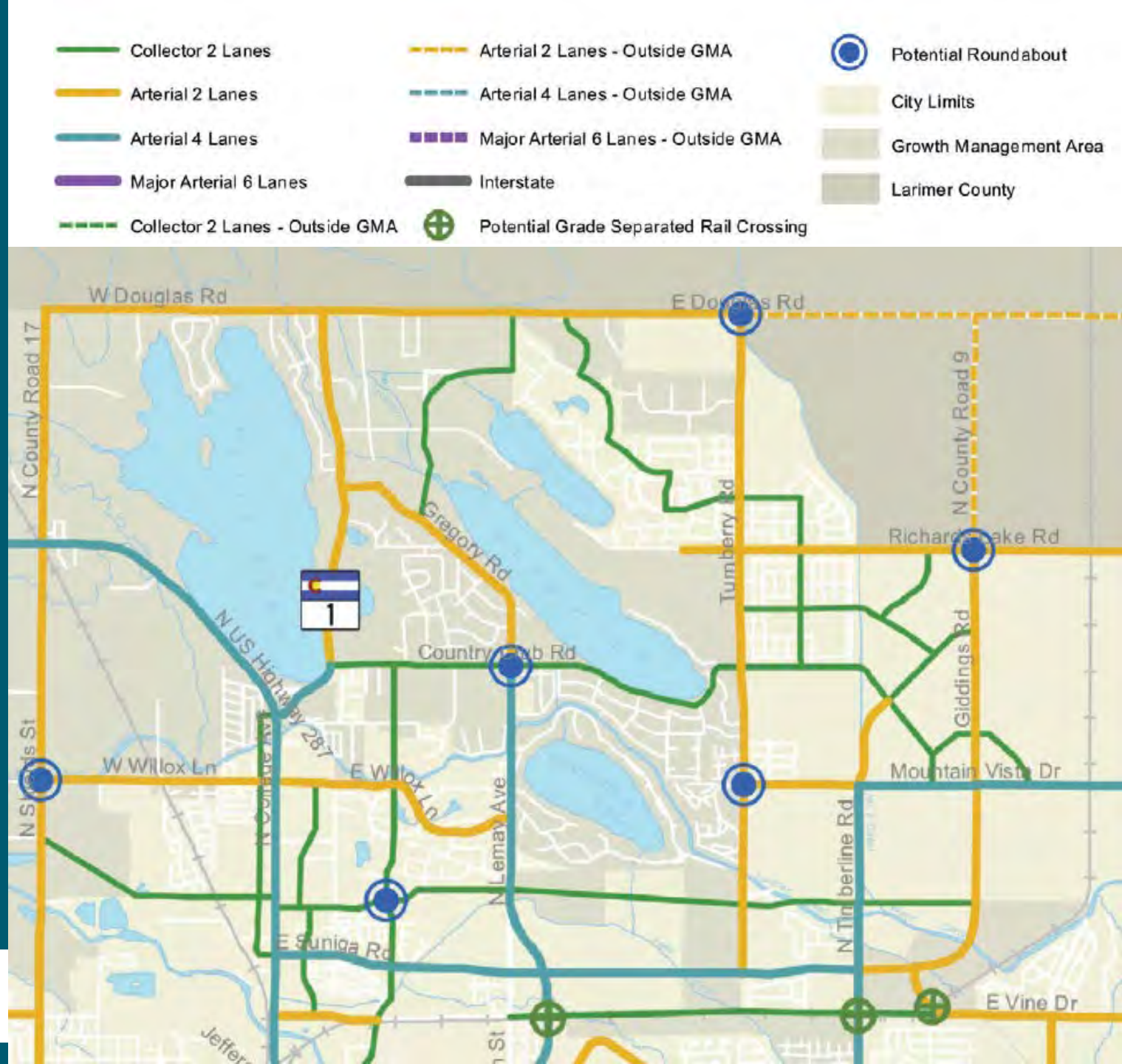
Master Street Plan

Planned Developments

- Montava
- Waters Edge West
- Waterfield
- Country Club Reserve

What We've Heard So Far

COUNTRY CLUB ROAD
— CORRIDOR STUDY —



Role of Country Club Road

Country Club Road is classified as a *minor collector* street in the Larimer County Master Plan



Speed Conditions

- Posted speed is 30 mph
- Most vehicles travel at 30 mph or less
- Some vehicles travel significantly above the posted speed
- Historic speed data show higher occurrence of speeding

Speed data collected in November 2021:

Country Club Rod between SH 1 & Lemay Ave

	Weekday	Saturday
Average Speed	26 mph	27 mph
85 th Percentile	29 mph	31 mph
Highest Speed	55 mph	60 mph

Country Club Rd between Lemay Ave & Turnberry Rd

	Weekday	Saturday
Average Speed	28 mph	28 mph
85 th Percentile	30 mph	31 mph
Highest Speed	55 mph	55 mph

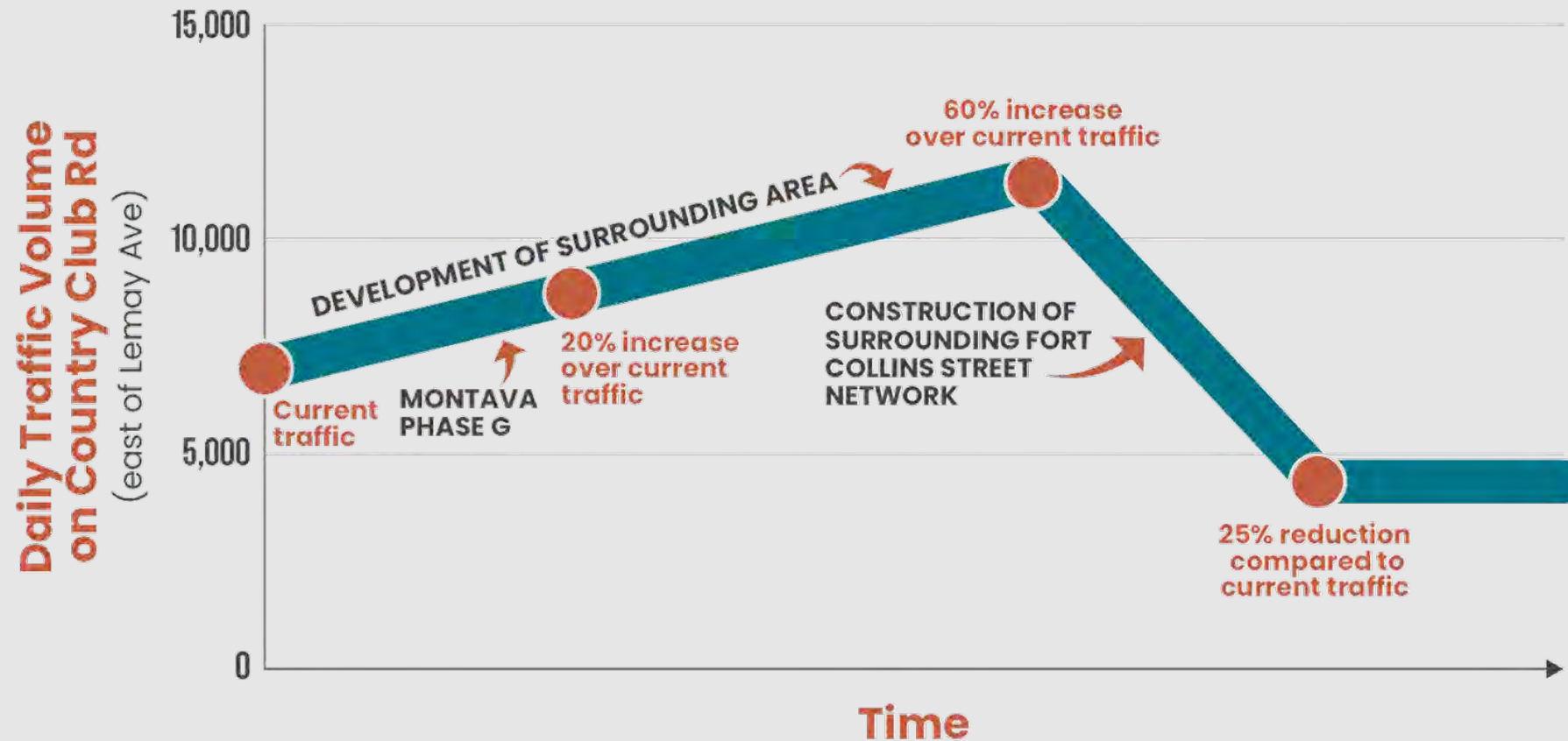
The 85th percentile speed is a metric used to set the posted speed

Traffic, Bicycle, and Pedestrian Volumes

- CCR carries 4,900 to 6,800 vehicles per day
- Fewer than 20 pedestrians and 10 bicyclists per day were counted on CCR
- No sidewalks or bicycle facilities exist



Future Traffic Forecasts



(NOTE: Timing of development & street network construction is uncertain)

Problem Statements (from technical evaluation)



Bikes/Pedestrians: With no sidewalks or bike lanes, bicyclists and pedestrians lack a safe space to walk/ride along the corridor



Speeds: Although most vehicles travel at or below the posted speed limit, some vehicles travel at excessive speeds



Safety: Six intersections on CCR have crash patterns that indicate moderate or high potential for crash reduction



Growth: New developments in the surrounding area will lead to increase traffic on CCR until the planned street network connections are made



Congestion: Increased traffic could lead to longer delays at corridor intersections and fewer gaps for entering CCR from driveways

Interactive Polling

www.menti.com use code 1441 5530

Q&A Topics

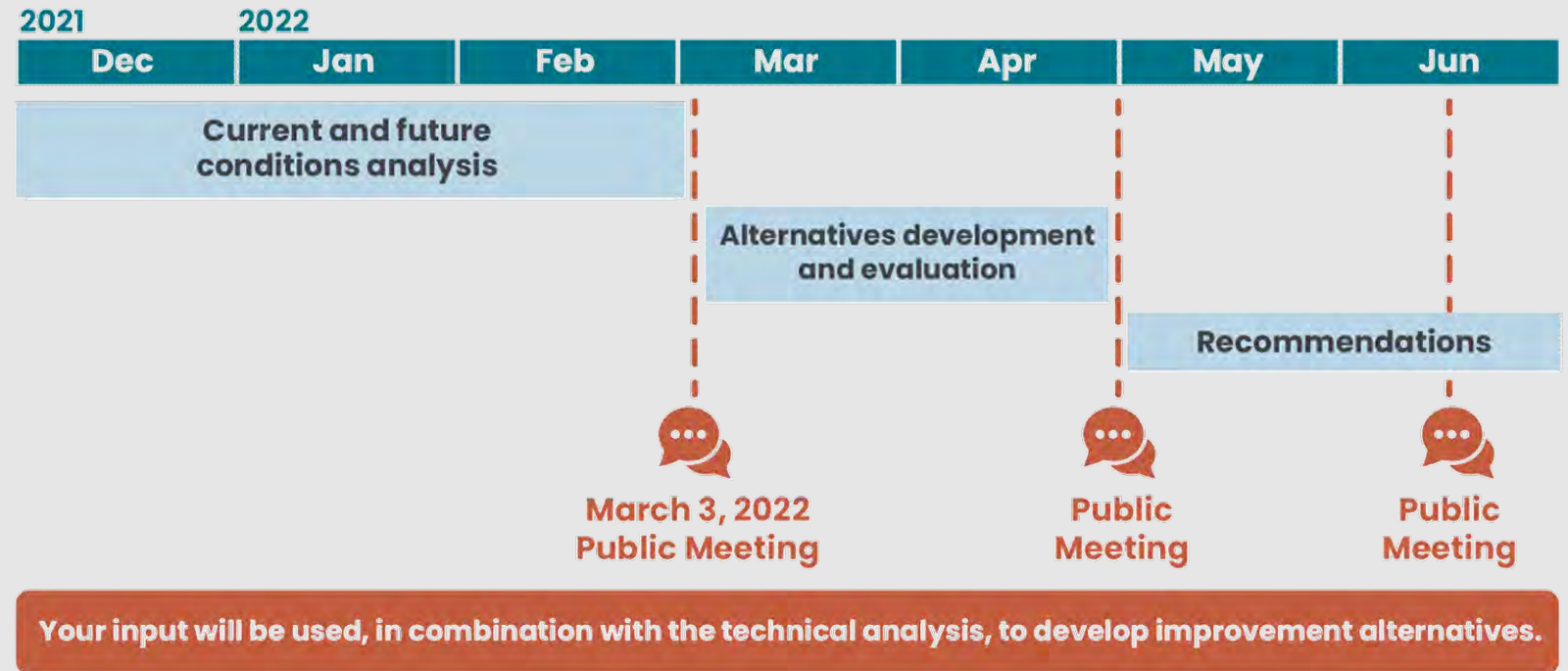
- Safety, speeds, and congestion
- Bicycle and pedestrian
- Surrounding street network
- Other?

Commenting Map

<https://www.larimer.org/engineering/country-club-road-corridor-study>

Next Steps

- Website and commenting map available through March 18th
- Schedule and how your input will be used
- What to expect at the next public meeting



#	Time/Person/Receiver	Comment	Safety	Traffic	Biking	Walking	Other	Coord.
Safety								
80	18:33:52 From Donna Fusco to Hosts and panelists:	Maintaining the existing character of CCR, safety, delays	x					
81	18:33:56 From David Beede to Everyone:	improving safety	x					
17	18:21:14 From Nick Armstrong to Hosts and panelists:	I have personally witnessed many vehicles regularly running the stop sign at Country Club Road and Lemay heading Eastbound. It happens at least 1-2x per week, most commonly at night.	x					
23	18:22:22 From Kris Clagett to Hosts and panelists:	Not only do people speed / they completely roll through the stop sign near the Country Club	x					
24	18:22:23 From Carolyn and Richard Cox to Everyone:	I am tailgated *always* when I travel the speed limit on Country Club Road.	x					
25	18:22:27 From Tiffany Broesche to Everyone:	As someone who lives on Country Club rd, I find the speed and volume numbers very hard to believe	x	x				
28	18:23:14 From Kris Clagett to Hosts and panelists:	People slow down at the speed limit sign ...	x					
29	18:23:18 From barb huff to Everyone:	Tiffany makes a great point, for fear of pets, family and access from our own driveways, what is being done	x					
30	18:23:22 From Matthew schump to Everyone:	I have a very hard time believing that speed data. I drive on Country Club daily to get home and almost everyone I see, daily, is speeding FAR over 30 mph.	x					
32	18:23:46 From Patrick Knebel to Everyone:	Traffic speeds are higher going down the hills	x					
34	18:23:53 From Mark Silhasek to Everyone:	with not a lot of other options 60% increase seems more probable	x					
37	18:25:47 From Patrick Knebel to Everyone:	Speed is not the only problem. Drivers are also running off the road into the ditches. They have crashed through our fence, and the fence directly across the street.	x					
38	18:25:55 From Tiffany Broesche to Everyone:	I don't feel safe walking my Kindergartener to Tavelli, and I live less than a mile away.	x			x		
39	18:26:16 From Nick Armstrong to Hosts and panelists:	Enabling connections between parks and neighborhoods via bike lanes, trails, sidewalks in the surrounding area should provide significant safety gains and reduce recreation traffic, particularly when Suniga is connected. Country Club Road should be slowed as much as possible with raised crosswalks, sidewalk, and bike lane enhancements. One without the other doesn't help much.	x		x	x		
67	18:31:56 From JoAnn Varner to Everyone:	dangerous, loud and too fast	x					
68	18:31:57 From Donna Fusco to Hosts and panelists:	Fast loud and busy	x					
70	18:32:16 From Carolyn and Richard Cox to Everyone:	I understand this is re. Country Club Road specifically, but I have noticed there is no speed limit sign on northbound Lemay north of the overpass. So drivers continue traveling at 40mph heading up to Country Club Road.	x					
88	18:36:03 From Corey Rosenberg to Hosts and panelists:	Instead of reducing travel speeds, we need to enforce existing speeds	x					
89	18:36:15 From David Beede to Everyone:	reducing speed, improving intersections, improving crossing,	x	x				
97	18:37:41 From John Henderson to Everyone:	There is no safe way for kids to use country club road, as it's, for travel. Whether by bike or walking. Cars traveling at the intersection of CCR and Timberline drive as though CCR is a through way and don't look for pedestrians. I have almost been hit four times.	x		x	x		
103	18:38:34 From Hamidah Glasgow to Everyone:	reducing travel speeds to improve safety, building the surrounding street network to minimize impacts to ccr,	x					
104	18:39:13 From Kelsey Smith to Hosts and panelists:	Travel speeds, easier to turn on and off, building surrounding network	x					
105	18:39:18 From Donna Fusco to Hosts and panelists:	network, reduce speed, ban semi trucks!!!	x				x	
106	18:39:27 From David Beede to Everyone:	reducing speed, ban semi trucks space for bikes and peds	x				x	
110	18:39:59 From JoAnn Varner to Everyone:	Speed bumps	x					
114	18:40:23 From Donna Fusco to Hosts and panelists:	shocking that speed is forth folks. I live on Country Club Rd and your welcome to join me for a realistic observation	x					
120	18:41:29 From Jeff Wilcox to Everyone:	reduce speed, put in speed humps. 90% of the cars that have driven by my house during this meeting are well over the speed limit	x					
122	18:41:48 From JoAnn Varner to Everyone:	less traffic, keep it quiet and residential, not trucks and slow speed, reduce its role as a collector street	x	x			x	
123	18:41:50 From Kelsey Smith to Hosts and panelists:	will the city the addition of speed cameras	x					
127	18:42:13 From barb huff to Everyone:	CCR speed HUMPS yes please	x					
128	18:42:17 From Neo_MeZuk to Hosts and panelists:	Speed bumps are a good idea.	x					
129	18:42:25 From Patick Dailey to Everyone:	I have to dodge cars going way over the speed limit just to get my Mail	x					
129	18:42:25 From Patick Dailey to Everyone:	sorry, addition of placement of speed cameras at crucial locations	x					
130	18:42:27 From Tiffany Broesche to Everyone:	What is the point of the radar speed limit signs when the radar portion is not there half of the time?	x					
132	18:42:47 From barb huff to Everyone:	Please redesign CC Rd/ FCCC 3-way stop to a roundabout?	x					
148	18:46:36 From Tiffany Broesche to Everyone:	Can cameras be put it in to monitor and ticket so that semi truck traffic can be reduced. There was a 2-trailer FedEx truck on CCR last Sunday morning at 8:30 AM!!!	x				x	
155	18:48:39 From J. Hale to Hosts and panelists:	They should put a camera at the stop sign by FCCC ... people roll through	x					
160	18:49:05 From David Beede to Everyone:	Question for Nicole: Studying the traffic after schools are built seems too late. Can't traffic be predicted better?	x					
190	18:52:15 From Kris Clagett to Everyone:	People blow thru the intersection	x					
193	18:52:53 From Ralph Smith to Everyone:	Has anyone else been passed on CCR? I have while slowing down to turn onto Lakeview drive? Also been flipped off while turning onto Lakeview... tailgating is common but that is really excessive and wondering how common.	x					
211	18:54:11 From Kris Clagett to Everyone:	Would substantial speed bumps support the goal of reducing speed onn CCR - especially truck traffic?	x					
213	18:54:21 From Grace McClain to Everyone:	What traffic calming devices are being considered?	x					
219	18:55:08 From Dale Leidheiser to Everyone:	Semis are moving to Gregory and Douglas Road - very dangerous, speeding of semi trucks and the use of Jake brakes on Country Club, Gregory and Douglas happen thru this entire area. Trucks need to use Hwy 1 Need better enforcement and the equipment for the Sheriff Dept to enforce is needed.	x				x	
236	18:56:48 From Barbara Novak to Hosts and panelists:	Can CC Rd be calmed via lower speed limit and landscaped bulbouts?	x					
239	18:56:59 From Greg and Glenna Brissey to Everyone:	Can Nichole describe some traffic calming measures that have worked with other streets that could be an option on CC	x					
240	18:57:20 From J. Hale to Hosts and panelists:	What are our best options for speed management at this time?	x					
258	19:00:06 From Russell Lee to Hosts and panelists:	We cannot handle cars in the CCE neighborhood... our roads are no longer able to be improved	x					
266	19:00:52 From Jeff Wilcox to Everyone:	A roundabout is needed at Mountain Vista and Timberline. NOT at Mountain Vista and Turnberry!!!	x					
284	19:04:51 From Kris Clagett to Everyone:	Option to implement now: reduce speed limit on CC Rd to 25mph	x					
290	19:05:42 From Patty Nichols to Hosts and panelists:	CCR is a limited sight distance road because of hills and curvy, so how does that fit into a non-engineering definition of corridor	x	x				
292	19:06:04 From J. Hale to Hosts and panelists:							
313	19:10:36 From Barbara Novak to Hosts and panelists:							

314	19:10:49 From Kristen Draper to Everyone:	Can we keep the digital speed signs? That seemed to slow people down a bit when they saw they were going way to fast for the road speed limit	x					
319	19:11:11 From Matthew schump to Everyone:	Speed is a far greater problem than volume, to me.	x					
322	19:11:15 From Grace McClain to Everyone:	sidewalks, bike lanes and shoulder... can we address if that is even on the table? CC road is incredibly dangerous for any peds/ bikers	x		x	x		
325	19:11:55 From J. Hale to Hosts and panelists:	Could CC Rd be classified as a Calm District via signage, token landscape bulbouts at gateways and lower speed limits?	x					
334	19:12:56 From Greg George to Everyone:	Talk to emergency responders about traffic calming features.	x					
336	19:13:33 From Pat Attkisson to Everyone:	Would speed humps be considered on CC?	x					
339	19:14:03 From Kristen Draper to Everyone:	speed radar signs keep getting removed ☹️	x					
341	19:14:19 From christopher Giglio to Everyone:	Very rarely do drivers stop for the pedestrian crossing, even when we push the button and the lights go on.	x			x		
342	19:14:20 From Matthew schump to Everyone:	Can you make CCR 25 mph to force traffic to Suniga? Restore CCR to a neighborhood road?	x	x				
343	19:14:52 From Grace McClain to Everyone:	Yes we do really appreciate your efforts! And look forward to safe solutions	x					
370	19:21:11 From Kelsey Smith to Hosts and panelists:	Why do we have to wait for these speed controls?	x					
384	19:23:00 From Mark Roberts to Hosts and panelists:	Agreed, don't narrow the yards. If the road needs to be wider, fill in toward he lake.	x	x	x	x		
403	19:26:46 From Grace McClain to Everyone:	Do CCR front yards reach all the way to the road? If so, I can understand why you would not want to give up yard to expand the road. I would completely agree with you there. I'm curious about space/land that is not owned by homeowners for room for a sidewalk or at the very least a shoulder! thank you all again for these efforts!	x					
454	Grace McClain 07:02 PM	Realistically, is there even enough space to expand CC to include a shoulder, bike lane, or sidewalk?	x		x	x		
455	Anonymous Attendee 07:05 PM	wouldn't speed humps be an affective way of reducing speeds? especially on the hill going east from Lemay	x					
Traffic								
8	18:14:19 From Patrick Knebel to Everyone:	So we can see that CCR is actually acting as an arterial road.		x				
11	18:17:13 From Ralph Smith to Everyone:	I would argue Country Club Road is "under-classified" in terms of it's connection to major connections, schools, shopping, etc. Any chance for an upgrade?		x				
12	18:18:16 From Nick Armstrong to Hosts and panelists:	Respectfully: Montava/new development takes a LOT of heat but is only the latest pressure on this road as a result of lacking grocery store or critical amenities to the East or accessible pathways to get to Old Town that do not include Country Club or a railroad intersection. Sonders (on Turnberry north of Richards Lake) and Storybook and even Maple Hill helped push traffic along Country Club Road b/c of Tavelli (which there are no trails or bike lanes to - only Country Club Road). With the Lemay Overpass, residents now often skip Timberline and go Country Club to Lemay. Until there is an alternative grocery store, traffic along Country Club will not ease up, even with Suniga connected to Turnberry. What I suspect Suniga will enable is trails + bike lane + alt transit/pedestrian corridors. Safe alternate routes to school should immediately lessen traffic, but until there's a grocery store/home goods store or alternate pathway... all roads lead through Country Club right now.		x	x			
15	18:20:17 From Heather Regan to Everyone:	When was this analysis done? Has an analysis been done - or planned to be done - since the new overpass has been open?		x				
16	18:20:19 From Patrick Knebel to Everyone:	CCR is classified as a collector road, but it is actually serving as an arterial road to bring traffic from I25 to places in the northwest (eg. Red Feathers, Laramie)		x				
19	18:21:49 From Patrick Knebel to Everyone:	Were these measurements made during COVID? Volumes were higher pre-COVID.		x				
20	18:22:09 From Dale Leidheiser to Hosts and panelists:	What is the designed capacity of CCR?		x				
26	18:22:39 From barb huff to Everyone:	great point Patrick, as volumes would not be accurate!		x				
27	18:23:12 From Dana McBride to Hosts and panelists:	How do volumes compare with other arterials		x				
42	18:27:17 From Ralph Smith to Everyone:	Any chance a corridor could open to Tavelli? School traffic causes significant congestion on CCR.		x				
69	18:32:02 From Greg George to Everyone:	Why doesn't the traffic report for Montana Phase G take into account traffic delays at Timberline and Vine due to train traffic?		x				
82	18:34:07 From Timothy Anderson to Hosts and panelists:	Do your (our) plans include upgrading the four way stop at Club View Road and Lemay/Gregory to a four way stop? light?		x				
99	18:37:57 From JoAnn Varner to Everyone:	building more roads, adding space for bikes and peds		x	x	x		
100	18:38:02 From Donna Fusco to Hosts and panelists:	Making it easy to turnoff and off CCR, building surrounding street network, bikes		x	x			
101	18:38:02 From Nick Armstrong to Everyone:	Without alternate routes to Tavelli or a new school, morning and afternoon traffic along Country Club Road will not change (nor will grocery store traffic without amenities to the East or at least accessible via another route).		x				
102	18:38:27 From Fred Zipp to Everyone:	build infrastructure first		x				
107	18:39:30 From Kelsey Smith to Hosts and panelists:	making it easier to turn on and off ccr		x				
116	18:40:53 From David Beede to Everyone:	alternate route MUST be developed; CCR will never be able to handle the load		x			x	
117	18:41:01 From Greg George to Everyone:	The assumption that only 10% of traffic from new development will utilize CCR and 30% will utilize Timberline is not realistic until a Timberline overdressing is completed.		x				
126	18:42:10 From Nick Armstrong to Everyone:	Dry Creek + Timber Vine neighbors also have only one in-road and out-road: Timberline. So any additional pressure on that route creates an externality for other neighbors.		x				
146	18:45:51 From Mark Kenning to Everyone:	Until there is a grocery option east of Turnberry, traffic to the North College King Soopers along Country Club is not likely to abate.....		x				
147	18:46:32 From Neo_MeZuk to Hosts and panelists:	Cars are priority not bicycleson CCR		x				
152	18:47:28 From Hamidah Glasgow to Everyone:	With out infrastructure for the new houses, more and more delivery drivers, police and fire will be using CCR as well. This is an immediate concern for the two current projects on Turnberry.		x			x	
166	18:49:21 From Russell Lee to Hosts and panelists:	Can the County and City partner to use impact fees to build the Turnberry extension and Suniga with out waiting for development south of Mountain Vista? That would mitigate much of the impact from developments north of Mountain Vista		x			x	
175	18:50:26 From barb huff to Everyone:	Yani, please ask the question : What is the criteria needed to stop the extension of the Country Club Corridor expansion and prevent all further growth? Please outline in detail to everyone in this meeting so as residences we have the opportunity to prevent it		x				
181	18:51:22 From Abby Behm to Hosts and panelists:	Has there been any discussion about making an on/off ramp at Vine to help decrease the traffic on CCR?		x				
182	18:51:23 From Matthew schump to Everyone:	Is there any talk of adding I-25 access on Vine to limit traffic on CCR?		x				
184	18:51:38 From J. Hale to Hosts and panelists:	Can CC Rd/FCCC intersection be redesigned so that semi trucks can't navigate thru successfully? If semi access is required-they could only access CC Rd from Lemay and only go east bound		x				
189	18:52:07 From Katherine & Bruce smith to Everyone:	Suniga needs to be extended FIRST for another East-West arterial!		x				
194	18:52:57 From Mark Silhasek to Everyone:	No more at Turnberry and Mtn Vista		x				
195	18:53:05 From Angela Morris to Everyone:	Suniga needs to be extended first.... infrastructure BEFORE building...logic		x				

198	18:53:26	From Barbara Novak to Hosts and panelists:	When Suniga is fully developed: how will that impact CC Road?		x			x	
216	18:54:34	From Heather Regan to Everyone:	not enough room for a traffic circle		x				
217	18:54:58	From Corey Rosenberg to Everyone:	What is the timeline for extending Suniga to Timberline?		x				
225	18:55:38	From Kris Claggett to Everyone:	The trucks go into the country club and try to turn around		x				
226	18:55:41	From Russell Lee to Hosts and panelists:	The stop sign at FCCC and Country Club does provide gaps in traffic to allow those of us with driveways to get out on to Country Club.		x				
232	18:56:08	From Mark Silhasek to Everyone:	Mark Peterson made the point that with the pond and very little easements on either side difficult to widen the road or consider widening		x				
237	18:56:49	From Dale Leidheiser to Everyone:	Can another bridge be built over the RR tracks on Timberline to make it easier for traffic to avoid CCR?		x				
238	18:56:52	From Matthew schump to Everyone:	Can Turnberry extend south to connect with Suniga?		x			x	
241	18:57:20	From Mark Silhasek to Everyone:	why? on 287 take owl canyon to I-25 and vice versa		x				
245	18:58:07	From Greg George to Everyone:	There is nothing that can be done to CCR to accommodate traffic from new development without out totally ruining the character of the entire area and significantly reducing property value.e		x			x	
246	18:58:24	From Carolyn and Richard Cox to Everyone:	Timeline for Suniga extension?		x			x	
247	18:58:25	From Katherine & Bruce smith to Everyone:	Better to extend Suniga East-West now		x			x	
248	18:58:28	From Mike Griffith to Hosts and panelists:	Isn't Suniga to extend to Giddinbgs		x			x	
249	18:58:35	From Kris Claggett to Everyone:	You need to add light 287 and Suniga		x			x	
250	18:58:37	From Mark Silhasek to Everyone:	great pt - will be a crux as to development in the entire area		x			x	
251	18:58:40	From Hamidah Glasgow to Everyone:	When will Suniga road happen?		x			x	
252	18:58:50	From Corey Rosenberg to Everyone:	What is the timeline for the Suniga-Turnberry connection?		x			x	
253	18:59:00	From Barbara Novak to Hosts and panelists:	What is the time-line for Suniga/Turnberry extensions?		x			x	
254	18:59:09	From Nick Armstrong to Everyone:	With what Nicole just said: what assumptions are being made on that traffic reduction? What indications exist that it will affect Tavelli traffic and Kings traffic?		x			x	
255	18:59:21	From Dale Leidheiser to Everyone:	Max Moss indicated that there would be 50K+ vehicles per day from Montava. How can the city build infrastructure in advance of that time?		x			x	
256	18:59:33	From Matthew schump to Everyone:	What about where Suniga crosses Lemay to extend east? That already is difficult...		x			x	
257	18:59:39	From Greg George to Everyone:	Is the extension of Turnberry to Suniga in anyone's 10 year finance plan/		x			x	
259	19:00:13	From Hamidah Glasgow to Everyone:	Roads first then houses!		x			x	
262	19:00:25	From Kris Claggett to Hosts and panelists:	When will the county take care of the roads that connect to CCR		x				
263			Dayton, Lakeview, Rangeview, Longview ... CC Estates are no longer taken care of by the county ... we need to be included in all improvements		x				
264	19:00:34	From Erin Erdkamp to Everyone:	Are there plans to make any changes to the 4-way stop at Lemay/Gregory and Country Club?		x				
265	19:00:47	From barb huff to Everyone:	from the projected 50k plus vehicles added just for Montava, development what is the projected daily vehicle rate traveling on CCR?		x				
283	19:04:20	From Mike Griffith to Hosts and panelists:	Will Turnberry remain as a two lane road?		x				
295	19:07:04	From Greg George to Everyone:	What improvements in the master street plan are currently in the City's streets funding plan?		x				
297	19:07:21	From Katherine & Bruce smith to Everyone:	CCR not designed to handle this amt. of traffic over dam		x				
300	19:07:46	From Barbara Novak to Hosts and panelists:	If Suniga had been done, the corridorization of CCR would be moot		x				
312	19:10:11	From Katherine & Bruce smith to Everyone:	RV and boat hauling traffic horribly heavy in summer months		x				
316	19:11:03	From Carolyn and Richard Cox to Everyone:	Much more weekend traffic in summer ie. rvs		x				
320	19:11:12	From Heather Regan to Everyone:	add all the new people and you'll be well over 10000		x				
323	19:11:20	From Dale Leidheiser to Everyone:	Mark, is there behavioral research on traffic incentives and disincentives that can help to reduce the impact on CCR?		x				
328	19:12:03	From Dana McBride to Everyone:	IS there a plan to increase the width east of Lemay as has been completed west of Lemay		x				
333	19:12:51	From Mike Griffith to Hosts and panelists:	What are the plans for better traffic control at Vine and Timberline at the tracks? Traffic light?		x				
335	19:13:28	From Marilyn Smith to Everyone:	Why aren't you answering the question I submitted? We need a traffic light on Country Club between Lemay and Lakeview.		x				
338	19:13:53	From Marilyn Smith to Everyone:	Slowing traffic will not help us get out of our neighborhood		x				
347	19:17:13	From christopher Giglio to Everyone:	Does Montava have any responsibility for road structure?		x				
348	19:17:29	From Carolyn and Richard Cox to Everyone:	Is Montava still planning on extending CCR into the development?		x				
349	19:17:31	From Greg George to Everyone:	Approved development in this area is listed in the traffic study for Montana Phase G.		x				
354	19:18:21	From Kelsey Smith to Hosts and panelists:	thank you Commissioner Kefalas for being so instrumental in reducing the number of oversized vehicles off CCR		x			x	
359	19:19:27	From Shaun Dolon to Everyone:	Is the Turnberry extension close to becoming a reality? Has anyone considered creating an on/off ramp on Vine. These all seem like good options to move traffic away from CC.		x				
360	19:19:31	From Greg George to Everyone:	The City allow new development to receive building permits before street mitigation improvements are in place.		x			x	
368	19:21:07	From Erin Erdkamp to Everyone:	Are there plans to improve the intersection of Vine and Timberline? How will it support roads like Conifer, Suniga filtering into that intersection?		x				
374	19:22:08	From Hunter Harms to Everyone:	No one here is begging for bike lanes, we've been pretty clear. We need the road to town.		x				
Biking and Walking									
6	18:12:35	From Richard Casey to Hosts and panelists:	I ride my bike frequently on Country Club road between Turnberry and LeMay. The shoulder is crumbling in many spots, which forces bicyclists into traffic. It's quite dangerous.		x				
21	18:22:13	From Elisabeth Fiebig to Everyone:	Yes. Biking on CClub is terrifying.		x				
22	18:22:15	From Nick Armstrong to Hosts and panelists:	I'm deeply concerned we're externalizing responsibility to developers only when we should be creating coordinated infrastructure and setting that tone, then allowing developers to pay us back for their contributions to the traffic (and the future value of that repayment is many times greater). Moreover: because there are no inter-neighborhood trail, sidewalk, and bike lane connections from Maple Hill to Mosaic to Poudre Trail or even over to Lemay, we are creating an entire generation of neighbors who must utilize cars to recreate, go to work, access basic needs and healthcare (with horrendous equity and environmental effects).		x	x	x		
62	18:30:37	From Nick Armstrong to Everyone:	Just a quick note that a group of neighborhood HOA board members, neighbors, and community members have also coordinated under a common group to advocate with a unified voice for infrastructure in our area (not just Country Club Road, but things like bike lanes, trail connections, sidewalks, parks, etc) at NorthEastFoCo.com.		x			x	
66	18:31:51	From David Beede to Everyone:	too tight for bike lanes along pond, busy, semis		x				
87	18:35:56	From Nick Armstrong to Everyone:	@Barb: I live in Maple Hill, I'm the Maple Hill HOA President. Because many folks don't know that we do not have trails, bike lanes, or sidewalk connections between our neighborhoods or to other areas of the City, my incentive is as a concerned neighbor to help push for infrastructure to make our area safer and more connected with multiple methods, as well as parks, schools, recreation/service amenity access, etc.		x			x	
94	18:36:31	From Kris Claggett to Hosts and panelists:	Need bike and pedestrian lane not another crossing		x			x	

Mentimeter (Interactive Polling)

What is the one thing you would like to see for Country Club Road in the future? (Question 8)

Keep it quiet and residential
I would love for a roundabout solution to be added at Lemay and Country Club road.
Bicycle Facilities
Having a traffic light on Lemay.
Keep it the same as intended
No Trucks, slow speeds
Safety for pedestrians.
Less traffic, and maintain the residential nature of the area, with no use of existing properties for bike lanes.
Less traffic
not a main thoroughfare for our part of town.
Speed limit and semis both need to be enforced!!!
increased speed limit
Keeping it realistic in regards to future traffic and issues.
Bike lanes and sidewalks
Bike, walkers and runner infrastructure. Connect to other City infrastructure for seamless alternative travel
bicycle lanes, sidewalks, quiet and residential, No semis, trail connectors
Bike lanes and sidewalk
Enforce truck ban and change Google maps so that trucks aren't encouraged to use CC Rd.
less traffic
Better drainage!
Improve safety for by pedestrians, bikes and motorists but maintain existing character as much as possible. Completing the area transportation network is important for this to be successful
Semi truck ban enforced
Widen a tad.
Permanently ban trucks.
More work towards keeping it neighborly, not a throughway, and safer access to the school.
Keep the pastoral nature of the road along the pond
Less traffic in order to maintain the scenic aspect
Reduce the number of cars and trucks driving on it.
the shoulders are too steep and not safe. Adding space for bicycles and pedestrians separated enough from the street
Less traffic
Less traffic and reduced noise from cars and motorcycles. For those of us that have been here for a while, life here is different and I for one am most likely have to move away. Too noisy and crowded.
Alternative routes developed to OFFLOAD CC Road
bike lane
A roundabout at Lemay and Country Club Rd.
New growth and interstate traffic routed away from CCR.
Bicycle lanes
Barricade to monte vista from using this county road
No truck traffic at all, bicycle path and walking/sidewalk accessibility. Keep it a local road to reduce the noise.
Safety for pedestrians and bicyclists, pedestrian crossings, respect for neighbors facing Country Club Road, maintaining character.
Keep the character of neighborhood & add more safety features.
Whatever allows for alternative routes to help minimize the traffic on CCR.
Reduce its role as a collector street
Maintain the beauty along Long's pond.
Do not allow semi trucks.
Safer for pedestrians
Safe quiet exclusive Bike lanes and sidewalks (separate).
It's clear that the city is all round this area -- that is a county area. As the city grows, it has to work more closely with the county to ensure safety.
There's a school right next to this and the road is so dangerous. It's long overdue to make
Reduced traffic
Reduce traffic.
Give bikers an option to CCR....perhaps add a connection to a path along the E/W canal area
I would like to see the road end (or T) at the intersection of Turnberry Rd. This should not be a road to the 4-5 new developments east and north of Turnberry.
Terminate Country Club Road at the Country Club in a Cul De Sac like was done on the Richards Lake Road that no longer goes from HWY 1 to Turnberry Rd.
Reduction of semi/big truck traffic.
Turn it into a pedestrian mall and remove traffic
Bike lanes
Less traffic while maintaining the beautiful scenery
Peace and quiet — maintain neighborhood road that goes by lake
Sidewalks and Bike paths
Fewer massive developments
raised speed limit
Bike lanes. Maybe turn lanes.

Keep it's integrity and keep the semi trucks off.
sidewalks at least from turnberry to longview. It's just dangerous. I have dodged numerous vehicles while walking
Less tragic so it's safe for pedestrians
A more efficient roadway without disturbing the existing homes-difficult to do. Alternative routes need to be focused on to alleviate stress on country club.
Dont make it a main road.
Less traffic
Sidewalks
Less traffic
All forms of transportation, not including semi's , to flow through this are
Traffic signal at Lakeview or Warren.
Less traffic. Bike lane. No truck enforcement.
Less traffic, sidewalks, reduced speed
Reduced volume so that it can be the road it was ... I think if you reduce the speed to the point people won't use it that would be good.
Noon local travel diverted. No semi trucks!!
Sidewalks for pedestrians and bicycles
Semi-proofing travel design
less traffic
less traffic, rerouted onto new roads to developments.
Currently, CCR acts as an arterial road because Google Maps says it is the fastest route from south on I25 to areas in the NW (Red Feather Lakes, Laramie, etc). We need other roads to take that traffic so CCR can be a simple collector road.
NO SEMI truck traffic & lower speeds....my house shakes as they speed by.
Keep it Quiet and residential
Quiet country road. No large truck travel. Speed bumps. Alternative routes for all larger trucks.
Speed bumps
Alternate arteries for traffic and growth so that CCR is NOT the only or ideal connecting roadway
Keep it quiet and residential.
Less traffic and improve safety
Sidewalks and bike lane
Add character and safety to CC Rd along Long Pond using extension over lake for bikes/pedestrians
I would like to see the surrounding development impact fees go to building the street network that will improve this area for everyone
Sidewalks
Reduce non neighborhood traffic.
Add speed bumps.
Speed bumps
Sidewalks!!
speed management
Sidewalk bike lane less traffic
Less traffic
Keep it quiet and residential
Less traffic
Keep quiet and no heavy traffic
speed bumps
Same
Improved safety and alternative routes to CCR to reduce the traffic Lemay overpass has been great. a direct connection from Turnberry to overpass wouldbe fantastic
Safety
Less traffic, bicycle lanes
less traffic
Sidewalk
Less traffic
Traffic light on Lemay and CCR
Keep it the same
Not trucks. Speed HUMPS
Safety for pedestrians
No semis
leave the road as is. create a separate road for the increase traffic
Slowing measures (raised crosswalks)
Better maintained road
Reduce traffic from Montana
Bike and pedestrian lanes to make alternative transportation safer
Fix the drainage problems because they accelerate the deterioration of the road
Less traffic
no speedbumps
Keep it quiet and residential
barcade those monte vista people from usingour county road
Thanks to Larimer County for posting the "no semi" signs. Has helped a lot.
Reduced traffic

Sidewalks

Stop RV access.

Please consider drivers blinded by sun as they come over Ridgecrest. Had lots of near-misses there

Remove the road from an option on google maps to reduce semi and campers

Trail connections

Fewer developments

Side walks

Bicycle lanes

Bike and pedestrian paths

It seems to me that providing an East-West corridor (just north of Suniga, as I recall from your map) should be a priority BEFORE starting new developments !

Less traffic

Reduced traffic

Bicycle lane

Bike/Pedestrian overhang on Long Pond and tree removal along lake for room and views

Build Turnberry and Suniga

No vacation RV traffic

Smaller lanes to slow traffic

Yes Yes Yes, where have you been???

Speed bumps

Band trucks, quiet and residential

Less traffic

crosswalks across CCR east of Lemay

keep the trees

Sidewalks

More safety

Bike lane

Trail connections

More speed control.

No trucks

No speed bumps

No semis!!

Eliminate all HEAVY traffic

More neighborly feel, not thoroughfare

Less traffic

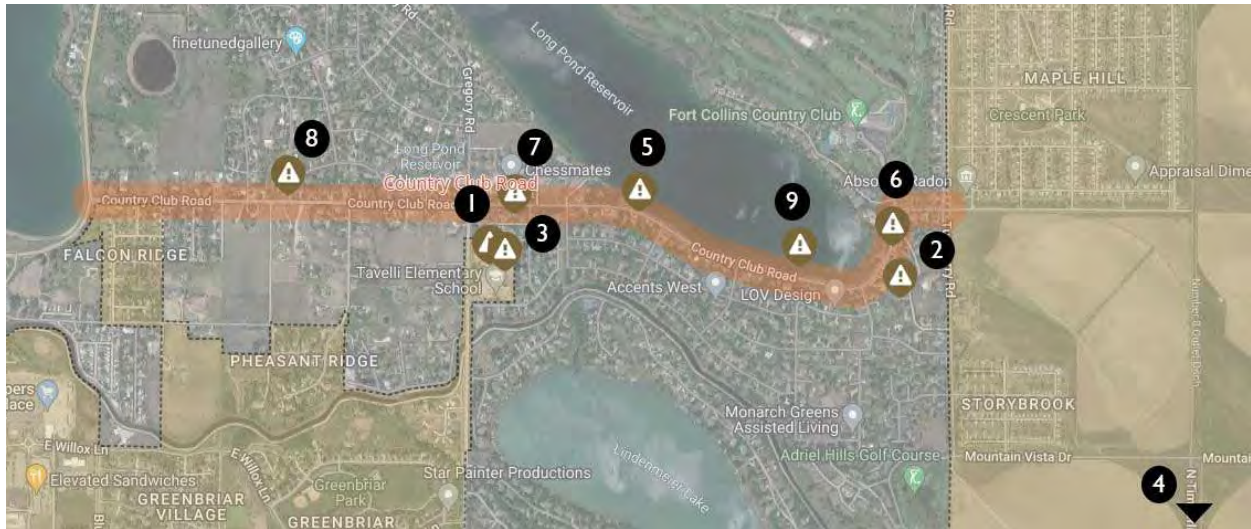
Dedicated safe routes to school

Speed bumps.

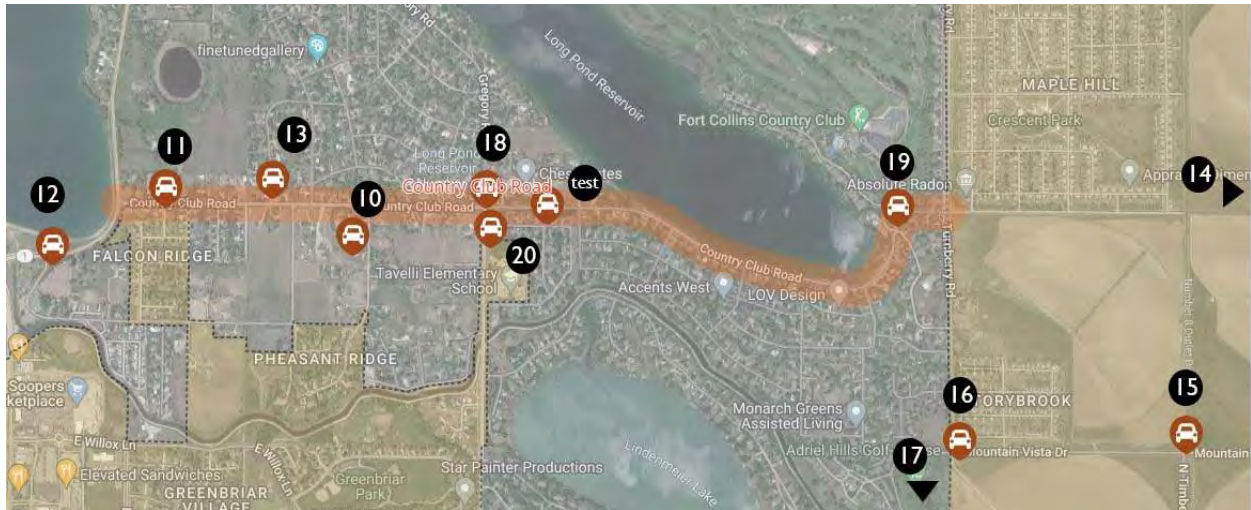
Turnberry south to Vine Dr should be completed before construction of Montava is started.

Extend Turnberry south to Vine Drive.

Appendix D Interactive Web Map - Social Pinpoint

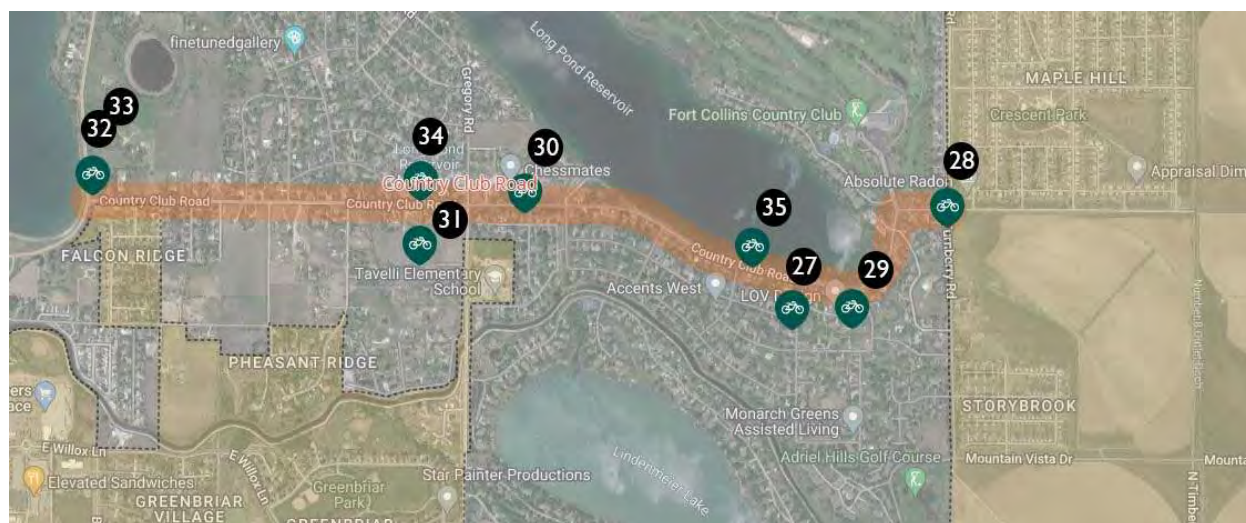


Interactive Map Comments (Social Pinpoint)		Up	Down
#	Safety		
1	About half the folks using the Country Club/Lemay intersection have no clue how a 4-way stop is supposed to work. This intersection also doesn't seem to have the space for a roundabout. A traffic light here will cause big backups, since there doesn't seem to be much space for turn lanes. Unless some of the corner properties can be acquired, this looks like it will be a critical bottleneck.	2	0
2	While there is a cross walk at Lakeview and CCR, I have often experienced cars speeding up, rather than slow down and stop, when I activate the lights.	0	0
3	To many people blow through the 4 way stop..	0	0
4	This is a tricky intersection with the set back due to the RR track. I look forward to its signalization.	0	0
5	This is my house, 1409 Country Club Road. It's on a blind curve, and trucks and cars come by in excess of 50MPH on a regular basis. This month I lost my mailbox and my garbage can to 2 separate vehicle accidents, and this summer had someone sideswipe a parked car in my neighbors yard, then took out the entire front yard of the next neighbor.	1	0
6	It makes me anxious when I see people biking or walking on CCR, especially around the curves, and especially when it's kids going to or from Tavelli (their "neighborhood school") to get home in Maple Hill or beyond.	0	0
7	Lots of speeding as traffic heads east from the 4-way stop. We had somebody crash through our fence, as have the neighbors across the street. We often see tire tracks in the ditch, indicating that many people are driving recklessly down this road.	2	0
8	Bushes at NE corner of Ridgecrest and County Club obscure sight triangle And create risk to vehicles pulling into eastbound lane, as westbound traffic on Country Club comes fast and is hidden below dip to east	0	0
9	Water pooling and becoming ice is problematic along stretch	0	0

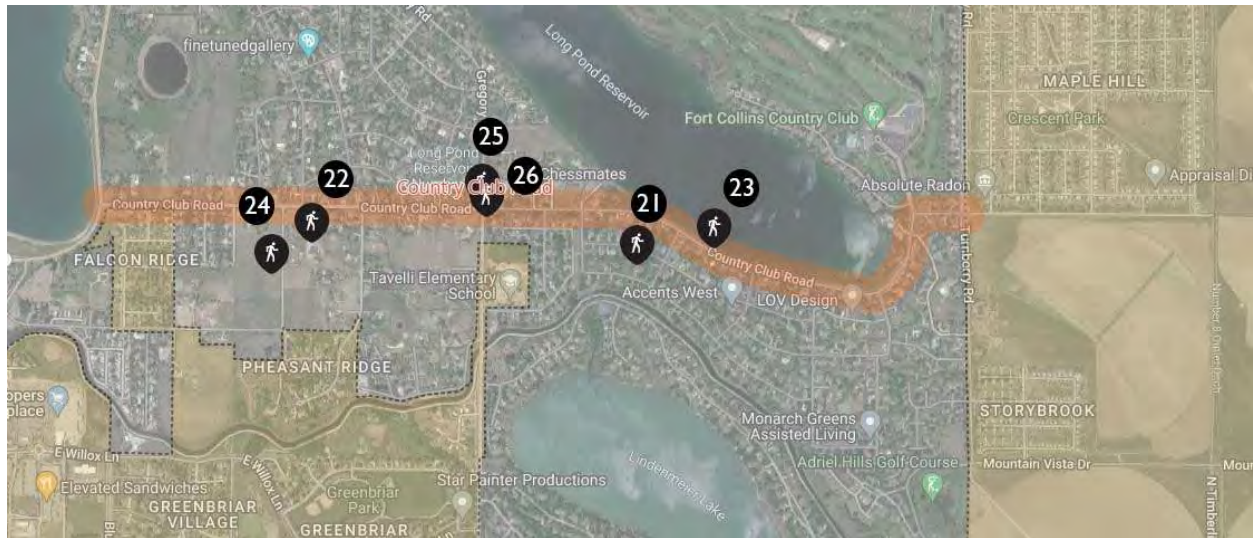


Interactive Map Comments (Social Pinpoint)		Up	Down
#	Traffic		
10	Montava is going to make a huge impact on traffic on Country Club road. Since the North College King Soopers is the most convenient grocery store to the area, many, if not most people from Montava are going to be using Country Club. Further, if Fort Collins does not complete the extensions of Turnberry and Giddings before Montava is built out, a lot of the traffic trying to access downtown Fort Collins is going to end up on Country Club.	2	0
11	As traffic continues to increase during the morning and afternoon rush hour it is impossible to turn on to Country Club heading west from either Ford Lane or Golden Eagle.	0	0
12	Due to the traffic from Country Club and Highway 1 during rush hours it is impossible to get onto Highway 1 from Spaulding Road.	0	0
13	This access is very steep, so it makes it hard to access CC, especially when it is icy. It's also hard to see because you are at an odd angle.	1	0
14	Giddings Rd should be 4 lanes AT LEAST from Richards Lk Rd to Mountain Vista Dr (right down the middle of Montava). I have witnessed A LOT more traffic on Giddings all the way to CR58 because of all the new housing developments in Wellington.	0	0
15	Mountain Vista should be 3-4 lanes from I-25 to Turnberry Rd. Timberline Rd should have a right turn lane onto Mountain Vista Dr, and possibly a 3-way stop once the Montava development starts to fill up.	0	0
16	Turnberry Rd HAS to be extended from Mountain Vista Dr to Suniga Rd, and preferably 3-4 lanes. This would be the BIGGEST alleviation to Country Club Rd. I would definitely use this route instead of Country Club if it was available and I have thought that since I moved here 11 years ago.	0	0
17	Suniga Rd & Turnberry Rd connection is a MUST.	0	0
18	Believe it or not, the fastest route from Salt Lake City to Tulsa Oklahoma is often via Country Club Road. The city, county, and state need to build alternate routes for cross-country traffic!	0	0
19	Sherrel should be improved and promoted as an option to avoid FCC intersection	0	0

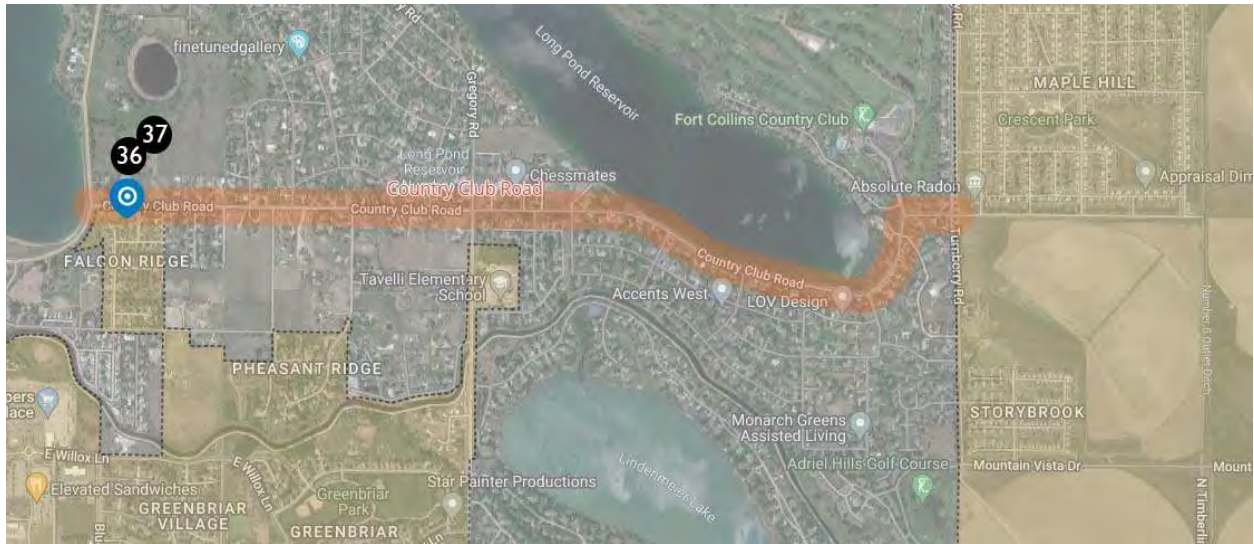
20	It would be good to see a traffic circle here, similar to what is in place at Vine and Taft Hill Road in Fort Collins. This would reduce traffic backups, and the crosswalks before the traffic circle would be useful for students walking to or from Tavelli.	0	0
----	---	---	---



Interactive Map Comments (Social Pinpoint)		Up	Down
#	Biking		
27	Biking can be considered an extreme sport along Country Club.	1	0
28	The northeast neighborhoods are cut off from the rest of the city in terms of bike lanes and sidewalks. Either Turnberry needs to be extended or those features need to be added to Country Club Rd. That would give students at Tavelli Elementary, for example, a way to get to school that doesn't involve getting in a car or risking their lives.	1	0
29	The West section of CCR is now well designed with an ample bike lane on both sides of the street and visible street markings. They could replicate this along the East section.	0	0
30	I've put 10,000 miles on my bicycle commuting to the south end of town from my house on Country Club Road. I pick my route to avoid riding along CCR since it is so dangerous.	1	0
31	Need to ride bike along CC Road to get to bicycle trails	0	0
32	Bicycles do not trigger light to change, resulting in long wait times and either crossing traffic to use cross walk button or wait for vehicles to pull up CLOSE behind you in turn lane.	1	0
33	I agree. I bike to work regularly. My best options have been to stop next to (on the north side) of a car. At times, I've been tempted to wait for a break in traffic and cross against the light.	0	0
34	Shoulder is narrow, soft and steeply sloped such that eastbound cycling up hill from Westview or turning off northern side street is difficult as westbound traffic speeds down hill	0	0
35	Biking is dangerous here. There aren't any bike lanes and the paved shoulder is sometimes as narrow as 18 inches. That puts the biker quite close to cars.	0	0



Interactive Map Comments (Social Pinpoint)		Up	Down
#	Walking		
21	Walking along Country Club road is currently not a safe activity, since there are no sidewalks & the shoulder is pretty narrow in several spots.	1	0
22	Adding sidewalks/bike lanes on Country Club Rd needs to be a priority. There are several houses and neighborhoods that border CC Rd. with children who go to Tavelli Elementary. Having students take the bus because no safe access exists is a waste of resources. Please add sidewalks to CC Rd and Lemay to make walking/biking to school safe for our kids.	4	0
23	I've tried jogging on the shoulder of Country Club Road and it was definitely not a safe experience.	2	0
24	Need to walk either east or west on CC Rd to get from Westview Road to neighborhoods north of CC Rd.	0	0
25	When seeking to cross on foot at this intersection, there is not enough shoulder or protected space to stand and traffic often slows but does not fully stop	0	0
26	Lack of safe ped corridor in either side of Lemay/Lindenmeir south of CC intersection creates risk to anyone on foot approaching intersection; cars don't always recognize painted crosswalk when you're standing in the weeds waiting	0	0

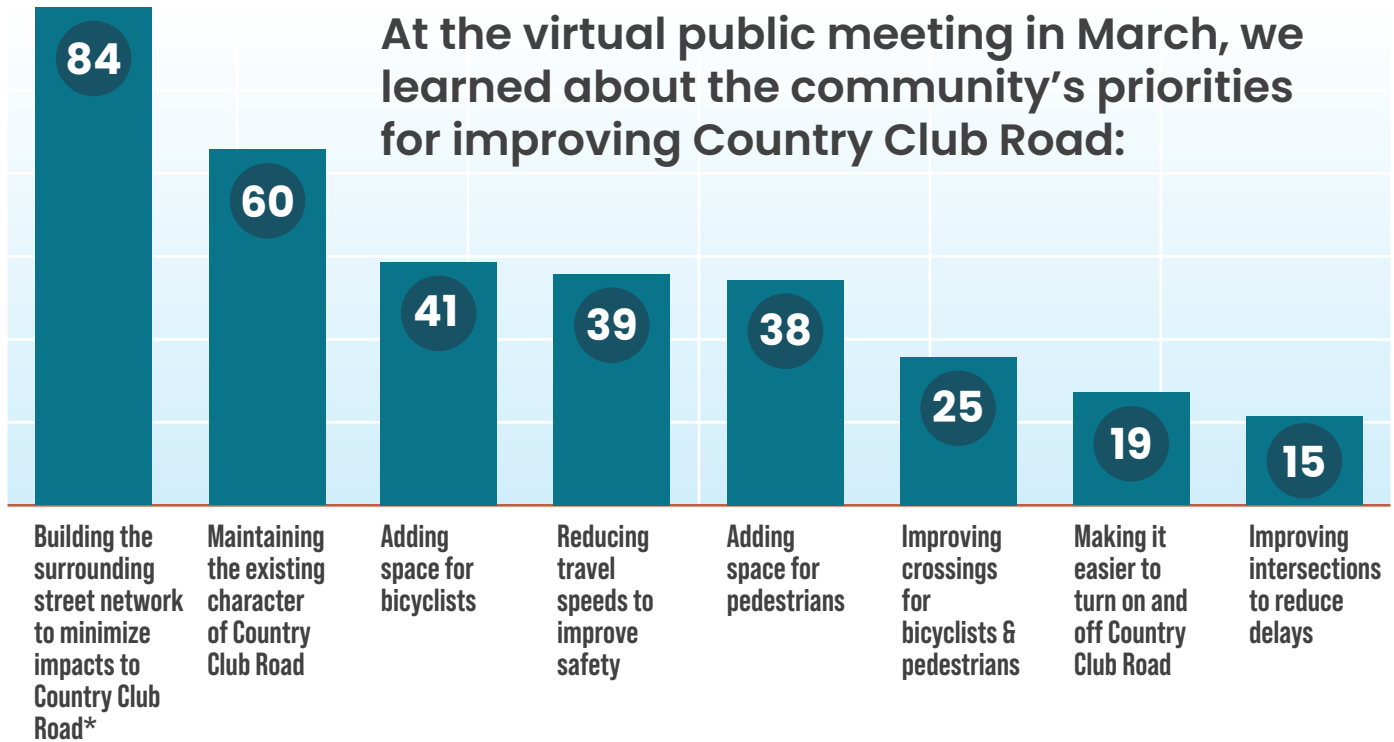


Interactive Map Comments (Social Pinpoint)		Up	Down
#	Other		
36	Do something to truly eliminate semi trucks using this as a cut over. We all know, signs with proposed fines DONT work. Modify the turn lane from Highway 1 so trucks can't head east on Country Club. Or, why isn't there a photo camera installed (Country Club/Hwy 1) to mail the fines/tickets so Truck Company employers know their drivers are not following laws. 2nd speed camera also recommended further East, but before Lemay since this is largest straight non curved road for speeding	2	0
37	The same needs to be done at Turnberry and Country Club! FedEx and Walmart are 2 of the ones I see frequently breaking the law	0	0

APPENDIX F. PHASE 2 PUBLIC ENGAGEMENT MATERIALS

WELCOME

TO THE COUNTRY CLUB ROAD PUBLIC MEETING #2



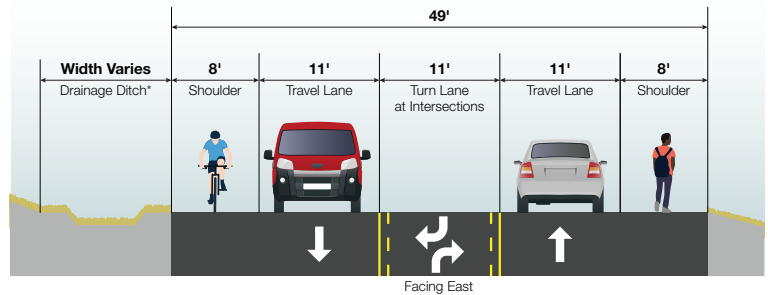
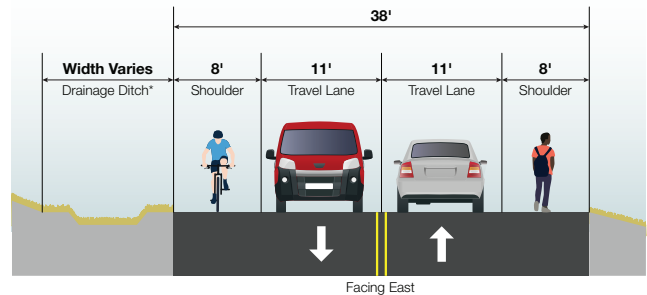
Based on this input, along with a technical analysis of the corridor, the project team has developed four Alternatives for multimodal improvements to Country Club Road. Please:

- ✓ Review the Alternatives,
- ✓ Ask questions,
- ✓ And complete a survey to let us know your preferences.

* Building the surrounding street network to minimize impacts to Country Club Road was the most commonly selected option. However, the timing for extending Turnberry Road and Suniga Road (and other street network improvements) is uncertain and dependent on development. The Country Club Road alternatives focus on multimodal infrastructure improvements along the corridor that will work with or without surrounding street network improvements.



ALTERNATIVE 1: Rural with Minor Enhancements

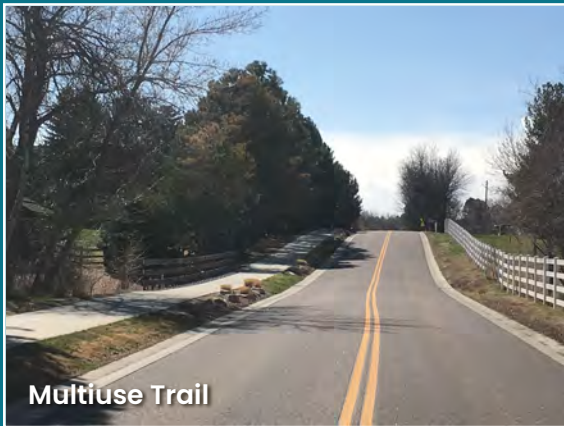


DESCRIPTION/CONSIDERATIONS

- 2-11' Travel Lanes
- 8' Shoulder for Pedestrians and Bicyclists
- Traffic Calming Measures Applied at Several Locations
- Left Turn Lanes Only at Certain Intersections
- Minimal Right-of-Way Impacts
- Traffic Signal at Lemay Avenue/ Gregory Road Intersection

* = Or some form of curb & gutter

ALTERNATIVE 2: 2-Lane with Multiuse Trail (North)



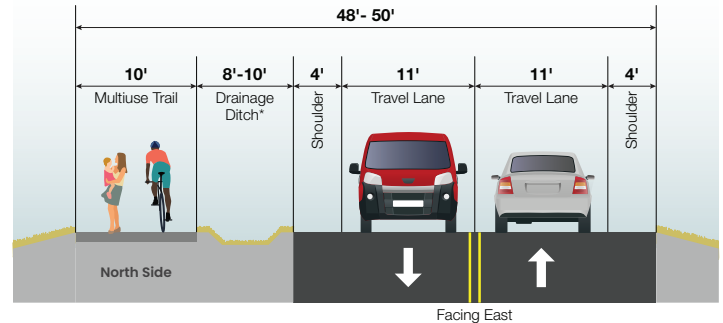
Multiuse Trail



Calming Circle



Raised Crosswalk

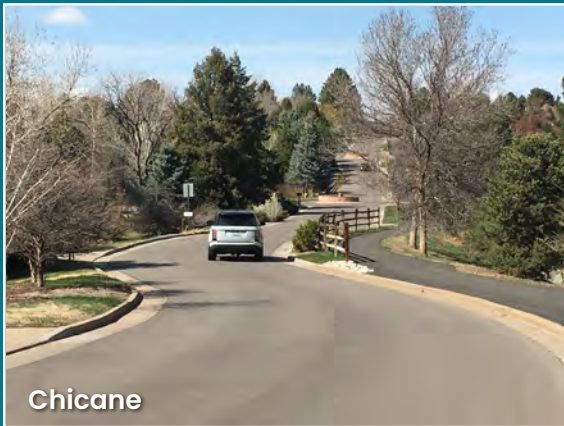
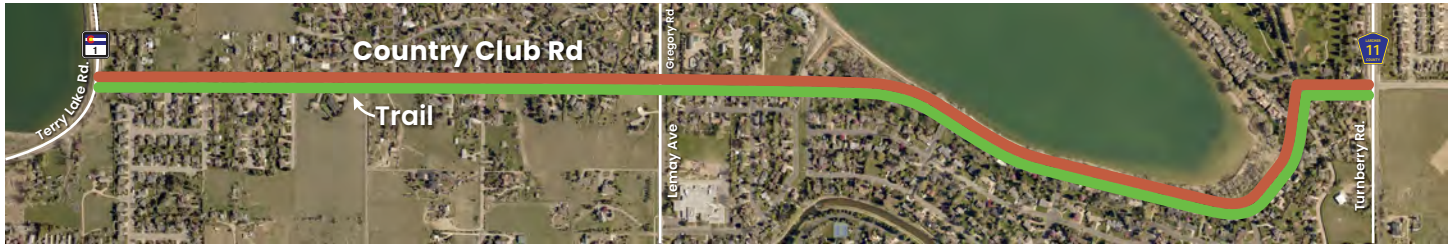


DESCRIPTION/CONSIDERATIONS

- 2-11' Travel Lanes
- 4' Shoulder; Space for Confident Bicyclists
- 10' Multiuse Trail (North Side) for Pedestrians and Bicyclists
 - Separated from Country Club Road by Landscape Buffer
- Several Locations for Residents to Cross Country Club Road to Access the Multiuse Trail
- Traffic Calming Measures Applied at Several Locations
- Some Right-of-Way Impacts
- Roundabout at Lemay Avenue/ Gregory Road Intersection

* = Or some form of curb & gutter

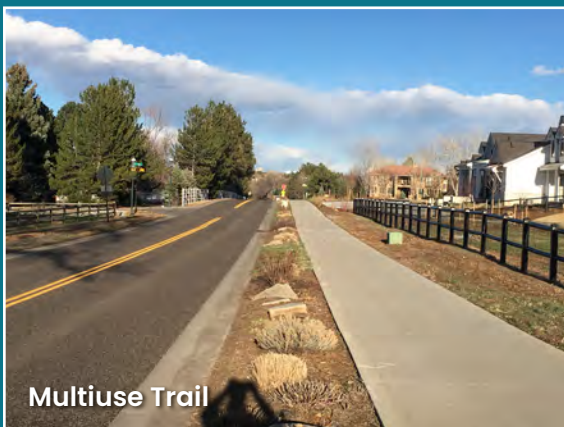
ALTERNATIVE 3: 3-Lane with Multiuse Trail (South)



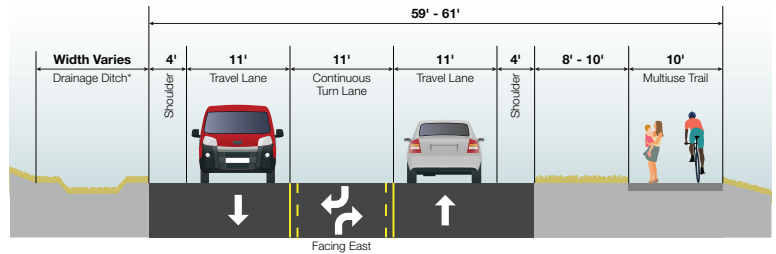
Chicane



Raised Crosswalk



Multiuse Trail

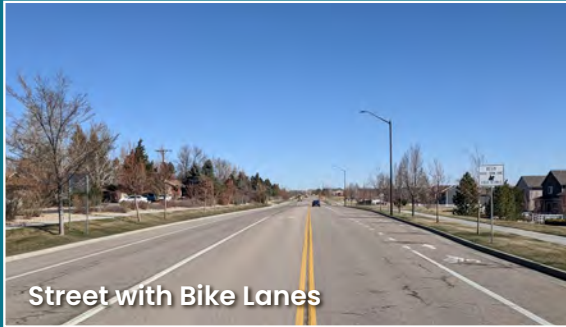


DESCRIPTION/CONSIDERATIONS

- 2-11' Travel Lanes
- 11' Center 2-way Left Turn Lane
- 4' Shoulders; Space for Confident Bicyclists
- 10' Multiuse Trail (South Side) for Pedestrians and Bicyclists
 - Separated from Country Club Road by Landscape Buffer
- Several Locations for Residents to Cross Country Club Road to Access the Multiuse Trail
- Traffic Calming Measures Applied at Several Locations
- Traffic Signal at Lemay Avenue/ Gregory Road
- Larger Right-of-Way Impacts

* = Or some form of curb & gutter

ALTERNATIVE 4: Collector Street Standard



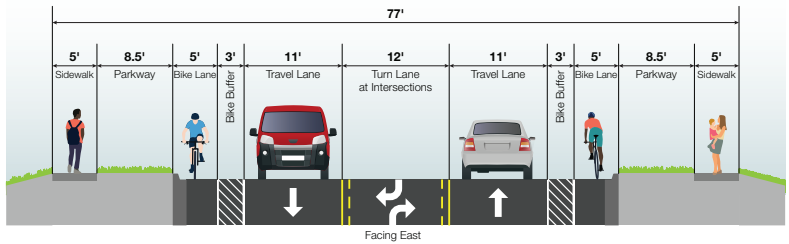
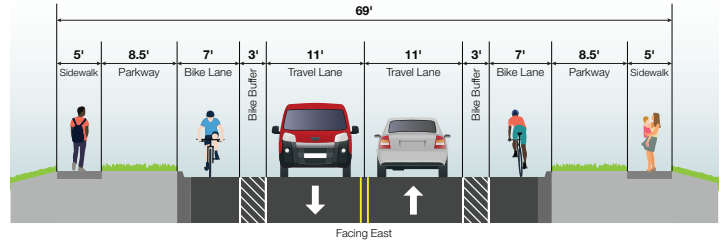
Street with Bike Lanes



Traffic Calming Median



Entry Feature



DESCRIPTION/CONSIDERATIONS

- 2-11' Travel Lanes
- 7' Bike Lanes - Both Directions
- 5' Sidewalks - Both Directions Separated by 8.5' Parkway
- Left Turn Lanes Only at Certain Intersections
- Traffic Calming Measures Applied at Several Locations
- Roundabout at Lemay Avenue/ Gregory Road Intersection
- Largest Right-of-Way Impacts

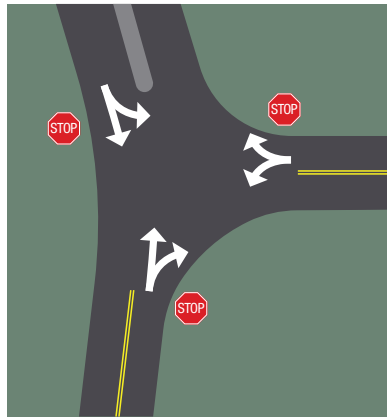
Country Club Road/Fort Collins Country Club Access INTERSECTION ALTERNATIVES

PROBLEM STATEMENT: The main movements (westbound left turn and northbound right turn) are required to stop at all times

OBJECTIVE: Reduce stopping and vehicle delay; discourage large vehicles from using Country Club Road

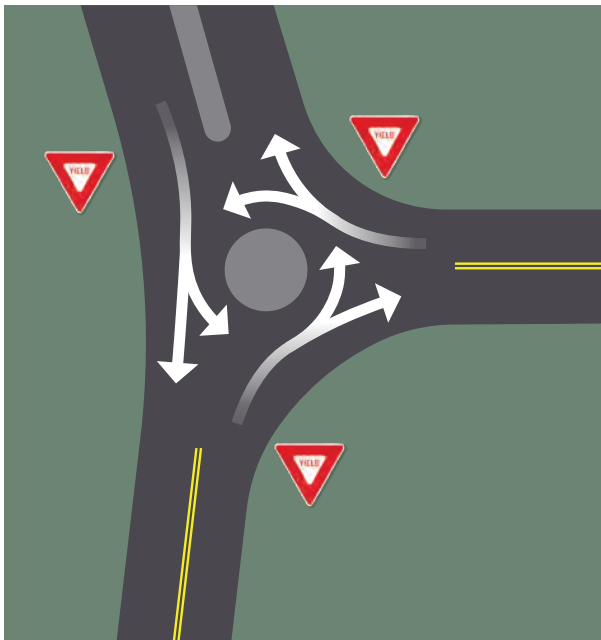
EXISTING

ALL-WAY STOP

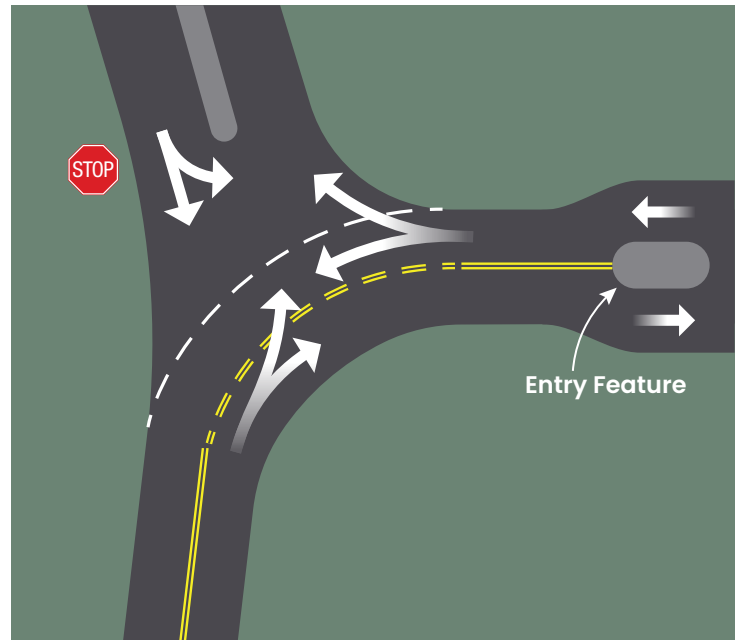


ALTERNATIVES

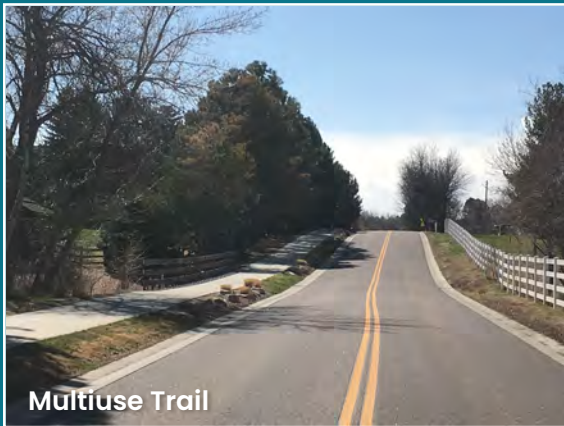
MINI-ROUNDBABOUT



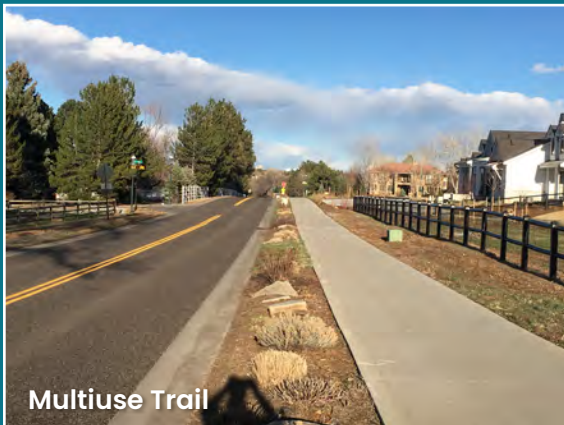
SOUTHBOUND ONLY STOPS



COUNTRY CLUB ROAD: Trail Alignment



Multiuse Trail



Multiuse Trail

TRAIL LOCATION CONSIDERATIONS

- **Public Intersections Along Country Club Road**
 - North Side = 5
 - South Side = 12
- **Private Driveways Along Country Club Road**
 - North Side = 35
 - South Side = 57
- **North Side Trail is Adjacent Long Pond; May be More Aesthetically Pleasing**
- **South Side Trail Has More Driveways and Public Streets to Cross = More Potential Vehicle/Pedestrian/Bicyclist Conflicts**
- **South Side Trail Will Be Easier for More People to Access**

THANK YOU FOR YOUR INPUT!

NEXT STEPS

Your input will be used, in combination with a technical evaluation, to develop the Preferred Alternative for Country Club Road improvements that will be presented at a future public meeting.

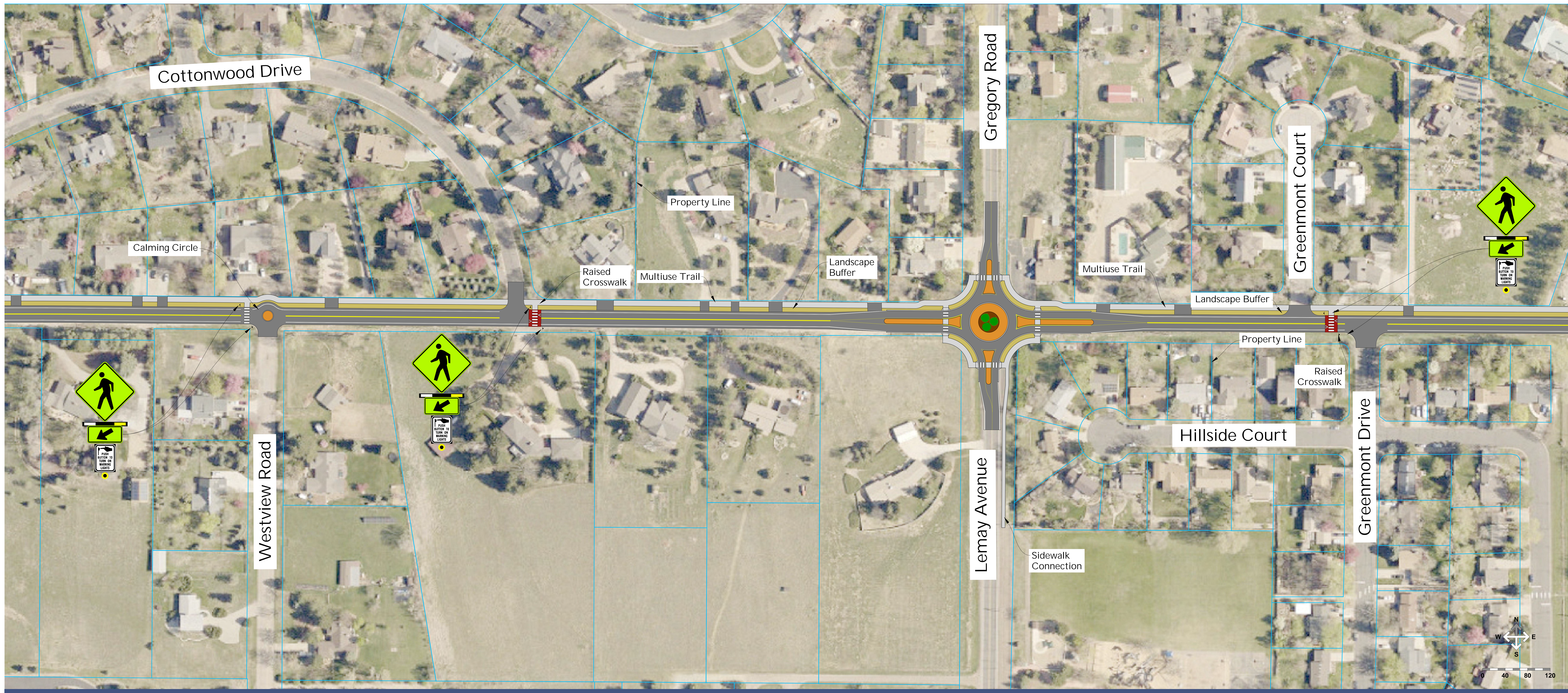
The technical evaluation will consider:

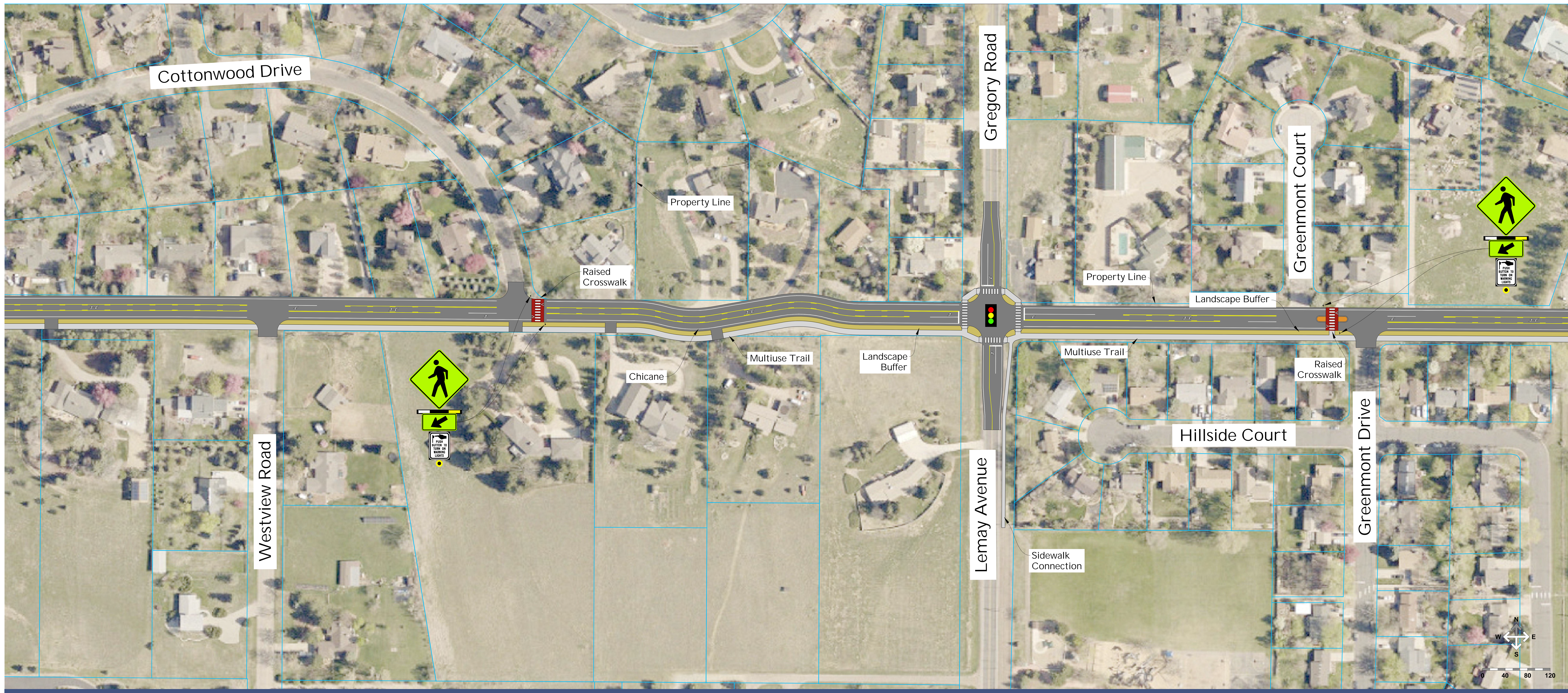
- ✓ Safety and operations for all travel modes (driving, bicycling, walking)
- ✓ Design and construction costs
- ✓ Right of way impacts
- ✓ Implementation timing

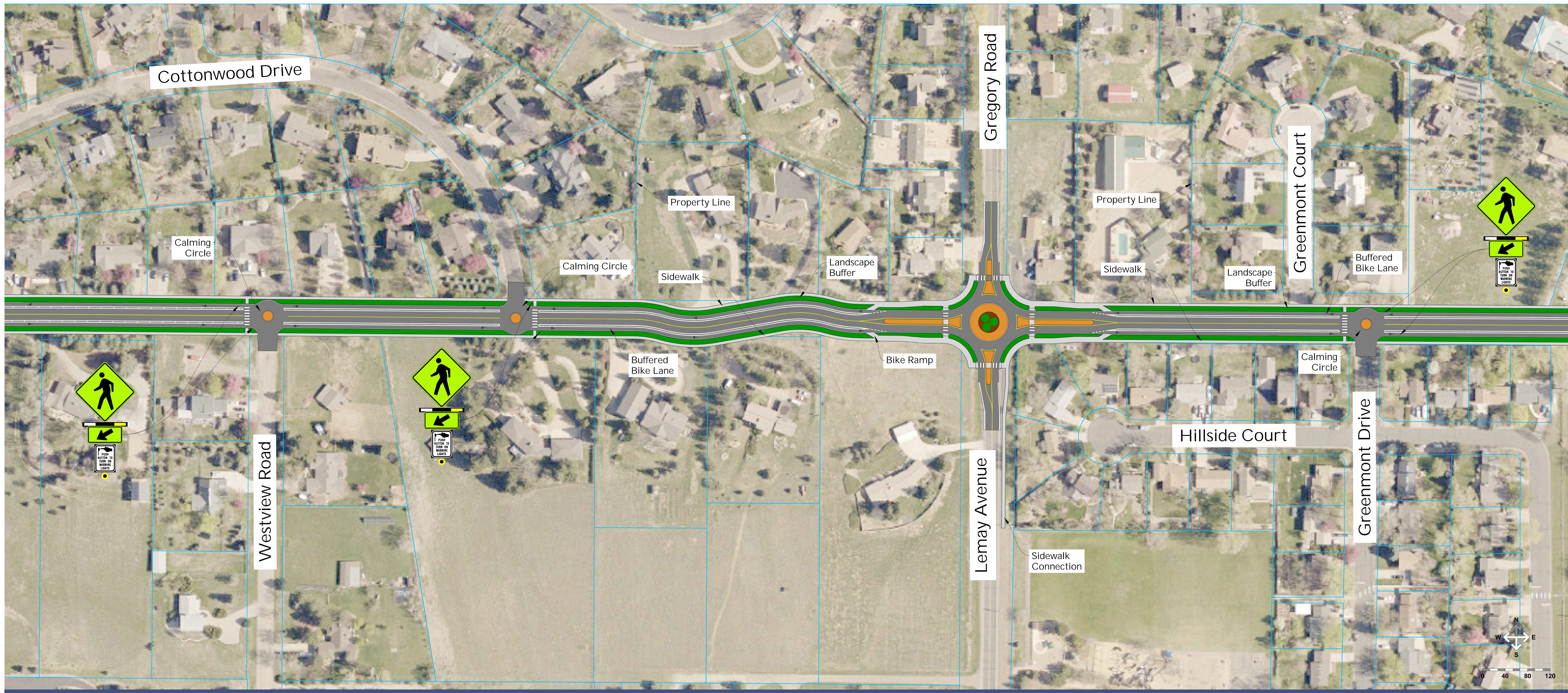
The third and final public meeting is anticipated to occur in late June. We will seek your feedback on the Preferred Alternative for Country Club Road.



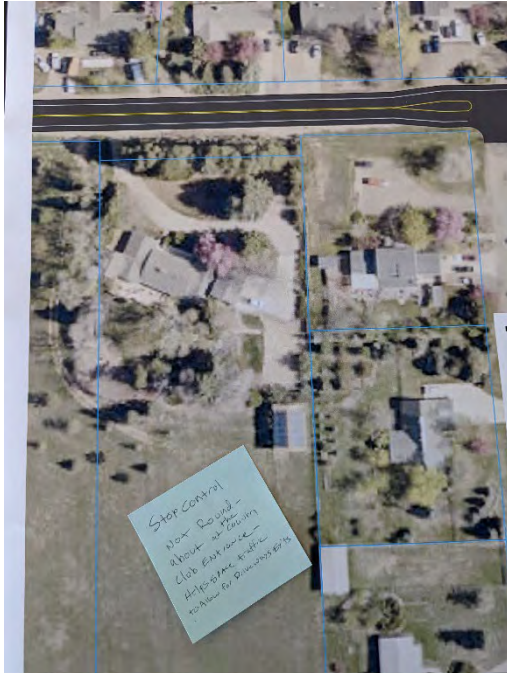




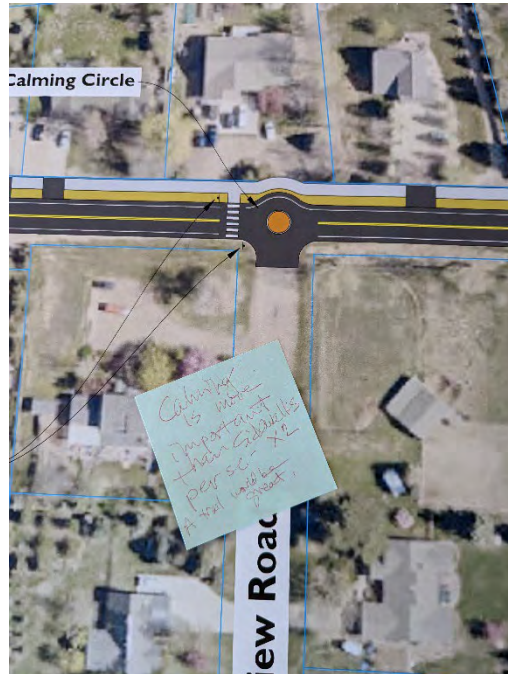




Alternative 1



Alternative 2



Alternative 3



Alternative 4



DEVELOPING A PREFERRED ALTERNATIVE

The next step is to develop a Preferred Alternative for Country Club Road based on the input received from the community and a technical evaluation of the four alternatives. The Preferred Alternative may be a combination of elements from Alternatives 1, 2, 3, and 4.

Please help us understand your preferences by selecting the design elements that you feel would be best for Country Club Road.

- 1** Which option best describes where you live?
 - City of Fort Collins
 - Unincorporated Larimer County
 - Unincorporated Larimer County, my address is Country Club Road
 - Other _____

- 2** **Vehicle Travel Lanes.** Do you prefer (select one):
 - One travel lane in each direction (like the existing conditions or Alternative 2)
 - One travel lane in each direction with left turn lanes at public intersections (like Alternative 1 or Alternative 4)
 - One travel lane in each direction with a continuous center lane for making left turns (like Alternative 3)
 - Other _____

- 3** **Bicycle Facilities.** Do you prefer (select one):
 - Shoulders for bicyclists (like Alternative 1 or Alternative 3)
 - A multiuse trail on the north side (like Alternative 2)
 - A multiuse trail on the south side (like Alternative 3)
 - Buffered bike lanes (like Alternative 4)
 - No bicycle facilities (like the existing conditions)
 - Other _____

- 4** **Pedestrian Facilities.** Do you prefer (select one):
 - Shoulders for pedestrians (like Alternative 1)
 - A multiuse trail on the north side (like Alternative 2)
 - A multiuse trail on the south side (like Alternative 3)
 - Sidewalks on both sides (like Alternative 4)
 - Other _____

- 5** **Traffic Calming.** Several of the Alternatives include traffic calming features. Which traffic calming features do you support for Country Club Road (select all that apply):
 - Narrow travel lanes
 - Raised crosswalks
 - Chicanes
 - Monumentation
 - Traffic calming circles
 - Other _____



DEVELOPING A PREFERRED ALTERNATIVE

- 6 Country Club Road & Lemay Avenue Intersection.** Which configuration do you prefer for the intersection of Country Club Road & Lemay Avenue (select one):
- Traffic Signal (like Alternative 1 or Alternative 3)
 - Roundabout (like Alternative 2 or Alternative 4)
 - All-way stop (like the existing conditions)
 - Other _____

- 7 Country Club Road & Fort Collins Country Club Access Intersection.** Which configuration do you prefer for the intersection of Country Club Road & Fort Collins Country Club Access (select one):
- Mini-roundabout
 - Southbound stop only
 - All-Way stop (like the existing conditions)
 - Other _____

- 8 Overall, which alternative do you prefer** (select one):
- Alternative 1: Rural with Minor Enhancements
 - Alternative 2: 2-Lane with Multiuse Trail (North)
 - Alternative 3: 3-Lane with Multiuse Trail (South)
 - Alternative 4: Collector Street Standard
 - Existing conditions

Please describe why you selected that alternative:

Please provide any additional comments on the Country Club Road alternatives:

Name: _____

Email: _____



Please provide any additional comments on the Country Club Road alternatives:

Can anything be done to lessen travelers using CC Rd as a shortcut between 287 and I-25?
Whatever option is chosen, it is important to note that road cyclists will continue to travel in the road and most likely not on a multi-use trail. The final design needs to incorporate that into the design for the safety of cyclists. Also, traffic calming options are very important. One more item to note is that I have been passed or seen someone else passed - in a car - several times on Country Club which is extremely dangerous (and stupid). Please also take that into consideration. Thank you! We all greatly appreciate this project!
Well thought out alternatives. Thanks for the work and steady flow of info and community outreach. We appreciate the planning dept. bigly!
I am glad this is being evaluated and look forward to a positive outcome.
If there were ranked choice voting here, I'd vote for the two trail options first, followed by collector street, and the rural option would be last.
Alternative 4 is a perfect solution if there is actually room for it. I like the buffered bike lanes. We definitely need bike lanes on Country Club road.
Strongly endorse eliminating 3-way stop at Country Club and golf course intersection. Roundabout would have benefit of improving traffic flow while reducing large truck (or construction-related) traffic.
While there is not an official nest, a bald eagle has been spotted repeatedly using the larger trees on the northside of Country Club and those perches would be lost if the road is expanded significantly to allow for a multi-use lane or double walkways or even protected turn lanes.
see #9. Safety for bikes and pedestrians is HIGHEST priority. Very unsafe now.
There are often service vehicles parked on the south side of country club road providing residential services.
For those of us that live on Country Club Road directly across from Long Pond, how will the necessary space for alternatives 2-4 be acquired? Will the properties of those on the South side of Country Club be impacted? Will the ditch company allow a walking/bike path on the North side of Country Club Road?
Raise the speed limit to 35 to accommodate the volume increase in population in this area
CCR east of 4-way @ Lemay has the worst pavement for biking. Can't you pave it smoothly? City/county/ Ditch company should put a bikeable paved or gravel row for bikes and walkers along the irrigation ditch from Timberline to college or behind Soopers on Willox
Extend Suniga Eastward = Game changer
If the city and county can work together to secure funding for extending Suniga Rd. in an east direction to provide an alternate East-West arterial, traffic will definitely be reduced on Country Club Road and possibly decrease the need for immediate "Preferred alternatives of CC Rd?"
N/A
Snow/rain Drainage. Strategic left turn lanes. Building surrounding street network nor feasible.
I don't think multiple bike lanes are necessary or collector standards. would be over kill.
Keep stop or light control at the Country Club entrance. It helps space out traffic to help us get out of our driveway. provide landscape materials to narrow the road at key locations to psychologically slow traffic.
Please look at the drainage issues along Country Club Rd. I have called and was told that owner of the water in Longs Pond will NOT let anything get done to deal with drainage. Contact water supply and storage to discuss bike paths or any improvement. Photo speed enforcement would help!
Thanks for your effort to do the right thing.
Extend Tumberry through to Vine Drive.
Roundabouts rock! Make room for pedestrians and bikes.
Please put in the infrastructure (roads) that are part of development first.
Sidewalks for safe travel to Tavelli are critical and should be prioritized.
Thank you for your efforts.

Alternative 4 is too wide, it will chop into our yards.
We need a bridge over the canal so bikes and pedestrians can access shopping at college and willow. Walking to Terry Lake and taking risks on Colorado is not acceptable.
How about a bridge over the canal so that residents can walk or bike ride to the north college King Soopers & without having to travel on N. College which is scary! This would also calm down automobile traffic.
Please extend a road east-west between Lemay and Turnberry! This is ultimately the best way to relieve pressure off of Country Club.
Must have Turnberry go through south ASAP to make CC Rd less attractive - just Timberline won't work. Also need significant retail for Montara and their developments - grocery, hardware, etc.
thank you so much to city/county staff for hosting this event. Everyone was so easy to engage with and we got all our questions answered.
We need to improve other roads in this area to keep traffic off of this narrow neighborhood road.
Honestly anything would be an improvement. The road is right now is dangerous for bikers and cyclists
I wish Turnberry could be excluded first to really impact the numbers of cars on Country Club and see the improvements to it made afterwards.
Great job by all participants. Represents lots of hard work and multiple options.
I really like the use of the median to provide visual beauty and an avenue for people to slow down.
Adding a subsurface barrier to seepage from Long pond at selected locations. Must have flashing signal walkways to the northside trail.
City needs to expedite putting Turnberry through to the South! No stop light at country club and Lemay. Already the traffic can back up to the east all the way up the hill - big traffic hazard. A way to get across the ditch from North to South would help pedestrians stay off the major road corridors. For example, Sage road.
Please work with the city to keep CCR closed at Turnberry to force traffic south and west. Photo radar enforcement
1 and 2 are the only viable solution around the lake.
I don't live on CC Rd., but use it to access Gabriel Hills where I have a rental. I also use it to go to Bellevue and the Maple Hill subdivision.
volume west of Lenay is a lot slower. Around the lake is very narrow.
Belmont, Warren, etc. need a way to get out of the neighborhood in heavy traffic. Maybe a sensor light to "see" cars trying to get onto Country Club Rd.
Extend Turnberry
Can we connect Turnberry and Sungia?
Thank you for working on this!! It is so needed.
Anything besides status quo or Alternative 1 would be perfect. Please do not listen to NIMBYism. Alternative 2 or 3 are amazing with the multi-use trail... we can encourage entire generations to bike or walk to school. The headache is worth it!
Thank you for some thoughtful choices. I do think though, that in the long run, traffic has to be encouraged up to Douglas Road or over to Suniga Drive, when it is built. The potential traffic load for CC Road seems immense, seems bigger than the road can eventually handle. I like the sign to warn motorists to slow down. I like all the slow down measures, which make the area seem more like a neighborhood than a big freeway drive through. I definitely agree with keeping big trucks off of that road.
The new development to the east and northeast is going to keep funneling more traffic into Country Club for people trying to get to North College. The planned Turnberry to Suniga expansion is an essential part of addressing this and must be done regardless of which alternative is chosen. Meanwhile, any alternative that makes Country Club a slow, burdensome drive instead of a straight through street would be excellent.
Please let's keep the semi-rural nature of just one residential road in our County. And please continue to work with the City to strongly encourage and facilitate the building of Turnberry extended, south of Mountain Vista road. It's essential to have that road, not to wait until there are thousands of new residents causing major traffic

issues in the whole area. It's much more important than (for example) annexing the Mulberry corridor at who knows what extremely high price.

Love roundabouts

It would be nice to see calming circles or raised cross walks along country club between the country club entrance and Greenmont Drive to slow traffic down and give traffic turning onto country club easier entry.



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Bill Ibanez <billibanez@gmail.com>
To: Country_Club_Study@larimer.org

Wed, Apr 27, 2022 at 12:43 PM

Submitted on Wednesday, April 27, 2022 - 12:43pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Bill Ibanez

Phone

Your Email billibanez@gmail.com

Confirm Email billibanez@gmail.com

Message (no html) The improvement is overdue and needed

[Quoted text hidden]



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: "Cox, Theadora" <tpmcox@gmail.com>
To: Country_Club_Study@larimer.org

Thu, Jul 28, 2022 at 6:27 PM

Submitted on Thursday, July 28, 2022 - 6:27pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Cox, Theadora

Phone 9704829940

Your Email tpmcox@gmail.com

Confirm Email tpmcox@gmail.com

Message (no html)

Problem: between 4 and 6:30 pm Monday through Friday it is VERY difficult for residents in county club estates and Nedrah Acres to enter onto Country Club Road going either west or east. There is almost continuous traffic from BOTH directions making access onto Country Club Road impossible.

Solution: STOP LIGHT at Lemay and Country Club. We already have a light at Turnberry and Country Club.

[Quoted text hidden]



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Deborah Arloski <deborah@realbalance.com>
To: Country_Club_Study@larimer.org

Mon, May 9, 2022 at 12:38 PM

Submitted on Monday, May 9, 2022 - 12:38pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Deborah Arloski

Phone 9705684700

Your Email deborah@realbalance.com

Confirm Email deborah@realbalance.com

Message (no html) I live on Country Club rd.

[Quoted text hidden]



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Eric Dahlgren <e.dahlgren@comcast.net>
To: Country_Club_Study@larimer.org

Mon, May 16, 2022 at 3:44 PM

Submitted on Monday, May 16, 2022 - 3:44pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Eric Dahlgren

Phone 970-472-0552

Your Email e.dahlgren@comcast.net

Confirm Email e.dahlgren@comcast.net

Message (no html)

Folks,

I live on Cottonwood Point Drive and use the entrance to the Fort Collins Country Club (FCCC) almost on a daily basis for access to and from Country Club Road. I would like to comment about the 3-way stop intersection at the FCCC driveway and the proposed options for future improvements:

1. Option for a stop sign on the north and no stop east or west - there are times of the day when east/west traffic is so heavy that it would be very difficult, and possibly dangerous for drivers exiting from the north (the FCCC) to enter Country Club Road. Also, if turn lanes were not provided with this option, east bound drivers trying to enter the FCCC driveway would be in danger of being rear-ended by traffic approaching from the rear as they wait for west bound traffic to clear. The present 3-way stop gives our 42-home neighborhood and people using the FCCC a fighting chance to get in and out.
2. The option for a roundabout at this intersection - the roundabout would still have to have enough diameter to allow articulated delivery vehicles into and out of the FCCC for deliveries as well as the occasional large moving/delivery vans for residents of Cottonwood Point Drive.

Overall - if I had a vote, I would prefer to retain the present 3-way stop configuration.

Thanks for listening! Eric Dahlgren..

[Quoted text hidden]



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Heather Regan <hjregan72@gmail.com>
To: Country_Club_Study@larimer.org

Wed, Apr 27, 2022 at 12:30 PM

Submitted on Wednesday, April 27, 2022 - 12:30pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Heather Regan

Phone

Your Email hjregan72@gmail.com

Confirm Email hjregan72@gmail.com

Message (no html)

Country Club Road would immediately benefit from the completion of the Turnberry/Suniga Road extension/intersection.

This alternative route could reduce the number of work-related travelers on CCR, as well as reduce Tavelli Elementary AM & PM traffic, by providing additional direct access to/from Northeast Fort Collins.

Privacy Setting

This form was submitted from a /contact email link on larimer.org.



Katie Beilby <beilbykm@co.larimer.co.us>

Re: Email for feedback on Country Club Road

Kerri Diamant <kerrid33@yahoo.com>
Reply-To: Kerri Diamant <kerrid33@yahoo.com>
To: Katie Beilby <beilbykm@co.larimer.co.us>

Wed, Jun 1, 2022 at 3:53 PM

Hi Katie,

Below is my input.

1. Avoid congestion and complaints by having alternative roads / streets ready for use - Montava is coming, surrounding streets traffic / congestion / noises need to be figured out, ahead of time, so existing subdivisions like Maple Hill residents can continue to live / work from home peacefully with minimal traffic and construction noises, have easy driving access to work / N. King Soopers grocery store, Walmart, Home Depot, I-25 and surrounding areas. Everyone is already dealing with too much world stress these days. We appreciate continued thoughtful planning and execution.
2. No truckers - Perhaps cameras could be installed so truckers are not allowed (thus fined) if they drive on Mountain Vista and CCR instead of Hwy 14, except Budweiser access from the East of Budweiser from I-25 turn-off.
3. Take advantage of CC lake to beautify CCR - Here is a bonus to make CCR even more beautiful so more of the public can enjoy the Country Club lake. It would be nice if there could be a public park around the CC Lake for more people to enjoy the lake views (car turn-off to park / walk on foot (sidewalks) / bike or picnic around the lake). Right now, we drive by CCR and turn to look at the lake and that's about it. It may all be private property but perhaps some things can be worked out with Country Club HOA so it is a win-win-win. I see CCR project an opportunity to make a positive lasting / memorable impact for the community.

Thanks for the opportunity to comment.

Best Regards,
Kerri

On Wednesday, June 1, 2022, 03:38:44 PM MDT, Katie Beilby <beilbykm@co.larimer.co.us> wrote:



Katie Beilby
Business Operations Manager

Engineering Department
200 W Oak St, Fort Collins, 80522 | 3rd Floor
W: (970) 498-5726 M: (970) 219-4992
beilbykm@larimer.org | www.larimer.org/engineering



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Kip Dunn <ddunn76@comcast.net>
To: Country_Club_Study@larimer.org

Thu, May 12, 2022 at 8:40 AM

Submitted on Thursday, May 12, 2022 - 8:40am

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Kip Dunn

Phone

Your Email ddunn76@comcast.net

Confirm Email ddunn76@comcast.net

Message (no html)

1) Try driving from Laramie. You can see when you hit Jax that all of the cars with out of state plates start turning left towards Wellington and then right on Country Club. How would they know that? They are being routed by Google, Apple, etc. You need to talk to these companies.

2) Now that you fixed Lemay you have created more problems. Reroute the traffic.

3) Northern Colorado needs to go to zero growth. But then how would all the county commissioners make extra money?

Privacy Setting

This form was submitted from a /contact email link on larimer.org.



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Linda M OBrien <fourbriens1@gmail.com>
To: Country_Club_Study@larimer.org

Sat, Jul 16, 2022 at 4:08 PM

Submitted on Saturday, July 16, 2022 - 4:08pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Linda M OBrien

Phone 19704933334

Your Email fourbriens1@gmail.com

Confirm Email fourbriens1@gmail.com

Message (no html)

There is a pretty steady stream of traffic on CC Road at almost any time of day. There are almost always vehicles at the 4 way stop. This road was never meant to be a thoroughfare! To add thousands of more cars to it would be irresponsible. We do not want the north end to look like Harmony Road with thousands of new homes and inadequate infrastructure and amenities!

Privacy Setting

This form was submitted from a /contact email link on larimer.org.



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Marilyn Smith <marilynsmith240@gmail.com>
To: Country_Club_Study@larimer.org

Fri, May 13, 2022 at 1:30 PM

Submitted on Friday, May 13, 2022 - 1:30pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Marilyn Smith

Phone

Your Email marilynsmith240@gmail.com

Confirm Email marilynsmith240@gmail.com

Message (no html)

What is needed for the residents whose driveways and neighborhood streets are **ONLY** accessible via Country Club Rd. is a way to create a gap in traffic from both directions at once. I have seen this done by coordinating traffic signals at each end of the road to stop traffic at the same time. It also may be necessary to have them labeled "no right turn on red" to stop traffic from entering Country Club Rd from both ends simultaneously. Coordinating a traffic light at Lemay and Country Club with the light at Turnberry and Country Club would create this needed gap. The same could be done with the stretch between Lemay and Terry Lake Rd.

Privacy Setting

This form was submitted from a /contact email link on larimer.org.



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Mark Butler <mabutler4wyo@gmail.com>
To: Country_Club_Study@larimer.org

Thu, Apr 28, 2022 at 7:25 PM

Submitted on Thursday, April 28, 2022 - 7:25pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Mark Butler

Phone 970-658-7906

Your Email mabutler4wyo@gmail.com

Confirm Email mabutler4wyo@gmail.com

Message (no html)

CCR comments

I live in Maple Hill Subdivision CCR is my best connection to 80 percent of F.C.

I would take Turnberry for most of those trips if it connected to Suniga Rd. Connection should be made ASAP to reduce CCR traffic.

CCR needs:

Drainage improvements. Curb & gutter.

Lower speed limit or add traffic calming curves etc.

Bike lanes

Detached pedestrian walk on lake side.

Privacy Setting

This form was submitted from a /contact email link on larimer.org.



Fwd:

Marlene Randle <mhsrand@gmail.com>
To: beilbykm@larimer.org

----- Forwarded message -----
From: **Marlene Randle** <mhsrand@gmail.com>
Date: Mon, May 9, 2022 at 7:47 AM
Subject:
To: <web@larimer.org>

Country Club Corridor Study

Larimer County Engineering Department
200 West Oak Street, Suite 3000
P.O. Box 1190
Fort Collins, CO 80522-1190

(970) 498-5700
Fax: (970) 498-7986

[Email](#)

Contact Form

Google reCAPTCHA does not accept this submission. Try again please, or contact to Site support services.

Note: If you have an **emergency, please call 911**. If you need to report a crime or ask a police related question, please call the *Larimer County Sheriff's Office at 970-416-1985*.

Emailing (to) *

Subject *

Your Name *

Phone

Your Email *

Confirm Email *

Message (no html) *

Please Do NOT make Country Club Road one of the major through ways from the new housing project near Budweiser to the west.
Please make Turnberry and N Giddings Road the access to Colorado 1.
Please make Turnberry and N Giddings Road the access to Suniga and Conifer the access to Hwy 287/College.
Country Club is too dislocated (windy) to be a major through way and this will cause major road congestion.





Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Patrick Shade <shade@rhodes.edu>
To: Country_Club_Study@larimer.org

Tue, May 3, 2022 at 12:06 PM

Submitted on Tuesday, May 3, 2022 - 12:06pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Patrick Shade

Phone 9012720401

Your Email shade@rhodes.edu

Confirm Email shade@rhodes.edu

Message (no html)

I want to attend but will be out of town. Will the meeting will be shown online a well (like the last one).

Thank you,

Pat Shade

Privacy Setting

This form was submitted from a /contact email link on larimer.org.



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Ray Bailey <raybaileyusa@hotmail.com>
To: Country_Club_Study@larimer.org

Sat, May 21, 2022 at 3:37 PM

Submitted on Saturday, May 21, 2022 - 3:37pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Ray Bailey

Phone

Your Email raybaileyusa@hotmail.com

Confirm Email raybaileyusa@hotmail.com

Message (no html)

Just a couple of comments. If the east end of Country Club Road is improved like the west end (from Hiway 1 to Lemay), I think that would be a vast improvement. That would include wider bike lanes, repaved roads, and engineering to make sure that standing water (especially on the south side of the road does not congregate--even at times of minimal rain/snowfall.. Thank you.

Privacy Setting

This form was submitted from a /contact email link on larimer.org.



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Rebecca Hoke <rhone1991@gmail.com>
To: Country_Club_Study@larimer.org

Sat, Apr 30, 2022 at 8:07 AM

Submitted on Saturday, April 30, 2022 - 8:07am

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Rebecca Hoke

Phone 3125205281

Your Email [rhoke1991@gmail.com](mailto:rhone1991@gmail.com)

Confirm Email [rhoke1991@gmail.com](mailto:rhone1991@gmail.com)

Message (no html)

My experiences on CC rd include sharing the road with semi truck drivers, pedestrians, and bicycles. The school traffic will cause backups at the intersection with Lemay. The potholes on the shoulder of the road can be extremely large. This road needs attention and to be expanded. Another road that connects as a through street would likely be helpful for everyone.

Privacy Setting

This form was submitted from a /contact email link on larimer.org.



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Robert Perkins <yogido@yahoo.com>
To: Country_Club_Study@larimer.org

Thu, May 5, 2022 at 5:04 PM

Submitted on Thursday, May 5, 2022 - 5:04pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org
Subject Country Club Road Corridor Study
Your Name Robert Perkins
Phone 970-482-4564
Your Email yogido@yahoo.com
Confirm Email yogido@yahoo.com

Message (no html)

My thoughts on Country Club Road usage:

As a twenty plus year resident, I have seen more traffic usage than we ever dreamed. From a few folks accessing the Fort Collins Country Club, to today where we often wait to exit our driveway as lines of vehicles drive by.

We watched when traffic control was good, (Larimer County sheriff personnel patrolled and regulated both speeds and infractions), We see far less surveillance done today.

Given today's public hazards though, I personally don't blame their caution.

Automated speed control signs/devices are being tried but they are ignored by most drivers today.

Passing on the double line is very very dangerously done daily. Moving out of our drive is so dangerous. Often, as soon as many drivers see slower traffic ahead they pass at high speeds

We estimate now that about 10 to 20 vehicles pass our home at the 1800 block each MINUTE of the day during commuting hours and school sessions.

Any decision which would increase traffic should include speed bumps at a minimum to slow down traffic, the current 30MPH limit is not working to keep us safe.

I would like to see Sunigra Road extended to Timberline ASAP. The traffic on Country Club Road has increased dramatically since the Lemay railroad bridge overpass has been completed. I would assume because of long backups on the Timberline Railroad crossing, many drivers are opting to use Country Club to access Lemay Ave and avoid the train delays. Senegra completion would help greatly to alleviate this problem.

It would definitely be needed before any more development to the east should happen!

We are often saddened by injured deer crossing our property, probably hit by traffic.
How long before it is someone using the road on foot or bicycle?

Bob Perkins
Privacy Setting

This form was submitted from a /contact email link on larimer.org.



Katie Beilby <beilbykm@co.larimer.co.us>

Fwd: Country Club Road

Steven Rothwell <rothwesc@co.larimer.co.us>

Wed, May 18, 2022 at 12:22 PM

To: Country_Club_Study <Country_Club_Study@co.larimer.co.us>, Russ Lee <russ.lee@ripleydesigninc.com>, nhahn@fcgov.com

Russel and Rachel,

Thank you so much for sending this input. I am forwarding it to our "Country Club Study" email to ensure that they are incorporated with the rest of the community's comments.

Best Regards,
Steven

--



Steven Rothwell, PE
Civil Engineer III

Engineering Department
200 W Oak St, Fort Collins, CO 80521 | 3rd Floor
W: (970) 498-5715
srothwell@larimer.org | www.larimer.org

----- Forwarded message -----

From: **Russ Lee** <russ.lee@ripleydesigninc.com>

Date: Wed, May 18, 2022 at 11:58 AM

Subject: Country Club Road

To: Steven Rothwell <rothwesc@co.larimer.co.us>, Nicole Hahn <nhahn@fcgov.com>

Steven and Nicole,

It was nice to speak with you both at the Country Club Road meeting. My wife and I tried to submit comments on the County's Country Club Road website page but it didn't work. So, I was hoping you could add this to the Country Club Road study record/ comments for us.

From Russell Lee,

At the open house I expressed support for a roundabout at the intersection of Lemay and Country Club Road. After further thought, I **do not** think that is a good idea. The round-about would put a continuous flow of traffic onto Country Club road making it difficult to exit our driveways and cross the road. A stop controlled condition provides the breaks in traffic needed to exit driveways safely and cross the road.

From Rachel Lee,

I attended the open house regarding Country Club Road and wanted to emphasize how much I appreciated option #2. This had the pedestrian trail on the north side of the road adjacent to Long Pond. I believe that

pedestrian access and safety are extremely important along Country Club Road since there is very little pedestrian connectivity to the rest of Fort Collins. The use of elevated cross walks and speed reducing elements would be very welcome and necessary. For example, this past weekend our mailbox was run over by a car that was speeding and missed the curve near the entrance to Long Pond. The driver also ran over the cross walk light at the Lakeview intersection. Thus one thing that I have been thinking about is the use of round-a-bouts. They are designed to keep traffic moving but is this what is needed on Country Club Road? They are also difficult to cross, not pedestrian friendly, and a continuous flow of traffic along Country Club may not allow for many breaks to cross the road and possibly increase traffic speeds. Additionally, when traffic flows are continuous, it is very difficult to get out of my driveway to turn left onto Country Club Road. I think that the use of stop signs or stop lights would be a better option that would allow breaks in traffic, slow cars down, and offer safer pedestrian street crossings. Thank you for listening to my concerns.

Thanks,



RUSSELL LEE, PLA, LEED AP

PRESIDENT

[o: 970.224.5828](tel:970.224.5828) | [d: 970.498.2979](tel:970.498.2979) | [w: ripleysdesigninc.com](http://www.ripleydesigninc.com)

RIPLEY DESIGN, INC. | [419 Canyon Avenue, Suite 200](#) | Fort Collins, CO 80521



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Sandra Urich <theurichsco@gmail.com>
To: Country_Club_Study@larimer.org

Wed, May 11, 2022 at 3:41 PM

Submitted on Wednesday, May 11, 2022 - 3:41pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Sandra Urich

Phone 970-218-2852

Your Email theurichsco@gmail.com

Confirm Email theurichsco@gmail.com

Message (no html)

The road is in a beautiful area. The only things that I feel should be improved is the width the the shoulders to accommodate bikers and walkers and the monitoring of speed and semi-trucks. Adding lanes I feel, would be detrimental to the residents who live in that area but then they are probably tired of all the traffic!

Privacy Setting

This form was submitted from a /contact email link on larimer.org.



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Theodore Rossin <ted_rossin@yahoo.com>
To: Country_Club_Study@larimer.org

Tue, May 10, 2022 at 9:36 PM

Submitted on Tuesday, May 10, 2022 - 9:36pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Theodore Rossin

Phone

Your Email ted_rossin@yahoo.com

Confirm Email ted_rossin@yahoo.com

Message (no html)

Country Club road is the most direct path from all the new developments (Montana being the largest) to the grocery store. . It will see increased traffic and there is no space to add lanes. This will make it difficult and dangerous to leave our Nedra Acres neighborhood without adding traffic lights.

Adding bikes to this road by adding bike lanes will only make matters worse.

Privacy Setting

This form was submitted from a /contact email link on larimer.org.



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: William Follis <follis.bill@gmail.com>
To: Country_Club_Study@larimer.org

Mon, May 16, 2022 at 3:42 PM

Submitted on Monday, May 16, 2022 - 3:42pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name William Follis

Phone 970-224-9478

Your Email follis.bill@gmail.com

Confirm Email follis.bill@gmail.com

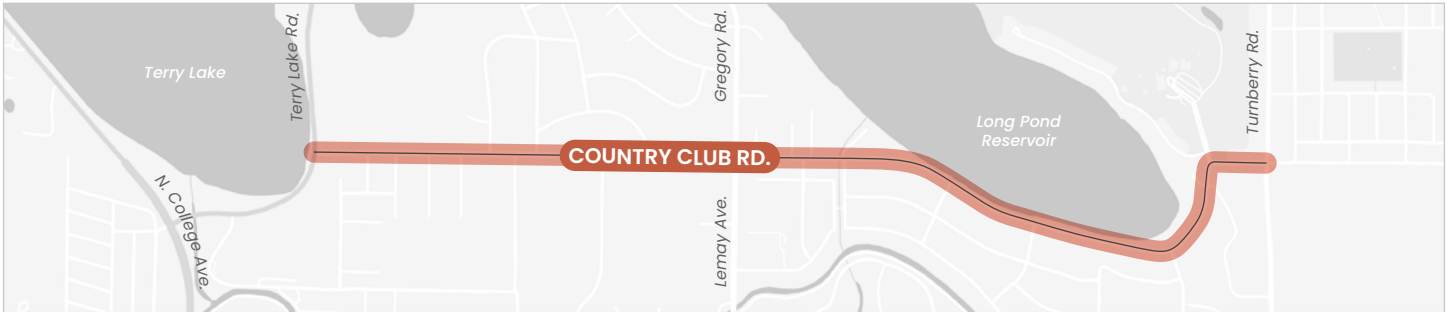
Message (no html) Option number 1, rural road. There is no room for the other options

Privacy Setting

This form was submitted from a /contact email link on larimer.org.

APPENDIX G. PHASE 3 PUBLIC ENGAGEMENT MATERIALS

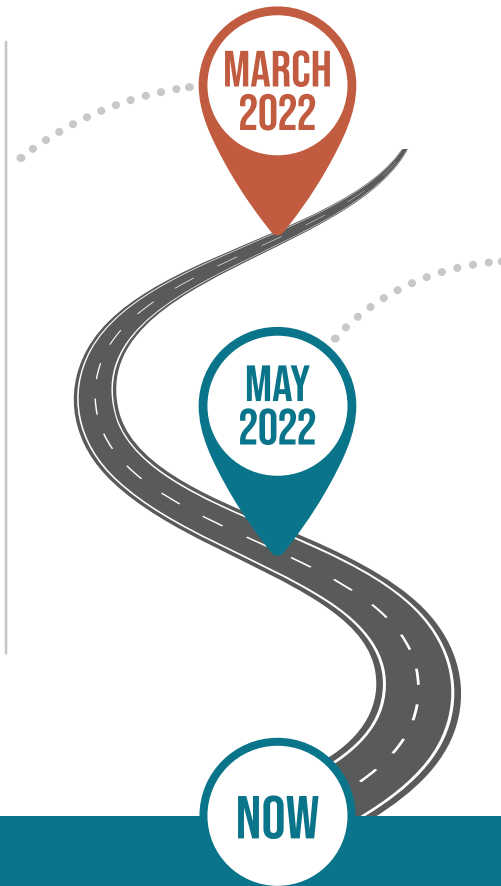
COUNTRY CLUB ROAD PUBLIC MEETING #3



We listened!

The community wants to:

- Complete the surrounding street network
- Maintain character
- Add safe space for bike & pedestrian use
- Improve safety with reduced speed



We presented new ideas!

Four possible options were presented based on community input and a technical analysis, and we asked what you liked and disliked about the options.

Now what?

Give us your input on the recommended improvements.



- Review the boards & maps
- Ask questions
- Complete a survey



POTENTIAL RIGHT-OF-WAY IMPACTS

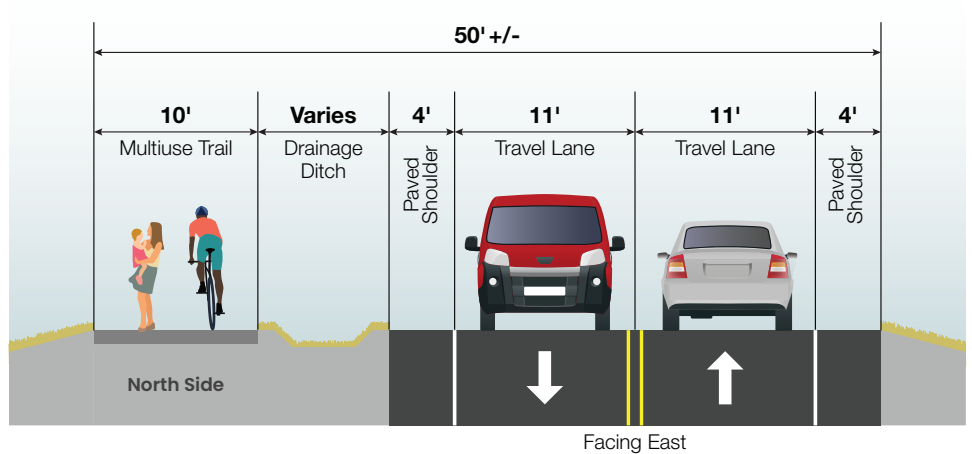
Right-of-way is the strip of land over which facilities such as roads, trails, power lines are built



- **Initial assessment:** of right-of-way impacts is based on GIS parcel data, which is imprecise
- **Impact varies:** based on existing right-of-way, ground slope, and other factors
- **Final design:** the complete impact will be defined during preliminary and final design phases
- **Minimizing impact:** adjustments to the roadway and trail design will be made to reduce right-of-way impacts
- **Landscaping:** within existing public right-of-way will be evaluated and may be impacted

RECOMMENDED IMPROVEMENTS

- 2-11' Travel Lanes
- 4' Shoulders
- 10' Multiuse Trail
- Drainage Ditch



FEATURES



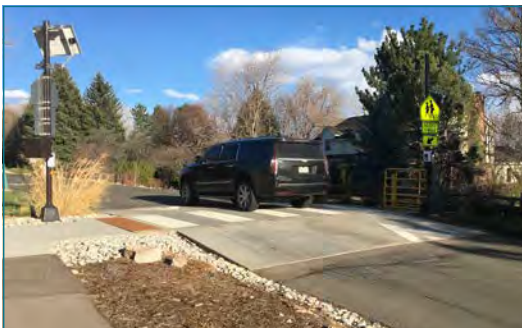
MULTIUSE TRAIL

- Safe space for pedestrians and bicyclists
- Separated from Country Club Road

- Raised above street surface by 2" - 4"
- Helps keep cars moving through the intersection at a safe speed
- Larger vehicles can still maneuver through the intersection (mountable)



TRAFFIC CALMING CIRCLE



RAISED CROSSWALK

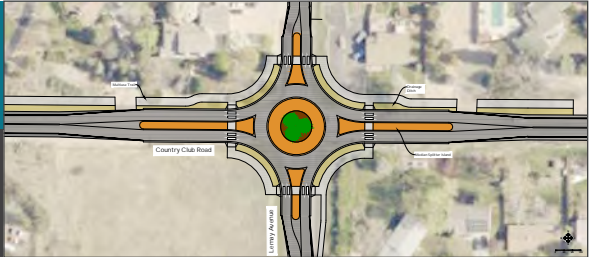
- Very visible and safe way for pedestrians to cross
- Raised above street surface by 4" - 6"
- Easier than speed bumps
- Traffic calming benefit

HOW MUCH WILL IT COST?

The corridor will likely be constructed in phases
 Total design & construction cost = \$7.8 to \$9.5 Million

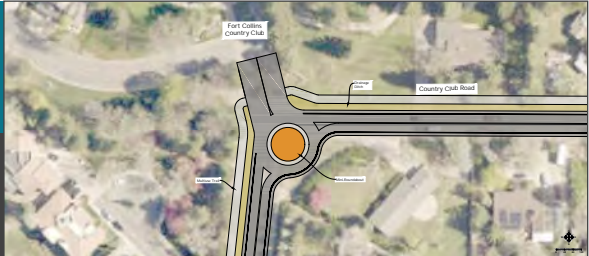
Phase 1 - Lemay Ave Roundabout

Design & Construction Cost = \$2.5-\$3 Million

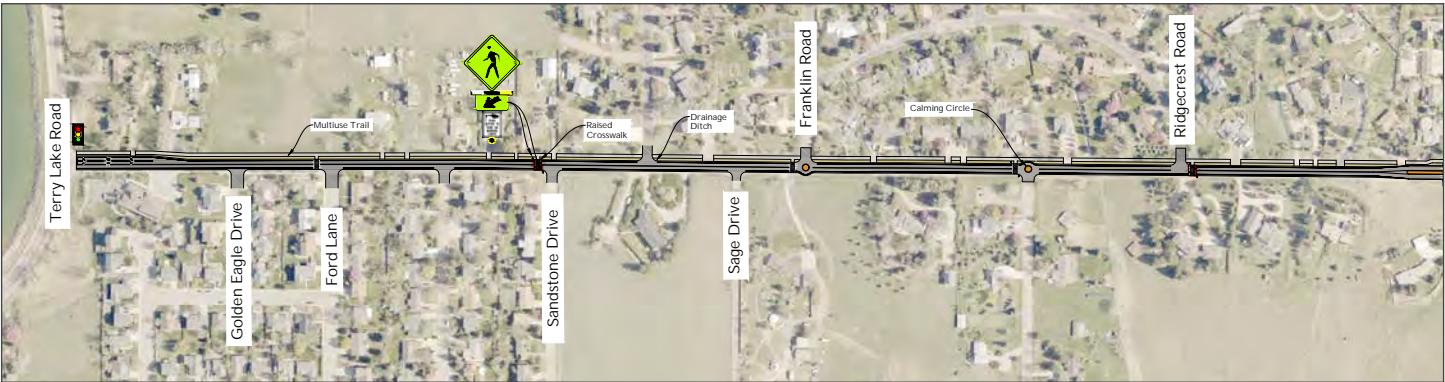


Phase 2 - Fort Collins Country Club Access Mini - Roundabout

Design & Construction Cost = \$800,000-\$1 Million



Phase 3 - Lemay Ave to Turnberry Rd Design & Construction Cost = \$2.5-\$3 Million



Phase 4 - SH 1 (Terry Lake Rd to Lemay Ave) Design & Construction Cost = \$2-\$2.5 Million

Based on Year 2022 Cost Information



NEXT STEPS

Your input on these recommended improvements is the first step. After that...

1

PARTNERSHIP CONTINUES:

Larimer County and the City of Fort Collins will continue to partner to advance the Country Club Road improvements as well as street network improvements to the surrounding area.

2

LEVERAGE FUNDING:

Look for opportunities to fund the design and construction, including State and Federal grants and development impact funds.

3

PRELIMINARY & FINAL DESIGN:

Complete preliminary and final design for Country Club Road improvements, which will involve more detailed engineering work and will likely require some refinements to the Recommended Improvements.

4

BUILD SURROUNDING STREET NETWORK:

Work with developers of the surrounding area to build the surrounding street network (including extending Turnberry Road and Suniga Road) to minimize impacts to Country Club Road.

5

INFORM THE COMMUNITY:

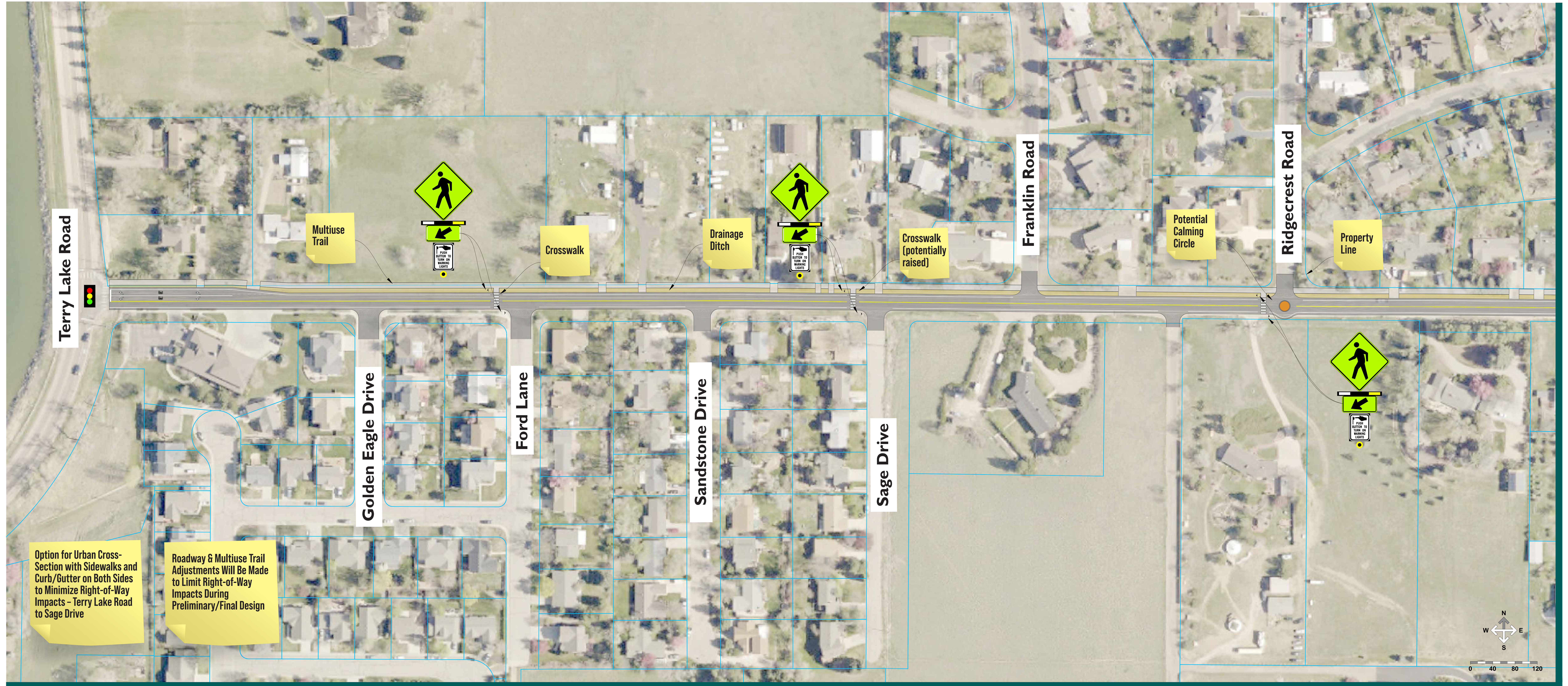
Continue to keep the community informed of our progress.

6

A MARATHON, NOT A SPRINT:

There is currently minimal funding identified for these improvements. This is a plan for the future, and these projects take time. Construction could take several years to begin.









What do you like best about the Recommended Improvements?

Roundabout rather than light at intersection, pedestrian paths/crossing
Trail/Walkway/Bike trail on north side of Country Club Rd. Roundabout at the Fort Collins Country Club Road. Crossways at side streets Will provide an incentive to walk and jog along the pond which is not so presently.
I like the trail on the North Side (and multi use trail for pedestrians/ bikes) and lots of crosswalks. Roundabout by the Country Club. I do like the calming circle as well, a nice break on a long road.
I know people enjoy biking but it is not safe no matter how much \$ is spent trying to make bike lanes etc. More cars use the road than bikes - esp in winter.
Traffic calming efforts; raised crosswalks; enforce 30 mph speed limit. Not sure traffic circles will help unless they are long enough to allow entry of more than one vehicle at a time. Otherwise, traffic on CCR won't slow down enough for neighborhood residents to exit Lakeview drive and Warren drive.
Reduction of speed. Ability to make left turns.
Reduction of speed
Multiuse trail Raised crosswalks Lighted signs for crosswalks Roundabouts @ Lemay and FC Country Club
Protected bike/multiuse trail on N. side of road. Calming circles also good and should slow drivers a bit.
Lemay roundabout.
Roundabouts Pedestrian walkway
Simple, multi-use walking path, roundabout @ Lemay is best idea. Raised crosswalk. Improved drainage to avoid huge puddles.
Raised pedestrian crosswalks Calming circles
Love multiuse lane Calming circles and cross walks
Traffic circles and raised sidewalks to slow traffic walk/bike path separated from main road.
Calming Circles Roundabouts Walking Path
Traffic Calming Circles, Raised Crosswalks, Slowing and separated bike lane! The whole project is fabulous. We're lucky to have this level of dialogue into the design.
Safety walking Seniors will be able to walk their dogs more safely.
None of the ideas.
Nice road - bad property impact
Slow traffic on C.C. down. Remove short cut traffic from Hwy I to Turnberry & I-25. Residual improvements to C.C.
Roundabout @ Lemay & CCR Idea of calming circles - more than one? Raised crosswalks
I like the idea of having a trail to be closer to nature. Calming cross walks - these will improve the flow of traffic
I would love a trail. Some traffic calming cross walks would be nice. It would be great if they were done before round-about.
I believe that the trail along country club Rd. is a great improvement that will be used. The calming cross walks would be a beneficial improvement. Cars often speed recklessly, while people are trying to cross.
Trail - this is awesome! Traffic Calming cross walks - these need to be done first before the roundabouts. These will slow traffic & create safety.
Bike lane much needed.
Ped trail north side of CC rd.
I like the recommended improvements. Probably fewer cross walks/ probably two calming circles. Keep elevation of raised crosswalks to minimum.
Traffic circles @ Lemay & FCCC intersections. The research and work done to get to this point in the process.

Bike and walk paths/drainage issues addressed.
Country Club is long overdue for upgrade/
Pedestrian friendly roundabouts.
Having a dedicated, safe bike lane!! Calming circles to slow traffic down and save the lives of deer, people and dogs. Roundabouts - love them, save gas, less frustration.
Separated bike lanes/multiuse lanes. Lemay circle. Crosswalk lights.
Bike/Pedestrian path
Raised crosswalk. More sidewalk. More multi trail usage.
Multi Use trail
Traffic calming features proposed for CC rd. We suggest that the same featured be added to Gregory Rd as well.
Need several raised crosswalks, especially at Lakeview and Warren intersections. Traffic circle in front of Fort Collins Country Club.
4' bike lanes on both sides of CCR. Roundabout @ entrance to country club is better than current stop signs.
Efforts to slow down traffic.
I like the multi use trail/ bike lane/ pedestrian area
That it won't happen for several years. The landscape and path would enhance the area although most of us who live in the area enjoy the natural beauty of the wild landscape.
Separated bike lanes
Slows traffic. Safer for bicycles & pedestrians.
The bike lane.
Long overdue.
Traffic Calming
Love the roundabout @ Lemay - make it big enough for trailers (but not semis!). Love the trail along the full length. Current walk and biking is too scary! Like the roundabout at CC - smooths out transition.
Multi-use trail, first and foremost.
Multi use trail! Roundabouts @ Lemay and FC Country Club.
Multi-use Trail separated from roadway. Round-a bout. Mini circles.
Taking traffic off Country Club Rd.
I like the idea of helping keep traffic slow but love the idea of the ditch and then sidewalk. I was walking to the lake just last week with my two young children and had to grab them out of the way as a driver was distracted in the dirt! Nearly hit us! Terrified to walk. I see there isn't much bike or walking traffic but who would want to??? It's super dangerous. I was hoping a long term fix would be a connection to mountain vista with the new road added by the bridge... seems like so much traffic on Country Club Road
Multi use trail

What concerns do you have with the Recommended Improvements?

Traffic volume in general- would like to see other routes be prime access ways for new developments
<p>***This plan requires the residents on the north side of the road to absorb all of the expansion of the road. Hardly equitable. ***There is an existing sidewalk on the south side of CC at the west end from the fire station to Ford Lane. Why not extend it on that side if the road if the goal is to have a continuous walkway along CC. ***Homes on the south side are already set back so that the disruption to their property would be less than it would be for those on the north side of CC between Lemay and SHI. ***The primary response in the original virtual meeting was to build surrounding road network connections to minimize impacts to CC. The second most desire from the respondents was to preserve the existing road character. This plan doesn't achieve either of those desired goals and ignores the main concerns of the residents. ***Roundabouts and traffic circles are especially NOT in keeping with the surrounding context and road character. ***Why are these modifications needed now if future road connections are being planned as a means of handling traffic from new residential sprawl? (P23 of the summary of public meeting 1. ".....PLANNED street network connection....") The landscaping on the north side of the road has been there for decades. Once it is destroyed it can't be restored after the PLANNED street network connections are in place. ***How can the replacement of trees, bushes, grass and other landscaping with concrete, asphalt, retaining walls, etc. be considered an improvement? ***The propoed plan shows a multipurpose trail running along the edge of the road right-of-way at our property lines. Areas that are several feet below the road level would require an approximately 6' tall retaining wall at the property line to hold the trail at road and driveway levels. Without a wall it would require that significant grading operations extend into our front yards. Are you aware of the extent of the impact that will have on our property values?!? Your plan shows NO consideration for these types of constraints. ***Is the city or county taking financial responsibility for loss of property values due to the loss of trees, landcaping or other detrimental impacts caused by the implementation of this plan? ***Is the city or county intending to use eminent domain should encroachments beyond the road right-of-way be found necessary in order to implement this plan (i.e., retaining wall foundations or addition road grading, etc.) Clearly this plan was poorly thought out.</p>
Calming circle might become nuisance to some I don't oppose them. Annual fireworks display for July 4 from the Country Club house. People bring chairs and sit for awhile on the gravel. Perhaps they will place them on the walkway. Maybe put a traffic rail along that area north of Longview.
Need to be just busier on longview on Hillside Dr. for us as there will be a crosswalk there. Not a huge concern but we will see/probably ok.
Bike and Pedestrian - I feel this would be to expensive. We have to stop spending so much money. Slowing traffic - is important. Speed bumps are too painful but can work. Roundabout by Country Club is a better place but don't do it - too much \$ - stop signs are there.
The road is too narrow to install bike/walk lanes on both sides, nevermind landscaping separations. Lots of drunk drivers come around the corner at the Country Club and don't successfully navigate the turn. Many beer and liquor bottles litter the shoulders especially on weekends.
The "trail" sidewalk on the north side of Country Club between Leway and Sage. Seems like sidewalk would be easier to place on south side, less taking of easement space. Will owners be charged improvement fees? Oppose the fees.
The trail takes up every inch of easement in northside.
No concerns
None! Hope it doesn't take too long and hope we get backed with funding.
Reduce traffic lanes to 10' instead of 11' and post 25 mph speed limit between Lemay and Turnberry. 11' traffic lanes with a 4' shoulder will still encourage drivers to speed, even with the new traffic calming circles.
Please impact the neighborhood along that road as minimally as possible. Make sure you keep signs to deter trucks, to slow down traffic. The blinking mph sign is a good one. Keep tree if you can. Might read reflectors between road and multiuse path so vehicles avoid the path, especially at night.
Impact on our property

How much of our property are you going to need. Wish for speed bumps.
You still need to connect Turnberry and Suniga! This is the only ultimate solution to C. Club problems.
Increased traffic uoloms Exiting roads from south onto Country Club Distance would need to walk from one of these roads to get from the south side of the road to the north.
Stalling out - how can we help? Data: Raised crosswalks slow speeds without harming emergency response time to defeat NIMBY on raised crosswalks (if any),
Possible waste of money on the roundabout at Country Club entrance.
3 raised pedestrian crossings is excessive. There are not many people that cross from our neighborhood in Warren, Longview and Belmont to warrant that cost. I have never seen anyone use the crossing at Lakeview. A roundabout at Lemay is not going to help the traffic that lines up at the Stop sign. Calming circles don't make sense either.
Adverse effect on existing landscaping and property. Only makes it more conducive to massive traffic flow.
Not enough traffic slowing from Lemay & Turnberry.
Drainage along Country Club near Long Pond is not being addressed at this time - and it needs to be.
Not happening soon enough - must happen before Montana traffic completely overwhelms & destroys the road. Doesn't address speed going east from LO/CCR roundabout. People losing property.
Trail - After a near death experience on the side of the road, its very important for the trail to be wide. This will help my PTSD from the incident. Calming cross walks - no comment.
I would really not like a roundabout because it doesn't allow breaks in the road to cross. I almost got hit before crossing the street because cars did not stop!
My concern is about the two roundabouts. Crossing the intersection may become more difficult as cars won't need to stop.
Roundabout - Again, doesn't slow traffic & they are difficult to cross for pedestrians. Doing phase 1 & 2 before 3 - phase 3 actually slows traffic & creates pedestrian safety. Please do this first!!
Not able to slow traffic enough (so it goes elsewhere, in some cases)
The roundabouts are very pedestrian unfriendly. Drivers encroach on the circle watching for a opening and do not look for people crossing the intersection.
Trail Maintenance
None
Too much land from people's front yard. Fix Suniga and Turnberry first. Infrastructure first before building houses.
What is proposed fails to take into account global need for comprehensive, future driven, and save highway transportation systems.
Country Club is the de facto bypass from 287 to I-25. Address that! Too much traffic to I-25.
People who live on Country Club Dr. losing some of their existing front "lawns". (right away)
Traffic lanes should be narrower on from Lemay to CCR. It still looks like a 50 mph road.
Could save \$ by making a continuous turn lane at the Country Club with a stop sign for going straight.
Speed of cars. Not enough crosswalks or sidewalks.
Not enough speed control. No mention of what's going to happen now about semis and speed.
We are concerned that the proposed traffic circle @ Lemay and Country Club will end up increasing traffic speeds. Currently, cars must come to a full stop whereas with a traffic circle they will not.
Need to slow traffic from Turnberry and Warren drive; many cars drive off the road and damage private and public property. 25 mph zone not observed.
Connecting Turnberry South to Suniga should be done as soon as possible. It would alleviate current traffic on CCR somewhat.
Loss of 30 year old landscaping. Trees and bushes planted to improve privacy and cut down on traffic noise.

Concerns about bikers and pedestrians sharing the same space. Utility relocation, power lines on north side of road along the lake.
I would like to see Suniga extend first. I believe extending the road onto my property would be a safety hazard.
Drainage is on north side of road but there are lots of problems with standing water on the South side of the road near the SW corner of Long Pond. Will drainage keep the road clear on that side?
More traffic with the developments on Turnberry, Douglas, Timberline, and Vine. Need alternate traffic pathways that don't currently exist.
What are our travel options while under construction?
None.
The money ought to be spent on extending Turnberry.
Won't happen until after the traffic from Sonders & Montana has been an issue for many years.
Don't necessarily see need for traffic calming roundabouts. It's not that much room for them to allow for making a real impact. Don't think all the crosswalks are necessary since there's not that much foot-traffic there - there isn't really anywhere to go that makes crossing CC road necessary.
Cross lights for walkers too close together. Too many "calming circles". Too many raised cross walks.
the roundabouts will encourage/enable semi truck traffic on country club road.
Enough space to build multi-use trail.
Infringes on my property
People seem to really struggle with round a bouts... But it does seem smart. I am unclear what the calming circle will really do. (Also, the crosswalk at Lakeview was hit by a car awhile ago... so it no longer is functioning). Obviously you can see the danger since the actual sign was hit!
Access to other trails or sidewalks

Please provide any additional comments on the Country Club Road Recommended Improvements and/or next steps.

<p>You're getting ahead of yourselves on this one. Put the other planned network connections in place before you do irreparable damage to CC.</p>
<p>Going to be a more united neighborhood!</p>
<p>Extend Turnberry South to deal with traffic. If you would stop the trucks who aren't even supposed to be on CC Rd it would be the #1 priority. Use the money that would be spent on all this to make sure law enforcement is more available.</p>
<p>Don't bring more bike and walking traffic and the area as recreation. The road/shoulders, can't support it. People who don't drive on CCR loved the ideas - people who live on CCR hate it! Build out Turnberry and Suniga roads to carry the proposed residential development. Don't make CCR bear the burden of it.</p>
<p>Had hoped for some reduction/control of traffic, but don't see that these address these issues.</p>
<p>Anything would be an improvement. Slow people down, eliminate large truck traffic and put in a sidewalk.</p>
<p>Given the limited number of safe options for cyclists and pedestrians in this area and the expected increase in population. I think its time to prioritize the non-motorized travel along CC road. Maybe some time for "tough love" regarding car traffic along this stretch?</p>
<p>Country Club road is already busy. Without encouragement and development of alternate routes, it will become a nightmare. If all the proposed northeast developments are approved, you will have a mess.</p>
<p>People living on that road should have the biggest voice about what happens. Another grocery store between Turnberry @ I-25 might help. Teach people about Douglas Rd option. If Montana goes in, build Suniga. The bridge on Lemay over the tracks was a massive improvement. Fix for good the huge pot hole on Country Club turn.</p>
<p>Need to expedite plans asap.</p>
<p>Let's go! Lemay traffic circle, Country Club traffic circle is amazing.</p>
<p>I think it looks real good. Thank you for your work on what look like good ideas!</p>
<p>Get Suniga to go through right away and Turnberry. The big new subdivision Fort Collins has given the okay near the Budweiser plant should not be built without having roadways built that can handle the traffic. It shouldn't be built without water which is not there for them either. We don't have any say what Fort Collins does and then have to pay the price for their lack of foresight for traffic problems.</p>
<p>Did any of the existing property owners request this or was this a county generated project?</p>
<p>Solve grade difference problems from C.C. onto Extension Rd.</p>
<p>The project seems to be very nice & expensive. Does it need to be so expensive to solve the basic problems? There is a big disconnect between cost & funding. Is there enough room to do all this?</p>
<p>Please make an effort to get traffic off of CCR in the first place. Is it possible to contact google maps to take CCR off of their "preferred route" list (if that even exists)?</p>
<p>I am excited for the trail and ready for the calming cross walks. Thank you!</p>
<p>The city needs to help provide the funding - All of these problems are because city development without the proper infrastructure!!</p>

Mapping companies - some way to make #287/highway I short cut to I-25 less attractive.
Alternate routes for traffic - e.g. Vine should have an I-25 intersection for trucks to use (instead of CC road). Thank you for having the open house!
Pretty much largest option chosen - no matter the community input.
I have many ideas and suggestions and proposals that I will and have offered. The ball is in your court to reach out and contact me.
Need a bypass?
Please get this going! Start soon!
Others are on post-it notes. Add "bike lane/pedestrian" pavement markings where it crosses roads west of Lemay.
Speed bumps. Camera to catch speeding. Flashing speed limit.
Speed humps are pretty much the only way to control both speed and semis. Hidden driveway signage; more police presence/cameras to catch the semis and ticket them.
We are very concerned about the amount of traffic and high speeds that occur on Gregory Rd.
Really need to throttle speeds on Country Club road, especially at 25 mph zones.
Would be cheaper not to roundabout @ entrance to the Country Club. Soften that corner into a curve, remove the stop signs on CCR and keep the stop sign for vehicles exiting the club. Negotiate with Ditch company to allow peds/bikes to use ditch road from Timberline to Blue Spruce
Put the multiuse trail on south side.
Pedestrian/Bike friendly space needs to extend all the way to US- 287 on the west end of country club road.
Appreciate the meetings.
Get this done yesterday please, no 10 year "plan".
Limit any further development unless traffic mitigation in place first!
I know (extending Turnberry) isn't going to happen but that's too bad.
If Turnberry was extended to Suniga, how would the traffic on Country Club be impacted? By 20%? 30%? Don't make it easier to travel east/west on CC, make it harder. Establish the Turnberry extension first, make it much easier for people in Sonders & Montana to travel on Turnberry rather than CC.
Great solution, highly supportive.
Don't like the roundabout @ Lemay. Too many trucks and trailers for all the calming circles.
extending Turnberry south is vastly more important than Country Club improvements.
I think the road is fine now if you can get less traffic on country club rd.
I appreciate the direction and hope the funding can happen sooner then later. So many in our neighborhood want to enjoy the beauty of the area but it seems cars just travel so fast. Again, as I mentioned, I do wish there were easier routes to get east that would minimize traffic on the road all together. Number one should be the ditch with sidewalk idea... it would help many of us!



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Danielle Rosse <dfennell30@gmail.com>
To: Country_Club_Study@larimer.org

Fri, Jul 29, 2022 at 2:37 PM

Submitted on Friday, July 29, 2022 - 2:37pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Danielle Rosse

Phone 3037754512

Your Email dfennell30@gmail.com

Confirm Email dfennell30@gmail.com

Message (no html)

Please redo bike lanes along country club road to make biking safer. This will help cut down on car traffic. I would also like to see biking and walking paths connected to the maple hill neighborhoods so people on this side of town can utilize the trail system as another safe way to bike around every part of town.

[Quoted text hidden]



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Erin <erinpcpt@gmail.com>
To: Country_Club_Study@larimer.org

Fri, Jul 29, 2022 at 4:42 PM

Submitted on Friday, July 29, 2022 - 4:42pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Erin

Phone

Your Email erinpcpt@gmail.com

Confirm Email erinpcpt@gmail.com

Message (no html)

Greetings, my husband and I just moved to the Maple Hill neighborhood and we would love to see the improvements suggested in the 7/28 open house meeting. I would love to be able to bike to work more safely (to like mid to southwest Fort Collins) and Country Club Rd does not seem safe for that. I think the roundabouts would also help traffic flow more easily and help with fuel emissions. The sooner this would get started the better for us!

[Quoted text hidden]



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

1 message

Larimer.org <noreply@larimer.org>
Reply-To: Julie Stackhouse <stackjl@mac.com>
To: Country_Club_Study@larimer.org

Sat, Jul 30, 2022 at 7:56 PM

Submitted on Saturday, July 30, 2022 - 7:56pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Julie Stackhouse

Phone 314 401 4478

Your Email stackjl@mac.com

Confirm Email stackjl@mac.com

Message (no html)

If you do a trail alongside Long Pond, it MUST be fenced to keep pedestrians from unlawfully accessing the lake.

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Katie Beilby <beilbykm@co.larimer.co.us>

Re: Email for feedback on Country Club Road

Kerri Diamant <kerrid33@yahoo.com>
Reply-To: Kerri Diamant <kerrid33@yahoo.com>
To: Katie Beilby <beilbykm@co.larimer.co.us>

Wed, Jun 1, 2022 at 3:53 PM

Hi Katie,

Below is my input.

1. Avoid congestion and complaints by having alternative roads / streets ready for use - Montava is coming, surrounding streets traffic / congestion / noises need to be figured out, ahead of time, so existing subdivisions like Maple Hill residents can continue to live / work from home peacefully with minimal traffic and construction noises, have easy driving access to work / N. King Soopers grocery store, Walmart, Home Depot, I-25 and surrounding areas. Everyone is already dealing with too much world stress these days. We appreciate continued thoughtful planning and execution.

2. No truckers - Perhaps cameras could be installed so truckers are not allowed (thus fined) if they drive on Mountain Vista and CCR instead of Hwy 14, except Budweiser access from the East of Budweiser from I-25 turn-off.

3. Take advantage of CC lake to beautify CCR - Here is a bonus to make CCR even more beautiful so more of the public can enjoy the Country Club lake. It would be nice if there could be a public park around the CC Lake for more people to enjoy the lake views (car turn-off to park / walk on foot (sidewalks) / bike or picnic around the lake). Right now, we drive by CCR and turn to look at the lake and that's about it. It may all be private property but perhaps some things can be worked out with Country Club HOA so it is a win-win-win. I see CCR project an opportunity to make a positive lasting / memorable impact for the community.

Thanks for the opportunity to comment.

Best Regards,
Kerri

On Wednesday, June 1, 2022, 03:38:44 PM MDT, Katie Beilby <beilbykm@co.larimer.co.us> wrote:



Katie Beilby
Business Operations Manager

Engineering Department
200 W Oak St, Fort Collins, 80522 | 3rd Floor
W: (970) 498-5726 M: (970) 219-4992
beilbykm@larimer.org | www.larimer.org/engineering



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Linda M OBrien <fourbriens1@gmail.com>
To: Country_Club_Study@larimer.org

Sat, Jul 16, 2022 at 4:08 PM

Submitted on Saturday, July 16, 2022 - 4:08pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Linda M OBrien

Phone 19704933334

Your Email fourbriens1@gmail.com

Confirm Email fourbriens1@gmail.com

Message (no html)

There is a pretty steady stream of traffic on CC Road at almost any time of day. There are almost always vehicles at the 4 way stop. This road was never meant to be a thoroughfare! To add thousands of more cars to it would be irresponsible. We do not want the north end to look like Harmony Road with thousands of new homes and inadequate infrastructure and amenities!

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Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Marlene H Randle <mhsrand@gmail.com>
To: Country_Club_Study@larimer.org

Fri, Jul 29, 2022 at 10:51 AM

Submitted on Friday, July 29, 2022 - 10:51am

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Marlene H Randle

Phone 9254781536

Your Email mhsrand@gmail.com

Confirm Email mhsrand@gmail.com

Message (no html)

Please find alternative roadways from the new housing developments. Country Club Road has three main congestion areas already that cannot be easily alleviated (1) CCR near the golf course (2) [Lemay Avenue](#) near the Travelli and (3) CCR and Terry Lake Road. Increased traffic would make left turns into private driveways very unsafe.

[Quoted text hidden]



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Peter Dundee <pdu1978@aol.com>
To: Country_Club_Study@larimer.org

Fri, Jul 29, 2022 at 10:44 AM

Submitted on Friday, July 29, 2022 - 10:44am

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Peter Dundee

Phone 9706822656

Your Email pdu1978@aol.com

Confirm Email pdu1978@aol.com

Message (no html)

I believe that extending Turnberry to Conifer and Suniga will mean that more very large trucks will be passing my house which is adjacent to Turnberry in Maplehill causing much more noise and air pollution. Further the plan as is adds even more straight street length to Turnberry which is already used as a raceway for very loud motorcycles and loud cars which race at high speeds at all hours of the day and night. There is virtually no Police presence on this stretch of road and we are assailed day and night by loud vehicles both car and motorcycle with very loud exhaust systems and stereo systems. We are also woken up frequently by large groups of cyclist holding loud conversations as they ride past our house early in the morning.

I believe the plans would help Country Club road, but need to take in to account the problems you will be adding to existing residents. I further caution you to look at the Montave development which as planned will join Maplehill further adding to the noise levels in what is a residential area and has a Community pool and City park either side of it. This road extension will be a disaster for Maplehill Community and very dangerous for residents, also adding many vehicles to Turnberry road. Please re-evaluate this road connection and take the traffic South out of Montava by joining and hopefully widening Timberline.

I hope you can see my point of view as it seems to me we will be inundated by traffic from all sides as the road proposals are stated at present, 2 developments to the North, 1 to the East and at least 2 to the South.

Thank you,

Peter Dundee

2469 Marshfield Ln., Fort Collins, 80524

[Quoted text hidden]



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Stacey Ogden <staceyogden@gmail.com>
To: Country_Club_Study@larimer.org

Fri, Jul 29, 2022 at 12:00 AM

Submitted on Friday, July 29, 2022 - 12:00am

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Stacey Ogden

Phone

Your Email staceyogden@gmail.com

Confirm Email staceyogden@gmail.com

Message (no html)

Regarding bicycle activity:

I live in Maple Hill (8+ years) and it is widely known on this east end of Country Club Dr not to cycle on Country Club because it is dangerous. The route suggested that most cyclists use to bypass Country Club Dr is Turnberry South to Rangeview (not a through automobile route, but does have small dirt passage to Lakeview Dr to Miramont Dr (another dirt non automobile path) to continue on Miramont to Lemay. This is the safe route most cyclists that know about it use. This would be the way to bike to Tavelli if you have kiddos on the east end. If you are not going to update Country Club Dr for cyclists, it would be great to create a safe cycling route with signage through those neighborhood streets for adults and school age children. I'm glad you're taking the time to look at it in detail but counting cyclists is difficult when there are other safer options.

Sincerely, Stacey Ogden

[Quoted text hidden]



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Wendy Nero <>wendynero@hotmail.com>
To: Country_Club_Study@larimer.org

Thu, Jul 28, 2022 at 3:20 PM

Submitted on Thursday, July 28, 2022 - 3:20pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Wendy Nero

Phone 9544222511

Your Email wendynero@hotmail.com

Confirm Email wendynero@hotmail.com

Message (no html)

- 1) a 2 hour traffic study and a 1 day count are insufficient to draw any meaningful conclusions
 - 2) pedestrian and bicycle traffic is understandably low given the high risk
 - 3) assuming only 10% of Montava and equally small percentages of other nearby developments will use country club is extremely low. There is virtually no other route to the grocery store or other establishments on N. College ave.
 - 4) there is no timetable for the actual completion of the traffic masterplan, so assumptions of these as viable alternatives are nothing more than concepts.
 - 5) extensive bike trails need to be included in any development and traffic plans are necessary to offer alternative to vehicle traffic
 - 6) the placement of the existing crosswalk is extremely dangerous given the location on a very tight turn
- Privacy Setting

This form was submitted from a /contact email link on larimer.org.



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Woody Bartlett <woodybartlett63@gmail.com>
To: Country_Club_Study@larimer.org

Tue, Jul 26, 2022 at 6:59 AM

Submitted on Tuesday, July 26, 2022 - 6:59am

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org
Subject Country Club Road Corridor Study
Your Name Woody Bartlett
Phone 7208100970
Your Email woodybartlett63@gmail.com
Confirm Email woodybartlett63@gmail.com
Message (no html)

Thank you for the opportunity to participate in this project. I own 733 Country Club Road. This property is perfectly between SH 1 and Gregory/Lemay roads. My single biggest issue is speeding. I appreciate the digital speed signs that have been erected but speeding continues. I have a horseshoe driveway. The east entry/exit to my property can be dangerous due to eastbound speeding and a blind hill. Furthermore due to trees and a north facing entry/exit my property and that section of Country Club Road can stay icy for months. It has been perilous on several occasions as my tires try to grab traction to get on Country Club Road as a speeding vehicle already on CCR tries to brake as I'm trying to enter. I have observed the 55-60 mph driver's the study noted. I'd love to see more speed enforcement, speed bumps or anything that deters speeders. My other comment is about pedestrian and bicycle traffic. I would absolutely walk more and use my bike to get to College Avenue/287 if there were sidewalks. It's just too dangerous to make the trip from my address to SH 1 and then to College Avenue/287. My final comment is about noise and mostly it's loud motorcycles at night. Probably not much you can do about that but I thought I'd mention it. Thank you for reading this. Woody Bartlett

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This form was submitted from a /contact email link on larimer.org.

Matthew.Downey

Subject: RE: [EXT] Fwd: Country Club Road Corridor Study

----- Forwarded message -----

From: Larimer.org <noreply@larimer.org>

Date: Mon, Aug 8, 2022 at 6:46 PM

Subject: Country Club Road Corridor Study

To: <Country_Club_Study@larimer.org>

Submitted on Monday, August 8, 2022 - 6:46pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Varner

Phone

Your Email akpittmom@gmail.com

Confirm Email akpittmom@gmail.com

Message (no html)

I attended the open meeting on July 28th. While the future improvements are nice, I think the majority of us want to know what is going to be done right now with the excessive speed and the semi truck traffic. What is going to be done?

Privacy Setting

This form was submitted from a /contact email link on larimer.org.

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Jana Kraich

Phone 9704052929

Your Email kraich.jana@gmail.com

Confirm Email kraich.jana@gmail.com

Message (no html)

Hello,

Thank you for listening to the residents of the Country Club Road corridor and working hard to make changes.

Of the four options presented, I prefer option 2. This preserves the semi-rural feel and aesthetic of Country Club Rd while also addressing speed concerns, ability to cross the road, and the safety of pedestrians and bicyclists, especially as those of us with children attempt to get to Tavelli. I prefer the roundabout at Lemay/Country Club as there are only a few times, mostly around school let out, that a traffic signal would be useful. Other times, it will likely inhibit smooth flow of traffic and cause unnecessary idling of cars and environmental damage. This option also provides for the least amount of disruption to property owners while actually addressing the issues at hand. I feel that the multi-use trail will be sufficient to handle local bike and pedestrian traffic.

As for the Country Club Road/Fort Collins Country Club intersection, I also prefer the roundabout solution. Again, this will allow for a smoother flow of traffic while also allowing members of the FCCC and the residents of the neighborhood bordering to enter the intersection with the least frustration.

As for the trail alignment, I prefer the North Side option. This has the fewest number of interruptions/crossings and therefore will be safer for the users of the trail as well as the drivers using those intersections. As long as the crossings are raised and well marked, this should not be a problem for the residents of the south side of Country Club (I reside on the south side). However, it should be anticipated that those of us crossing Country Club to reach the trail will also cross the ditch to reach the trail if traffic is present.

Another note: I really like the idea of the entry feature as shown in the Country Club Road/ Fort Collins Country Club intersection options, but at the Hwy 1/Country Club Road intersection (or both ends of Country Club Road). I have seen many cars turn onto Country Club and immediately speed up. The entry features seem as though they serve a dual purpose: to slow traffic immediately, but also to blatantly mark that this is a neighborhood area, not a thorough-fare, not a speedway, and that driving behavior should match that. This would also help to deter large vehicles from entering Country Club Road from the west.

A thought on the speeds that were noted in the study: While there are the majority of cars that are within the speed limits, I see many of those daily as residents, who are not traveling fast because

we/they have just turned onto Country Club, or are about to turn onto the residential street. The cars that I see driving way too fast are not residents, and are just driving through as quickly as possible with no regards to the residents. These are also the same drivers who tail those of us driving the speed limit, and even honk and swerve around us as we slow down to enter our residential streets.

A few questions: Are there any studies that address the number of RVs and camping trailers and boat trailers that use Country Club during the summer months?

How will the changes affect Google Maps' routing of drivers to Country Club? Will the (hopefully) slower speeds change the algorithm? Will the raised crosswalks and traffic calming circles change how Google Maps "sees" Country Club?

Again, thank you for all of your hard work! I feel that the county has actually listened and tried to address our concerns.

Jana Kraich

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This form was submitted from a /contact email link on larimer.org.



Katie Beilby <beilbykm@co.larimer.co.us>

Country Club Road Corridor Study

Larimer.org <noreply@larimer.org>
Reply-To: Jessica Macmillan <jessiemac51@gmail.com>
To: Country_Club_Study@larimer.org

Tue, Aug 2, 2022 at 3:38 PM

Submitted on Tuesday, August 2, 2022 - 3:38pm

Submitted by user: Anonymous

Submitted values are:

Emailing (to) Country_Club_Study@larimer.org

Subject Country Club Road Corridor Study

Your Name Jessica Macmillan

Phone 970-692-4272

Your Email jessiemac51@gmail.com

Confirm Email jessiemac51@gmail.com

Message (no html)

I would suggest closing Country Club road from both directions, beginning from the southbound street just east of Lemay, and also just south of the Fort Collins Country Club entrance. this road still feeds Tavelli School traffic, but would not allow truck traffic to connect with Highway 1. All traffic should be routed to Suniga via North College going east to Timberline and then north to Mountain Vista. Residents would still be able to enter Miramont and Nedrah Acres via the road just south of Tavelli School, but only if you Open up the natural area to allow traffic to pass through into the neighborhood.

Privacy Setting

This form was submitted from a /contact email link on larimer.org.

From: Matthew.Downey
To: Matthew.Downey
Subject: RE: [EXT] Fwd: Country Club Road Corridor Study - Private (if personal identifiers or private information is included in this message)
Date: Monday, August 15, 2022 7:41:33 AM

A message has been submitted to Country_Club_Study@larimer.org from Larimer.org:

Thank you for such an extensive study. Country Club Road could certainly use some updates! I travel the section from Turnberry to LeMay multiple times most days. I whole-heartedly support improvements with include a wider shoulder and a separate area to walk/ride bikes. The biggest issues that I have encountered along that route are aggressive drivers, apparently upset a the speed limit, and then bicycles and wildlife in the road. It's for safety reasons that I like the bike lane idea. It would be nice for joggers too.

However, I disagree with the traffic circles, especially at the 3 way intersection near the Country Club entrance. It seems like a waste off tax-payer money, as it's only for a brief time during "rush hour" that there is ever traffic backed up. The circles seem harder for buses to maneuver through also and the one near the North College King Soopers just seems to confuse a number a people. I have had multiple near misses there as folks enter the circle with no regard for vehicles already in the circle itself. Thank you!

Warmly,

Contact Details

Name: Elizabeth Hamlin

Email: elizabeth_hamlin@comcast.net

Phone:

The email was submitted on **Thursday, August 11, 2022 - 12:38pm**, logged in as:
Anonymous