



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



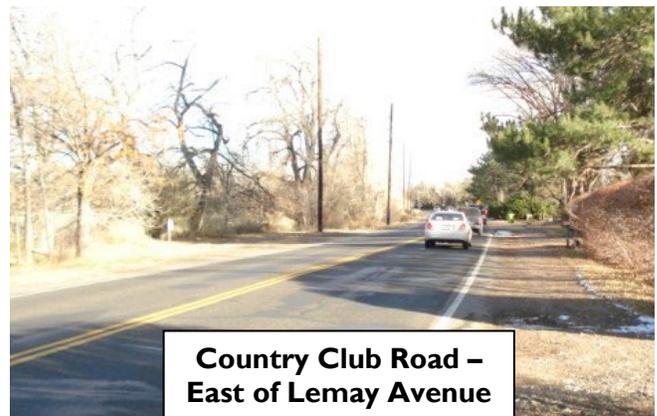
To the east of Turnberry Road and north of the Fort Collins Country Club are large parcels of currently agricultural land. Numerous parcels are within the City of Fort Collins city limits or Growth Management Area. As such, these parcels are projected to develop with new residential homes or other land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



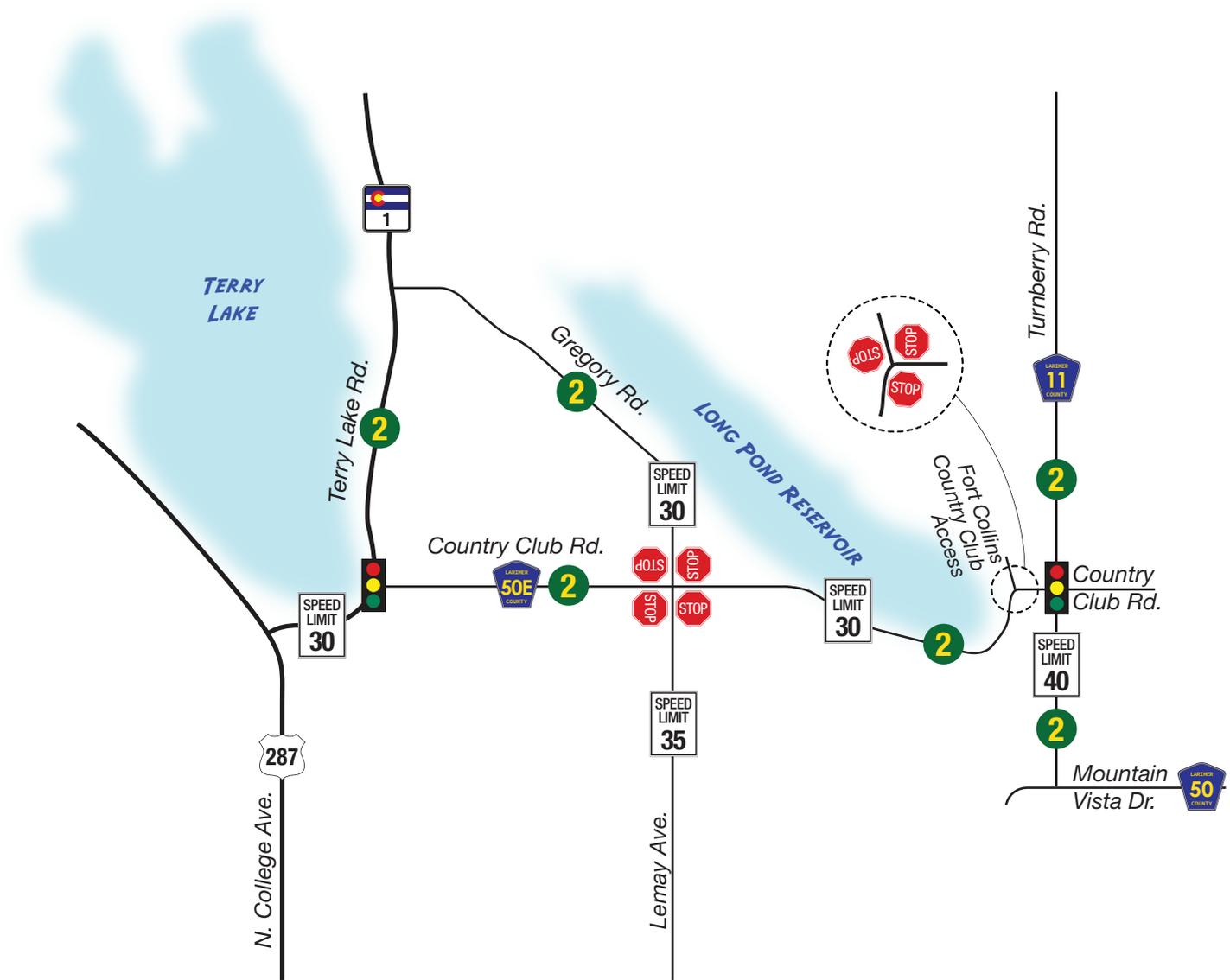
Long Pond Reservoir is located along the north side of Country Club Road between Lemay Avenue and Turnberry Road. Some residents along the corridor and in subdivisions south of Country Club Road have recreational access to the reservoir and there is a boat launch/storage area at the east end of the reservoir 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	Stop Signs – EB & WB
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 A** 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).

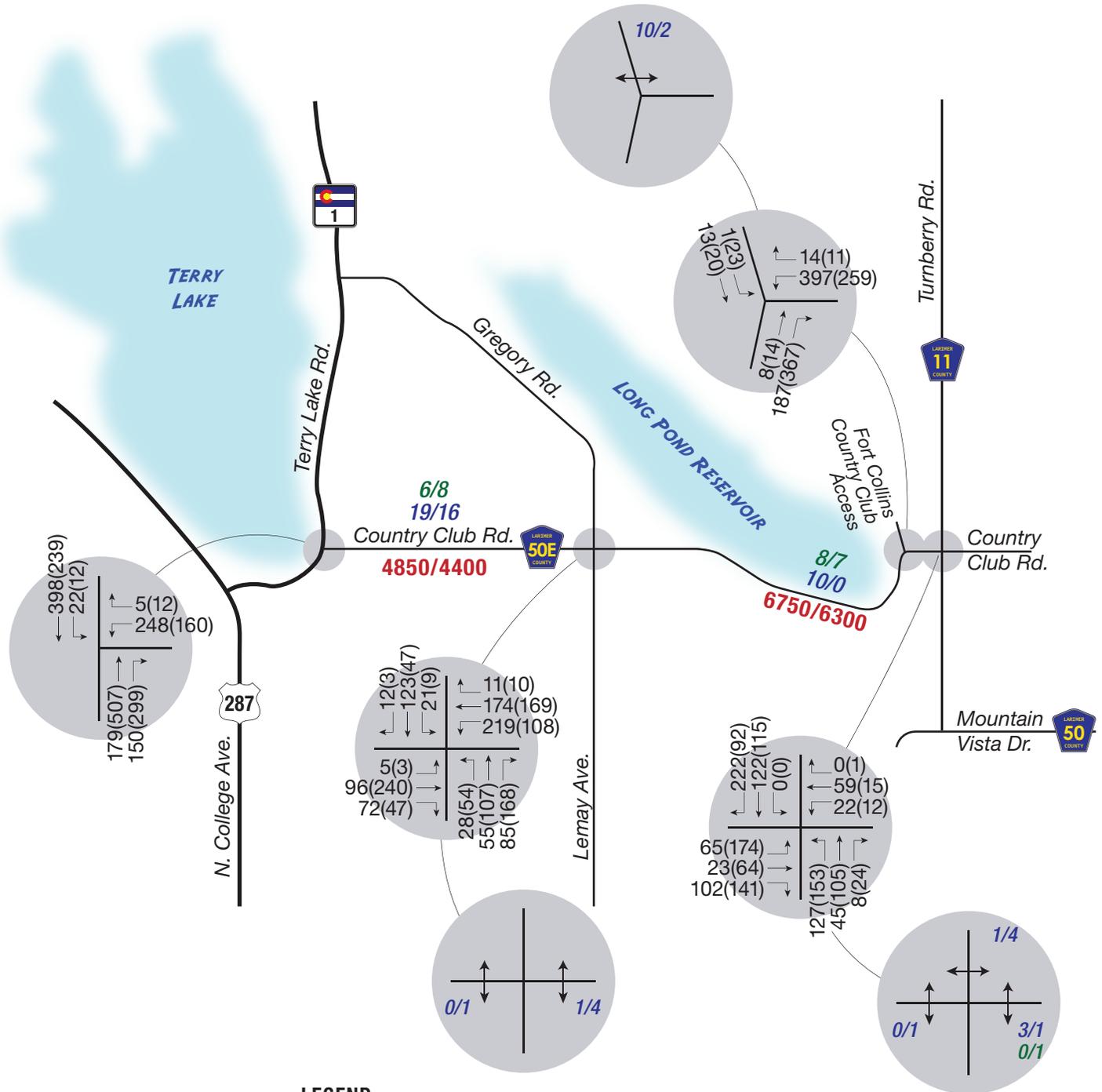
Larimer County historic traffic volume levels along Country Club Road vary when compared to what was recorded in November. The most recent Larimer County data from 2018 finds that traffic volumes to the west of Lemay Avenue/Gregory Road ranged from 3,600 vpd to 4,400 vpd which averages to about 10% to 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 31mph to 35mph to the west of the Lemay Avenue/Gregory Street intersection, and 34mph to 37mph to the east
- The 85th Percentile speeds were also above the posted speed, ranging from 35mph to 38 mph to the west of the Lemay Avenue/Gregory Street intersection, and 35mph to 41mph 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)

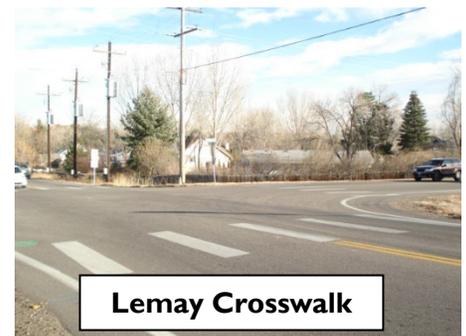
Location	Vehicle Speed Range & Calculated Percentage						
	1-15mph	16-20mph	21-25mph	26-30mph	31-35mph	36-40mph	>40mph
Between SH 1 and Lemay Avenue/Gregory Road							
Weekday	4%	4%	32%	47%	11%	1%	1%
Average Speed = 25-26mph 85 th Percentile Speed = 29mph Highest Speed = 51-55mph (3 westbound vehicles)							
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)							

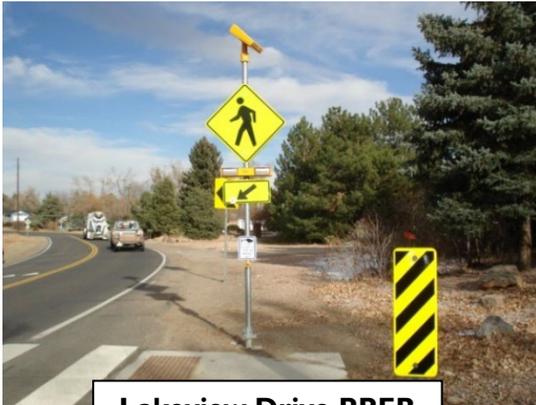
IV. PEDESTRIAN AND BICYCLIST DATA

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 B**; analysis worksheets for existing conditions are found in **Appendix C**.

Signalized Intersections

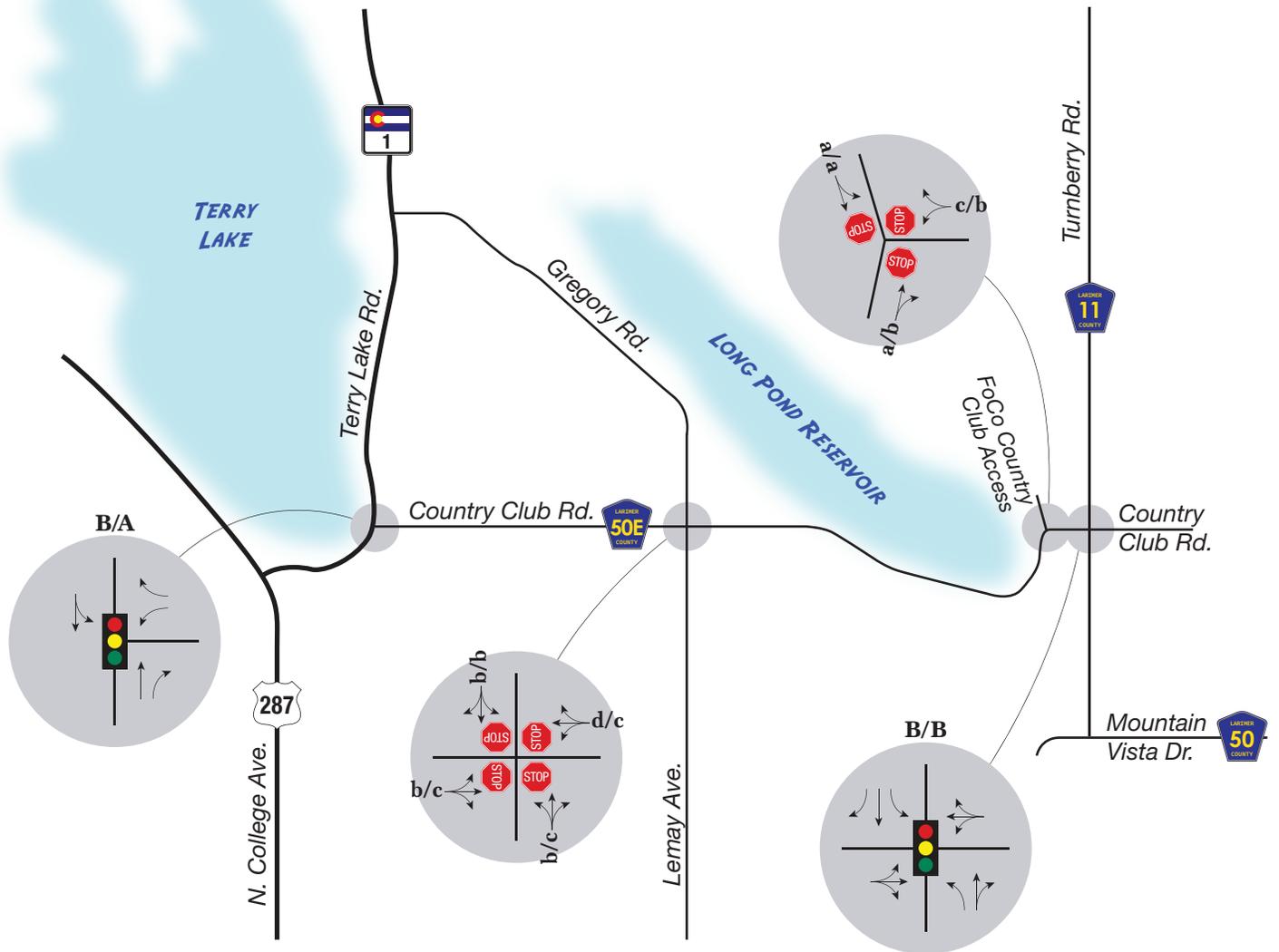
Two intersections along the corridor are controlled by traffic signals and existing traffic signal timing parameters were furnished by the City of Fort Collins to conduct the operational analyses. Analyses were conducted for the weekday AM and PM peak hours and it was found that the SH 1 and Turnberry 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 = 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 D**.

Crash Data

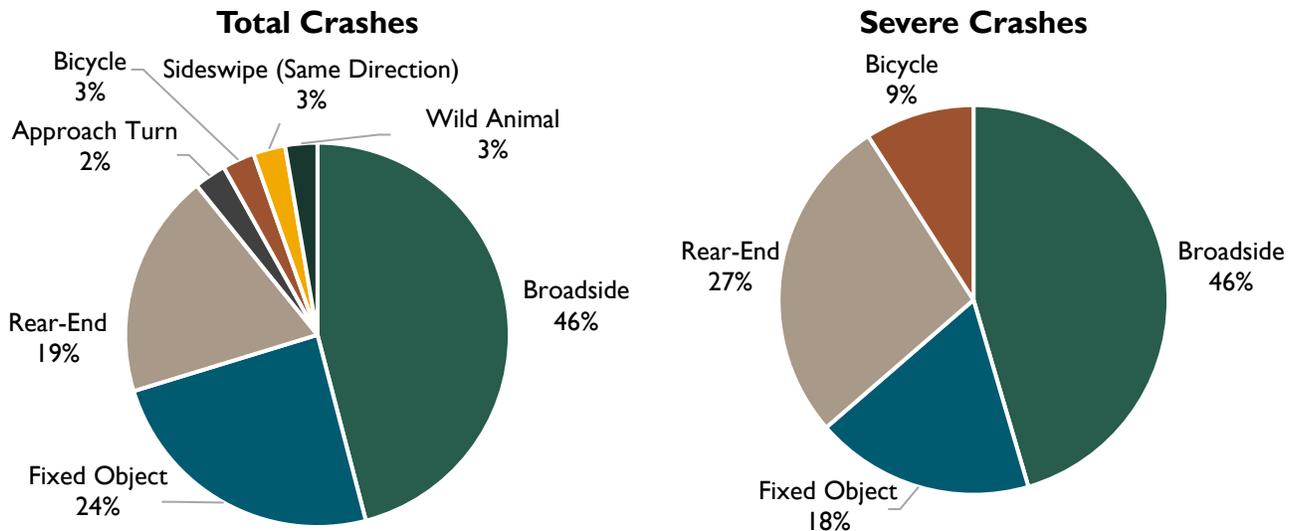
During the study period, 37 crashes were recorded along the Country Club Road corridor of which 26 were Property Damage Only (PDO) and 11 resulted in injuries (15 persons injured). No fatal crashes occurred during the study period. **Table 3** summarizes the annual crash history for the Country Club 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					

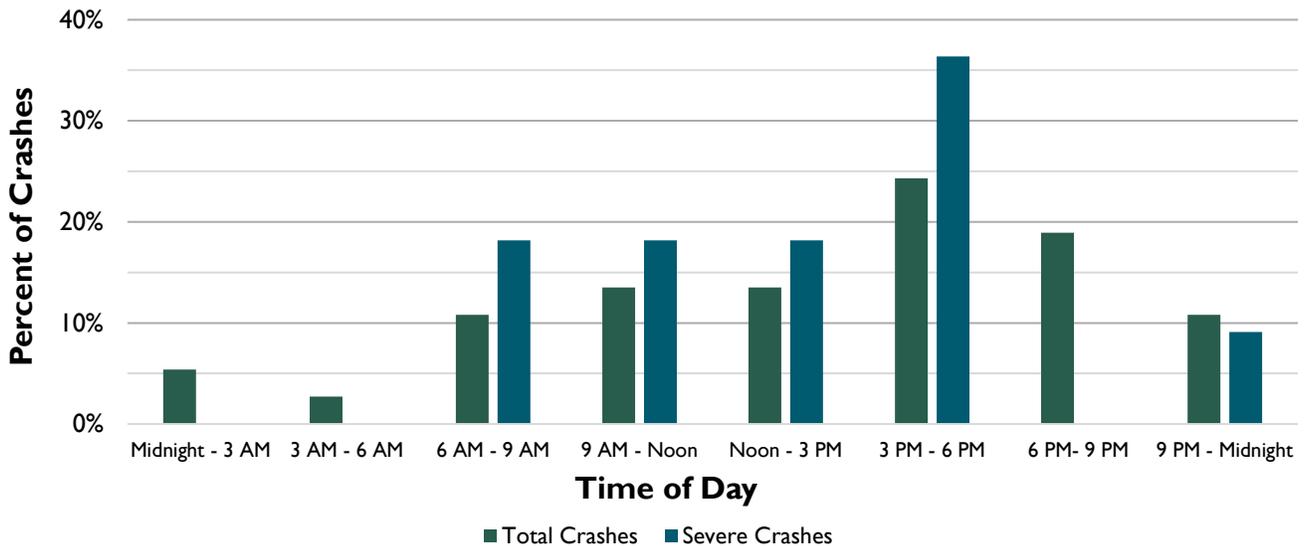
Broadside crashes were the most common along the corridor, comprising 46% of the total crash history. The next most common crash types were Fixed Object (24%) and Rear End (19%). Broadside crashes were also the most common type of severe crashes (injury crashes). **Figure 5** on the following page displays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

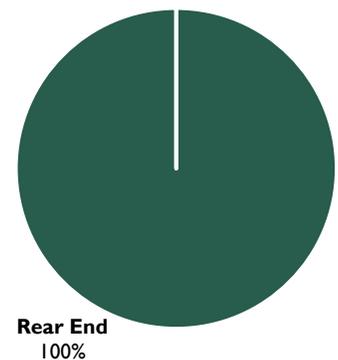
ADT: Major Street (SH I): 7,750 vpd
 Minor Street (Country Club Road): 4,300 vpd

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

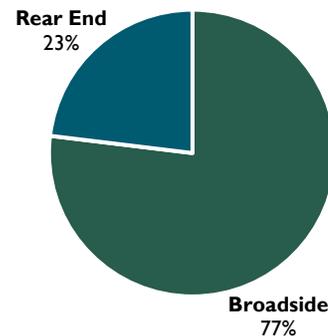
Classification: Urban 2-Lane Undivided Unsignalized 4-Leg Intersection

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 II)

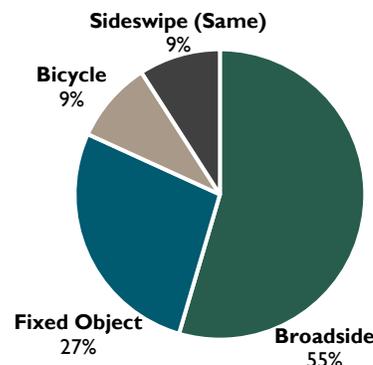
Classification: Urban 2-Lane Divided Signalized 4-Leg Intersection

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 II) 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.

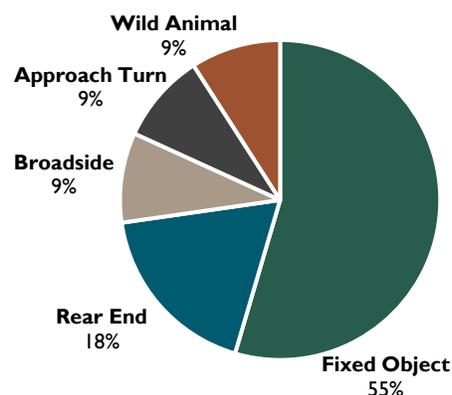
All of the Fixed Object crashes recorded at the intersection occurred at night or during adverse weather/road conditions. The Bicycle crash involved an eastbound SUV who failed to yield right-of-way to a northbound cyclist. This crash was in 2018 prior to the installation of the traffic signal. Finally, 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

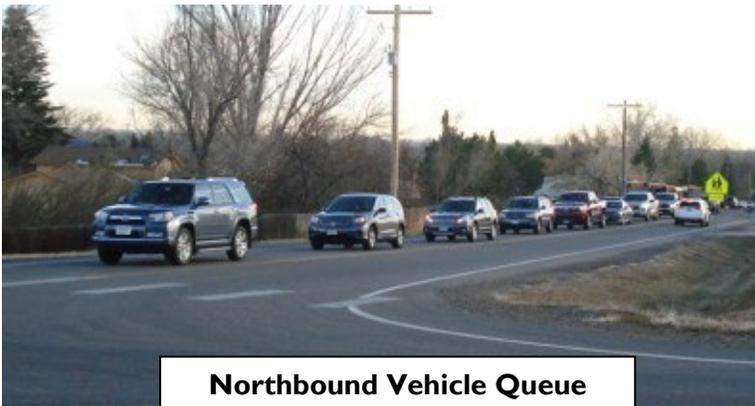
Several transit routes exist near Country Club Road that can be accessed by residents along the corridor, including varying routes to the south that are operated by TransFort (City of Fort Collins). CDOT's Bustang service provides commuter access along I-25 between Fort Collins, Denver, and other cities. 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 County 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)

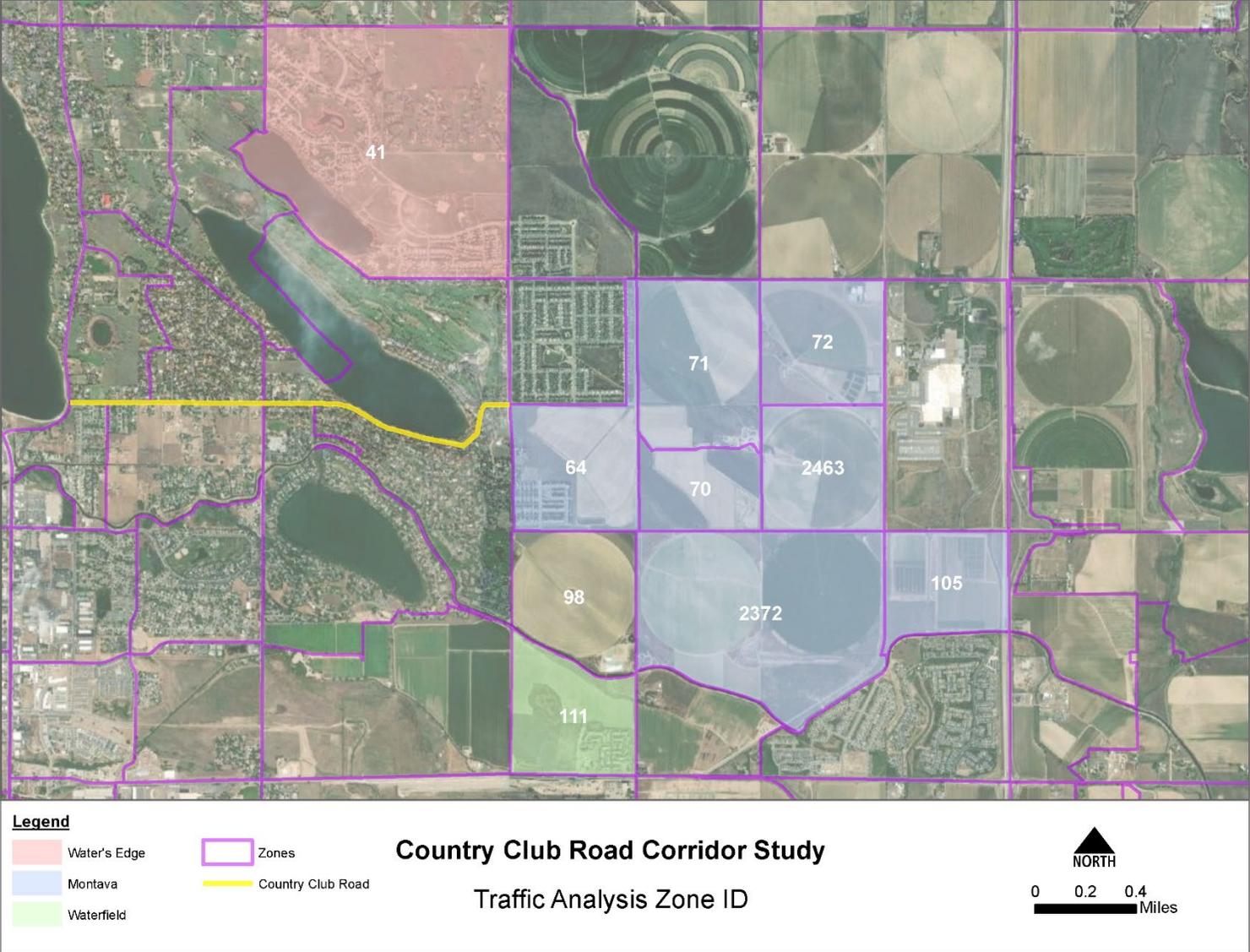


Table 5. Land Use Forecasts

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)



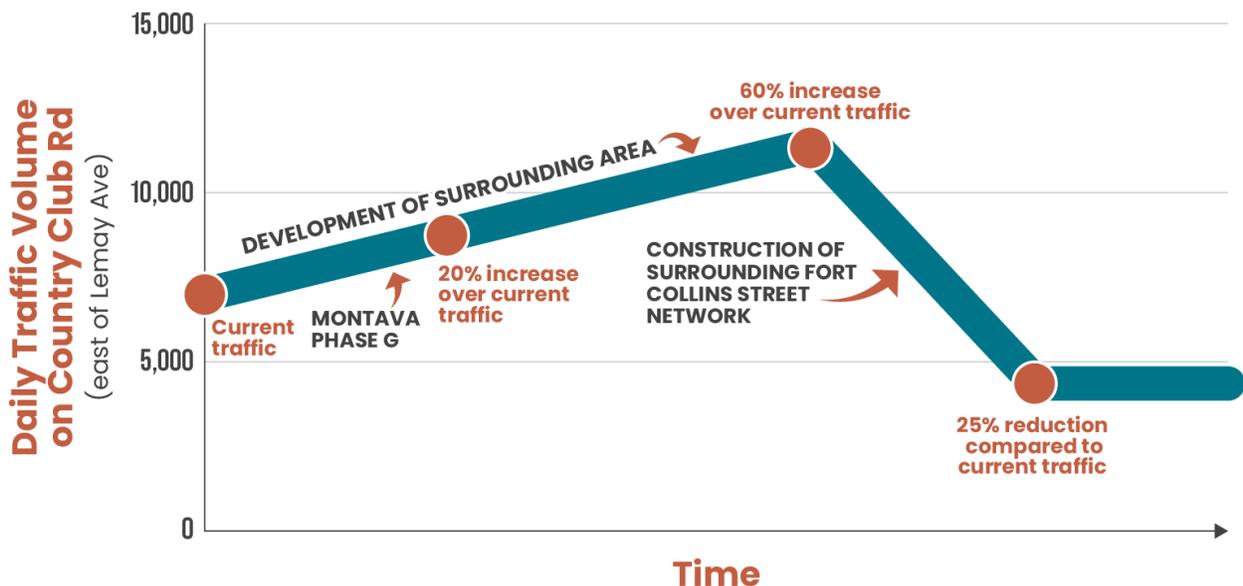
Following are the highlights of the results from the two 2045 model runs:

- 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 A. RECORDED TRAFFIC VOLUMES



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

Location: 3 TERRY LAKE RD & COUNTRY CLUB RD AM

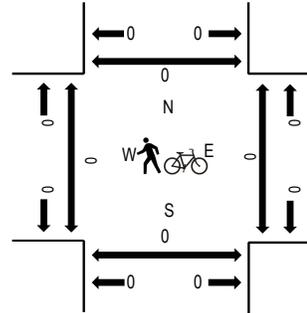
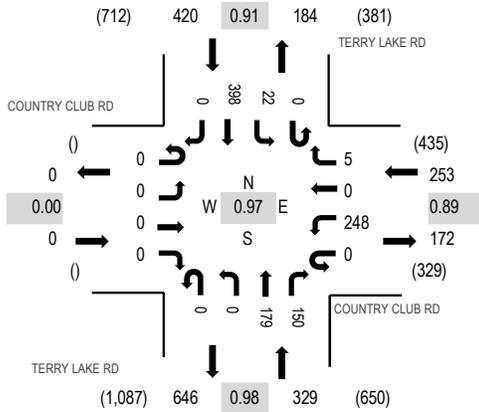
Date: Wednesday, November 10, 2021

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

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

Peak Hour - All Vehicles

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
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



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

Location: 4 LEMAY AVE & COUNTRY CLUB RD AM

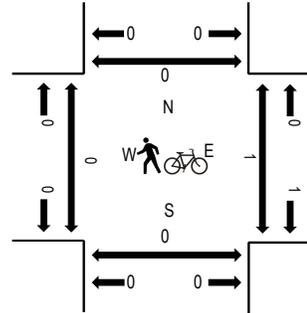
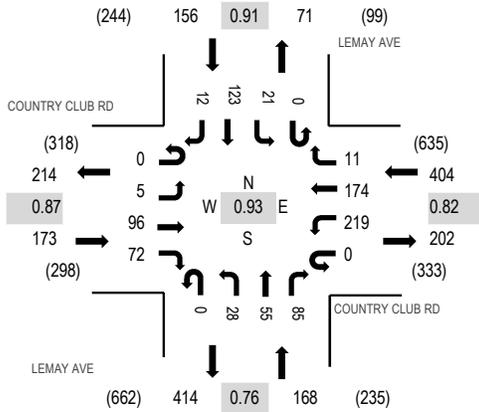
Date: Wednesday, November 10, 2021

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

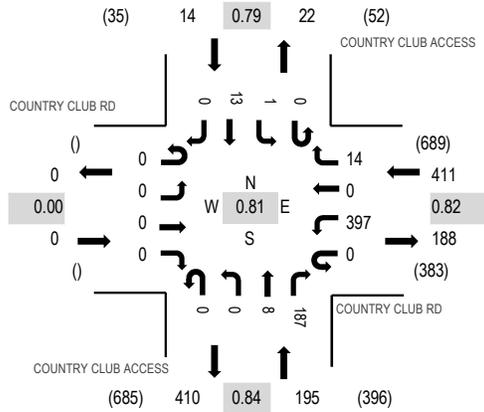
Location: 5 COUNTRY CLUB ACCESS & COUNTRY CLUB RD AM

Date: Wednesday, November 10, 2021

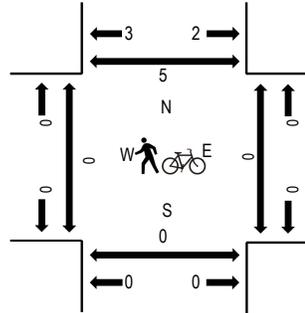
Peak Hour: 07:45 AM - 08:45 AM

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

Peak Hour - All Vehicles



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
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



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

Location: 6 TURNBERRY RD & COUNTRY CLUB RD AM

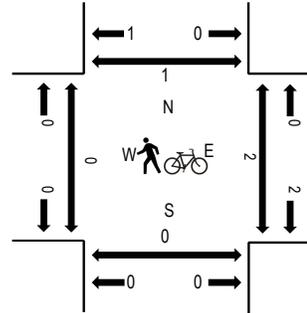
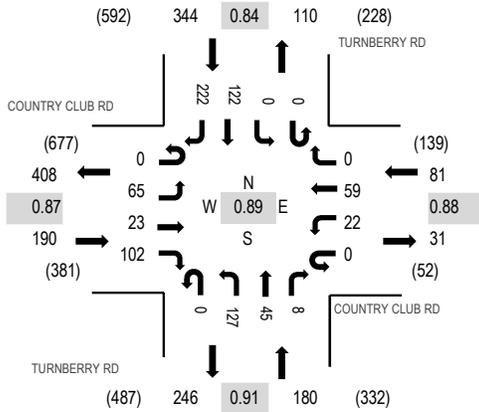
Date: Wednesday, November 10, 2021

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

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

Peak Hour - All Vehicles

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
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

Location: 3 TERRY LAKE RD & COUNTRY CLUB RD PM

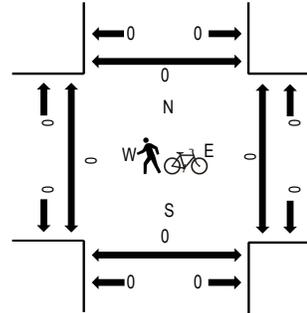
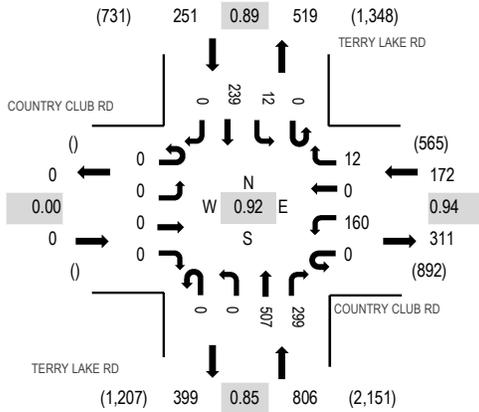
Date: Wednesday, November 10, 2021

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

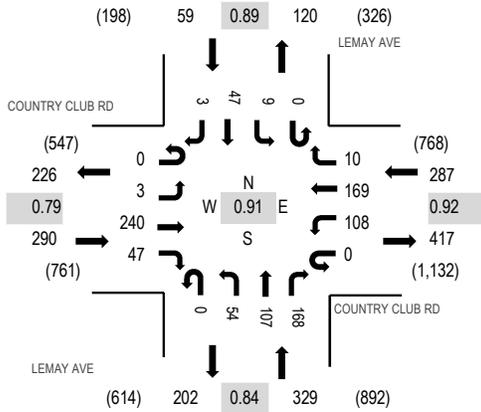
Location: 4 LEMAY AVE & COUNTRY CLUB RD PM

Date: Wednesday, November 10, 2021

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

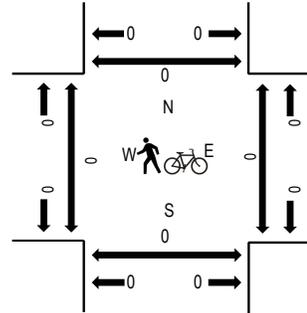
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



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				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

Location: 5 COUNTRY CLUB ACCESS & COUNTRY CLUB RD PM

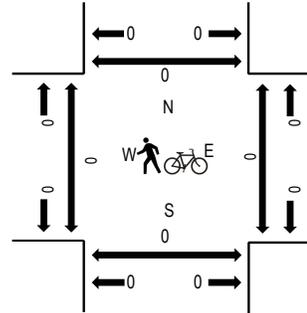
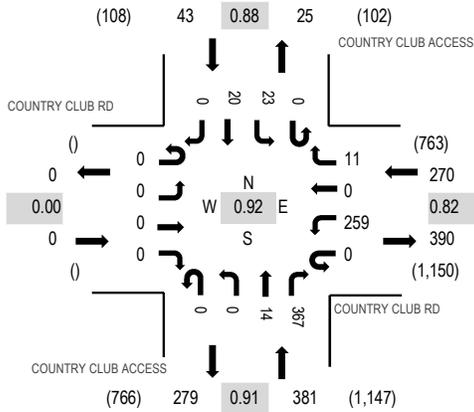
Date: Wednesday, November 10, 2021

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

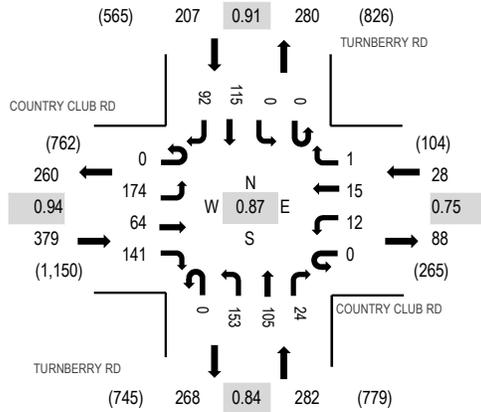
Location: 6 TURNBERRY RD & COUNTRY CLUB RD PM

Date: Wednesday, November 10, 2021

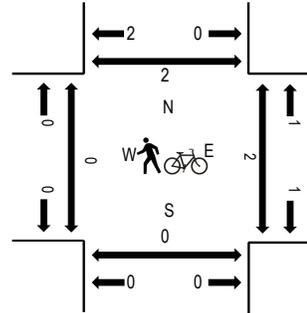
Peak Hour: 04:30 PM - 05:30 PM

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	896	0	0	0	0
5:30 PM	0	48	24	34	0	5	3	0	0	23	30	7	0	0	14	21	209	871	1	0	0	2
5:45 PM	0	39	10	24	0	1	7	0	0	30	34	4	0	0	14	24	187	845	0	0	0	0
Count Total	0	513	198	439	0	39	64	1	0	402	312	65	0	2	267	296	2,598	8,745	1	1	0	7
Peak Hour	0	174	64	141	0	12	15	1	0	153	105	24	0	0	115	92	896	8,745	0	1	0	2

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	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
11/10/21	0	0	1	2	2	1	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	3	32	34
02:00	0	0	0	0	2	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	*	*
04:00	0	1	2	3	3	1	1	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	34	33	38
06:00	0	0	26	48	8	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	123	30	33
08:00	22	4	47	112	20	1	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	141	29	32
10:00	2	0	36	97	24	1	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	175	29	32
12 PM	3	1	39	111	26	1	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	146	30	33
14:00	2	3	31	73	14	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	280	29	32
16:00	4	3	62	151	26	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	305	30	33
18:00	5	3	28	97	14	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	96	29	32
20:00	2	6	11	55	8	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	53	29	31
22:00	2	8	7	20	5	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	16	28	29
Total	120	58	613	1533	325	9	2	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%									
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	1	2661		
Percent	4.5%	2.2%	23.0%	57.6%	12.2%	0.3%	0.1%	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	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total	85th Percent	95th Percent
11/10/21	1	0	0	0	1	0	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	0	9	34	37
02:00	0	1	1	4	1	0	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	0	3	47	49
04:00	0	0	3	2	0	0	0	0	1	0	0	0	0	0	0	6	50	53
05:00	1	2	6	5	5	2	0	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	0	65	33	36
07:00	5	3	60	70	28	11	1	0	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	0	197	29	33
09:00	8	7	60	31	12	2	2	2	0	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	0	104	29	34
11:00	0	11	56	48	24	3	2	0	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	0	155	29	34
13:00	3	16	72	41	13	4	0	0	1	0	0	0	0	0	0	150	29	34
14:00	2	17	77	42	12	1	0	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	0	197	28	31
16:00	17	21	78	57	8	5	0	1	0	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	0	151	29	32
18:00	1	3	52	46	7	1	0	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	0	73	28	30
20:00	1	2	25	30	3	1	1	0	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	0	43	29	37
22:00	1	1	7	15	4	0	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	0	20	35	42
Total	82	137	942	749	203	50	15	7	3	0	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%	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	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%	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	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	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	0	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	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%									
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%									

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 B. LEVEL OF SERVICE CRITERIA

TABLE B1
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 B2
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 C. ANALYSIS WORKSHEETS FOR EXISTING
CONDITIONS

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

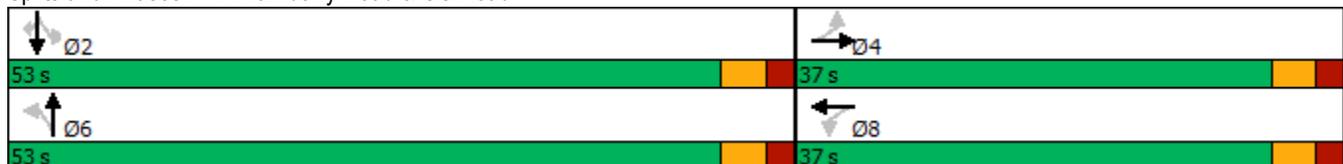
Existing Conditions - AM Peak Hour

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

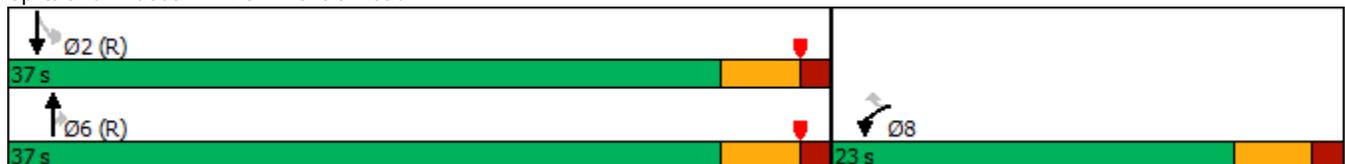
Existing Conditions - PM Peak Hour

	↙	↖	↑	↗	↘	↓
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 Effct 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



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

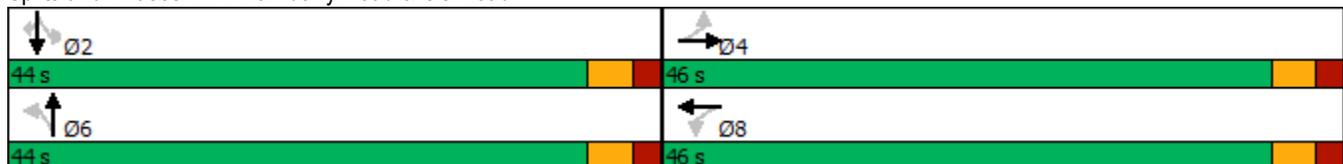
Existing Conditions - PM Peak Hour

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 LOS: B
 Intersection Capacity Utilization 50.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 7: Turnberry Road & CC Road

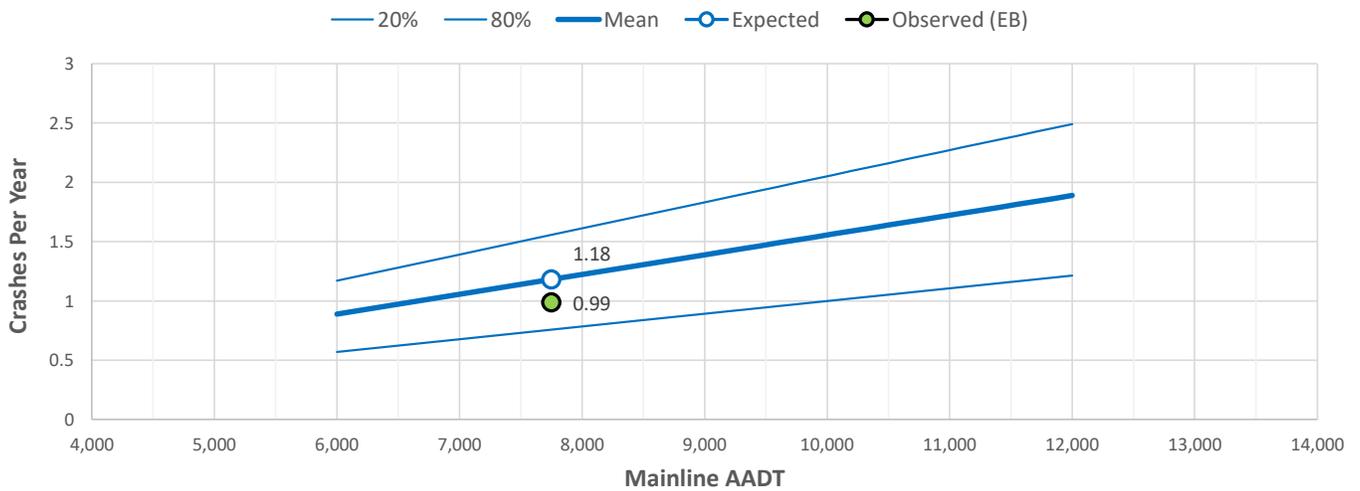


APPENDIX D. COUNTRY CLUB ROAD CRASH HISTORY

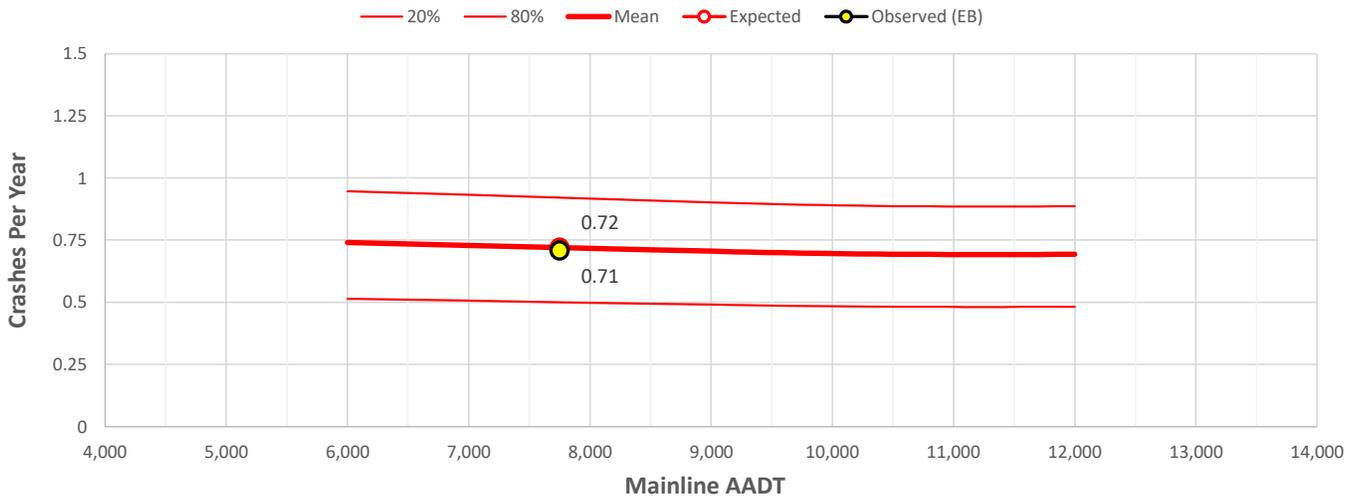
Intersection: Country Club Rd & SH I (Terry Lake Rd)
Total Crashes: 2 Crashes
Severe Crashes: 2 Crashes
Mainline AADT: 7,750 vpd
Side Road AADT: 4,300 vpd
Intersection Type: CO - Urban 4-Lane Divided Signalized 3-Leg Intersection
Time Period: 3 years

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

Total SPF



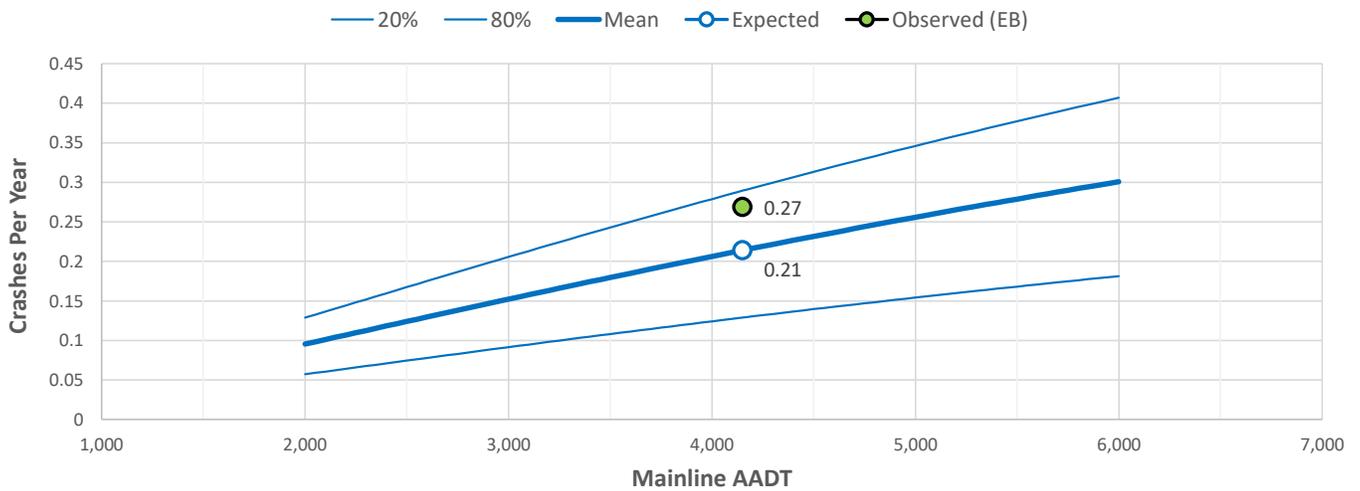
Severe SPF



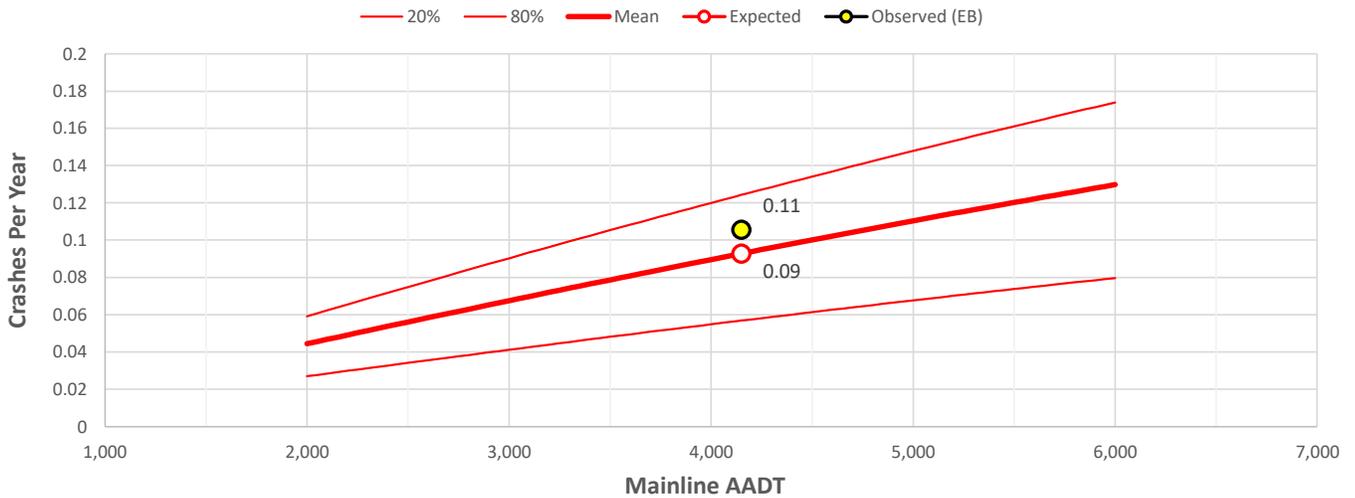
Intersection: Country Club Rd & Sandstone Dr
Total Crashes: 2 Crashes
Severe Crashes: 1 Crashes
Mainline AADT: 4,150 vpd
Side Road AADT: 415 vpd
Intersection Type: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection
Time Period: 3 years

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

Total SPF



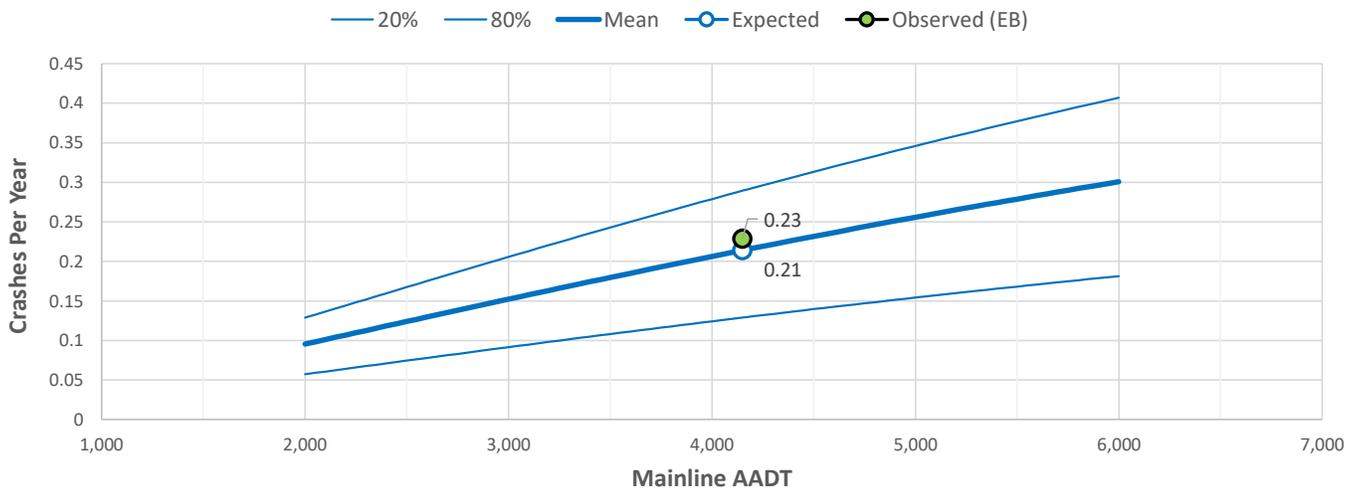
Severe SPF



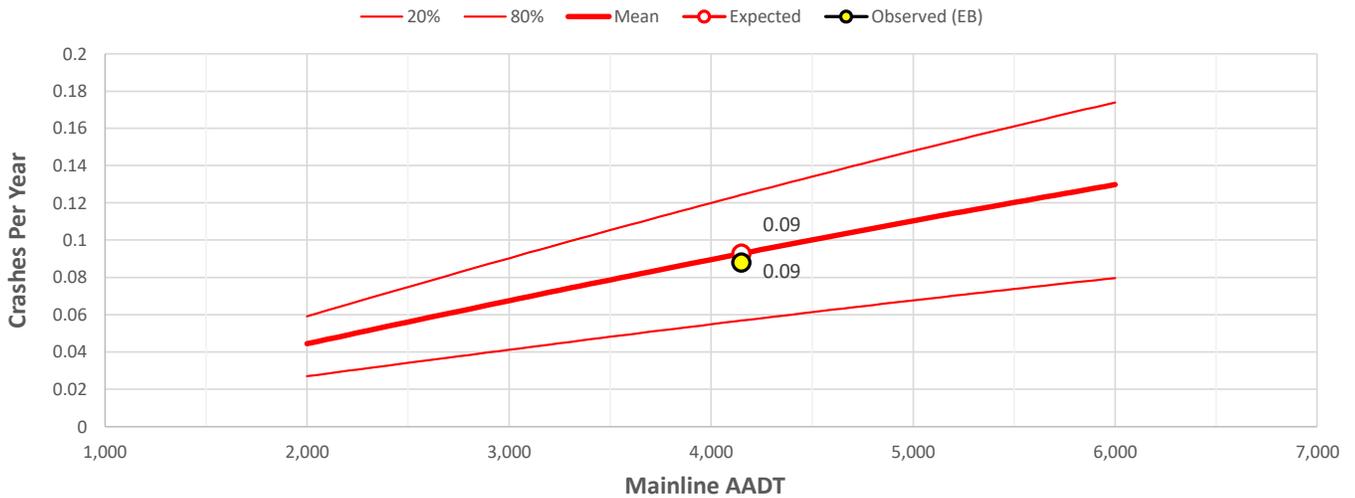
Intersection: Country Club Rd & Cottonwood Dr
Total Crashes: 1 Crashes
Severe Crashes: 0 Crashes
Mainline AADT: 4,150 vpd
Side Road AADT: 415 vpd
Intersection Type: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection
Time Period: 3 years

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

Total SPF



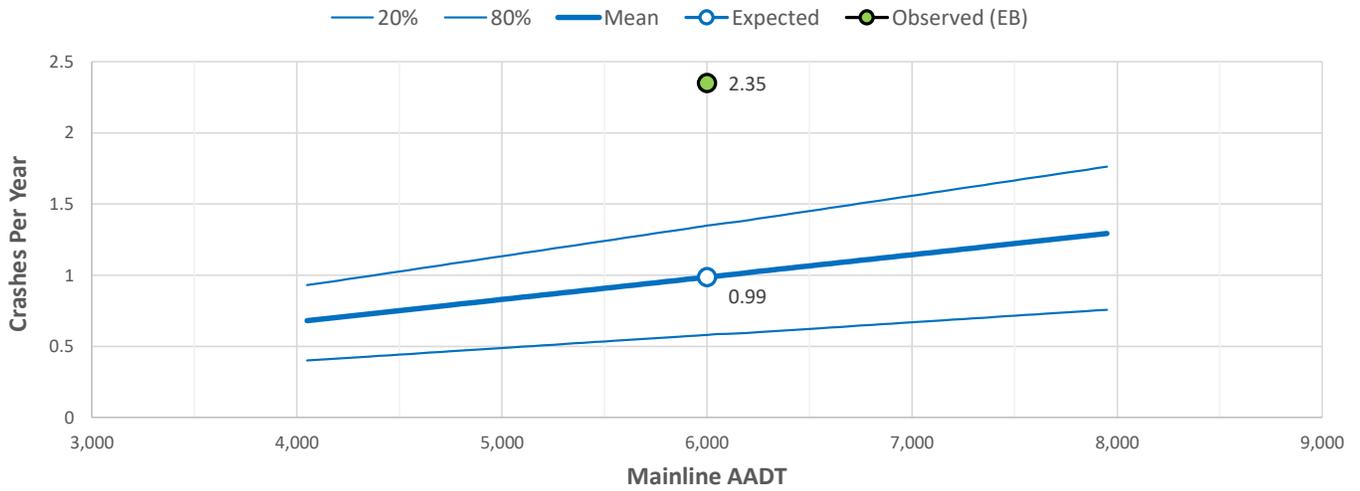
Severe SPF



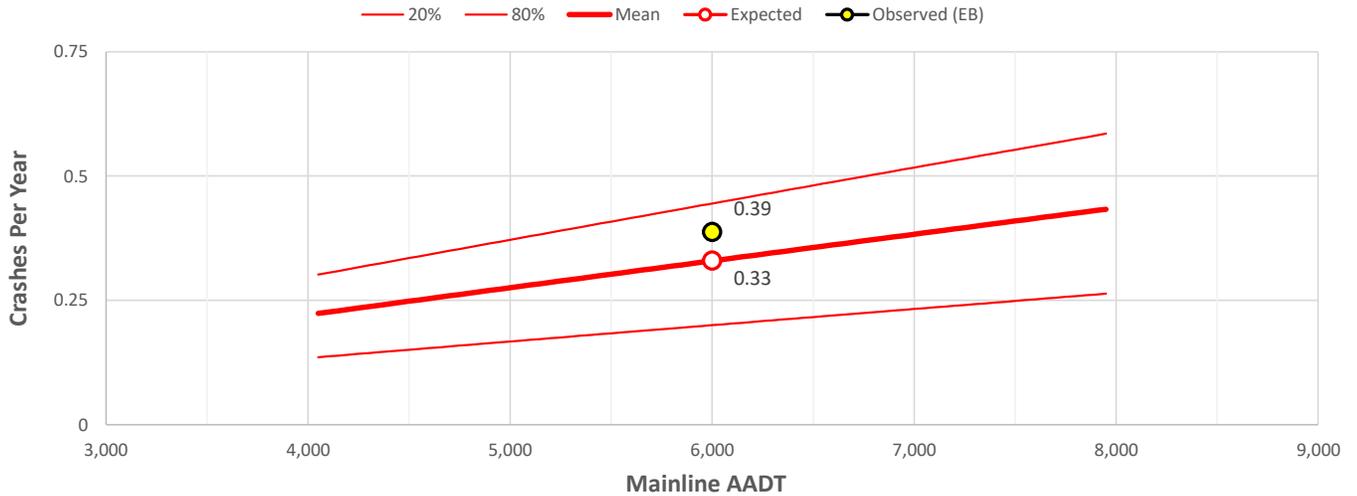
Intersection: Country Club Rd & Lemay Ave / Gregory Rd
Total Crashes: 13 Crashes
Severe Crashes: 2 Crashes
Mainline AADT: 6,000 vpd
Side Road AADT: 5,150 vpd
Intersection Type: CO - Urban 2-Lane UnDivided UnSignalized 4-Leg Intersection
Time Period: 3 years

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

Total SPF



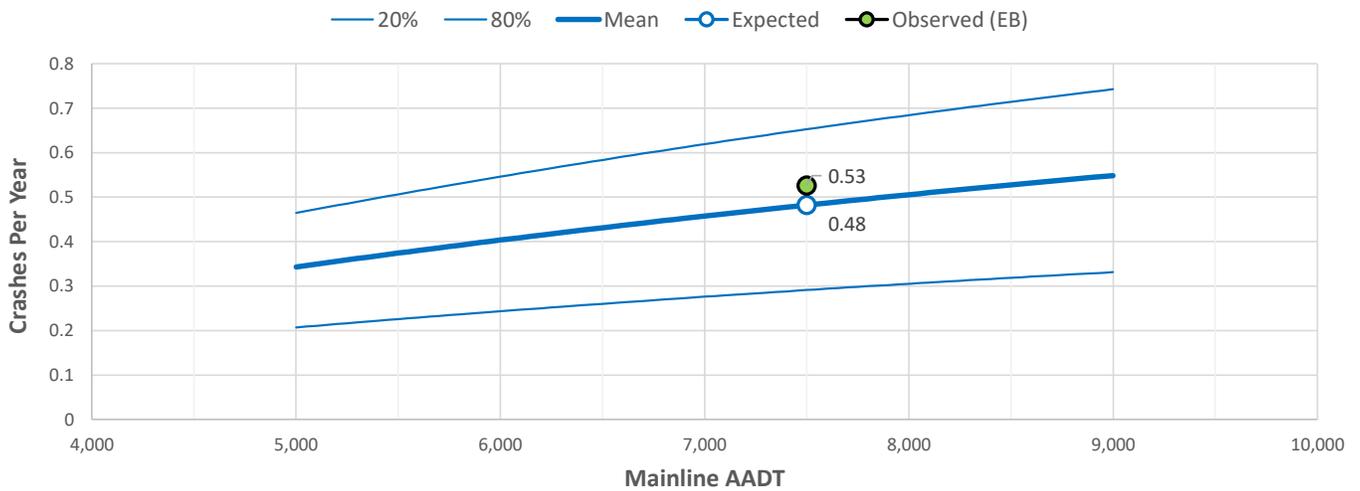
Severe SPF



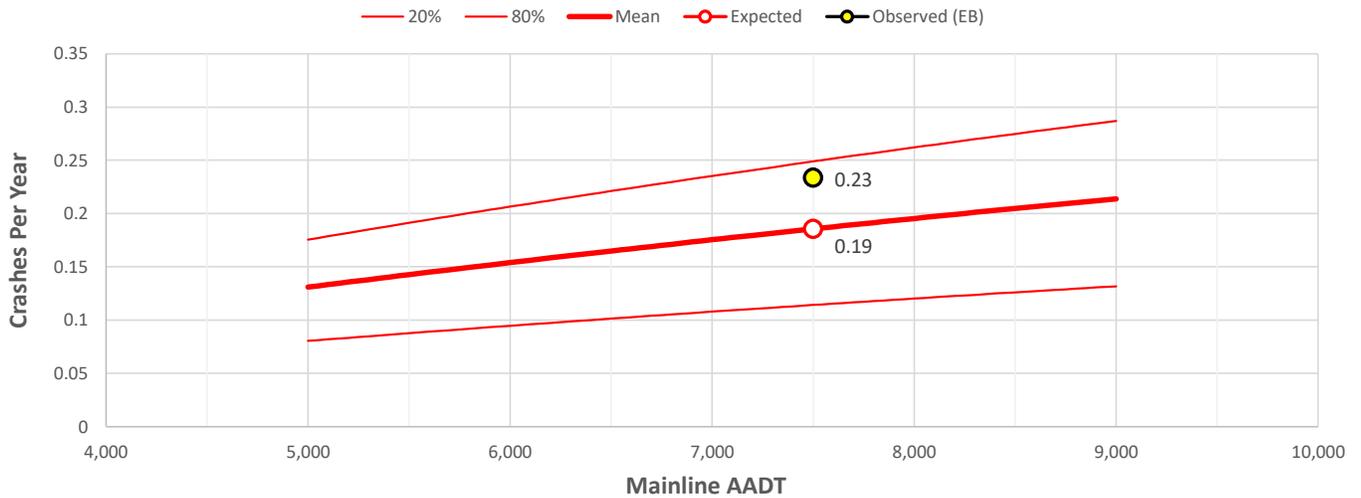
Intersection: Country Club Rd & Greenmont Dr
Total Crashes: 2 Crashes
Severe Crashes: 2 Crashes
Mainline AADT: 7,500 vpd
Side Road AADT: 750 vpd
Intersection Type: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection
Time Period: 3 years

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

Total SPF



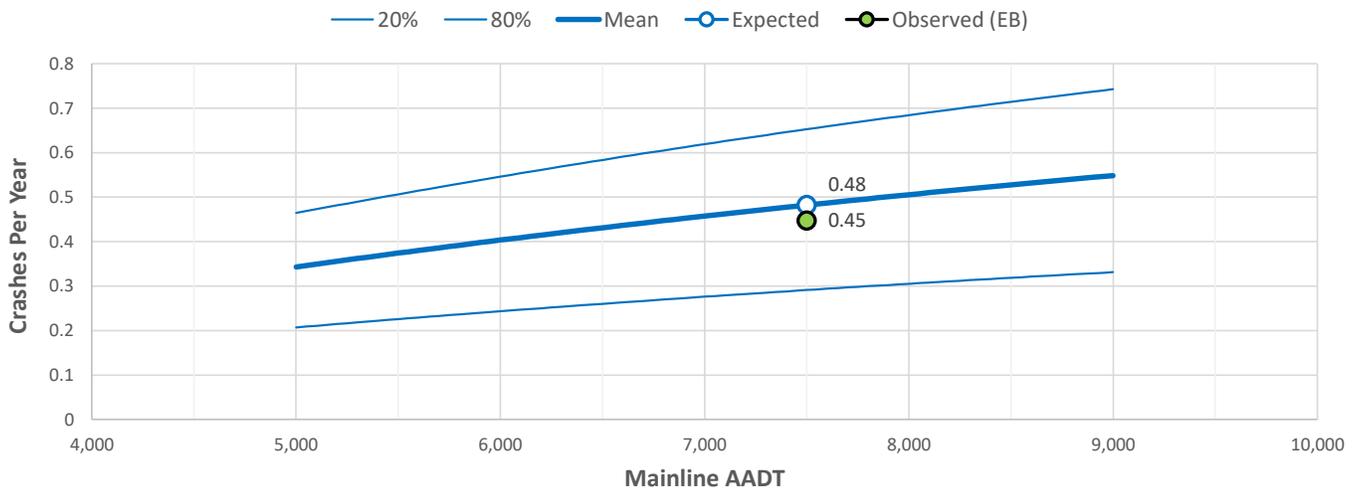
Severe SPF



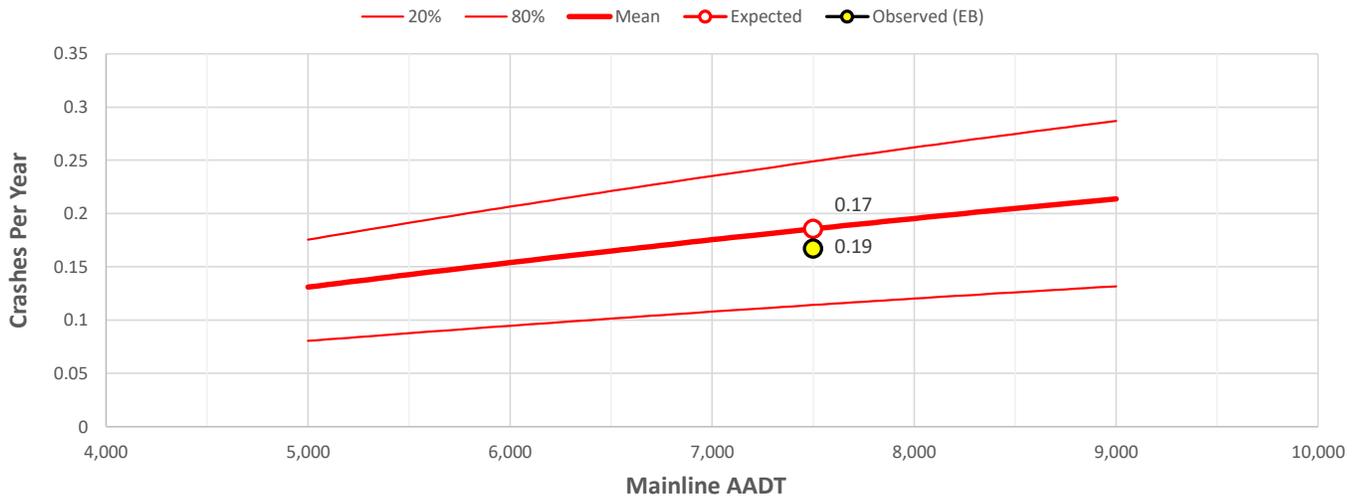
Intersection: Country Club Rd & Longview Dr
Total Crashes: 1 Crashes
Severe Crashes: 0 Crashes
Mainline AADT: 7,500 vpd
Side Road AADT: 750 vpd
Intersection Type: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection
Time Period: 3 years

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

Total SPF



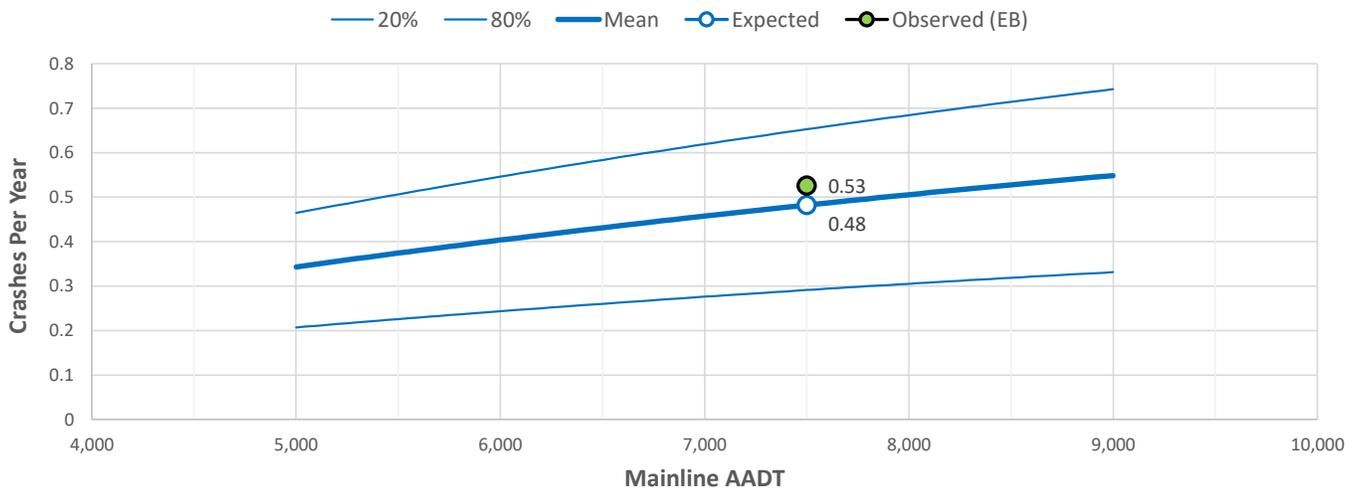
Severe SPF



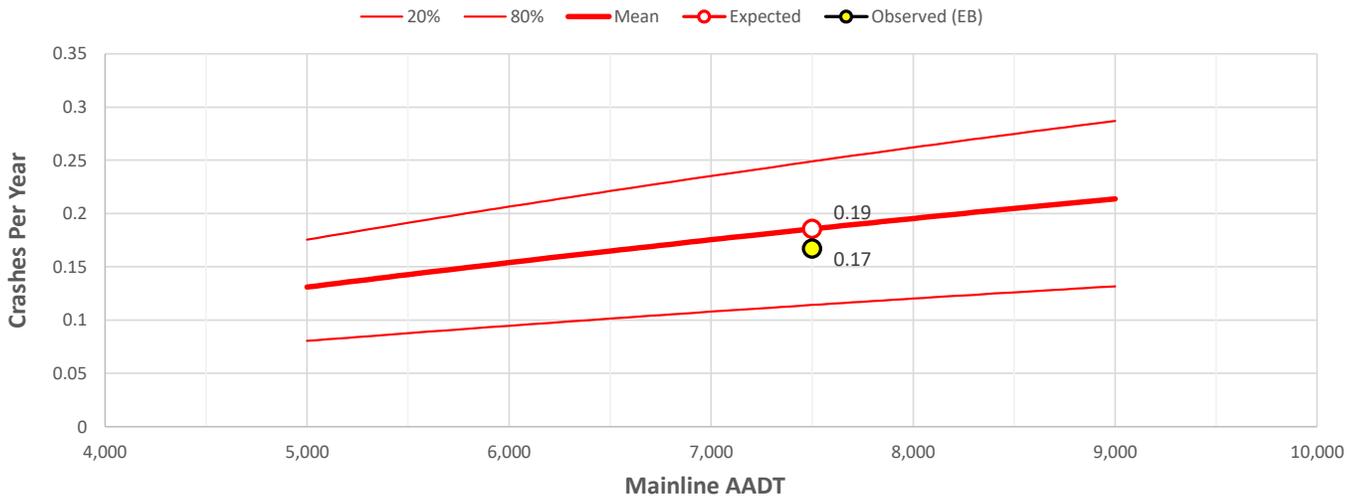
Intersection: Country Club Rd & Lakeview Dr
Total Crashes: 2 Crashes
Severe Crashes: 0 Crashes
Mainline AADT: 7,500 vpd
Side Road AADT: 750 vpd
Intersection Type: CO - Urban 2-Lane UnDivided UnSignalized 3-Leg Intersection
Time Period: 3 years

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

Total SPF



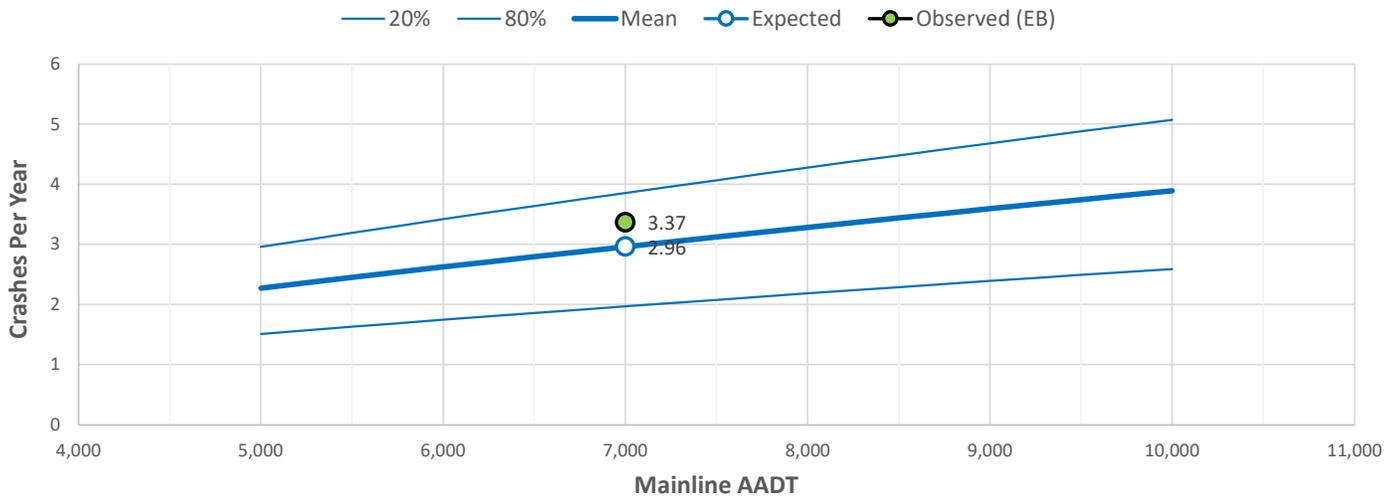
Severe SPF



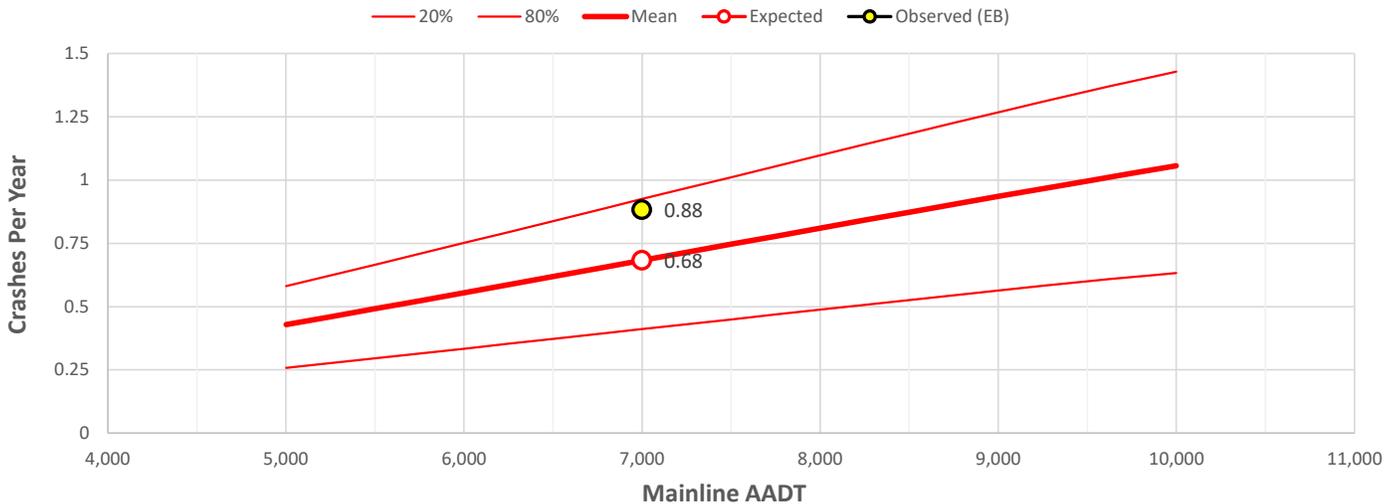
Intersection: Country Club Rd & Turnberry Rd (CR 11)
Total Crashes: 11 Crashes
Severe Crashes: 4 Crashes
Mainline AADT: 7,000 vpd
Side Road AADT: 5,750 vpd
Intersection Type: CO - Urban 4-Lane Divided Signalized 4-Leg Intersection
Time Period: 3 years

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

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

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

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

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