



Planning Division
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Aurora, Colorado 80012
303.739.7250

Worth Discovering • auroragov.org

May 7, 2019

Thomas Pucciano
Lokal Homes
8310 S Valley Hwy 115
Englewood, CO 80112

Re: Second Submission Review – Brookhaven Condominiums – Minor Amendment
Case Numbers: 2001-4023-04

Dear Mr. Pucciano:

Thank you for your second submission, which we started to process on April 23, 2019. We reviewed it and attached our comments along with this cover letter.

There are still some remaining comments from city departments, which you must review and address. Once all of the remaining comments have been addressed, please send me updated plans. Upon verification with the remaining departments that the comments have been completely resolved, an official approval of the application can be issued. In the meantime, please address these comments and also work on the Preliminary Drainage Letter with Public Works, as this will hold up your project.

As always, if you have any comments or concerns, please give me a call. I may be reached at 303-739-7112.

Sincerely,

Christopher Johnson, Planner I
City of Aurora Planning Department

cc: Kurtis Williams, JR Engineering, 7200 S Alton Way Ste C400 Centennial, CO 80112
Filed: K:\SMA\2001-4023-04rev2

SEE JR RESPONSES ON SHEET 2 OF 2.



Second Submission Review

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

1. Civil Engineering (Kristin Tanabe / 303-739-7306 / ktanabe@auroragov.org / Comments in green)

1A. The site plan amendment will not be approved by Public Works until the preliminary drainage letter is approved. **JR-Noted.**

2. Traffic Engineering (Brianna Medema / 303-739-7336 / bmedema@auroragov.org / Comments in orange)

2A. Remove note 19 from the Site Plan notes. Based on the Traffic Signal Warrant analysis this intersection is not anticipated to meet Warrants by 2040. **JR-Note 19 removed from the plans.**

2B. Striping modifications along Dunkirk Street will not be supported at this time, due to the queuing at Dunkirk Street & Jewell Avenue (Southbound left). See additional comments on the Traffic Letter. **JR-Noted.**

2C. Add stop signs in the indicated locations. **JR-Stop signs added as indicated.**

2D. On sheet 9, address the formatting issue in the upper right hand corner. **JR-Text issue has been addressed.**

2E. Review all comments on the Traffic Letter. **JR-Traffic Letter comments have been addressed.**

3. Fire / Life Safety (Greg Rogers / 303-739-7464 / grogers@auroragov.org / Comments in blue)

3A. Add the following note to the Site Plan: **JR-Traffic Letter comments have been addressed.**

“THE SITE PLAN COVER SHEET MUST REFLECT AN "IMPLEMENTATION PLAN" FOR ALL MULTI-FAMILY PROJECTS. PER HOUSE BILL 03-1221, SECTION 9-5-106, THE BUILDER OF ANY PROJECT REGULATED BY THIS ARTICLE SHALL CREATE AN IMPLEMENTATION PLAN THAT GUARANTEES THE TIMELY AND EVENLY PHASED DELIVERY OF THE REQUIRED NUMBER OF ACCESSIBLE UNITS. SUCH PLAN SHALL CLEARLY SPECIFY THE NUMBER AND TYPE OF UNITS REQUIRED AND THE ORDER IN WHICH THEY ARE TO BE COMPLETED. SUCH IMPLEMENTATION PLAN SHALL BE SUBJECT TO APPROVAL BY THE ENTITY WITH ENFORCEMENT AUTHORITY IN SUCH PROJECT'S JURISDICTION. THE IMPLEMENTATION PLAN SHALL NOT BE APPROVED IF MORE THAN THIRTY PERCENT OF THE PROJECT IS INTENDED TO BE COMPLETED WITHOUT PROVIDING A PORTION OF ACCESSIBLE UNITS REQUIRED BY SECTION 9-5-105; EXCEPT THAT, IF AN UNDUE HARDSHIP CAN BE DEMONSTRATED, OR OTHER GUARANTEES PROVIDED ARE DEEMED SUFFICIENT, THE JURISDICTION HAVING RESPONSIBILITY FOR ENFORCEMENT MAY GRANT EXCEPTIONS TO THIS REQUIREMENT. THE IMPLEMENTATION PLAN SHALL BE APPROVED BY THE GOVERNMENTAL UNIT RESPONSIBLE FOR ENFORCEMENT BEFORE A BUILDING PERMIT IS ISSUED.”

3B. A photometric plan must be included. This is required per the Pre-Application notes to demonstrate that the site is compliant with current Federal ADA regulations. Provide a bold dashed line to show exterior accessible route throughout site to required accessible entrances (60%), site amenities (Mail, Trash & similar) and transportation stops (or to edge of site near public transportation stops). Maintain minimum 1 ft candle to all exterior accessible routes. **JR-Per phone conversation with Will Polk, a photometric plan is not required.**

3C. Please revise the Data Block accordingly to redline comments on the site plan. **JR-Data Block updated as noted.**

3D. Revise all sign graphics accordingly. **JR-Signs have been updated as noted on the redlines.**

3E. Include the indicated portions on the northern side of the property in the accessibility route. Identify curb ramps as well. **JR-Per phone conversation with Will Polk, this accessible connection will not be necessary.**

BROOKHAVEN CONDOMINIUMS SITE PLAN
A SITE PLAN AMENDMENT TO BROOKHAVEN CONDOMINIUMS,
LOCATED IN THE SOUTHWEST 1/4 OF SECTION 22
TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPLE MERIDIAN
CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

The site plan will not be approved by public works until the preliminary drainage letter/report is approved

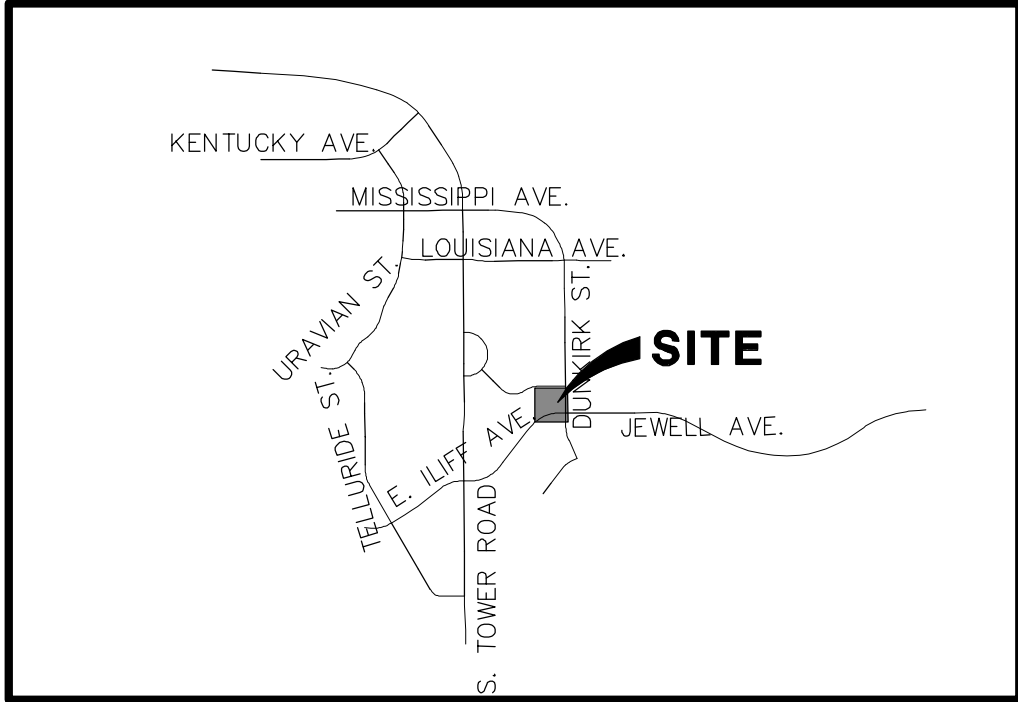
JR-Noted.

GENERAL NOTES

1. THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS, INCLUDING THE HOMEOWNERS OR MERCHANTS ASSOCIATION, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL FIRE LANE SIGNS AS REQUIRED BY THE CITY OF AURORA.
2. ALL SIGNS MUST CONFORM TO THE CITY OF AURORA SIGN CODE.
3. RIGHT-OF-WAY FOR INGRESS AND EGRESS FOR SERVICE AND EMERGENCY VEHICLES IS GRANTED OVER, ACROSS, ON AND THROUGH ANY AND ALL PRIVATE ROADS AND WAYS NOW OR HEREAFTER ESTABLISHED ON THE DESCRIBED PROPERTY, AND THE SAME ARE HEREBY DESIGNATED AS "SERVICE/EMERGENCY AND UTILITY EASEMENTS" AND SHALL BE POSTED "NO PARKING – FIRE LANE."
4. "ACCESSIBLE EXTERIOR ROUTES" SHALL BE PROVIDED FROM PUBLIC TRANSPORTATION STOPS, ACCESSIBLE PARKING, ACCESSIBLE PASSENGER LOADING ZONES AND PUBLIC SIDEWALKS TO THE ACCESSIBLE BUILDING ENTRANCE THEY SERVE. AT LEAST 50% OF ALL BUILDING ENTRANCES SHALL BE THE MOST PRACTICAL DIRECT ROUTE. NO SLOPE ALONG THIS ROUTE MAY EXCEED 1:20 WITHOUT PROVIDING A RAMP WITH A MAXIMUM SLOPE OF 1:12 AND HANDRAILS. CROSSWALKS ALONG THIS ROUTE SHALL BE WIDE ENOUGH TO WHOLLY CONTAIN THE CURB RAMP WITH A MINIMUM WIDTH OF 36", AND SHALL BE PAINTED WITH WHITE STRIPES. REQUIRED ACCESSIBLE MEANS OF EGRESS SHALL BE CONTINUOUS FROM EACH REQUIRED ACCESSIBLE OCCUPIED AREA TO THE PUBLIC WAY. THE "ACCESSIBLE EXTERIOR ROUTES" SHALL COMPLY WITH U.B.C. CHAPTER 11, APPENDIX 11, AND C.A.B.O./A.N.S.I. 117.1.
5. THE APPLICANT HAS THE OBLIGATION TO COMPLY WITH ALL APPLICABLE REQUIREMENTS OF THE AMERICAN WITH DISABILITIES ACT.
6. THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL LANDSCAPING MATERIALS SHOWN OR INDICATED ON THE APPROVED SITE PLAN OR LANDSCAPE PLAN ON FILE IN THE PLANNING DEPARTMENT. ALL LANDSCAPING WILL BE INSTALLED PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY.
7. ALL CROSSINGS AND ENCROACHMENTS BY PRIVATE LANDSCAPE IRRIGATION LINES OR SYSTEMS AND/OR PRIVATE UTILITIES INTO EASEMENTS AND STREET RIGHTS-OF-WAY OWNED BY THE CITY OF AURORA ARE ACKNOWLEDGED BY THE UNDERSIGNED AS BEING SUBJECT TO CITY OF AURORA'S USE AND OCCUPANCY OF THE SAID EASEMENTS OR RIGHTS-OF-WAY. THE UNDERSIGNED, THEIR SUCCESSORS AND ASSIGNS, HEREBY AGREE TO INDEMNIFY THE CITY OF AURORA FOR ANY LOSS, DAMAGE OR REPAIR TO CITY FACILITIES THAT MAY RESULT FROM THE INSTALLATION, OPERATION OR MAINTENANCE OF SAID PRIVATE IRRIGATION LINES OR SYSTEMS AND/OR PRIVATE UTILITIES.
8. THE APPROVAL OF THIS DOCUMENT DOES NOT CONSTITUTE FINAL APPROVAL OF GRADING, DRAINAGE, UTILITY, PUBLIC IMPROVEMENTS AND BUILDING PLANS. CONSTRUCTION PLANS MUST BE REVIEWED AND APPROVED BY THE APPROPRIATE AGENCY PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
9. ALL BUILDING ADDRESS NUMBERS SHALL COMPLY WITH THE AURORA CITY CODE ORDINANCE, CHAPTER 126 --, ARTICLE VII -- NUMBERING OF BUILDINGS.
10. ALL ROOFTOP MECHANICAL EQUIPMENT AND VENTS GREATER THAN EIGHT (8) INCHES IN DIAMETER MUST BE SCREENED. SCREENING MAY BE DONE EITHER WITH AN EXTENDED PARAPET WALL OR A FREESTANDING SCREEN WALL. SCREENS SHALL BE AT LEAST AS HIGH AS THE EQUIPMENT THEY HIDE. IF EQUIPMENT IS VISIBLE BECAUSE SCREENS DON'T MEET THIS MINIMUM HEIGHT REQUIREMENT, THE DIRECTOR OF PLANNING MAY REQUIRE CONSTRUCTION MODIFICATIONS PRIOR TO THE ISSUANCE OF A PERMANENT CERTIFICATE OF OCCUPANCY.
11. NOTWITHSTANDING ANY SURFACE IMPROVEMENTS, LANDSCAPING, PLANTING OR CHANGES SHOWN IN THESE SITE OR CONSTRUCTION PLANS, OR ACTUALLY CONSTRUCTED OR PUT IN PLACE, ALL UTILITY EASEMENTS MUST REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH TO ALLOW FOR ADEQUATE MAINTENANCE EQUIPMENT. ADDITIONALLY, NO INSTALLATION, PLANTING, CHANGE IN THE SURFACE, ETC., SHALL INTERFERE WITH THE OPERATION OF THE UTILITY LINES PLACED WITHIN THE EASEMENT. BY SUBMITTING THESE SITE OR CONSTRUCTION PLANS FOR APPROVAL, THE LANDOWNER RECOGNIZES AND ACCEPTS THE TERMS, CONDITIONS AND REQUIREMENTS OF THIS NOTE.
12. FINAL GRADE SHALL BE AT LEAST SIX (6) INCHES BELOW ANY EXTERIOR WOOD SIDING ON THE PREMISES.
13. ALL INTERESTED PARTIES ARE HEREBY ALERTED THAT THIS SITE PLAN IS SUBJECT TO ADMINISTRATIVE CHANGES AND AS SHOWN ON THE ORIGINAL SITE PLAN ON FILE IN THE AURORA CITY PLANNING OFFICE AT THE MUNICIPAL BUILDING. A COPY OF THE OFFICIAL CURRENT PLAN MAY BE PURCHASED THERE. LIKEWISE, SITE PLANS ARE REQUIRED TO AGREE WITH THE APPROVED SUBDIVISION PLAT OF RECORD AT THE TIME OF A BUILDING PERMIT; AND IF NOT, MUST BE AMENDED TO AGREE WITH THE PLAT AS NEEDED, OR VICE VERSA.
14. ERRORS IN APPROVED SITE PLANS RESULTING FROM COMPUTATIONS OR INCONSISTENCIES IN THE DRAWINGS MADE BY THE APPLICANT ARE THE RESPONSIBILITY OF THE PROPERTY OWNER OF RECORD. WHERE FOUND, THE CURRENT MINIMUM CODE REQUIREMENTS WILL APPLY AT THE TIME OF BUILDING PERMIT. PLEASE BE SURE THAT ALL PLAN COMPUTATIONS ARE CORRECT.
15. ALL REPRESENTATIONS AND COMMITMENTS MADE BY APPLICANTS AND PROPERTY OWNERS AT PUBLIC HEARINGS REGARDING THIS PLAN ARE BINDING UPON THE APPLICANT, PROPERTY OWNER, AND ITS HEIRS, SUCCESSORS, AND ASSIGNS.
16. ARCHITECTURAL FEATURES, SUCH AS BAY WINDOWS, FIREPLACES, ROOF OVERHANGS, GUTTERS, EAVES, FOUNDATIONS, FOOTINGS, CANTILEVERED WALLS, ETC. ARE NOT ALLOWED TO ENCROACH INTO ANY EASEMENT OR FIRE LANE.
17. THE OWNER IS RESPONSIBLE FOR STRIPING ALL PUBLIC STREETS. THE OWNER IS REQUIRED TO PLACE TRAFFIC CONTROL SIGNS AND GUIDE SIGNS ON ALL PUBLIC STREETS AND PRIVATE STREETS APPROACHING AN INTERSECTION WITH A PUBLIC STREET.
18. FIRE LANE AND HANDICAPPED PARKING SIGNS, SIGN DETAILS, HANDICAPPED PARKING STALL DETAILS AND LOCATIONS SHALL BE SUBMITTED WITH THE CIVIL PLANS, "SIGNAGE AND STRIPING" PACKAGE. THIS SIGN PACKAGE SHALL INCLUDE ALL OTHER SIGNS AS REQUIRED BY OTHER CITY DEPARTMENTS.
19. LOKAL HOMES, 8310 SOUTH VALLEY HIGHWAY--SUITE 115, ENGLEWOOD, CO 80112, (720)739-6457, SHALL BE RESPONSIBLE FOR PAYMENT OF 25% OF THE TRAFFIC SIGNALIZATION COSTS FOR THE INTERSECTION OF COLORADO DRIVE AND DUNKIRK STREET. IT IS NOTED WHEN TRAFFIC SIGNAL WARRANTS ARE SATISFIED, TRAFFIC SIGNAL WARRANTS TO CONSIDER SHALL BE AS DESCRIBED IN THE MOST RECENTLY ADOPTED VERSION OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, AS OF THE DATE OR DATES OF ANY SUCH WARRANT STUDIES. FOR WARRANT PURPOSES, THE MINOR STREET APPROACH TRAFFIC SHALL TYPICALLY BE COMPRISED OF ALL THROUGH AND LEFT-TURN MOVEMENT AND 50% OF RIGHT TURN MOVEMENTS UNLESS OTHERWISE DETERMINED BY THE TRAFFIC ENGINEER. PURSUANT TO 147-37.5 OF CITY CODE, THE PERCENTAGE OF THE TRAFFIC SIGNALIZATION COSTS IDENTIFIED ABOVE SHALL BE PAID TO THE CITY BY THE APPLICANT/OWNER, TO BE HELD IN ESCROW FOR SUCH PURPOSE, PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR THE RELATED DEVELOPMENT OR AS OTHERWISE REQUIRED BY CITY CODE. THE PERCENTAGE ABOVE WILL BE APPLIED TO THE ENTIRE TRAFFIC SIGNALIZATION COST AS ESTIMATED AT THE TIME OF THE ESCROW DEPOSIT TO CALCULATE SPECIFIC DOLLAR FUNDING REQUIREMENT.
20. THE 2015 INTERNATIONAL FIRE CODE REQUIRE ALL BUILDINGS TO BE ASSESSED FOR ADEQUATE EMERGENCY RESPONDER RADIO COVERAGE. THE GENERAL CONTRACTOR (GC) IS REQUIRED TO ENLIST AN INDEPENDENT AND APPROVED LICENSED CONTRACTOR TO MAKE THIS RADIO FREQUENCY ASSESSMENT. A STRUCTURE THAT HAS PASSED THIS SURVEILLANCE REQUIRES NO FURTHER ACTION BY THE GC. A FAILED RADIO SURVEILLANCE WILL REQUIRE AN INDEPENDENT THIRD PARTY RADIO STUDY FOR THE ENTIRE BUILDING AT THE OWNER OR DEVELOPERS EXPENSE. WHERE AN EMERGENCY RESPONDER RADIO COVERAGE SYSTEM IS REQUIRED, A DESIGNATED CONTRACTOR SHALL SUBMIT PLANS TO THE BUILDING DIVISION TO OBTAIN A BUILDING PERMIT PRIOR TO INSTALLATION.
21. ATTENTION BUILDING DIVISION: PER ARTICLE XI, C.O.A. BUILDING AND ZONING CODE, SECTION 22--425 THROUGH 22--434, AN ACOUSTIC ANALYSIS, PREPARED BY AN ACOUSTIC EXPERT THAT WILL IDENTIFY BUILDING DESIGN FEATURES NECESSARY TO ACCOMPLISH EXTERIOR NOISE REDUCTION TO ACHIEVE INTERIOR NOISE LEVELS NOT EXCEEDING 55-60 (LDN VALUE TO BE DETERMINED FOR EACH PROJECT) UNDER WORSE-CASE NOISE CONDITIONS.

Please add the following note: THE SITE PLAN COVER SHEET MUST REFLECT AN "IMPLEMENTATION PLAN" FOR ALL MULTI-FAMILY PROJECTS. PER HOUSE BILL 03-1221, SECTION 9-5-106, THE BUILDER OF ANY PROJECT REGULATED BY THIS ARTICLE SHALL CREATE AN IMPLEMENTATION PLAN THAT GUARANTEES THE TIMELY AND EVENLY PHASED DELIVERY OF THE REQUIRED NUMBER OF ACCESSIBLE UNITS. SUCH PLAN SHALL CLEARLY SPECIFY THE NUMBER AND TYPE OF UNITS REQUIRED AND THE ORDER IN WHICH THEY ARE TO BE COMPLETED. SUCH IMPLEMENTATION PLAN SHALL BE SUBJECT TO APPROVAL BY THE ENTITY WITH ENFORCEMENT AUTHORITY IN SUCH PROJECT'S JURISDICTION. THE IMPLEMENTATION PLAN SHALL NOT BE APPROVED IF MORE THAN THIRTY PERCENT OF THE PROJECT IS INTENDED TO BE COMPLETED WITHOUT PROVIDING A PORTION OF ACCESSIBLE UNITS REQUIRED BY SECTION 9-5-105; EXCEPT THAT, IF AN UNDUE HARDSHIP CAN BE DEMONSTRATED, OR OTHER GUARANTEES PROVIDED ARE DEEMED SUFFICIENT, THE JURISDICTION HAVING RESPONSIBILITY FOR ENFORCEMENT MAY GRANT EXCEPTIONS TO THIS REQUIREMENT. THE IMPLEMENTATION PLAN SHALL BE APPROVED BY THE GOVERNMENTAL UNIT RESPONSIBLE FOR ENFORCEMENT BEFORE A BUILDING PERMIT IS ISSUED.

JR-This note has been added to the general notes.



VICINITY MAP

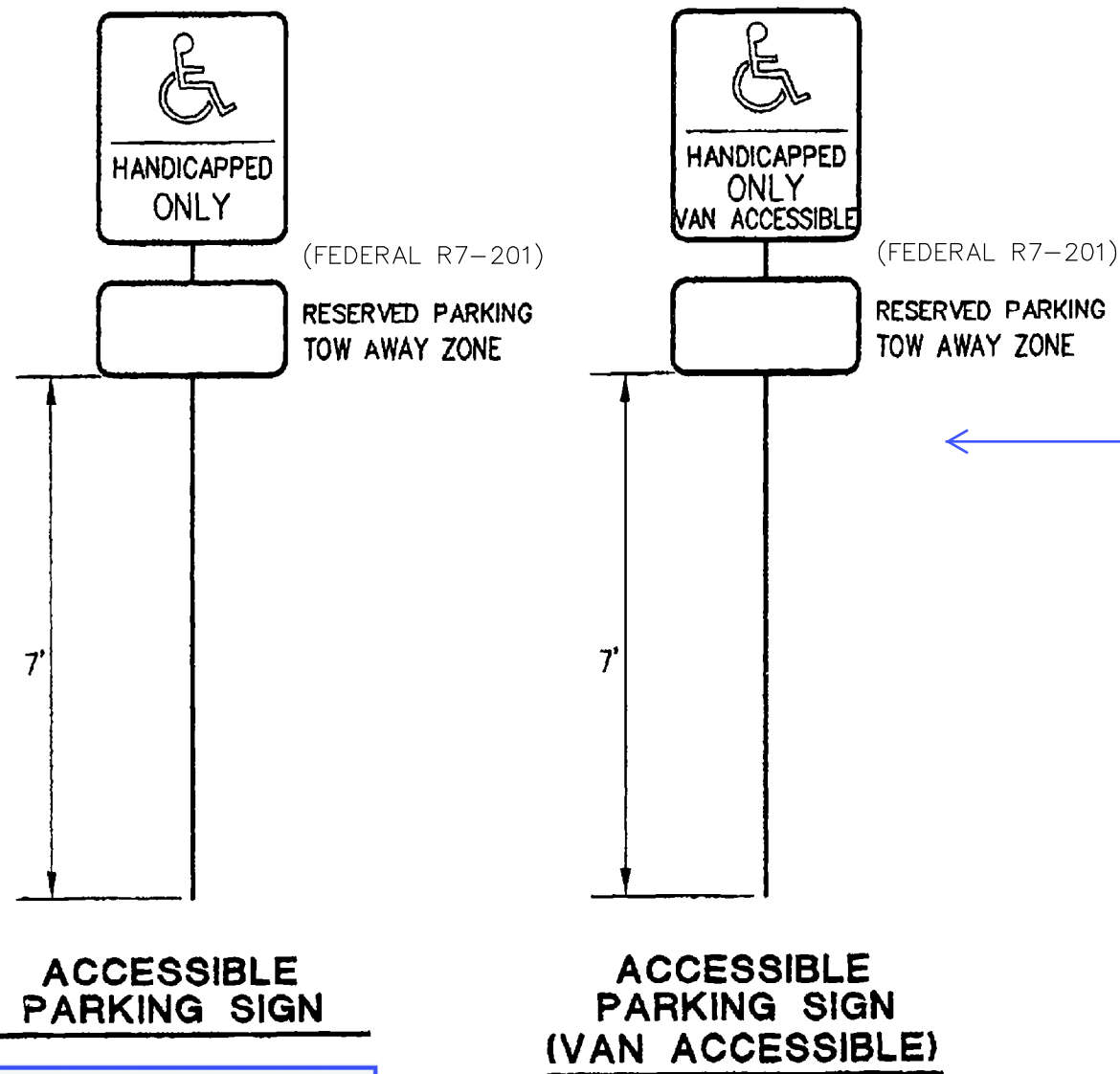
1"=5000'

SHEET INDEX

1	COVER SHEET
2	SITE PLAN
3	UTILITY PLAN
4	GRADING PLAN
5-8	BUILDING ELEVATIONS
9-10	LANDSCAPE PLAN

A photometric plan shall be included. Provide a bold dashed line to show exterior accessible route throughout site to required accessible entrances (60%), site amenities (Mail, Trash & similar) and transportation stops (or to edge of site near public transportation stops). Maintain minimum 1 ft candle to all exterior accessible routes.

JR-Per phone conversation with Will Polk, a Photometric Plan will not be required.



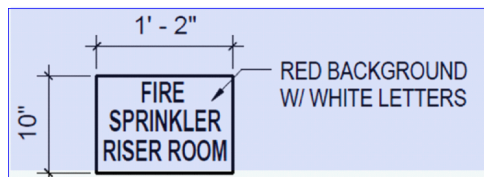
IMPLEMENTATION PLAN	
2015 - INTERNATIONAL BUILDING CODE	COLORADO STATE HOUSE BILL 03-1221
ACCESSIBLE DWELLING UNITS:	ACCESSIBLE DWELLING UNITS:
REQUIRED:	REQUIRED:
PROVIDED:	PROVIDED:

JR-Implementation Plan has been added to the cover sheet.



JR-Tow Away Sign graphic has been added.

Please revise to show graphic tow away sign. See example below.



JR-Sprinkler Riser Room Sign added to the cover sheet.

Please include the fire sprinkler riser room sign. See example below.

JR-Construction Type and Occupancy Classification Added to the Site Data Block.
-Handicap Spaces Provided added.
-Handicap Spaces for Van added.

Please revise data block to include the following:
-2015 IBC Construction Type of structure(s) and occupancy classification.
-Handicap Parking Spaces Provided.
-Handicap Parking (Van) Spaces Provided.

Please revise van accessible parking spaces to reflect at least one van accessible space for every six accessible spaces.

Please indicate within the data block if this structure is sprinklered or non-sprinklered

SITE DATA

LAND AREA WITHIN PROPERTY LINES:
357818 SQUARE FEET – 8.21 ACRES

NUMBER OF UNITS PROPOSED & BUILDINGS		QUANTITY:	NET SF:
DESCRIPTION:			
UNIT A:	1 BEDR./1 BATH	23	690
UNIT B:	2 BEDR./1 BATH	13	918
UNIT C/D	2 BEDR./2 BATH	22	987/1128
UNIT E:	3 BEDR./2 BATH	2	1291
*UNIT A1:	2 BEDR./1 BATH	60	864
*UNIT B1:	2 BEDR./2 BATH	20	1125
*UNIT C1:	3 BEDR./3 BATH	20	1843
NO. OF H.C. ACCESSIBLE UNITS:		3	
NO. OF H.C. ADAPTABLE UNITS:		61	
TOTAL NUMBER OF UNITS:		160	
* DESIGNATES NEW BUILDING FOOTPRINTS			
NUMBER OF STORIES:			
CONDOMINIUM BUILDINGS			
3 STORIES @ CENTER, 2½ @ E.A. END			
CLUBHOUSE:			
1 STORY			

MAXIMUM HEIGHT OF BUILDINGS:
50 FEET – REFER TO BUILDING ELEVATIONS

EXTERIOR BUILDING MATERIALS	
BLDG. TYPE I:	STUCCO=97% STONE=3%
BLDG. TYPE II:	STUCCO=96% STONE=4%
BLDG. TYPE III:	MASONRY=66.5% SIDING=33.5%
CLUBHOUSE:	STUCCO=99% STONE=1%
GARAGES:	STUCCO=100%

CONDOMINIUM BLDG. GROSS FLOOR AREAS:
BLDG. TYPE I: 1 @ 26,560 SF= 26,560 SF
BLDG. TYPE II: 2 @ 23,980 SF= 47,960 SF
BLDG. TYPE III: 5 @ 26,658 SF= 133,290 SF
TOTAL: CONDOMINIUM BUILDINGS= 207,810 SF

ACCESSORY BLDG. GROSS FLOOR AREAS:
CLUBHOUSE: 2,498 SF
GARAGES: 7 @ VARIOUS= 15,282 SF
TOTAL: ACCESSORY BUILDINGS= 17,780 SF

TOTAL BUILDING COVERAGES:
71,391 SQUARE FEET – 19.95%

HARD SURFACE AREA:
114,780 SQUARE FEET – 32.08%

LANDSCAPE AREA:
167,161 SQUARE FEET – 46.72%

PHASED NATIVE GRASS AREA:
4,486 SQUARE FEET – 1.25%

PRESENT ZONING CLASSIFICATION:
PLZD – PLANNED COMMUNITY ZONE DISTRICT

PROPOSED USE:
MF – MULTIFAMILY

PERMITTED MAXIMUM SIGN AREA:
96 SQUARE FEET

TYPE OF SIGN:
GROUND SIGNS – 8 FEET HIGH MAX.

PARKING SPACES REQUIRED:	
1 BEDROOM:	(1.5x23 UNITS) 34.5
2 BEDROOM:	(2x115 UNITS) 230
3 BEDROOM:	(2x22 UNITS) 44
CLUBHOUSE:	(2,725 SF/300) 9
TOTAL REQUIRED:	317.5

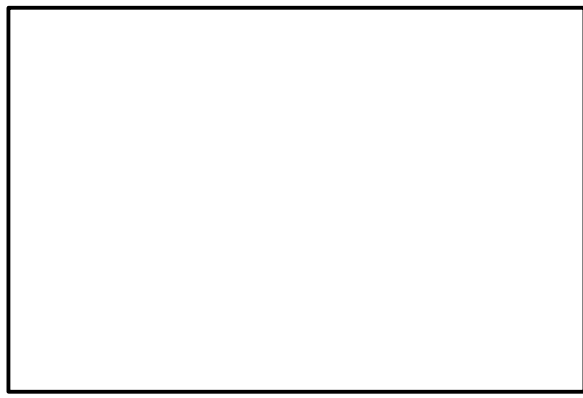
HANDICAP REQUIRED: (VAN/7) 8

PARKING SPACES PROVIDED:	
SURFACE: STANDARD (8.5'Wx19'D)	237
HANDICAP (8.5'Wx19'D/5' AISLE)	9
TOTAL UNCOVERED	246
GARAGE: STANDARD (9'-5"Wx19'D)	72
HANDICAP (14'-1"Wx19'D)	2
TOTAL GARAGE	74

JR-Van accessible spaces revised to show 1 per 6 required.

JR-A line item added stating that the structures are sprinklered.

PLAN AMENDMENTS

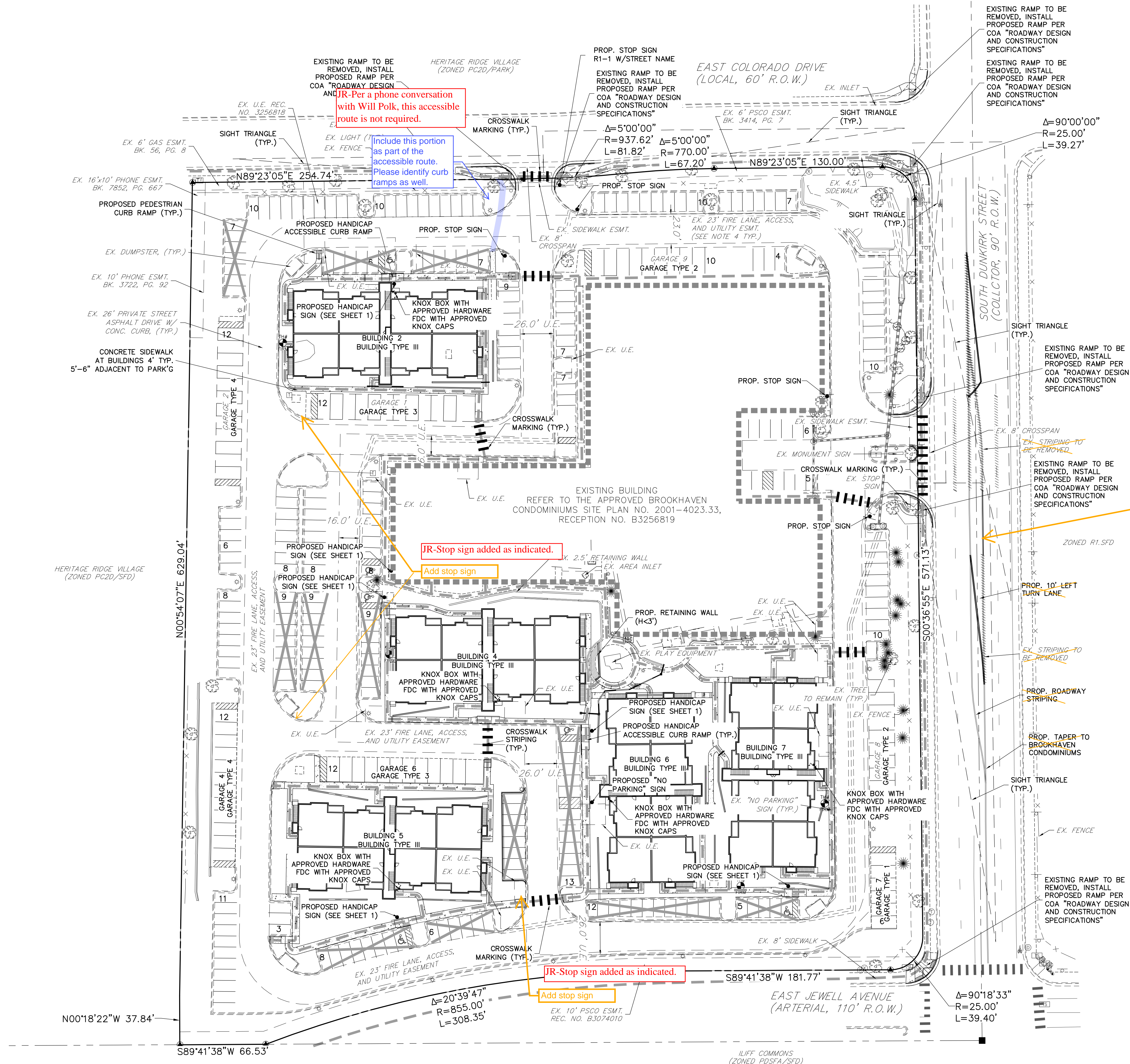


COVER SHEET
BROOKHAVEN CONDOMINIUMS
JOB NO. 15986.00
4/19/19
SHEET 1

J-R ENGINEERING
A Westrian Company

Centennial 303-740-9933 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

	PROP. RIGHT OF WAY
	EX. RIGHT OF WAY
	PROPERTY LINE
	BOUNDARY LINE
	CENTERLINE
	PROP. EASEMENT
	EX. EASEMENT
	SIGHT DISTANCE TRIANGLE
	PROP. CURB & GUTTER
	PROP. SPILL CURB & GUTTER
	EX. CURB & GUTTER
	EX. METAL FENCE
	ACCESSIBLE ROUTE
	PROP. 14' STREET LIGHT
	EX. STREET LIGHT
	PROP. SIGN
	EX. SIGN
	PROP. FIRE HYDRANT
	EX. FIRE HYDRANT
	PROP. STORM MANHOLE
	EX. STORM MANHOLE
	PROP. INLET
	PROP. MAIL KIOSK
	INDICATES COUNT PARKING
	EX. CONCRETE SIDEWALK
	PROP. CONCRETE SIDEWALK
	PROP. CRUSHER FINES
S.E.	SIDEWALK EASEMENT
G.E.	GAS EASEMENT
U.E.	UTILITY EASEMENT
D.E.	DRAINAGE EASEMENT
A.E.	ACCESS EASEMENT
F.L.E.	FIRE LANE EASEMENT
#	ADDRESS SIGN LOCATION
E.O.C.	EDGE OF CONCRETE
	OPTIONAL CARPORT



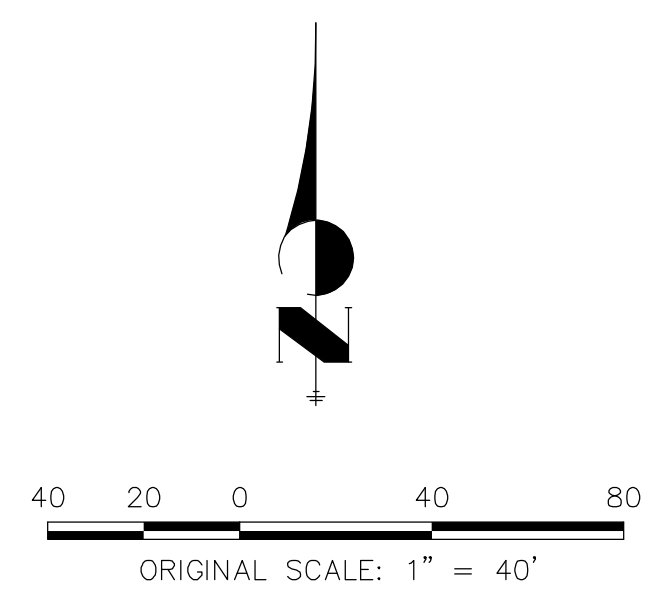
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JR-All proposed striping removed as well as labels referring to removal or proposed striping.

X:\1\...a\1\86\Draw\See Draw\Sepa\1\86\SIP\1.d\ , SITE PLAN, 4/23/2018:00:23 AM, Ge

	PROP. RIGHT OF WAY
	EX. RIGHT OF WAY
	PROP. LINE
	BOUNDARY LINE
	CENTERLINE
	PROP. EASEMENT
	EX. EASEMENT
	PROP. CURB & GUTTER
	EX. CURB & GUTTER
	EX. METAL FENCE
	PROP. CONCRETE SIDEWALK
	EX. CONCRETE SIDEWALK
	PROP. CRUSHER FINES
	PROP. 14' STREET LIGHT
	PROP. 30' STREET LIGHT
	EX. STREET LIGHT
	EX. ELECTRIC LINE
	PROP. FIRE HYDRANT
	EX. FIRE HYDRANT
	2" BLOW-OFF ASSEMBLY
	PROP. WATER LINE W/ G.V.
	EX. WATER LINE W/ G.V.
	PROP. WATER SERVICE W/ METER
	EX. WATER METER
	PROP. SAN. SERVICE
	PROP. WALL
	PROP. SAN. SEWER W/ MH
	EX. SAN. SEWER W/ MH
	PROP. STORM SEWER W/ MH (PUBLIC)
	EX. STORM SEWER W/ MH
	PROP. INLET (PUBLIC)
	PROP. INDEX CONTOUR
	EX. INDEX CONTOUR
	TOP / BOTTOM OF WALL ELEVATION
	HIGH POINT / LOW POINT ELEVATION
	FINISH FLOOR ELEVATION
	PROP. CONCRETE PAN
	PROP. SWALE
	ACCESSIBLE ROUTE

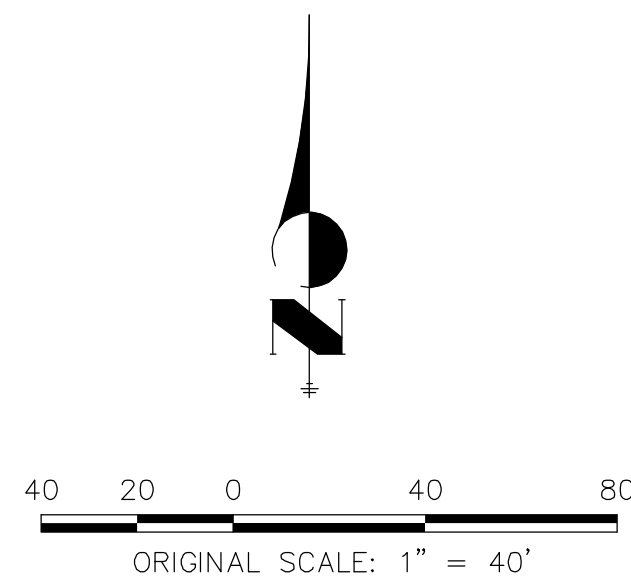
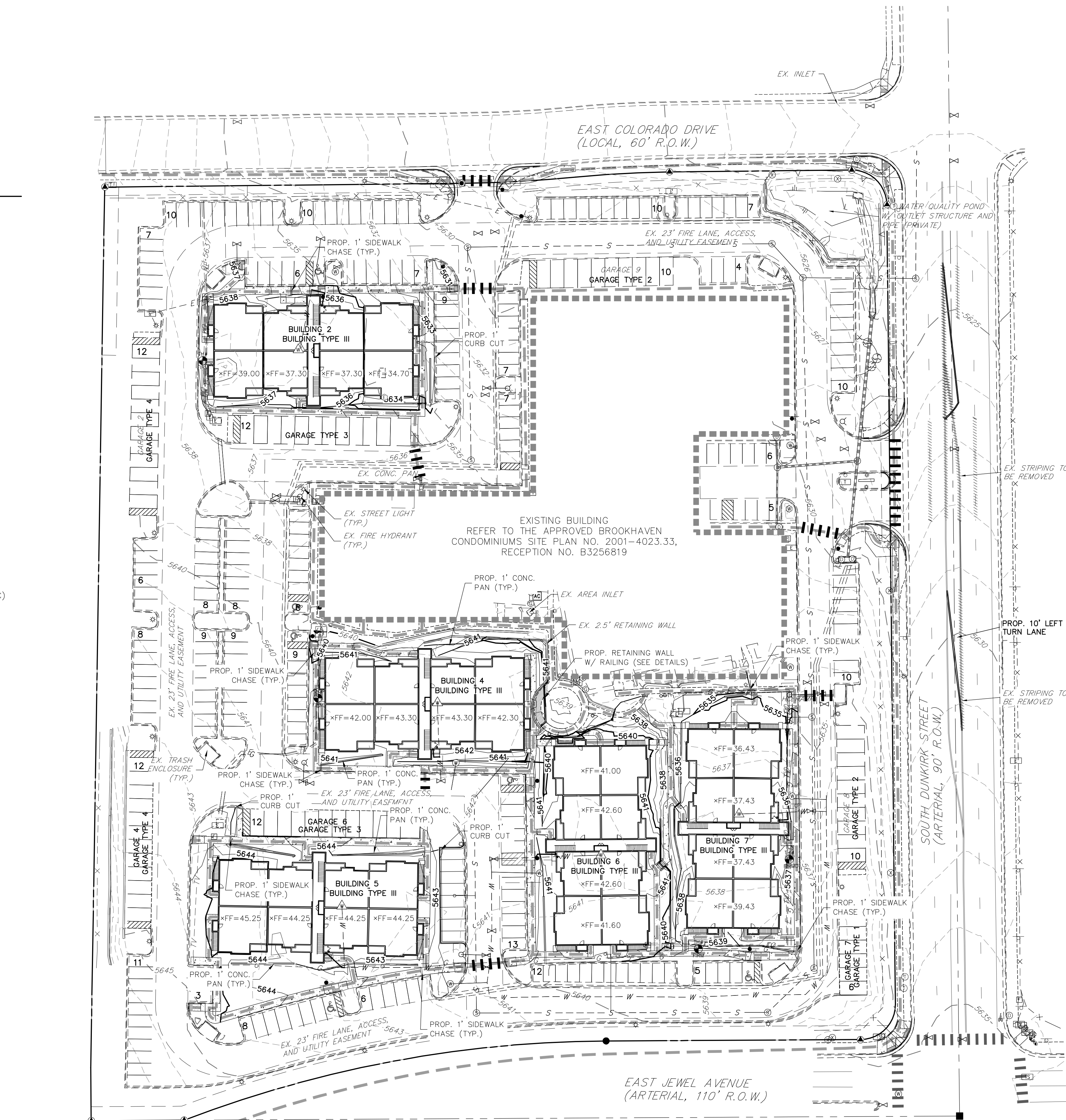
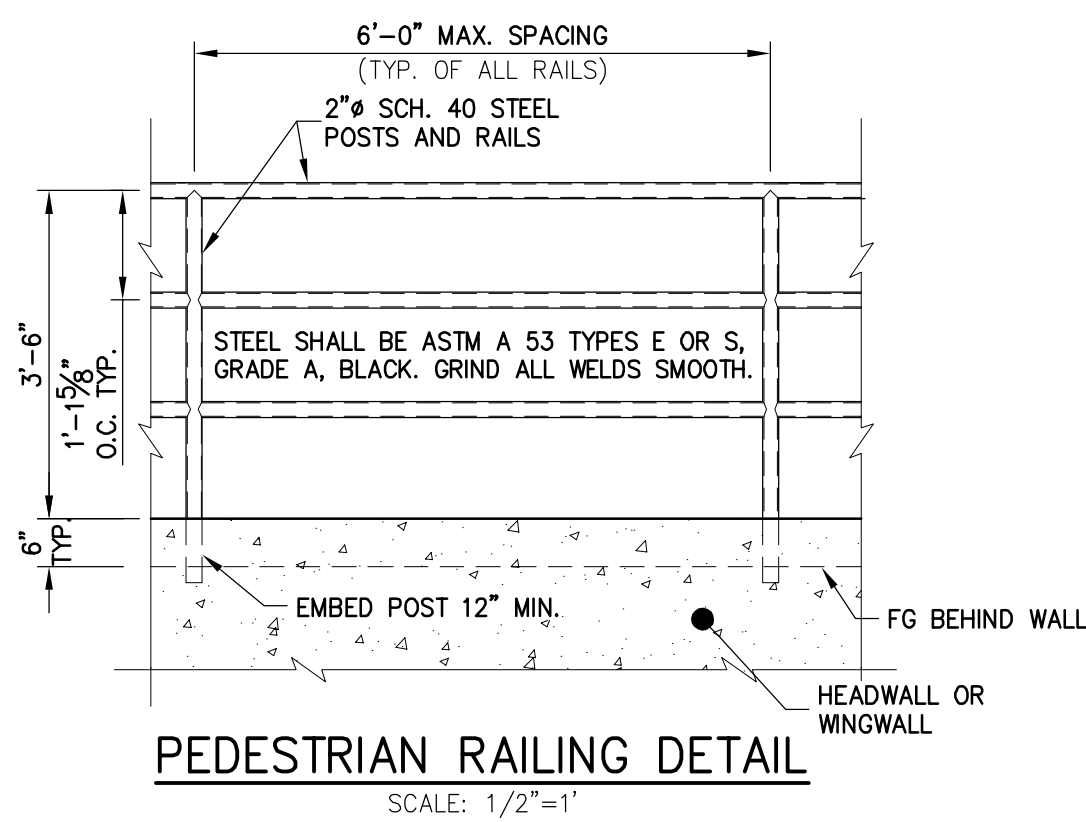
1. EXISTING FIRE LINES TO BE RELOCATED. FIELD VERIFY LOCATIONS OF EXISTING FIRE LINES.
2. EXISTING STORM SEWER SYSTEM ON SITE AND PROPOSED STORM SEWER FACILITIES ARE PRIVATE, AND MAINTAINED BY HOA.



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LEGEND

	PROP. RIGHT OF WAY
	EX. RIGHT OF WAY
	PROP. LINE
	BOUNDARY LINE
	CENTERLINE
	PROP. EASEMENT
	EX. EASEMENT
	PROP. CURB & GUTTER
	EX. CURB & GUTTER
	EX. METAL FENCE
	PROP. CONCRETE SIDEWALK
	EX. CONCRETE SIDEWALK
	PROP. CRUSHER FINES
	PROP. 14' STREET LIGHT
	PROP. 30' STREET LIGHT
	EX. STREET LIGHT
	EX. ELECTRIC LINE
	PROP. FIRE HYDRANT
	EX. FIRE HYDRANT
	2" BLOW-OFF ASSEMBLY
	PROP. WATER LINE W/ G.V.
	EX. WATER LINE W/ G.V.
	PROP. WATER SERVICE W/ METER
	EX. WATER METER
	PROP. SAN. SERVICE
	PROP. WALL
	PROP. SAN. SEWER W/ MH
	EX. SAN. SEWER W/ MH
	PROP. STORM SEWER W/ MH (PUBLIC)
	EX. STORM SEWER W/ MH
	PROP. INLET (PUBLIC)
	PROP. INDEX CONTOUR
	EX. INDEX CONTOUR
	TOP / BOTTOM OF WALL ELEVATION
	HIGH POINT / LOW POINT ELEVATION
	FINISH FLOOR ELEVATION
	PROP. CONCRETE PAN
	PROP. SWALE
	ACCESSIBLE ROUTE



NOTES:

1. MAX. SLOPE OF PROPOSED SIDEWALK IS 5.0%.
2. MIN. SLOPE OF PROPOSED CONCRETE PAN IS 0.5%.
3. MIN. SLOPE OF PROPOSED SWALE IS 2.0%.
4. EXISTING STORM SEWER SYSTEM ON SITE AND PROPOSED STORM SEWER FACILITIES ARE PRIVATE, AND MAINTAINED BY HOA.

GRADING PLAN
BROOKHAVEN CONDOMINIUMS
JOB NO. 15986.00
4/19/19
SHEET 4

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A Westrian Company

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NOTE:
ROOF CONFIGURATION MAY
VARY PER SITE & BUILDING
STEPPING CONDITIONS

MASONRY CALCULATIONS

STONE VENEER -	2,004 SQ. FT.
HARDIE REVEAL PANEL -	510 SQ. FT.
LAP SIDING -	406 SQ. FT.
<u>TOTAL AREA</u>	<u>2,920 SQ. FT.</u>

TOTAL MASONRY %
(INCLUDING REVEAL PANEL) 86%



FRONT AND REAR ELEVATIONS



SIDE ELEVATIONS

MASONRY CALCULATIONS

STONE VENEER -	755 SQ. FT.
HARDIE REVEAL PANEL -	252 SQ. FT.
LAP SIDING -	1,140 SQ. FT.
<u>TOTAL AREA</u>	<u>2,147 SQ. FT.</u>

TOTAL MASONRY %
(INCLUDING REVEAL PANEL) 47%

MASONRY CALCULATIONS

FRONT	86%
REAR	86%
LEFT	47%
RIGHT	47%
TOTAL	66.5%

SITE PLAN
BROOKHAVEN CONDOMINIUMS
JOB NO. 15986.00
04/11/19
SHEET 5



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NOTE:
ROOF CONFIGURATION MAY
VARY PER SITE & BUILDING
STEPPING CONDITIONS



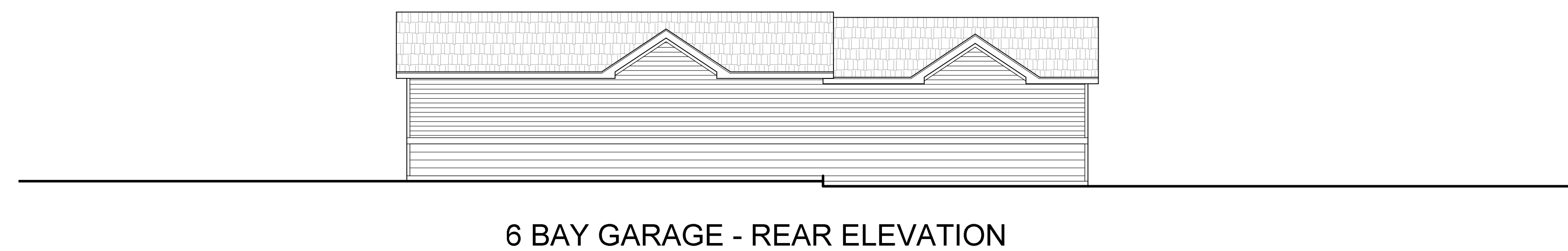
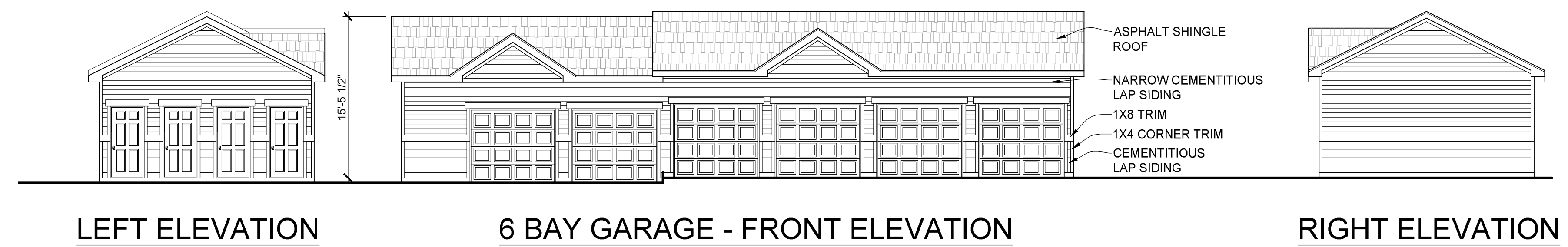
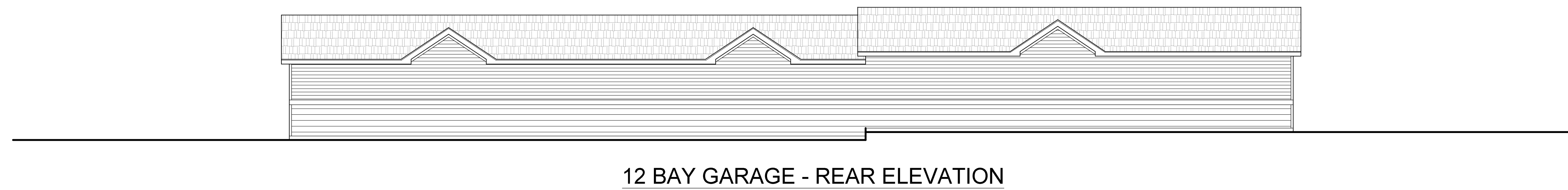
FRONT AND REAR ELEVATIONS -
(FOUNDATION STEPS IN 2 LOCATIONS)

NOTE:
ROOF CONFIGURATION MAY
VARY PER SITE & BUILDING
STEPPING CONDITIONS



FRONT AND REAR ELEVATIONS -
(FOUNDATION STEPS IN 1 LOCATION)

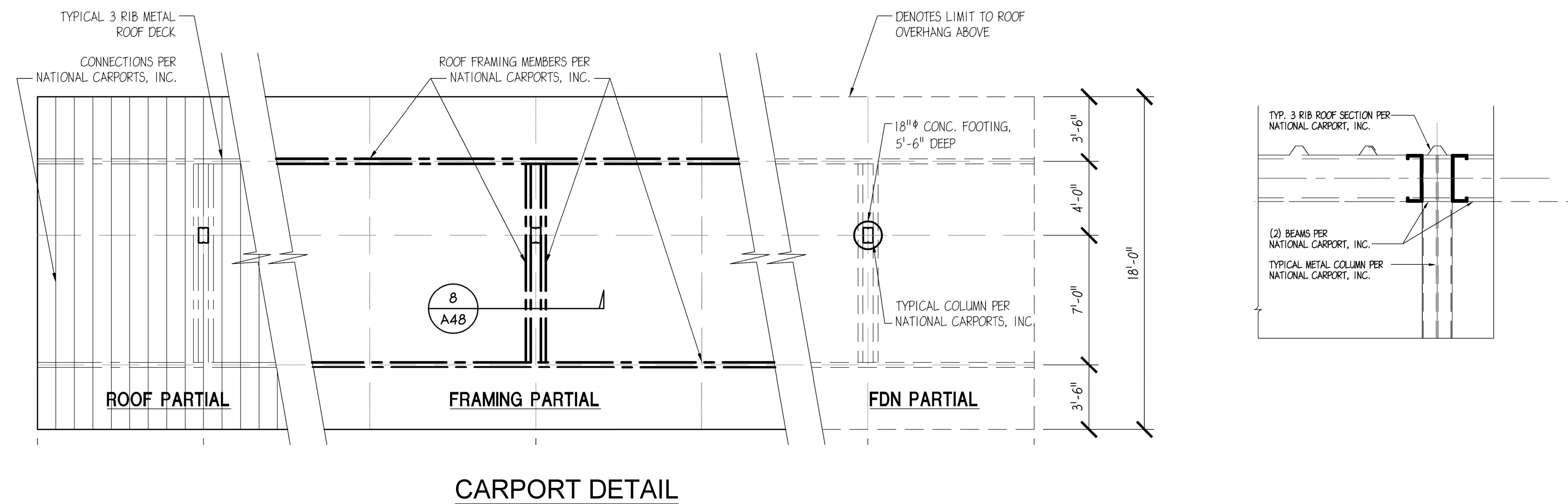
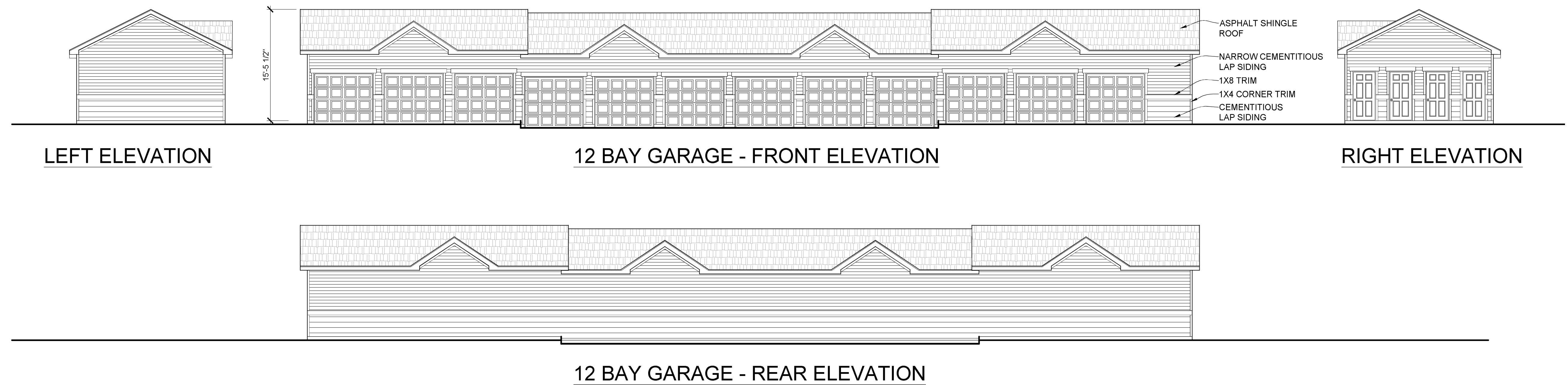
SITE PLAN
BROOKHAVEN CONDOMINIUMS
JOB NO. 15986.00
04/11/19
SHEET 6



SITE PLAN
BROOKHAVEN CONDOMINIUMS
JOB NO. 15986.00
04/11/19
SHEET 7

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SITE PLAN
BROOKHAVEN CONDOMINIUMS
JOB NO. 15986.00
04/11/19
SHEET 8



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NOTES:

"ALL UTILITY EASEMENT SHALL REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH FOR MAINTENANCE EQUIPMENT ENTRY."

"THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL LANDSCAPING MATERIALS SHOWN OR INDICATED ON THE APPROVED SITE PLAN OR LANDSCAPE PLAN ON FILE IN THE PLANNING DEPARTMENT. ALL LANDSCAPING WILL BE INSTALLED AS DELINEATED ON THE PLAN, PRIOR TO ISSUANCE OF CERTIFICATES OF OCCUPANCY."

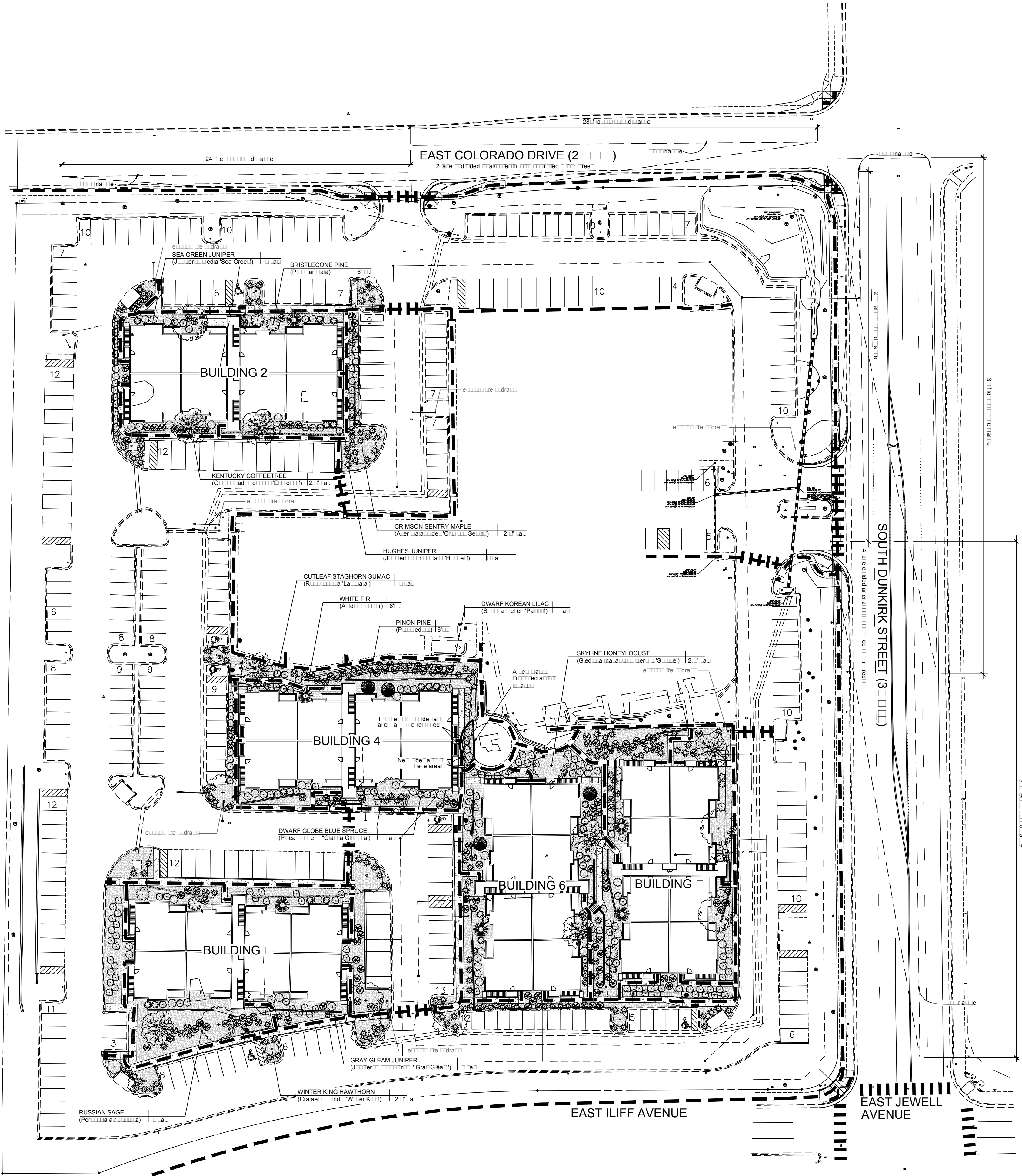
"ALL LANDSCAPED AREAS AND PLANT MATERIAL, EXCEPT FOR NON-IRRIGATED NATIVE, RESTORATIVE, AND DRYLAND GRASS AREAS THAT COMPLY WITH REQUIREMENTS FOUND IN SEC. 146-142 AND/OR SEC 146-143 MUST BE WATERED BY AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. IRRIGATION SYSTEM DESIGN, INSTALLATION, OPERATION, AND MAINTENANCE SHALL CONFORM TO REQUIREMENTS FOUND IN THE CITY OF AURORA IRRIGATION ORDINANCE."

"THE LANDSCAPE PLAN MUST REFLECT THE LOCATION OF ALL FIRE HYDRANTS, KNOX HARDWARE AND FIRE DEPARTMENT CONNECTIONS TO ENSURE THAT THESE DEVICES ARE NOT PHYSICALLY OR VISUALLY OBSTRUCTED FROM RESPONDING FIRE CREWS. THE SEPARATION REQUIREMENTS FROM FIRE DEPARTMENT CONNECTIONS AND FIRE HYDRANTS MUST MEET BOTH LIFE SAFETY (TYPICALLY FEET AND NO MATERIAL GREATER THAN 2 FEET IN HEIGHT) AND LANDSCAPING REQUIREMENTS. LANDSCAPING MATERIAL CANNOT BE OMITTED OR REDUCED BASED ON THE INSTALLATION OF A FIRE HYDRANT WITHIN A PARKING LOT ISLAND OR PLANT BED. IT IS RECOMMENDED THAT THE ISLAND OR PLANT BED BE CONSTRUCTED LARGE ENOUGH TO ADEQUATELY ACCOMMODATE BOTH LANDSCAPING MATERIAL AND FIRE HYDRANTS IN ORDER TO COMPLY WITH ALL CITY STANDARDS."

NOTE: ALL PROPOSED LANDSCAPING WITHIN THE SIGHT TRIANGLE SHALL BE IN COMPLIANCE WITH COA ROADWAY SPECIFICATIONS, SECTION 4.4.2.1

QC - appears as boxes

JR-Text updated so that it plots correctly.



NOT FOR CONSTRUCTION










LANDSCAPE PLAN
BROOKHAVEN CONDOMINIUMS
JOB NO. 15986
02/08/19
SHEET 9










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LANDSCAPE SCHEDULE (Outlying Areas):
Planting Schedule:




SYM.	QTY.	BOTANICAL/COMMON NAME	MATURE HT./WD.	PLANTING SIZE	NOTES
TREES					
	6	WHITE FIR (Abies concolor)	40-60' 20-30'	6" Ht.	B&B Nursery Grown. Size to meet or exceed AAN. min. size
	4	PINON PINE (Pinus edulis)	20-30' 10-20'	6" Ht.	B&B Nursery Grown. Size to meet or exceed AAN. min. size
	7	KENTUCKY COFFEETREE (Gymnocladia dioica 'Espresso')	50-60' 40-50'	2.5' cal.	B&B Nursery Grown. Size to meet or exceed AAN. min. size
	5	BRISTLECONE PINE (Pinus aristata)	20-30' 15-20'	6" Ht.	B&B Nursery Grown. Size to meet or exceed AAN. min. size
	5	WINTER KING HAWTHORN (Crataegus viridis 'Winter King')	20-30' 15-20'	2.0' cal.	B&B Nursery Grown. Size to meet or exceed AAN. min. size
	8	SKYLINE HONEYLOCUST (Gleditsia triacanthos nemris 'Skyline')	40-60' 30-40'	2.5' cal.	B&B Nursery Grown. Size to meet or exceed AAN. min. size
	6	CRIMSON SENTRY MAPLE (Acer glaberrimus 'Crimson Sentry')	50-60' 40-50'	2.5' cal.	B&B Nursery Grown. Size to meet or exceed AAN. min. size

SHRUBS

	23	DWARF GLOBE BLUE SPRUCE (Picea pungens 'Globo Globosa')	8-10' 8-10'	5 gal.	Container Grown. Size to meet or exceed AAN. min. size (all shrub category)
	23	GRAY OLEAM JUNIPER (Juniperus scopulorum 'Gray Oleam')	12-15' 4-6'	5 gal.	Container Grown. Size to meet or exceed AAN. min. size (all shrub category)
	26	SEA GREEN JUNIPER (Juniperus media 'Sea Green')	5-6' 6-8'	5 gal.	Container Grown. Size to meet or exceed AAN. min. size (all shrub category)
	22	CUTLEAF STAGHORN SUMAC (Rhus typhina 'Laciniata')	6-8' 6-8'	5 gal.	Container Grown. Size to meet or exceed AAN. min. size (all shrub category)
	160	HUGHES JUNIPER (Juniperus horizontalis 'Hughes')	1-2' 5-6'	5 gal.	Container Grown. Size to meet or exceed AAN. min. size
	160	RUSSIAN SAGE (Perovskia atropurpurea)	3-4' 3-4'	5 gal.	Container Grown. Size to meet or exceed AAN. min. size
	160	DWARF KOREAN LILAC (Syringa meyeri 'Palibin')	4-6' 4-6'	5 gal.	Container Grown. Size to meet or exceed AAN. min. size

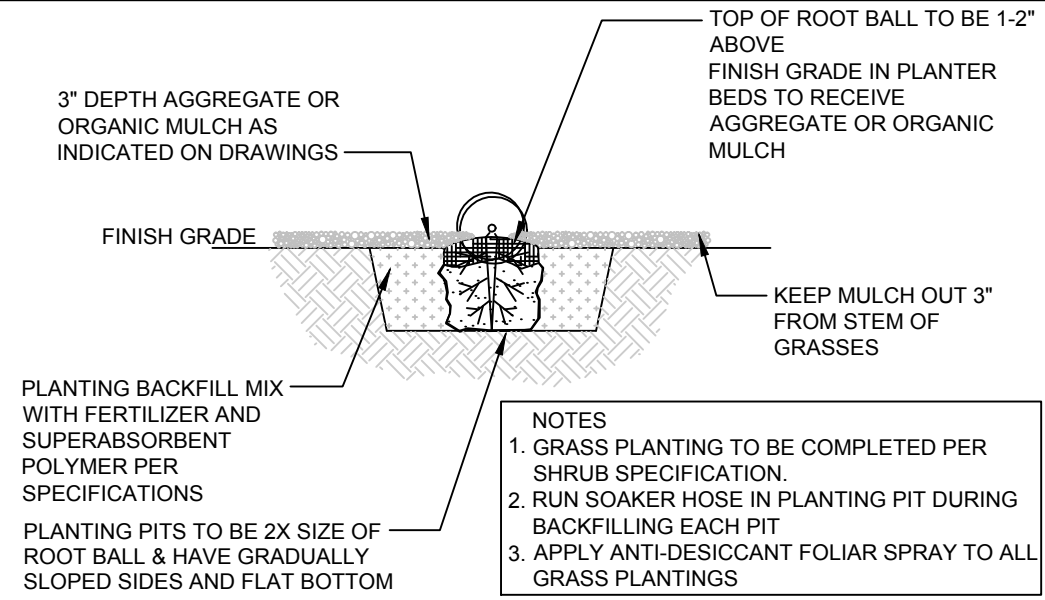
GRASSES, PERENNIALS, GROUNDCOVERS

SYMBOL KEY:

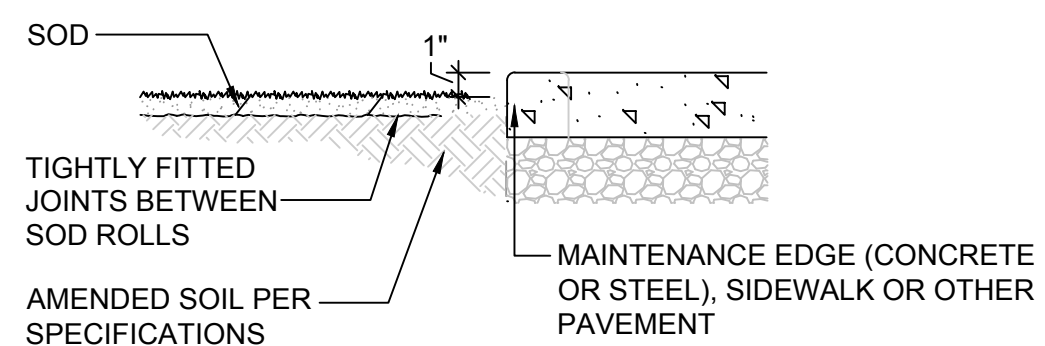
SYMBOL	DESCRIPTION/REMARKS
	STEEL MAINTENANCE EDGE; 3/16" x 4" ROLL TOP STEEL, GREEN COLOR
	ORGANIC MULCH TYPE 'A'; 'DECO SHRED' BARK MULCH, PLACED TO A UNIFORM 4" DEPTH ON FABRIC UNDERLAYMENT (Equal to that supplied by Pioneer Sand and Gravel, Colorado Springs, CO)
	AGGREGATE 'A'; 4-6" SIZE WHOLE WASHED WHITE RIVER ROCK PLACED TO A UNIFORM DEPTH OF 3" ON FABRIC UNDERLAYMENT. (Equal to that supplied by Pioneer Sand and Gravel, Colorado Springs, CO)

LANDSCAPE NOTES:

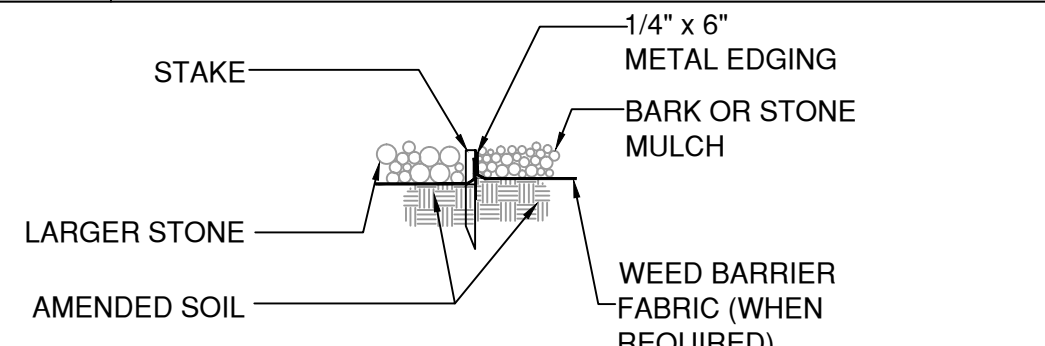
- REFER TO SPECIFICATION SECTION 32-94-00: LANDSCAPE ACCESSORIES FOR REQUIRED INSTALLATION AND WORKMANSHIP STANDARDS FOR NEW LANDSCAPING. IN THE EVENT OF A CONFLICT IN REQUIREMENTS THE MOST STRINGENT INTERPRETATION WILL PREVAIL.
- DRAWINGS ARE DIAGRAMMATIC; PRECISE PLACEMENT OF LANDSCAPE ACCESSORIES MAY NOT BE POSSIBLE AS INDICATED. CONSULT PROJECT LANDSCAPE ARCHITECT PRIOR TO MAKING RANDOM FIELD CHANGES WHICH MAY ALTER DESIGN INTENT.
- QUANTITIES ARE PROVIDED FOR REFERENCE ONLY; VERIFY ALL QUANTITIES PRIOR TO SUBMITTING COST PROPOSAL. IN THE EVENT OF A CONFLICT BETWEEN SCHEDULED, IMPLIED, OR EXPRESSED QUANTITIES, QUANTITIES WHICH CAN BE DETERMINED GRAPHICALLY FROM THE DRAWINGS WILL PREVAIL IN ANY CASE.
- THE CONTRACTOR IS RESPONSIBLE FOR INSPECTION AND VERIFICATION OF ALL FIELD CONDITIONS AND RESOLVING CONFLICTS PERTAINING TO DIMENSIONS, LAYOUT, ETC. WHICH MAY AFFECT THE LANDSCAPE INSTALLATION. MOBILIZING SHALL BE CONSTRUED AS ACCEPTANCE OF CONDITIONS.
- COORDINATE ALL WORK INDICATED ON THESE DRAWINGS WITH WORK OF OTHER TRADES.
- THE PROJECT LANDSCAPE ARCHITECT RESERVES THE RIGHT TO CONSIDER AND APPROVE ALTERNATE INSTALLATIONS AT ANY TIME WHICH IN THE LANDSCAPE ARCHITECT'S OPINION MAXIMIZES THE CONSTRUCTION BUDGET AND MAINTAINS DESIGN INTENT.
- PROVIDE A 3 FOOT CLEAR SPACE AROUND THE CIRCUMFERENCE AROUND ALL FIRE HYDRANTS AND LIGHTING STANDARDS.
- CONTRACTOR TO UTILIZE STOCKPILED TOPSOIL FROM GRADING OPERATION AS MAY BE AVAILABLE. IF THE AMOUNT OF TOPSOIL NEEDED TO COMPLETE FINAL GRADING IS NOT AVAILABLE, THE CONTRACTOR SHALL IMPORT THE AMOUNT OF SOIL NEEDED.
- CONTRACTOR SHALL ENSURE THAT PROPER IRRIGATION VIA THE IRRIGATION SYSTEM IS CAPABLE OF EXTENDING AMOUNTS OF WATER REQUIRED TO ESTABLISH AND SUSTAIN PLANT GROWTH AT THE TIME OF INSTALLATION.
- ALL LANDSCAPE AND IRRIGATION MAINTENANCE SHALL BE COMMENCED BY THE OWNER UPON COMPLETION AND FINAL ACCEPTANCE OF ALL LANDSCAPE AND IRRIGATION SYSTEM INSTALLATIONS.
- SOIL AMENDMENT AND FINAL GRADING FOR ALL SOD AND SEEDED TURF AREAS TO BE PROVIDED IN ACCORDANCE WITH SPECIFICATIONS.
- AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM IS TO BE PROVIDED AND INSTALLED IN ACCORDANCE WITH THE IRRIGATION SYSTEM DRAWING AND SPECIFICATIONS.
 - IN LANDSCAPE SETBACK AREAS ALONG ROAD FRONTAGES; IN-LINE DRIP EMITTER RINGS FOR ALL TREES
 - NEW SODDED TURF INTERIOR LANDSCAPE AREAS; 20' ROTOR SPRINKLERS AND POP-UP SPRAY SPRINKLERS
 - NEW SEEDED TURF AREAS; 30' ROTOR SPRINKLERS AND POP-UP SPRAY SPRINKLERSSHRUBS AND TREES; IN-LINE DRIP EMITTER RINGS FOR ALL TREES, EMITTERS FOR ALL SHRUBS
- 4"x14 GAUGE GALVANIZED STEEL MAINTENANCE EDGING TO BE INSTALLED TO SEPARATE ALL ORGANIC AND AGGREGATE MULCHES FROM ADJACENT SOD AND SEEDED TURF AREAS. PIN EDGING WITH 12" STEEL EDGING PINS AT 24" SPACING.
- ALL PLANT MATERIAL TO BE INSTALLED PER DETAILS AND SPECIFICATIONS. GUY AND STAKE ALL DECIDUOUS AND EVERGREEN TREES PER DETAILS. PROVIDE SHREDDED MULCH RINGS IN RETENTION BASINS AROUND ALL TREES PLANTED IN SOD AND SEEDED AREAS (MULCH RINGS ARE NOT REQUIRED FOR TREES PLANTED IN AGGREGATE MULCH AREAS).
- PLANT QUANTITIES AND SIZES INDICATED ARE THE MINIMUM TO SATISFY LANDSCAPE CODE REQUIREMENTS; NO SUBSTITUTIONS ARE PERMITTED WITHOUT PRIOR APPROVAL OF THE MUNICIPAL REVIEWING AGENCY.



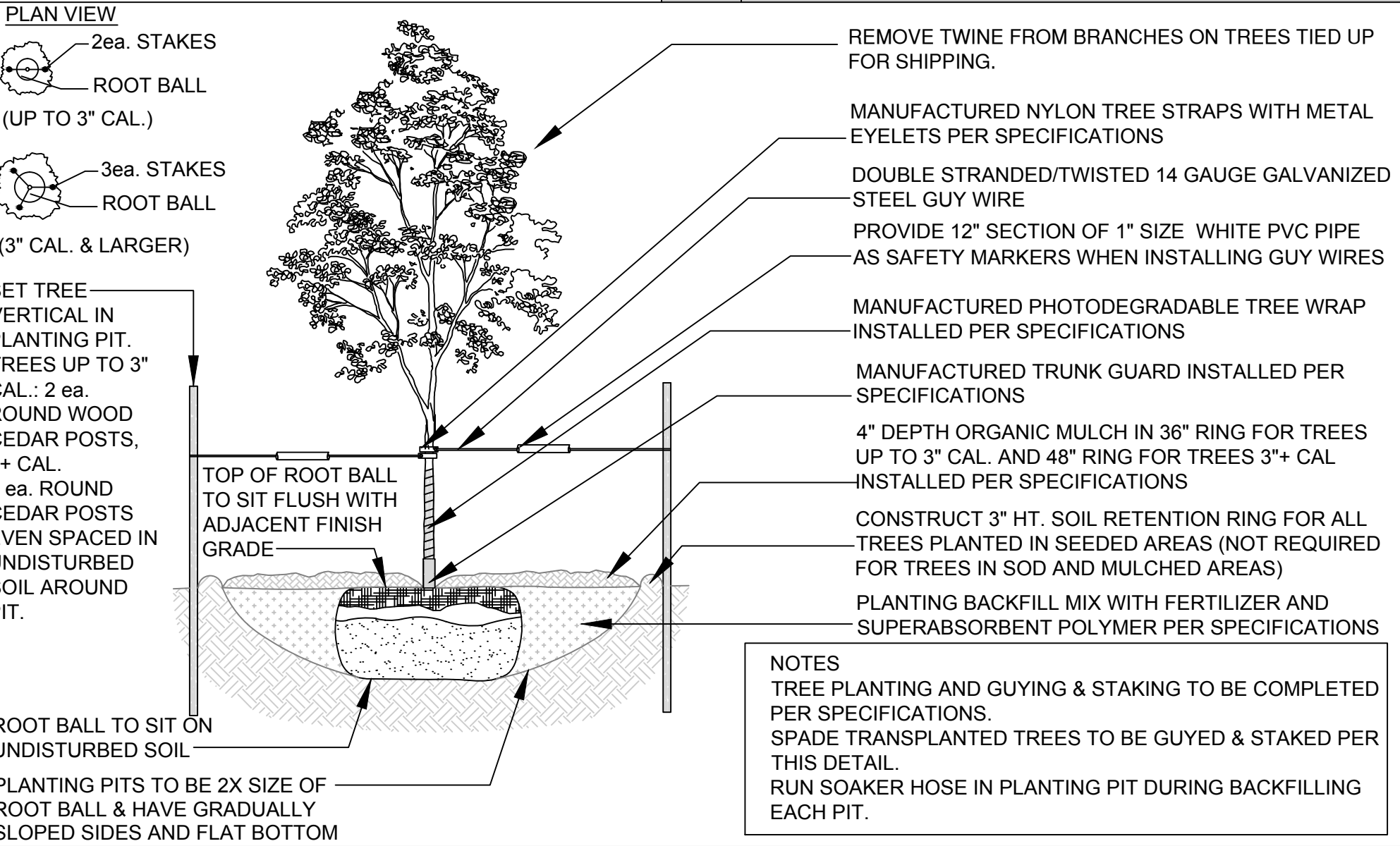
A ORNAMENTAL GRASS PLANTING
NOT TO SCALE



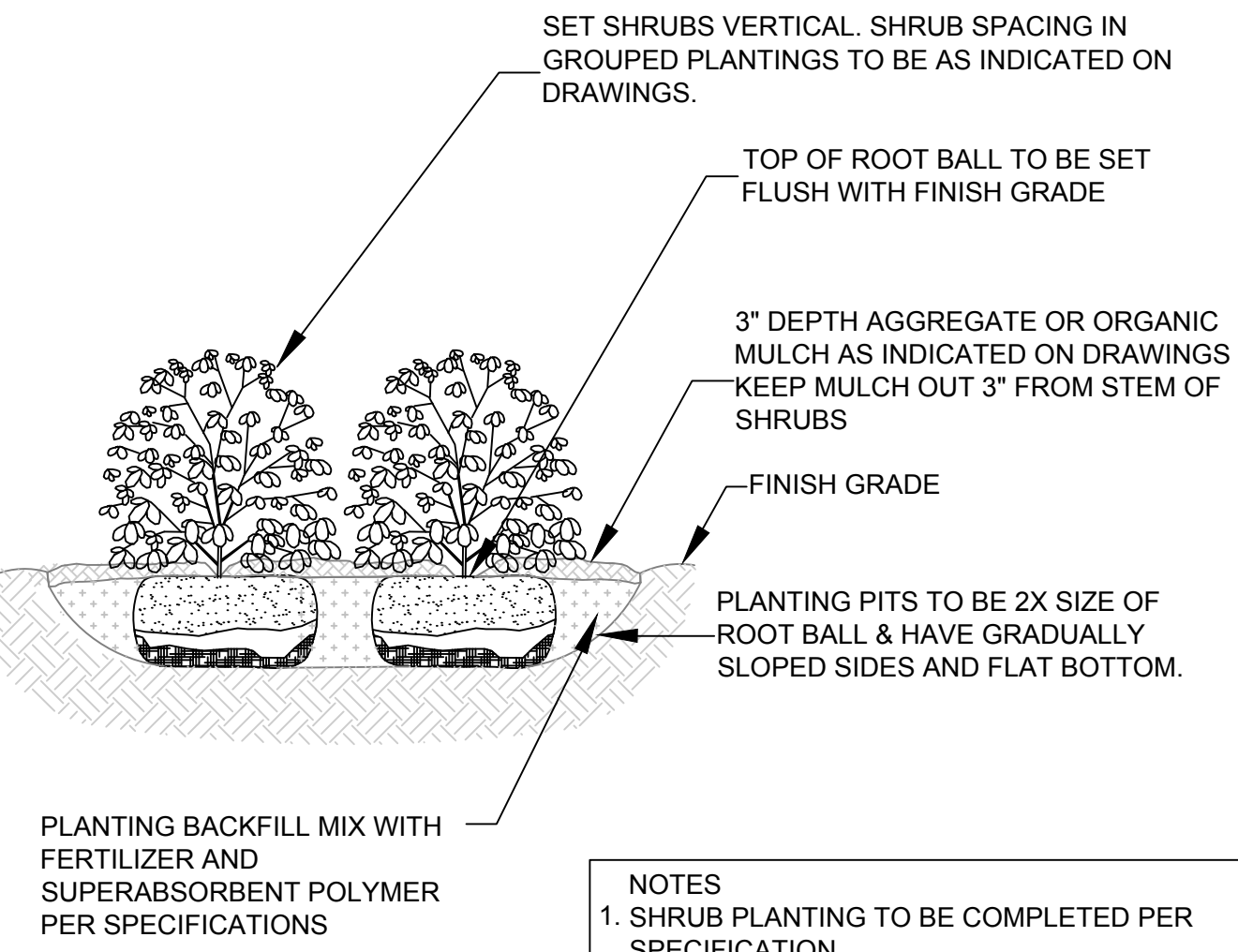
B SOD INSTALLATION
NOT TO SCALE



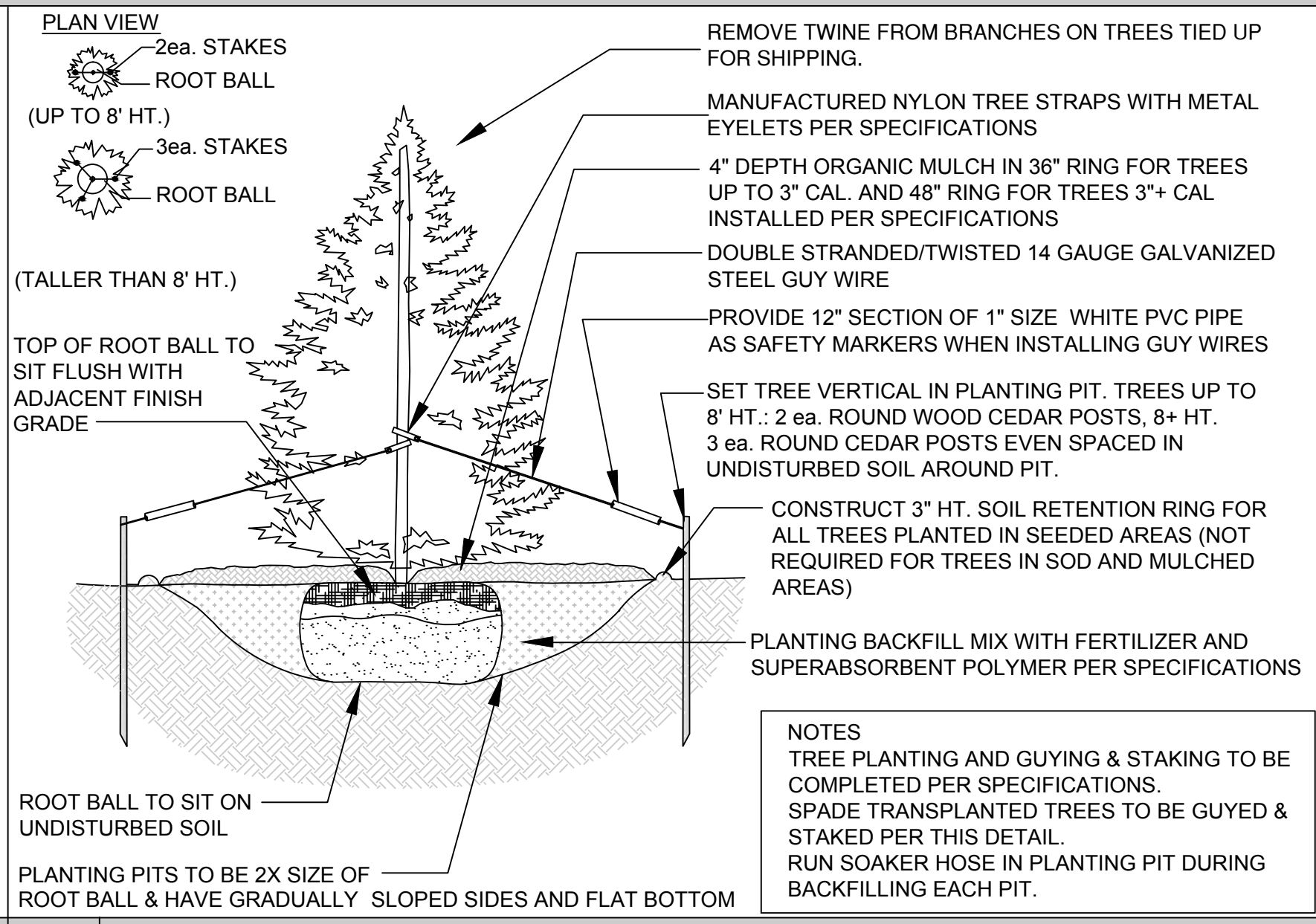
C STEEL MAINTENANCE EDGE
NOT TO SCALE



D DECIDUOUS TREE PLANTING DETAIL
NOT TO SCALE



E SHRUB PLANTING DETAIL
NOT TO SCALE



F EVERGREEN TREE PLANTING DETAIL
NOT TO SCALE

Building Perimeter Landscape Table								
Building	Building Perimeter Landscape Description	Length	Trees Required	Trees Provided	Tall Shrubs Required	Tall Shrubs Provided	Regular Shrubs Required	Regular Shrubs Provided
1	Building 1 Elevation	468 LF						
	5% Trees (Mix of Evergreen and Deciduous)		6	6				
	15% Tall Shrubs				18	18		
2	Building 2 Elevation	468 LF					94	96
	80% Other Shrubs							
	5% Trees (Mix of Evergreen and Deciduous)		6	6				
3	Building 3 Elevation	468 LF						
	5% Trees (Mix of Evergreen and Deciduous)		6	6				
	15% Tall Shrubs				18	18		
4	Building 4 Elevation	468 LF					94	96
	80% Other Shrubs							
	5% Trees (Mix of Evergreen and Deciduous)		6	6				
5	Building 5 Elevation	468 LF					94	96
	80% Other Shrubs							
	5% Trees (Mix of Evergreen and Deciduous)		6	6				
	15% Tall Shrubs				18	18		
	80% Other Shrubs						94	96

NOT FOR
CONSTRUCTION

LANDSCAPE DETAILS
BROOKHAVEN CONDOMINIUMS
JOB NO. 15986
02/08/19
SHEET 10



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JR-Noted, comments
addressed as noted within.

Comment 4.29.19:
1) Striping modifications
along Dunkirk St will not
be supported at this time,
due to the queuing at
Dunkirk St & Jewell Ave
(SB left)
2) See comments
throughout.



JR ENGINEERING

April 19, 2019

Mr. Tommy Pucciano
Lokal Homes, LLC
8310 S. Valley Highway, Suite 115
Englewood, CO 80112

**Re: Traffic Letter for Brookhaven Condominiums Site Plan Amendment
Southwest Corner of E. Colorado Drive and S. Dunkirk Street, Aurora, CO
JR Engineering Project # 15986.00**

Dear Mr. Pucciano:

This Traffic Letter has been prepared to provide preliminary traffic information for the proposed amendment to the site plan of the Brookhaven condominiums development project located at the southwest corner of E. Colorado Drive and S. Dunkirk Street in Aurora, Colorado.

The site is located within the northeast 1/4 of Section 26, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, Arapahoe County, State of Colorado. The site is bounded by E. Colorado Drive to the north, S. Dunkirk Street to the east, residential to the west, and E. Iliff Avenue to the south. As E. Iliff Avenue crosses S. Dunkirk Street it changes names to E. Jewell Avenue. The vicinity map is shown in Appendix A.

According to the Arapahoe County online mapping system, the property consists of a large common ownership parcel, a common ownership clubhouse parcel, and 160 condominium parcels, parcel IDs # 1975-22-3-44-001 through 1975-22-3-44-160, totaling 6.50 acres. The existing site is comprised of three (3) 20 unit condominium buildings with associated pavement, parking, sidewalks, and a clubhouse with swimming pool. There are four (4) vacant pads for future condominium buildings. A sidewalk runs along the north, east, and south sides of the property. The sidewalk is attached along E. Colorado Drive and E. Iliff Avenue, and is detached along S. Dunkirk Street.

The property owner is proposing to continue develop of the property by constructing five (5) condominium buildings on the four (4) vacant pads. Each building will contain 20 units. See Appendix A for the proposed site plan. The proposed additions are subject to the Site Plan Amendment approval process. JR Engineering understands that a full Traffic Impact Study is not required, but that a Traffic Letter is required to address the following topics:

- Trip Generation from the site
- Site Circulation Plan
- Signal Warrant Analysis of E. Colorado Drive and S. Dunkirk Street – Warrants 1, 2, and 3

Existing Roadway and Transportation Network

The project site is located at the southwest corner of E. Colorado Drive and S. Dunkirk Street.

The existing lane geometry on S. Dunkirk Street consists of the following:

- S. Dunkirk Street is a four-lane minor arterial roadway, running north and south with a posted speed limit of 35 MPH in the vicinity of the site.
- The S. Dunkirk Street cross section consists of two travel lanes in each of the northbound and southbound directions separated by a striped median.
- A dedicated bike lane exists for the northbound direction, with the southbound direction providing a shared bike lane with the vehicular lane.
- Left turn lanes are provided at the intersections with E. Colorado Drive and S. Jewell Avenue.
- An eight-foot wide attached sidewalk is provided on the east side of the street.
- A five-foot wide detached sidewalk is provided on the west side of the street.

The existing lane geometry on E. Colorado Drive consists of the following:

- E. Colorado Drive is a two-lane collector roadway, running east and west with a posted speed limit of 25 MPH in the vicinity of the site.
- On the north side of E. Colorado Drive is Side Creek Park.
- The E. Colorado Drive cross section consists of one travel lane in each of the eastbound and westbound directions.
- A five-foot wide attached sidewalk is provided on the north side of the street.
- A five-foot wide attached sidewalk is provided on the south side of the street.
- On-street, parallel parking is provided on both sides of the street.
- E. Colorado Drive is stop controlled on the approaches to S. Dunkirk Street.

The intersection of E. Colorado Drive and S. Dunkirk Street is located approximately 700 feet north of the E. Iliff Avenue and S. Dunkirk Street signalized intersection.

There are two Regional Transportation District (RTD) bus stops located along S. Dunkirk Street within close proximity to the project site. The following bus route connects to the stops:

- Route 131 runs east along E. Iliff Avenue from Tower Road, and turns north onto S. Dunkirk Street. It then continues north and turns right on S. Flanders Way, before heading south and turning left onto E. Jewell Avenue. The route then continues west on E. Jewell Avenue/E. Iliff Avenue towards Tower Road. There are two stops on S. Dunkirk Street in the vicinity of the site, and one on E. Jewell Avenue at the S. Dunkirk Street intersection.



Project Site Access

The site currently has two access points, and no additional accesses are proposed. One access is located on E. Colorado Drive, and is located approximately 350 feet west of S. Dunkirk Street. The other access is located on S. Dunkirk Street, and is approximately 450 feet north of E. Iliff Avenue and approximately 250 feet south of E. Colorado Drive.

The project proposes restriping S. Dunkirk Street to allow full movement access into this site by the addition of a left-turn lane for northbound traffic on S. Dunkirk Street. Striping is also proposed to shorten the existing storage length for the northbound left-turn lane from S. Dunkirk Street to E. Colorado Drive. Refer to Appendix B for an exhibit that shows the proposed striping.

The proposed striping for the northbound left-turn movements from S. Dunkirk Street into the site and onto E. Colorado Drive were designed per the State Highway Access Code (SHAC) criteria, specifically Table 4 – 5, Table 4 – 6, and Table 4 – 8, shown below. Given that S. Dunkirk Street is classified as an NR-B, the left turns need to include taper and storage, not deceleration length, per Table 4 – 5. Since the posted speed limit on S. Dunkirk Street is 35 MPH, the transition taper ratio is 10:1 per Table 4 – 6. The turn lane widths are both 10 feet, so the taper lengths must be 100 feet. The storage lengths are determined by the number of turning vehicles during the peak hour, as correlated in Table 4 – 8. The weekday peak hour traffic entering the site is 43, which corresponds to a 40-foot long storage length. To be conservative, a 50-foot storage length was designed. Based on the traffic counts, the northbound left peak hour volume was greatest in the PM at 37 counts, which corresponds to a 40-foot long storage length. Again, to be conservative, the storage length was designed to be 58 feet.

Table 4 - 5: Components of Speed Change Lane Length

Access Category	Left turn deceleration lane	Right turn deceleration lane	Acceleration lane
F-W	Design must meet federal interstate standards, and no less than E-X		
E-X	taper + decel.length+storage	taper + decel. length	accel.length + taper
R-A	* decel. length + storage	* decel. length	* accel. length
R-B	* decel. length + storage	* decel. length	* accel. length
NR-A	* decel. length + storage	* decel. length	* accel. length
NR-B	taper + storage	taper + storage	* accel. length
NR-B >40mph	* decel. length	*decel. length	* accel. length
NR-C	taper + storage	taper + storage	* accel. length
NR-C >40mph	* decel. length	* decel. length	* accel. length



Table 4 - 6: Design Criteria for Acceleration and Deceleration Lanes

Posted Speed Limit in MPH	25	30	35	40	45	50	55	60	65	70
Deceleration Length in feet	180	250	310	370	435	500	600	700	800	900
Acceleration Length in feet	N/A	190	270	380	550	760	960	1170	1380	1590
Transition Taper Ratio	7.5:1	8:1	10:1	12:1	13.5:1	15:1	18.5:1	25:1	25:1	25:1

Table 4 - 8: Storage Lengths

Turning Vehicles Per Peak Hour	below 30	30	60	100	200	300
Required Lane Length in Feet	25	40	50	100	200	300

In response to a comment from the City of Aurora, the intersection of E. Jewell Avenue and S. Dunkirk Street was analyzed in Synchro to determine if the existing storage length for the southbound left-turn movement has sufficient length. The storage length was shown to not have sufficient length to accommodate the queue length in the existing PM peak hour. The existing storage length is about 200 feet long with a 90-foot long taper for the 12-foot wide turn lane. Based on the traffic counts, taken March 28, 2019, and the signal timing plan, the existing 95th percentile queue lengths for the AM and PM peaks are 194 and 385 feet, respectively, for the southbound left. The 6th Edition of the Highway Capacity Manual (HCM) level of service (LOS) grades for this movement are F and E for AM and PM, respectively. Refer to Appendix C for the traffic counts, Appendix G for the signal timing plan, and Appendix H for the HCM LOS reports. It is beyond the scope of this letter to address recommendations to accommodate the queue length for this movement. Furthermore, the high traffic volumes for this movement, especially in the PM peak, are likely due to drivers connecting Interstate 225 to E-470. The City of Aurora has stated that the completion of the 6th Avenue Parkway Extension project is anticipated to relieve some of this traffic volume.

Data Collection

Traffic counts (tube counts) were collected during and S. Dunkirk Street for a total of 72 hours. The Dunkirk Street is 11,150, and the ADT for E. Col overall count results.

Add a note here that no striping modifications are supported by City of Aurora Traffic Engineering Staff at this time. Additional modifications, Traffic Signal modifications at Dunkirk St & Jewell Ave and other Civil modifications may be required if striping modifications are still proposed.

JR-A sentence has been added to this paragraph stating the above referenced comment.

Trip Generation Summary

Aurora standards state that trip generation should be calculated from the latest data contained within the Institute of Transportation Engineers' (ITE) Trip Generation Manual. Other industry publications such as the ITE Journal or other sources may be approved by the City. Aurora staff has asked that the trip generation from the site be prepared and compared with the previous trip generation that was developed in 2001 under a Traffic Impact Study prepared by LSC



Transportation Consultants, Inc. for the proposed Great Louisiana Purchase Apartments on this site. A comparison of the current trip generations and those from the Great Louisiana Purchase Apartments study are shown in Table 1 on page 4.

In the 2001 study, it was anticipated that all 160 units would be constructed by the end of 2002. Below are the anticipated trips generated for the site from the study:

- 1,061 weekday trips
- 82 AM peak hour vehicle trips, split 13 (16%) entering and 69 (84%) exiting
- 99 PM peak hour vehicle trips, split 67 (67%) entering and 32 (32%) exiting

These trip generation values are based on the 1997 Trip Generation Manual for Land Use No. 220, Apartment. The trip generation report from the 2001 study is included in Appendix D.

JR Engineering utilized the current version of the Trip Generation Manual, 10th Edition for this analysis. Changes from the 9th Edition of the manual removed the Apartment (220) land use, and reclassified the information. Below is an excerpt taken from the 10th Edition of the manual:

“The existing data from Apartment (220) was examined to identify the number of floors contained in each of the sites included in this land use. Each data point was then reclassified into the appropriate category (low-rise, mid-rise, and high-rise). If the number of floors could not be determined, the data points were deleted from the database. Further, all existing residential land uses that included multifamily dwellings (apartments, townhouses, and condominiums) were consolidated into the following three new multifamily housing land use categories: Multifamily Housing (Low-Rise)(220), Multifamily Housing (Mid-Rise)(221), and Multifamily Housing (High-Rise)(222).”

The current project site was studied to include condominium buildings with 3 floors. Based on this land use, JR classified the site under ITE Code 221 (Multifamily Housing (Mid-Rise)), and used the appropriate fitted curve equations, per the flow chart in the ITE Trip Generation Manual, for the traffic associated with the proposed condominium project. The project is expected to generate the approximate following number of trips at full build-out (160 units):

- 870 weekday trips
- 58 AM peak hour vehicle trips, split 15 (26%) entering and 43 (74%) exiting
- 70 PM peak hour vehicle trips, split 43 (61%) entering and 27 (39%) exiting

The trip generation reports are included in Appendix D. The reports show a summary of land use, trip generation rates, directional distribution, and the total volume added to the adjacent streets. No adjustments were made for internal capture trips or pass-by trips. Based on the data from current studies found in the 10th Edition of the Trip Generation Manual, this site is anticipated to produce fewer trips than originally anticipated and approved. Therefore, the impact to the background traffic will not require additional improvements to the roadway system.

Table 1 – Trip Generation Comparison

Land Use	Description	Unit	Quantity	Total Vehicle Trips Generated				
				Average Weekday	AM Peak Hour		PM Peak Hour	
					In	Out	In	Out
	2001 TIS Trip Generation							
220	Great Louisiana Purchase Apartments	DU	160	1061	13	69	67	32
	2018 TIS Trip Generation							
221	Brookhaven Condominium	DU	160	870	15	43	43	27
	Trip Increase/Reduction			-191	+2	-26	-24	-5
	Percentage Increase/Reduction			-18%	+15%	-38%	-36%	-16%

Site Circulation

As previously noted, two (2) access points are currently in place for the site, and no additional accesses are proposed. All entering and exiting trips will utilize these accesses. In the 2001 study, it was anticipated that in the Year 2021, 35% of generated site traffic would use E. Iliff Avenue west, 30% would use S. Dunkirk Street north, 20% would use E. Jewell Avenue east, 9% would use S. Dunkirk Street south, 4% would use E. Colorado Drive west, and 2% would use E. Colorado Drive east. It is anticipated that there will not be a shift in these traffic patterns based on anticipated and existing growth in the area.

Based on the preliminary site plan, 26-foot drive aisles are provided throughout the site. The aisle width is sufficient for one-way or two-way traffic. In summary, the preliminary site plan provides for adequate vehicular circulation. All parking stalls appear to have adequate space for pull-in and back-out movements. The Site Circulation Plan is included in Appendix E.

Pedestrian Circulation

As previously noted, a five-foot wide detached sidewalk is provided on the west side of S. Dunkirk Street, and a five-foot wide attached sidewalk is provided on the south side of E. Colorado Drive. Internal sidewalks provide connectivity between each building to the parking areas and clubhouse. One (1) sidewalk connection point is provided from the parking lot to the sidewalk on S. Dunkirk Street. The project does not propose to install any additional sidewalk connection points to S. Dunkirk Street or E. Colorado Drive. The median in the site entrance off of S. Dunkirk Street could pose a conflict to pedestrian movement across the entrance by forcing pedestrians into the cross pan. It is recommended that the eastern nose of the median will be moved back to allow for unobstructed flow of pedestrian traffic. Pedestrian circulation can be seen in the Site Circulation Plan included in Appendix E.

Traffic Signal Warrant Analysis

As part of this study, a traffic signal warrant analysis was conducted at the E. Colorado Drive and S. Dunkirk Street intersection for the existing conditions, total traffic conditions in 2021,



and total traffic conditions in 2040. The total conditions include traffic generated from the full buildout of the site. The traffic growth rate for S. Dunkirk Street is 2.64% and was calculated using the DRCOG travel model assigned traffic volumes for 2015 and 2040. The growth rate applied for E. Colorado Drive is 2.00%, which is the value given by the City of Aurora's Traffic Impact Study Guidelines. The DRCOG travel model does not assign traffic volumes for E. Colorado Drive. Based on direction from the City, the following warrants from the 2009 MUTCD were analyzed:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour

The traffic signal warrant analysis is discussed below.

Warrant 1, Eight-Hour Vehicular Volume

Per the 2009 MUTCD Warrant #1, the Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersection street suffers excessive delay or conflict in entering or crossing the major street. It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of any average day:

- A. The vehicles per hour given in both of the 100 percent columns of Condition A in MUTCD Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or
- B. The vehicles per hour given in both of the 100 percent columns of Condition B in MUTCD Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

In applying each condition, the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

The need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of any average day:

- A. The vehicles per hour given in both of the 80 percent columns of Condition A in MUTCD Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and

- B. The vehicles per hour given in both of the 80 percent columns of Condition B in MUTCD Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Utilizing the traffic volumes for each scenario, Warrant 1 was analyzed using the Warrants software. The analysis results are summarized in the table below. The detailed warrant reports are included in Appendix F.

Warrant 1, Eight-Hour Vehicular Volume

Scenario		Met?
Existing Conditions		No
	Condition A or B Met?	No
	Condition A and B Met?	No
Year 2021 Total Traffic		No
	Condition A or B Met?	No
	Condition A and B Met?	No
Year 2040 Total Traffic		No
	Condition A or B Met?	No
	Condition A and B Met?	No

As shown above, Warrant 1 will not be satisfied for any scenario.

Warrant 2, Four-Hour Vehicular Volume

Per the 2009 MUTCD Warrant #2, the Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in the MUTCD Figure 4C-1 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.



Utilizing the traffic volumes for each scenario, Warrant 2 was analyzed using the Warrants software. The analysis results are summarized in the table below. The detailed warrant reports are included in Appendix F.

Warrant 2, Four-Hour Vehicular Volume

Scenario	Met?
Existing Conditions	No
Year 2021 Total Traffic	No
Year 2040 Total Traffic	No

As shown above, it is anticipated that Warrant 2 will not be satisfied for any scenario.

Warrant 3, Peak Hour

Per the 2009 MUTCD Warrant #3, Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plans, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

- A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:
 1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds; 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach; and
 2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; and
 3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.
- B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve the MUTCD Figure 4C-3 for the existing combination of approach lanes.

Utilizing the traffic volumes for each scenario, Warrant 1 was analyzed using the Warrants software. The analysis results are summarized in the table below. The detailed warrant reports are included in Appendix F.

Warrant 3, Peak Hour

Scenario		Met?
Existing Conditions		No
	Condition A Met?	No
	Condition B Met?	No
Year 2021 Total Traffic		No
	Condition A Met?	No
	Condition B Met?	No
Year 2040 Total Traffic		No
	Condition A Met?	No
	Condition B Met?	No

As shown above, Warrant 3 is not satisfied for any scenario.

Conclusion

This Traffic Letter has been prepared to provide preliminary traffic information for the proposed condominium project located at the southwest corner of E. Colorado Drive and S. Dunkirk Street in Aurora, Colorado. Based on the data collected, and the warrants analyzed, the anticipated trips generated from the site will not have a significant impact to the existing traffic volumes or patterns. Additionally, based on Traffic Signal Warrants 1, 2, 3, a traffic signal at the intersection of S. Dunkirk Street and E. Colorado Drive is not warranted with the development of this site. If you have any questions or comments, please feel free to contact me at efarney@jrengineering.com or 303-267-6183.

Sincerely,
JR Engineering, LLC

Eli Farney, PE, PTOE
Project Manager – Transportation and Traffic

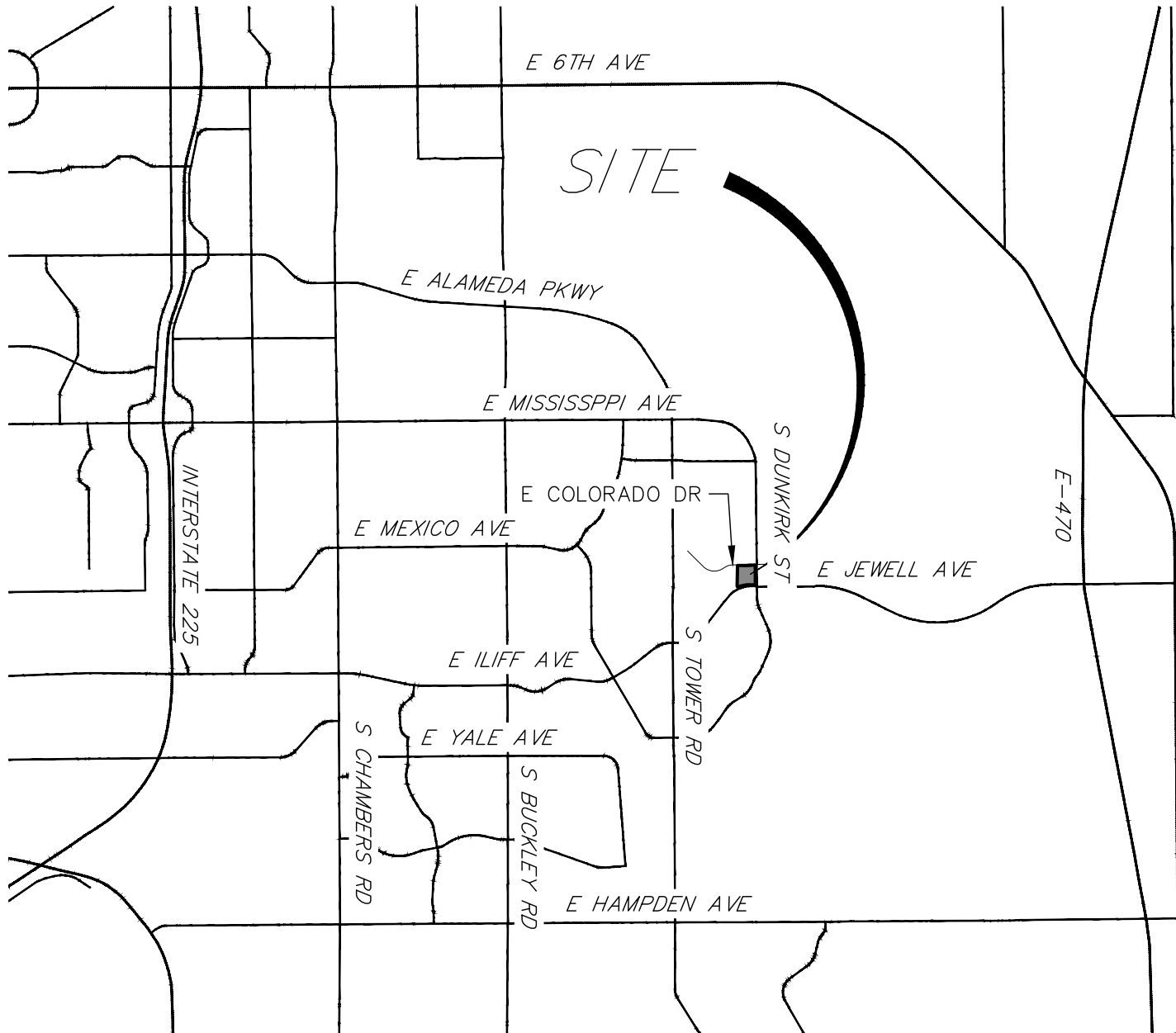
Attachments: Appendix A: Vicinity Map and Site Plan
Appendix B: Northbound Left on Dunkirk St
Appendix C: Traffic Counts
Appendix D: Trip Generation Summary Reports
Appendix E: Site Circulation Plan
Appendix F: Traffic Signal Warrant Reports
Appendix G: Traffic Signal Timing Data
Appendix H: HCM LOS Reports – Existing Conditions



APPENDIX A
VICINITY MAP AND SITE PLAN



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5000 2500 0 5000



ORIGINAL SCALE: 1" = 5000'

VICINITY MAP
BROOKHAVEN CONDOMINIUMS
JOB NO. 15986.00
2/1/19
SHEET 1 OF 1



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A Westrian Company

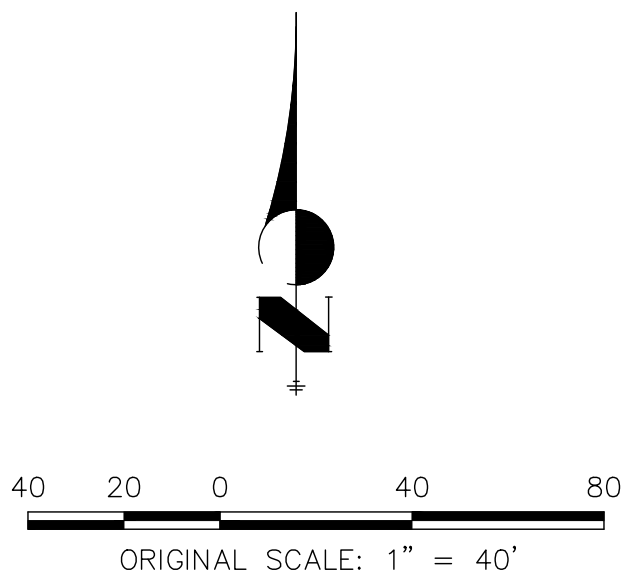
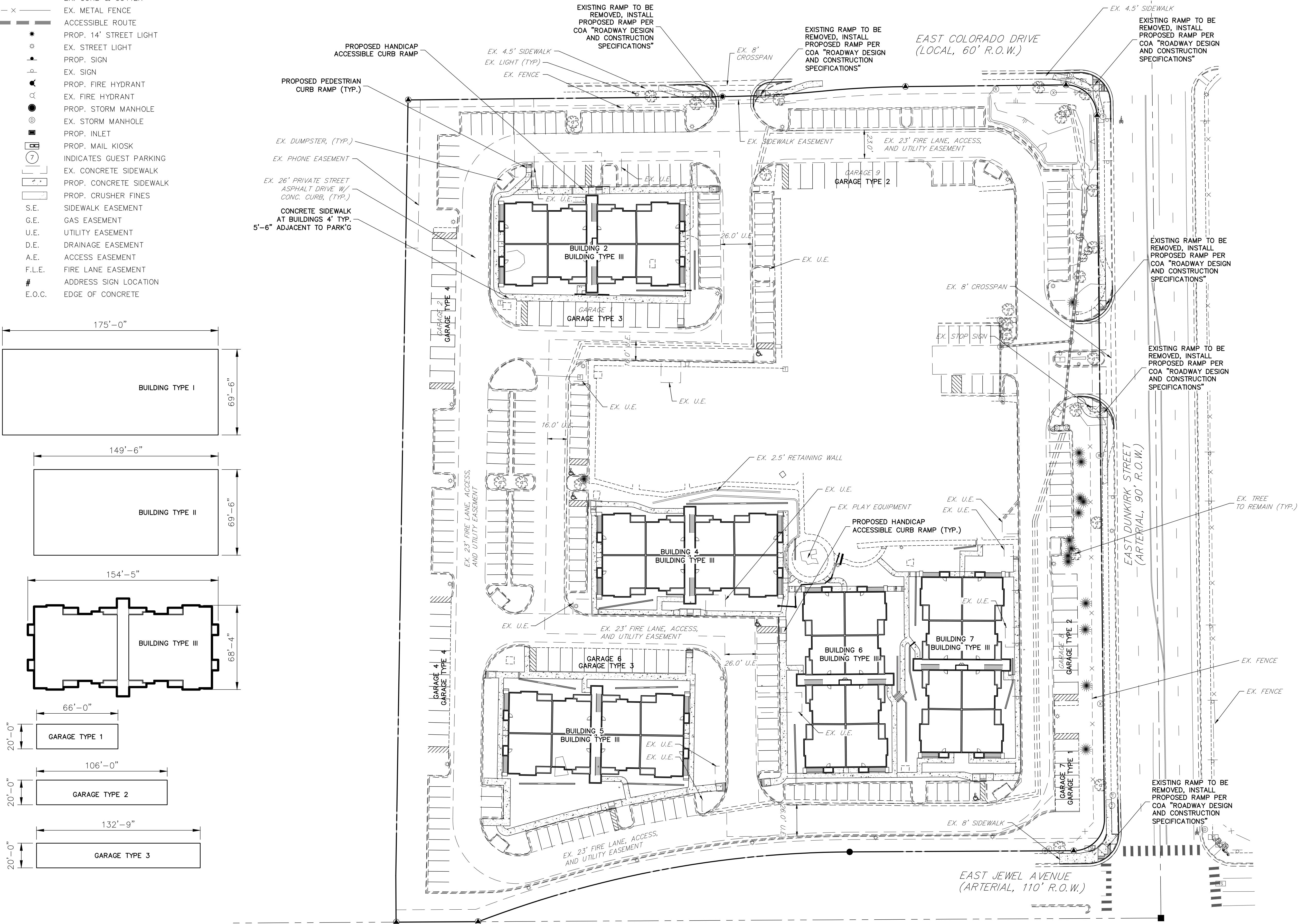
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LEGEND

- PROP. RIGHT OF WAY
- EX. RIGHT OF WAY
- PROPERTY LINE
- BOUNDARY LINE
- CENTERLINE
- PROP. EASEMENT
- EX. EASEMENT
- SIGHT DISTANCE TRIANGLE
- PROP. CURB & GUTTER
- PROP. SPILL CURB & GUTTER
- EX. CURB & GUTTER
- EX. METAL FENCE
- ACCESSIBLE ROUTE
- PROP. 14' STREET LIGHT
- EX. STREET LIGHT
- PROP. SIGN
- EX. SIGN
- PROP. FIRE HYDRANT
- EX. FIRE HYDRANT
- PROP. STORM MANHOLE
- EX. STORM MANHOLE
- PROP. INLET
- PROP. MAIL KIOSK
- INDICATES GUEST PARKING
- EX. CONCRETE SIDEWALK
- PROP. CONCRETE SIDEWALK
- PROP. CRUSHER FINES
- S.E. SIDEWALK EASEMENT
- G.E. GAS EASEMENT
- U.E. UTILITY EASEMENT
- D.E. DRAINAGE EASEMENT
- A.E. ACCESS EASEMENT
- F.L.E. FIRE LANE EASEMENT
- # ADDRESS SIGN LOCATION
- E.O.C. EDGE OF CONCRETE

BROOKHAVEN CONDOMINIUMS SITE PLAN

A SITE PLAN AMENDMENT TO BROOKHAVEN CONDOMINIUMS,
LOCATED IN THE SOUTHWEST 1/4 OF SECTION 22
TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPLE MERIDIAN
CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO



SITE PLAN
BROOKHAVEN CONDOMINIUMS
JOB NO. 15986.00
02/08/19
SHEET 2 OF



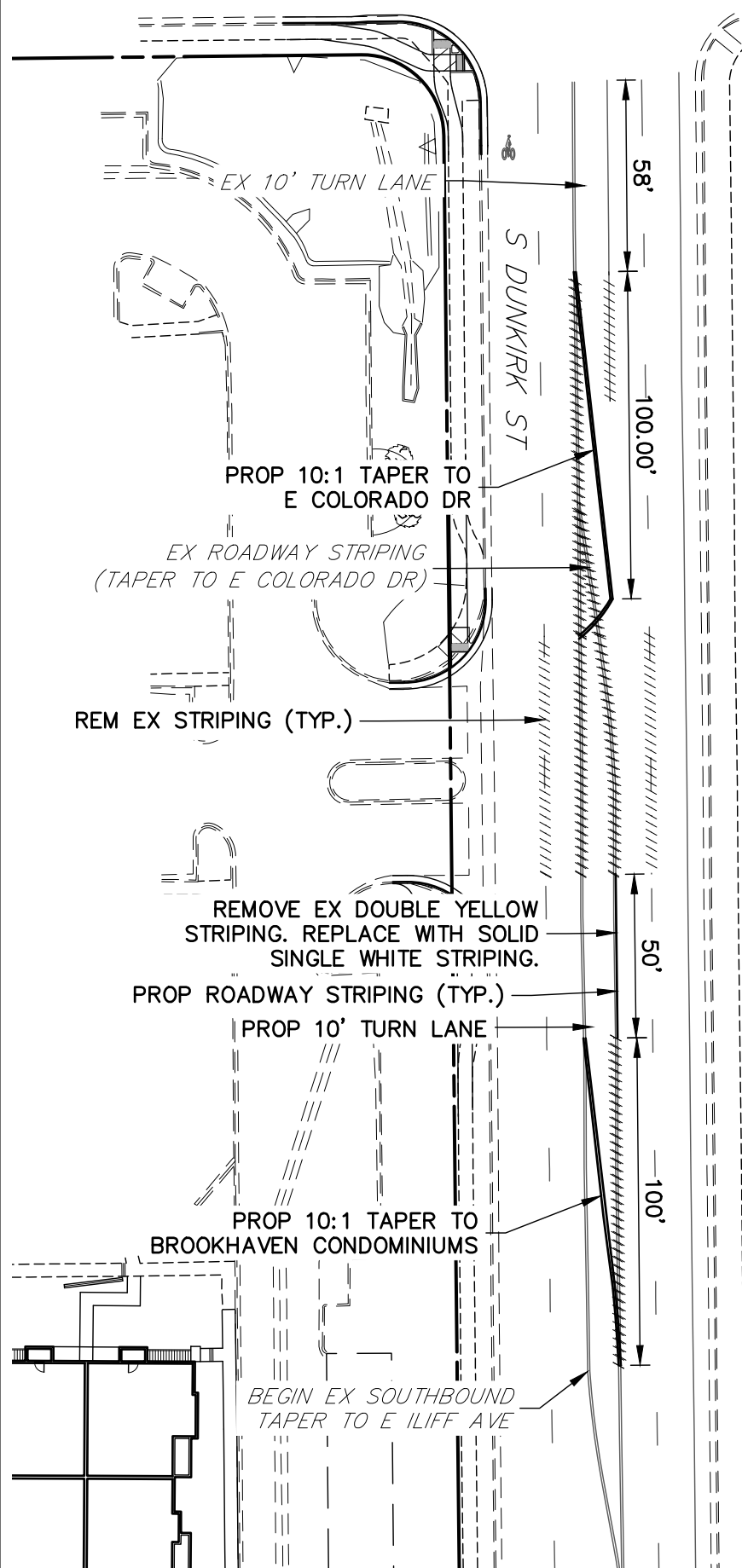
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APPENDIX B

NORTHBOUND LEFT ON DUNKIRK ST



E COLORADO DR



These striping modifications will not be supported due to the 95 percentile queue at Dunkirk St & Jewell Ave. Can keep this figure, but add a note indicating this will not be constructed with this project unless additional modifications to other City infrastructure is proposed.

JR-This comment has been added as a note to this exhibit.



50 25 0 50
ORIGINAL SCALE: 1" = 50

NORTHBOUND LEFT TURNS
ON DUNKIRK ST
BROOKHAVEN CONDOMINIUMS
JOB NO. 15986.00
4/10/19
SHEET 1 OF 1



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APPENDIX C

TRAFFIC COUNTS



All Traffic Data Services
Wheat Ridge, CO 80033

Page 1

Site Code: 2
Station ID: 2
DUNKIRK ST S.O E COLORADO DR

NB

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
01/29/19	0	18	5	0	0	0	0	0	0	0	0	0	0	23
01:00	0	22	1	0	0	0	0	0	0	0	0	0	0	23
02:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
03:00	0	34	7	0	0	0	0	0	0	0	0	0	0	41
04:00	0	93	15	0	0	0	0	1	0	0	0	0	0	109
05:00	0	216	44	2	4	0	0	0	1	0	0	0	0	267
06:00	14	480	88	1	6	0	1	2	1	1	0	1	0	595
07:00	9	704	110	3	6	2	2	3	1	1	1	1	0	843
08:00	4	456	76	3	7	1	0	3	0	0	0	0	0	550
09:00	1	269	44	3	2	2	0	1	0	0	0	0	0	322
10:00	0	189	22	2	5	1	0	0	0	0	0	0	0	219
11:00	1	202	23	2	3	2	0	0	0	0	0	0	0	233
12 PM	0	239	38	1	2	4	0	1	2	0	1	0	0	288
13:00	0	198	28	1	3	0	0	0	0	0	0	0	0	230
14:00	0	203	17	0	3	0	0	0	0	0	0	0	0	223
15:00	1	275	48	2	4	0	0	2	0	0	0	0	0	332
16:00	2	358	38	1	5	0	0	0	0	0	0	0	0	404
17:00	3	364	67	3	4	1	0	0	0	0	0	0	0	442
18:00	1	315	46	3	6	0	0	0	0	0	0	0	0	371
19:00	1	199	16	0	4	0	0	0	0	0	0	0	0	220
20:00	0	152	16	0	0	1	0	0	0	0	0	0	0	169
21:00	0	132	11	0	0	0	0	0	0	0	0	0	0	143
22:00	0	83	5	0	0	0	0	0	0	0	0	0	0	88
23:00	0	53	3	0	0	0	0	0	0	0	0	0	0	56
Day Total	37	5268	768	27	64	14	3	13	5	2	2	2	0	6205
Percent	0.6%	84.9%	12.4%	0.4%	1.0%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	07:00	08:00	07:00	07:00	07:00	05:00	06:00	07:00	06:00		07:00
Vol.	14	704	110	3	7	2	2	3	1	1	1	1		843
PM Peak	17:00	17:00	17:00	17:00	18:00	12:00		15:00	12:00		12:00			17:00
Vol.	3	364	67	3	6	4		2	2		1			442

All Traffic Data Services
Wheat Ridge, CO 80033

Site Code: 2
Station ID: 2
DUNKIRK ST S.O E COLORADO DR

NB

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
01/30/19	0	20	1	0	0	0	0	0	0	0	0	0	0	21
01:00	0	18	2	0	0	0	0	0	1	0	0	0	0	21
02:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17
03:00	1	44	2	0	1	0	0	0	0	0	0	0	0	48
04:00	0	83	11	0	1	0	0	0	0	0	0	0	0	95
05:00	2	185	38	2	5	0	0	0	0	0	0	0	0	232
06:00	3	414	82	1	4	0	0	0	0	2	0	0	0	506
07:00	5	629	98	3	9	2	0	1	1	0	0	0	0	748
08:00	1	412	77	2	4	2	0	1	0	0	0	1	0	500
09:00	1	256	36	3	6	1	0	2	1	0	0	0	0	306
10:00	2	207	32	1	6	1	0	1	0	0	0	0	0	250
11:00	2	204	25	1	3	3	0	1	0	0	0	0	0	239
12 PM	0	227	35	1	2	4	0	1	2	0	1	0	0	273
13:00	0	187	27	1	3	0	0	0	0	0	0	0	0	218
14:00	0	192	17	0	3	0	0	0	0	0	0	0	0	212
15:00	1	260	45	2	4	0	0	2	0	0	0	0	0	314
16:00	2	340	35	1	5	0	0	0	0	0	0	0	0	383
17:00	3	345	63	3	4	1	0	0	0	0	0	0	0	419
18:00	1	298	43	3	6	0	0	0	0	0	0	0	0	351
19:00	1	188	16	0	4	0	0	0	0	0	0	0	0	209
20:00	0	144	16	0	0	1	0	0	0	0	0	0	0	161
21:00	0	125	11	0	0	0	0	0	0	0	0	0	0	136
22:00	0	79	5	0	0	0	0	0	0	0	0	0	0	84
23:00	0	50	3	0	0	0	0	0	0	0	0	0	0	53
Day Total	25	4924	720	24	70	15	0	9	5	2	1	1	0	5796
Percent	0.4%	85.0%	12.4%	0.4%	1.2%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00	11:00		09:00	01:00	06:00		08:00		07:00
Vol.	5	629	98	3	9	3		2	1	2		1		748
PM Peak	17:00	17:00	17:00	17:00	18:00	12:00		15:00	12:00		12:00			17:00
Vol.	3	345	63	3	6	4		2	2		1			419

All Traffic Data Services
Wheat Ridge, CO 80033

Site Code: 2
Station ID: 2
DUNKIRK ST S.O E COLORADO DR

NB

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
01/31/19	0	20	1	0	0	0	0	0	0	0	0	0	0	21
01:00	0	18	2	0	0	0	0	0	1	0	0	0	0	21
02:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
03:00	1	42	2	0	1	0	0	0	0	0	0	0	0	46
04:00	0	78	11	0	1	0	0	0	0	0	0	0	0	90
05:00	2	175	36	2	5	0	0	0	0	0	0	0	0	220
06:00	3	391	78	1	4	0	0	0	0	2	0	0	0	479
07:00	5	596	93	3	9	2	0	1	1	0	0	0	0	710
08:00	1	389	73	2	4	2	0	1	0	0	0	1	0	473
09:00	1	243	35	3	6	1	0	2	1	0	0	0	0	292
10:00	2	196	30	1	6	1	0	1	0	0	0	0	0	237
11:00	1	211	25	1	3	2	0	1	1	0	0	0	0	245
12 PM	0	180	18	2	2	1	0	0	0	0	0	0	0	203
13:00	2	226	23	2	2	2	0	0	1	0	0	0	0	258
14:00	0	255	40	5	6	3	0	1	0	0	0	0	0	310
15:00	1	252	49	3	3	1	1	1	0	0	1	0	0	312
16:00	2	311	38	1	6	0	0	2	0	0	0	0	0	360
17:00	3	364	67	3	4	1	0	0	0	0	0	0	0	442
18:00	1	315	46	3	6	0	0	0	0	0	0	0	0	371
19:00	1	199	16	0	4	0	0	0	0	0	0	0	0	220
20:00	0	152	16	0	0	1	0	0	0	0	0	0	0	169
21:00	0	132	11	0	0	0	0	0	0	0	0	0	0	143
22:00	0	83	5	0	0	0	0	0	0	0	0	0	0	88
23:00	0	53	3	0	0	0	0	0	0	0	0	0	0	56
Day Total	26	4897	718	32	72	17	1	10	5	2	1	1	0	5782
Percent	0.4%	84.7%	12.4%	0.6%	1.2%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00		09:00	01:00	06:00		08:00		07:00
Vol.	5	596	93	3	9	2		2	1	2		1		710
PM Peak	17:00	17:00	17:00	14:00	14:00	14:00	15:00	16:00	13:00		15:00			17:00
Vol.	3	364	67	5	6	3	1	2	1		1			442
Grand Total	88	15089	2206	83	206	46	4	32	15	6	4	4	0	17783
Percent	0.5%	84.9%	12.4%	0.5%	1.2%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services
Wheat Ridge, CO 80033

Site Code: 2
Station ID: 2
DUNKIRK ST S.O E COLORADO DR

SB

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
01/29/19	0	21	4	0	0	0	0	0	0	0	0	0	0	25
01:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22
02:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
03:00	0	7	3	0	1	0	0	0	1	0	0	0	0	12
04:00	0	17	4	0	1	0	0	0	0	0	0	0	0	22
05:00	0	89	14	0	2	0	0	1	0	0	0	0	0	106
06:00	0	173	31	2	4	1	2	1	0	0	0	0	0	214
07:00	4	359	58	5	8	1	0	0	1	0	0	0	0	436
08:00	0	203	32	3	3	0	0	1	1	0	0	0	0	243
09:00	0	137	24	0	3	3	0	2	0	1	0	0	0	170
10:00	0	163	35	1	2	1	0	0	0	0	0	1	0	203
11:00	0	242	42	0	5	4	0	1	0	0	0	0	0	294
12 PM	1	197	21	0	7	1	0	0	0	0	0	0	0	227
13:00	1	177	35	2	3	3	1	1	0	0	0	1	0	224
14:00	1	247	39	0	3	0	0	2	0	0	0	0	0	292
15:00	0	387	64	0	7	1	2	0	2	1	0	1	0	465
16:00	7	529	91	3	7	0	0	2	2	0	0	1	0	642
17:00	11	542	85	0	7	2	2	3	0	0	0	0	0	652
18:00	3	363	35	0	9	1	0	1	0	0	0	0	0	412
19:00	1	187	37	0	1	1	0	0	0	0	0	0	0	227
20:00	0	138	26	0	1	0	0	0	0	0	0	0	0	165
21:00	0	118	16	0	0	0	0	0	0	0	0	0	0	134
22:00	0	69	4	0	2	0	0	0	0	0	0	0	0	75
23:00	0	62	6	0	0	0	0	0	0	0	0	0	0	68
Day Total	29	4455	711	16	76	19	7	15	7	2	0	4	0	5341
Percent	0.5%	83.4%	13.3%	0.3%	1.4%	0.4%	0.1%	0.3%	0.1%	0.0%	0.0%	0.1%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00	11:00	06:00	09:00	03:00	09:00		10:00		07:00
Vol.	4	359	58	5	8	4	2	2	1	1		1		436
PM Peak	17:00	17:00	16:00	16:00	18:00	13:00	15:00	17:00	15:00	15:00		13:00		17:00
Vol.	11	542	91	3	9	3	2	3	2	1		1		652

All Traffic Data Services
Wheat Ridge, CO 80033

Site Code: 2
Station ID: 2
DUNKIRK ST S.O E COLORADO DR

SB

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
01/30/19	0	32	7	0	0	0	0	0	0	0	0	0	0	39
01:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
02:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
03:00	0	8	5	0	1	0	0	0	0	0	0	0	0	14
04:00	0	23	4	0	0	0	0	0	0	0	0	0	0	27
05:00	1	74	13	1	1	0	0	0	0	0	0	0	0	90
06:00	0	175	33	1	3	0	0	0	0	0	0	0	0	212
07:00	0	267	34	0	3	0	0	0	0	0	0	0	2	306
08:00	2	180	35	1	6	0	0	1	0	0	0	0	0	225
09:00	1	156	30	0	4	3	0	0	0	0	0	0	0	194
10:00	2	187	30	1	1	2	1	0	0	0	0	0	0	224
11:00	2	204	28	1	4	2	0	0	1	0	0	0	0	242
12 PM	2	194	47	1	3	3	0	0	1	0	0	0	0	251
13:00	1	194	26	0	4	1	0	1	0	0	0	0	0	227
14:00	2	267	36	0	4	0	0	0	0	0	0	0	0	309
15:00	4	415	69	0	7	1	0	2	0	0	0	0	0	498
16:00	4	554	81	4	10	2	1	2	0	1	0	0	0	659
17:00	5	510	75	0	8	1	1	3	0	3	1	1	0	608
18:00	1	347	59	0	1	1	0	0	0	0	0	0	0	409
19:00	0	218	25	0	3	0	0	1	0	0	0	0	0	247
20:00	0	160	13	0	0	0	0	0	0	0	0	0	0	173
21:00	1	110	12	0	0	0	1	0	0	0	0	0	0	124
22:00	0	80	3	0	2	0	0	0	0	0	0	0	0	85
23:00	0	52	5	0	0	0	0	0	0	0	0	0	0	57
Day Total	28	4435	673	10	65	16	4	10	2	4	1	1	2	5251
Percent	0.5%	84.5%	12.8%	0.2%	1.2%	0.3%	0.1%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	08:00	05:00	08:00	09:00	10:00	08:00	11:00				07:00	07:00
Vol.	2	267	35	1	6	3	1	1	1				2	306
PM Peak	17:00	16:00	16:00	16:00	16:00	12:00	16:00	17:00	12:00	17:00	17:00	17:00		16:00
Vol.	5	554	81	4	10	3	1	3	1	3	1	1		659

All Traffic Data Services
Wheat Ridge, CO 80033

Site Code: 2
Station ID: 2
DUNKIRK ST S.O E COLORADO DR

SB

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
01/31/19	0	22	3	0	0	0	0	0	0	0	0	0	0	25
01:00	0	21	5	0	0	0	0	0	0	0	0	0	0	26
02:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
03:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
04:00	0	32	1	0	1	0	0	0	0	0	0	0	0	34
05:00	0	84	12	3	1	0	0	0	2	0	0	0	0	102
06:00	0	165	29	0	2	0	0	0	0	0	0	0	0	196
07:00	1	250	29	0	5	0	0	1	1	0	0	0	0	287
08:00	0	186	35	0	4	1	0	0	0	0	0	0	0	226
09:00	1	165	33	0	2	2	0	1	0	0	0	0	0	204
10:00	0	182	33	1	5	4	0	0	1	0	0	0	0	226
11:00	2	216	30	0	3	1	1	1	0	0	0	0	0	254
12 PM	1	209	25	0	3	1	0	1	0	0	0	0	0	240
13:00	0	151	17	0	5	1	0	0	0	0	0	0	0	174
14:00	3	317	52	6	5	1	1	0	0	1	0	0	0	386
15:00	2	392	72	2	8	3	0	5	1	0	0	0	0	485
16:00	4	580	80	0	4	4	0	1	1	2	1	0	0	677
17:00	3	566	86	0	4	6	2	1	0	0	0	2	0	670
18:00	1	346	42	1	3	0	0	2	0	0	0	1	0	396
19:00	0	200	28	0	2	0	0	0	0	0	0	0	0	230
20:00	0	141	17	0	2	1	0	0	0	0	0	0	0	161
21:00	1	99	10	0	0	0	0	0	0	0	0	0	0	110
22:00	0	63	7	0	1	0	0	0	0	0	0	0	0	71
23:00	1	31	5	0	0	0	0	0	0	0	0	0	0	37
Day Total	20	4442	655	13	60	25	4	13	6	3	1	3	0	5245
Percent	0.4%	84.7%	12.5%	0.2%	1.1%	0.5%	0.1%	0.2%	0.1%	0.1%	0.0%	0.1%	0.0%	
AM Peak	11:00	07:00	08:00	05:00	07:00	10:00	11:00	07:00	05:00					07:00
Vol.	2	250	35	3	5	4	1	1	2					287
PM Peak	16:00	16:00	17:00	14:00	15:00	17:00	17:00	15:00	15:00	16:00	16:00	17:00		16:00
Vol.	4	580	86	6	8	6	2	5	1	2	1	2		677
Grand Total	77	13332	2039	39	201	60	15	38	15	9	2	8	2	15837
Percent	0.5%	84.2%	12.9%	0.2%	1.3%	0.4%	0.1%	0.2%	0.1%	0.1%	0.0%	0.1%	0.0%	

All Traffic Data Services
Wheat Ridge, CO 80033

Site Code: 1
Station ID: 1
E COLORADO DR W/O S DUNKIRK ST

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
01/29/19	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
06:00	0	30	5	0	0	0	0	0	0	0	0	0	0	35
07:00	0	68	9	0	3	0	0	0	0	0	0	0	0	80
08:00	1	20	4	2	0	0	0	0	0	0	0	0	0	27
09:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23
10:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23
11:00	0	53	11	0	1	0	0	0	0	0	0	0	0	65
12 PM	1	19	1	0	1	0	0	0	0	0	0	0	0	22
13:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
14:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
15:00	0	17	9	0	1	0	0	0	0	0	0	0	0	27
16:00	0	19	6	0	0	0	0	0	0	0	0	0	0	25
17:00	0	31	4	0	2	1	0	0	0	0	0	0	0	38
18:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22
19:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
20:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24
21:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
22:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Day Total	2	416	64	2	8	1	0	0	0	0	0	0	0	493
Percent	0.4%	84.4%	13.0%	0.4%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	11:00	08:00	07:00									07:00
Vol.	1	68	11	2	3									80
PM Peak	12:00	17:00	15:00		17:00	17:00								17:00
Vol.	1	31	9		2	1								38

All Traffic Data Services
Wheat Ridge, CO 80033

Site Code: 1
Station ID: 1
E COLORADO DR W/O S DUNKIRK ST

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
01/30/19	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
06:00	0	28	6	0	0	0	0	0	0	0	0	0	0	34
07:00	0	34	7	0	0	0	0	0	0	0	0	0	0	41
08:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
09:00	1	21	5	0	1	0	0	0	0	0	0	0	0	28
10:00	0	20	4	0	1	0	0	0	0	0	0	0	0	25
11:00	0	12	1	0	1	2	0	0	0	0	0	0	0	16
12 PM	0	30	6	0	0	0	0	0	0	0	0	0	0	36
13:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
14:00	0	23	3	0	1	1	0	0	0	0	0	0	0	28
15:00	0	23	6	0	0	0	0	0	0	0	0	0	0	29
16:00	1	29	4	0	1	0	0	0	0	0	0	0	0	35
17:00	0	39	2	0	0	0	0	0	0	0	0	0	0	41
18:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
19:00	0	15	1	0	1	0	0	0	0	0	0	0	0	17
20:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
21:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Day Total	2	358	53	0	6	3	0	0	0	0	0	0	0	422
Percent	0.5%	84.8%	12.6%	0.0%	1.4%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00		09:00	11:00								07:00
Vol.	1	34	7		1	2								41
PM Peak	16:00	17:00	12:00		14:00	14:00								17:00
Vol.	1	39	6		1	1								41

All Traffic Data Services
Wheat Ridge, CO 80033

Site Code: 1

Station ID: 1

E COLORADO DR W/O S DUNKIRK ST

EB

[illegible]

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Station ID: 1

E COLORADO DR W/O S DUNKIRK ST

[illegible]



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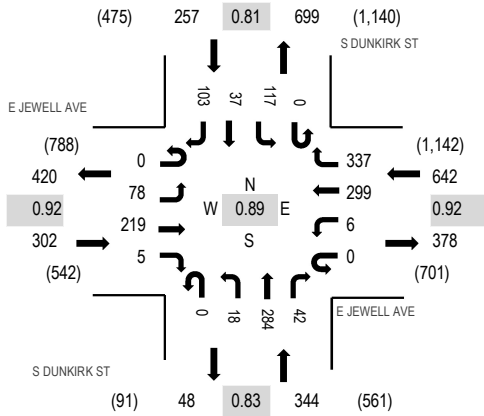
Location: 1 S DUNKIRK ST & E JEWELL AVE AM

Date: Thursday, March 28, 2019

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

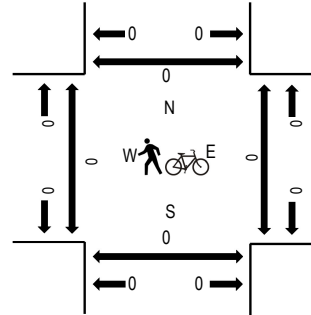
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	E JEWELL AVE Eastbound				E JEWELL AVE Westbound				S DUNKIRK ST Northbound				S DUNKIRK ST 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
7:00 AM	0	20	43	1	0	0	77	79	0	3	75	5	0	24	7	21	355	1,545	0	0	0	0
7:15 AM	0	23	60	1	0	2	77	95	0	5	85	13	0	29	14	32	436	1,492	0	0	0	0
7:30 AM	0	17	55	2	0	2	68	85	0	5	66	12	0	41	10	29	392	1,366	0	0	0	0
7:45 AM	0	18	61	1	0	2	77	78	0	5	58	12	0	23	6	21	362	1,269	0	0	0	0
8:00 AM	0	13	56	2	0	2	64	60	0	1	43	8	0	19	11	23	302	1,175	0	0	0	0
8:15 AM	0	5	51	0	0	0	71	62	0	3	50	7	0	21	7	33	310		0	0	0	0
8:30 AM	0	10	50	1	0	2	65	47	0	3	53	8	0	30	8	18	295		0	0	0	0
8:45 AM	0	9	43	0	0	2	70	55	0	2	34	5	0	25	8	15	268		0	0	0	0
Count Total	0	115	419	8	0	12	569	561	0	27	464	70	0	212	71	192	2,720		0	0	0	0
Peak Hour	0	78	219	5	0	6	299	337	0	18	284	42	0	117	37	103	1,545		0	0	0	0



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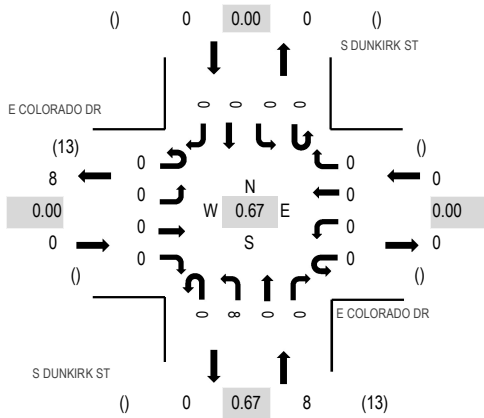
Location: 2 S DUNKIRK ST & E COLORADO DR AM

Date: Thursday, March 28, 2019

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

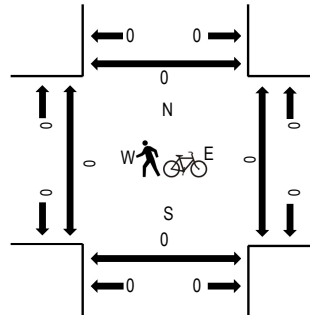
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	E COLORADO DR Eastbound				E COLORADO DR Westbound				S DUNKIRK ST Northbound				S DUNKIRK ST 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
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	8	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	6	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4		0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13		0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8		0	0	0	0



(303) 216-2439
www.alltrafficdata.net

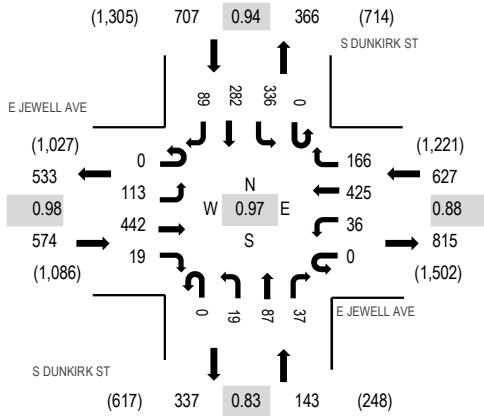
Location: 1 S DUNKIRK ST & E JEWELL AVE PM

Date: Thursday, March 28, 2019

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

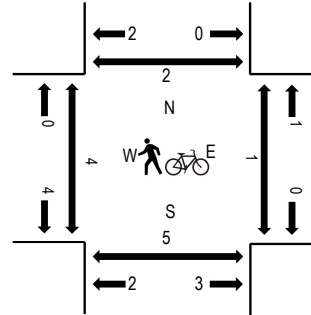
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	E JEWELL AVE Eastbound				E JEWELL AVE Westbound				S DUNKIRK ST Northbound				S DUNKIRK ST 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
4:00 PM	0	23	90	3	0	7	80	36	0	4	22	5	0	73	60	20	423	1,949	0	0	1	0
4:15 PM	0	25	99	2	1	10	95	40	0	0	28	5	0	85	82	24	496	2,020	0	0	1	0
4:30 PM	0	25	106	6	0	6	116	42	0	7	22	11	0	80	74	24	519	2,051	0	0	2	0
4:45 PM	0	25	120	2	0	10	102	45	0	3	18	1	0	92	75	18	511	1,985	0	0	0	0
5:00 PM	0	32	108	4	0	8	99	36	0	7	20	16	0	74	68	22	494	1,911	0	0	0	0
5:15 PM	0	31	108	7	0	12	108	43	0	2	27	9	0	90	65	25	527		0	0	0	2
5:30 PM	0	30	98	5	0	23	119	43	0	1	10	5	0	55	38	26	453		0	0	0	0
5:45 PM	0	29	102	6	0	8	88	44	0	5	18	2	0	67	36	32	437		0	1	2	0
Count Total	0	220	831	35	1	84	807	329	0	29	165	54	0	616	498	191	3,860		0	1	6	2
Peak Hour	0	113	442	19	0	36	425	166	0	19	87	37	0	336	282	89	2,051		0	0	2	2



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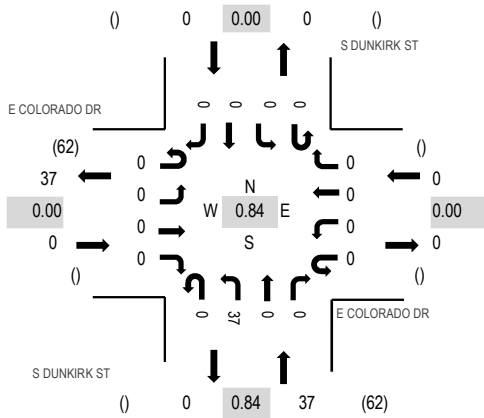
Location: 2 S DUNKIRK ST & E COLORADO DR PM

Date: Thursday, March 28, 2019

Peak Hour: 05:00 PM - 06:00 PM

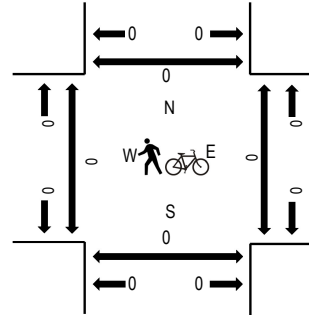
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	E COLORADO DR Eastbound				E COLORADO DR Westbound				S DUNKIRK ST Northbound				S DUNKIRK ST 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
4:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	25	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	32	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	28	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	32	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	37	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11		0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	62	0	0	0	0	0	0	62		0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	37		0	0	0	0

APPENDIX D
TRIP GENERATION SUMMARY REPORTS



Trip Generation Summary

Alternative: Alternative 1

Phase:

Open Date: 2/18/2019

Project: Brookhaven Condominiums

Analysis Date: 2/18/2019

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
221	MID-RISE 1		435	435	870		15	43	58		43	27	70
	160 Dwelling Units												
Unadjusted Volume			435	435	870		15	43	58		43	27	70
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			435	435	870		15	43	58		43	27	70

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

TRIP GENERATION 10, TRAFFICWARE, LLC

P. 1

Detailed Land Use Data
For 160 Dwelling Units of MID-RISE 1
(221) Multifamily Housing (Mid-Rise)

Project: Brookhaven Condominiums

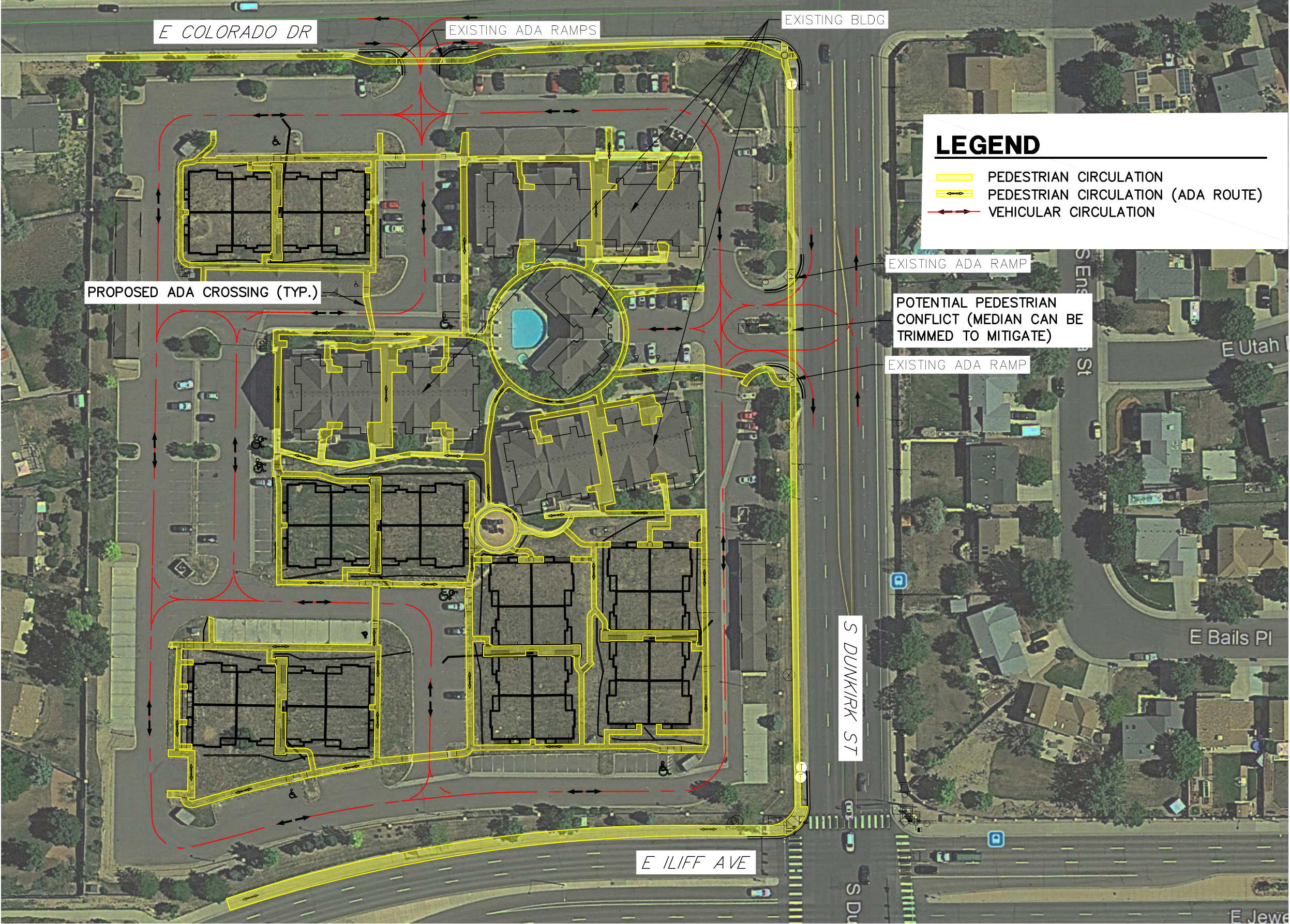
Open Date: 2/18/2019
Analysis Date: 2/18/2019

Day / Period	Total Trips	Pass-By Trips	Avg Rate	Min Rate	Max Rate	Std Dev	Avg Size	% Enter	% Exit	Use Eq.	Equation	R2
Weekday Average Daily Trips Source : Trip Generation Manual 10th Edition	870	0	5.44	1.27	12.5	2.03	205	50	50	False	$T = 5.45(X) - 1.75$	0.77
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 10th Edition	58	0	0.36	0.06	1.61	0.19	207	26	74	False	$\ln(T) = 0.98 \ln(X) - 0.98$	0.67
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 10th Edition	70	0	0.44	0.15	1.11	0.19	208	61	39	False	$\ln(T) = 0.96 \ln(X) - 0.63$	0.72

APPENDIX E
SITE CIRCULATION PLAN



X:\Temp Project Files\15986.00\Drawings\Ppresentations\2019-01-30_SiteCirculation\Exhibit.dwg, SiteCirculation, 2/15/2019 12:06:42 PM, CS

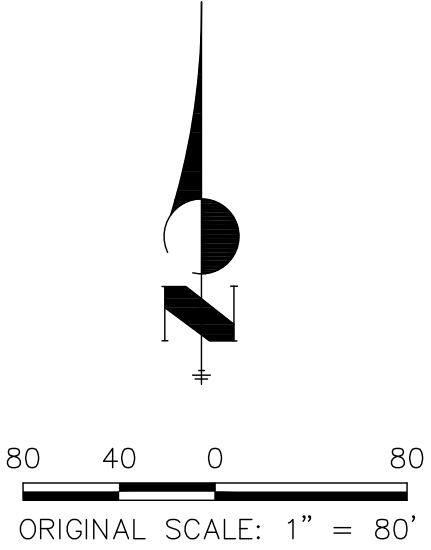


LEGEND

PEDESTRIAN CIRCULATION

PEDESTRIAN CIRCULATION (ADA ROUTE)

VEHICULAR CIRCULATION



SITE CIRCULATION PLAN
BROOKHAVEN CONDOMINIUMS
JOB NO. 15986.00
2/15/19
SHEET 1 OF 1

 **J-R ENGINEERING**
A Westrian Company

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Fort Collins 970-491-9888 • www.jrengineering.com

APPENDIX F
TRAFFIC SIGNAL WARRANT REPORTS



Warrants Summary Report

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

Intersection Information

	Major Street	Minor Street
Street Name	S. Dunkirk Street	E. Colorado Drive
Direction	NB/SB	EB/WB
Number of Lanes	2	1
Approach Speed	35	25

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met?	No	0 Hours met (8 required)
Condition A and B Met?	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

Intersection Information

Major Street Name: S. Dunkirk Street

Major Street Direction: NB/SB

Minor Street Direction: EB/WB

WARRANT 1 MET?

No

Details:

Condition A Met? No 0 Hours met (8 required)

Condition B Met? No 0 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		100% Standard Met? Cond. A OR Cond. B		80% Standard Met? Cond. A AND Cond. B	
					Condition A 100% Column	Condition B 100% Column	Condition A 80% Column	Condition B 80% Column
00:00 to 01:00	52		4		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No				
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No				
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No				
00:15 to 01:15	49		2		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No				
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No				
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No				
00:30 to 01:30	49		3		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No				
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No				
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No				

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

00:45 to 01:45		47	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
01:00 to 02:00		46	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
01:15 to 02:15		39	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
01:30 to 02:30		30	1	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
01:45 to 02:45		23	1	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

02:00 to 03:00		26	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
02:15 to 03:15		30	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
02:30 to 03:30		32	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
02:45 to 03:45		46	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
03:00 to 04:00		59	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

03:15 to 04:15		66	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

03:30 to 04:30		82	3	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

03:45 to 04:45		104	3	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

04:00 to 05:00		125	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

04:15 to 05:15		159	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

04:30 to 05:30		218		4		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

04:45 to 05:45		270		8		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

05:00 to 06:00		338		9		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

05:15 to 06:15		426		18		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

05:30 to 06:30		506		24		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

05:45 to 06:45		606		25		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

06:00 to 07:00		728		36		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

06:15 to 07:15		875		43		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

06:30 to 07:30		1,023		48		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

06:45 to 07:45		1,103		56		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

07:00 to 08:00		1,102	57	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No			
07:15 to 08:15		1,007	46	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No			
07:30 to 08:30		904	38	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No			
07:45 to 08:45		804	29	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No			
08:00 to 09:00		737	20	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

08:15 to 09:15		668	20	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

08:30 to 09:30		601	22	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

08:45 to 09:45		549	22	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

09:00 to 10:00		493	25	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

09:15 to 10:15		500	26	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

09:30 to 10:30		465	25	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

09:45 to 10:45		443	25	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

10:00 to 11:00		451	26	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

10:15 to 11:15		433	31	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

10:30 to 11:30		484	38	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

10:45 to 11:45		504		38		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

11:00 to 12:00		499		37		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

11:15 to 12:15		504		30		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

11:30 to 12:30		470		24		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

11:45 to 12:45		484		23		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

12:00 to 13:00		494	24	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
12:15 to 13:15		477	25	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
12:30 to 13:30		465	21	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
12:45 to 13:45		451	23	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
13:00 to 14:00		442	19	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

13:15 to 14:15		470		19		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

13:30 to 14:30		494		24		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

13:45 to 14:45		541		26		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

14:00 to 15:00		576		33		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

14:15 to 15:15		629		35		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

14:30 to 15:30		688		39		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

14:45 to 15:45		752		39		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

15:00 to 16:00		799		37		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

15:15 to 16:15		858		40		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

15:30 to 16:30		929		40		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

15:45 to 16:45		961		39		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

16:00 to 17:00		1,035		40		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

16:15 to 17:15		1,087		37		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

16:30 to 17:30		1,097		39		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

16:45 to 17:45		1,077		42		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

17:00 to 18:00		1,068		44	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No				
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No				
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No				
17:15 to 18:15		982		47	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No				
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No				
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No				
17:30 to 18:30		891		44	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No				
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No				
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No				
17:45 to 18:45		855		37	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No				
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No				
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No				
18:00 to 19:00		767		33	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No				
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No				
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No				

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

18:15 to 19:15		678		28		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

18:30 to 19:30		615		25		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

18:45 to 19:45		519		26		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

19:00 to 20:00		449		26		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

19:15 to 20:15		435		24		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

19:30 to 20:30		393		24		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

19:45 to 20:45		360		20		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

20:00 to 21:00		331		16		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

20:15 to 21:15		294		15		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

20:30 to 21:30		296		13		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

20:45 to 21:45		286		12		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

21:00 to 22:00		262		11		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

21:15 to 22:15		238		9		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

21:30 to 22:30		203		8		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

21:45 to 22:45		181		7		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

22:00 to 23:00		165	7	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

22:15 to 23:15		157	6	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

22:30 to 23:30		146	5	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

22:45 to 23:45		128	5	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

23:00 to 00:00		110	4	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

23:15 to 00:15		93	5	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

23:30 to 00:30		73	4	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

23:45 to 00:45		60	4	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 2: Four-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

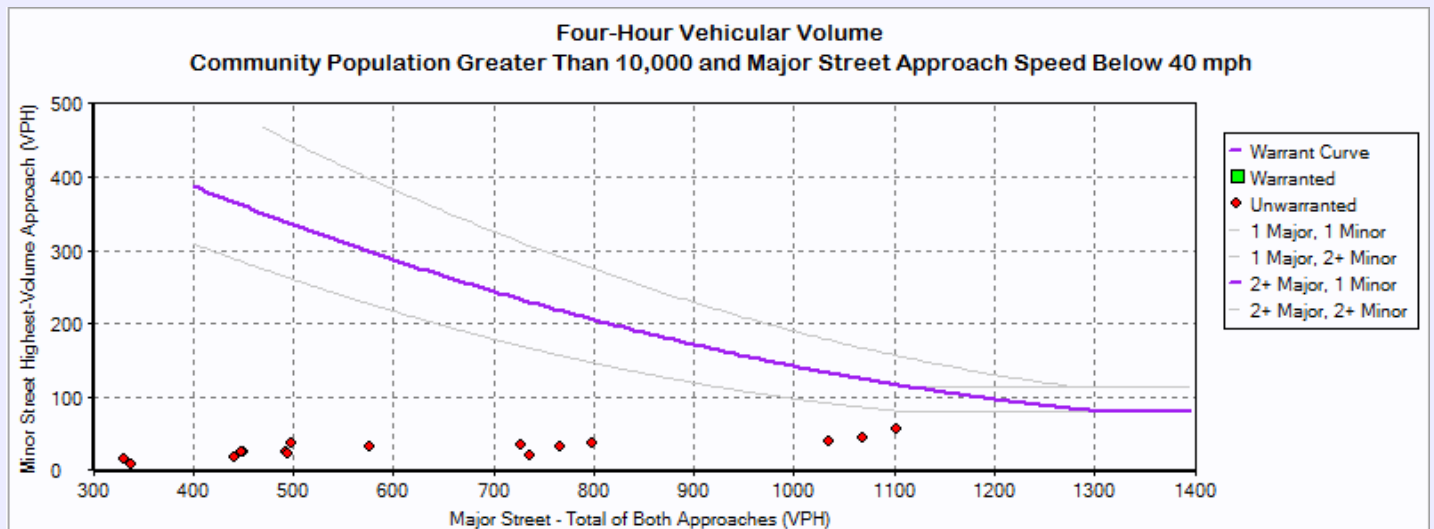
Intersection Information

	Major Street	Minor Street
Street Name	S. Dunkirk Street	E. Colorado Drive
Direction	NB/SB	EB/WB
Number of Lanes	2	1
Approach Speed	35	25

Warrant 2 Met? **No**

Details:

Notes	0 Hours met (4 required)
Low population	No



Warrant 2: Four-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

Hourly Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	52	4
01:00:00 - 02:00:00	46	2
02:00:00 - 03:00:00	26	2
03:00:00 - 04:00:00	59	2
04:00:00 - 05:00:00	125	2
05:00:00 - 06:00:00	338	9
06:00:00 - 07:00:00	728	36
07:00:00 - 08:00:00	1,102	57
08:00:00 - 09:00:00	737	20
09:00:00 - 10:00:00	493	25
10:00:00 - 11:00:00	451	26
11:00:00 - 12:00:00	499	37
12:00:00 - 13:00:00	494	24
13:00:00 - 14:00:00	442	19
14:00:00 - 15:00:00	576	33
15:00:00 - 16:00:00	799	37
16:00:00 - 17:00:00	1,035	40
17:00:00 - 18:00:00	1,068	44
18:00:00 - 19:00:00	767	33
19:00:00 - 20:00:00	449	26
20:00:00 - 21:00:00	331	16
21:00:00 - 22:00:00	262	11
22:00:00 - 23:00:00	165	7

Warrant 2: Four-hour Vehicular Volume

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

23:00:00 - 00:00:00		110	4
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Warranted Hours

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)

Note: Only data of hours warranted is represented in the above table.

Warrant 3: Peak Hour

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

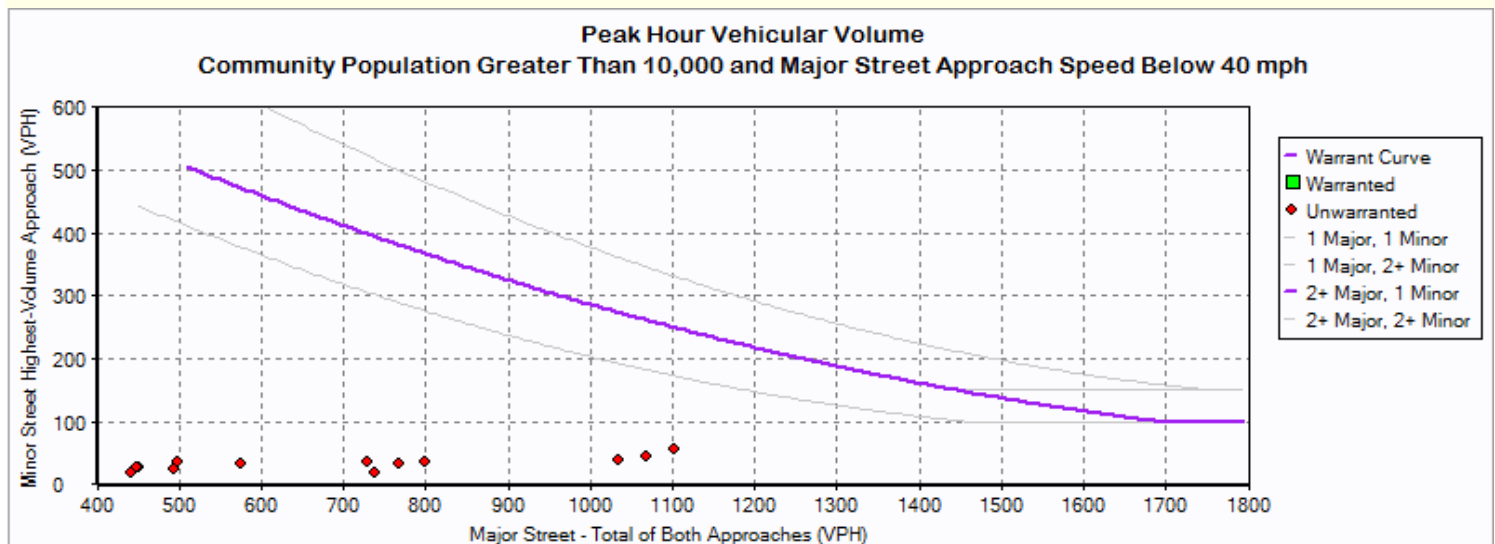
Intersection Information

	Major Street	Minor Street
Street Name	S. Dunkirk Street	E. Colorado Drive
Direction	NB/SB	EB/WB
Number of Lanes	2	1
Approach Speed	35	25

Warrant 3 Met? **No**

Details

Low Population?	No		
Condition A Met?	No	Condition B Met?	No
Notes	0 Hours met (1 required)	Notes	0 Hours met (1 required)
Minor Approach Time Delay Condition Met?	Not Met		
Minor Approach Volume Condition Met?	Not Met		
Total Entering Intersection Volume Condition Met?	Not Met		



Warrant 3: Peak Hour

1: Existing Conditions - S. Dunkirk Street & E. Colorado Drive

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
0:00	52	4
1:00	46	2
2:00	26	2
3:00	59	2
4:00	125	2
5:00	338	9
6:00	728	36
7:00	1,102	57
8:00	737	20
9:00	493	25
10:00	451	26
11:00	499	37
12:00	494	24
13:00	442	19
14:00	576	33
15:00	799	37
16:00	1,035	40
17:00	1,068	44
18:00	767	33
19:00	449	26
20:00	331	16
21:00	262	11
22:00	165	7
23:00	110	4

Warrants Summary Report

1: Year 2021 Total - Dunkirk & Colorado

Intersection Information

	Major Street	Minor Street
Street Name	Dunkirk	Colorado
Direction	NB/SB	EB/WB
Number of Lanes	2	1
Approach Speed	35	25

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met?	No	0 Hours met (8 required)
Condition A and B Met?	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

Intersection Information

Major Street Name: Dunkirk

Major Street Direction: NB/SB

Minor Street Direction: EB/WB

WARRANT 1 MET?

No

Details:

Condition A Met? No 0 Hours met (8 required)

Condition B Met? No 0 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		100% Standard Met? Cond. A OR Cond. B		80% Standard Met? Cond. A AND Cond. B	
					Condition A 100% Column	Condition B 100% Column	Condition A 80% Column	Condition B 80% Column
00:00 to 01:00	54		4		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No				
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No				
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No				
00:15 to 01:15	51		2		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No				
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No				
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No				
00:30 to 01:30	51		3		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No				
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No				
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No				

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

00:45 to 01:45		49	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
01:00 to 02:00		47	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
01:15 to 02:15		40	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
01:30 to 02:30		32	1	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
01:45 to 02:45		26	1	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

02:00 to 03:00		30	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
02:15 to 03:15		34	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
02:30 to 03:30		35	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
02:45 to 03:45		49	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
03:00 to 04:00		63	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

03:15 to 04:15		71	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
03:30 to 04:30		90	3	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
03:45 to 04:45		114	3	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
04:00 to 05:00		138	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
04:15 to 05:15		174	2	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

04:30 to 05:30		237	4	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
04:45 to 05:45		294	8	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
05:00 to 06:00		367	9	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
05:15 to 06:15		463	19	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
05:30 to 06:30		550	25	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

05:45 to 06:45		658		26		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					
06:00 to 07:00		789		38		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
06:15 to 07:15		948		45		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
06:30 to 07:30		1,108		51		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
06:45 to 07:45		1,195		61		No	No	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

07:00 to 08:00		1,195	62	No	No	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes			
07:15 to 08:15		1,091	51	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No			
07:30 to 08:30		979	42	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No			
07:45 to 08:45		871	31	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No			
08:00 to 09:00		798	22	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

08:15 to 09:15		725		22		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

08:30 to 09:30		652		24		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

08:45 to 09:45		595		24		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

09:00 to 10:00		534		27		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

09:15 to 10:15		541		27		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

09:30 to 10:30		502	26	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

09:45 to 10:45		477	26	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

10:00 to 11:00		484	27	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

10:15 to 11:15		464	33	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

10:30 to 11:30		520	41	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

10:45 to 11:45		543		42		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

11:00 to 12:00		539		41		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

11:15 to 12:15		544		33		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

11:30 to 12:30		507		27		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

11:45 to 12:45		522		26		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

12:00 to 13:00		533		27		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					
12:15 to 13:15		516		28		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					
12:30 to 13:30		504		23		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					
12:45 to 13:45		488		24		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					
13:00 to 14:00		477		20		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

13:15 to 14:15		506		20		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

13:30 to 14:30		530		26		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

13:45 to 14:45		580		26		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

14:00 to 15:00		618		34		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

14:15 to 15:15		673		36		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

14:30 to 15:30		737		40		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
14:45 to 15:45		805		41		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
15:00 to 16:00		855		38		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
15:15 to 16:15		918		41		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
15:30 to 16:30		993		41		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

15:45 to 16:45		1,028		39		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

16:00 to 17:00		1,107		40		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

16:15 to 17:15		1,164		39		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

16:30 to 17:30		1,175		42		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

16:45 to 17:45		1,153		44		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

17:00 to 18:00		1,144		46		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
17:15 to 18:15		1,052		48		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
17:30 to 18:30		955		45		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
17:45 to 18:45		918		38		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
18:00 to 19:00		824		34		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

18:15 to 19:15		729		30		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

18:30 to 19:30		663		27		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

18:45 to 19:45		559		28		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

19:00 to 20:00		484		29		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

19:15 to 20:15		469		27		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

19:30 to 20:30		423		26		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

19:45 to 20:45		388		22		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

20:00 to 21:00		357		18		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

20:15 to 21:15		318		16		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

20:30 to 21:30		321		13		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

20:45 to 21:45		310		12		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

21:00 to 22:00		283		11		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

21:15 to 22:15		256		9		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

21:30 to 22:30		218		8		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

21:45 to 22:45		194		7		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

22:00 to 23:00		178	8	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

22:15 to 23:15		169	6	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

22:30 to 23:30		156	5	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

22:45 to 23:45		137	5	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

23:00 to 00:00		117	4	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

23:15 to 00:15		99	5	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

23:30 to 00:30		77	4	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

23:45 to 00:45		62	4	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 2: Four-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

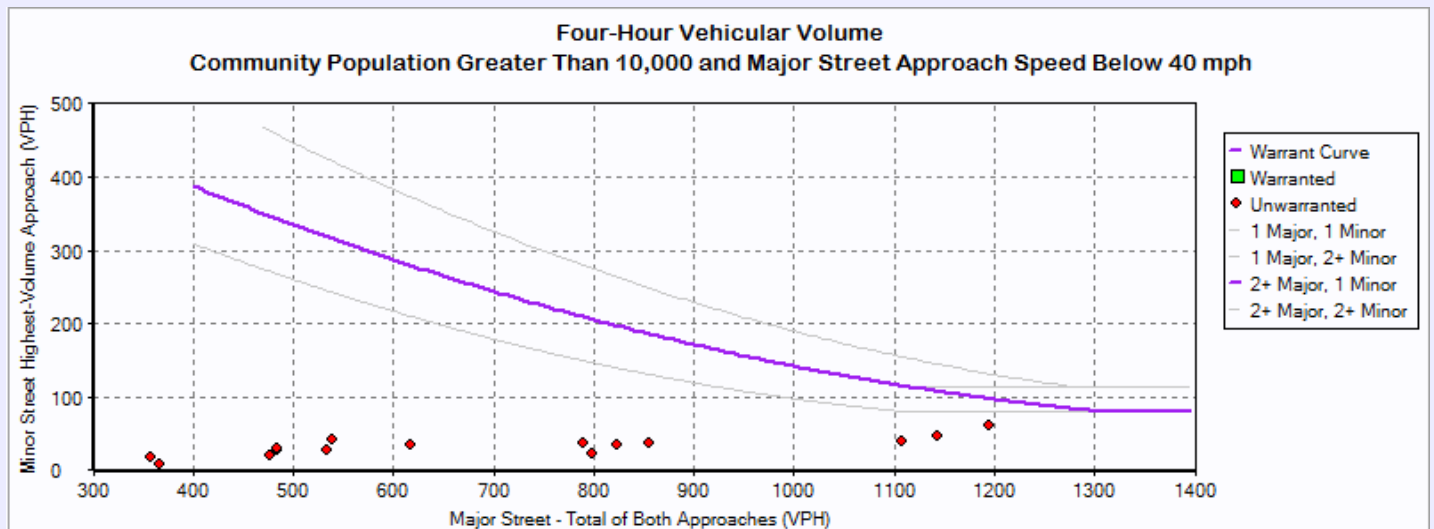
Intersection Information

	Major Street	Minor Street
Street Name	Dunkirk	Colorado
Direction	NB/SB	EB/WB
Number of Lanes	2	1
Approach Speed	35	25

Warrant 2 Met? **No**

Details:

Notes	0 Hours met (4 required)
Low population	No



Warrant 2: Four-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

Hourly Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	54	4
01:00:00 - 02:00:00	47	2
02:00:00 - 03:00:00	30	2
03:00:00 - 04:00:00	63	2
04:00:00 - 05:00:00	138	2
05:00:00 - 06:00:00	367	9
06:00:00 - 07:00:00	789	38
07:00:00 - 08:00:00	1,195	62
08:00:00 - 09:00:00	798	22
09:00:00 - 10:00:00	534	27
10:00:00 - 11:00:00	484	27
11:00:00 - 12:00:00	539	41
12:00:00 - 13:00:00	533	27
13:00:00 - 14:00:00	477	20
14:00:00 - 15:00:00	618	34
15:00:00 - 16:00:00	855	38
16:00:00 - 17:00:00	1,107	40
17:00:00 - 18:00:00	1,144	46
18:00:00 - 19:00:00	824	34
19:00:00 - 20:00:00	484	29
20:00:00 - 21:00:00	357	18
21:00:00 - 22:00:00	283	11
22:00:00 - 23:00:00	178	8

Warrant 2: Four-hour Vehicular Volume

1: Year 2021 Total - Dunkirk & Colorado

23:00:00 - 00:00:00		117	4
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Warranted Hours

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)

Note: Only data of hours warranted is represented in the above table.

Warrant 3: Peak Hour

1: Year 2021 Total - Dunkirk & Colorado

Intersection Information

	Major Street	Minor Street
Street Name	Dunkirk	Colorado
Direction	NB/SB	EB/WB
Number of Lanes	2	1
Approach Speed	35	25

Warrant 3 Met? **No**

Details

Low Population? **No**

Condition A Met? **No**

Condition B Met? **No**

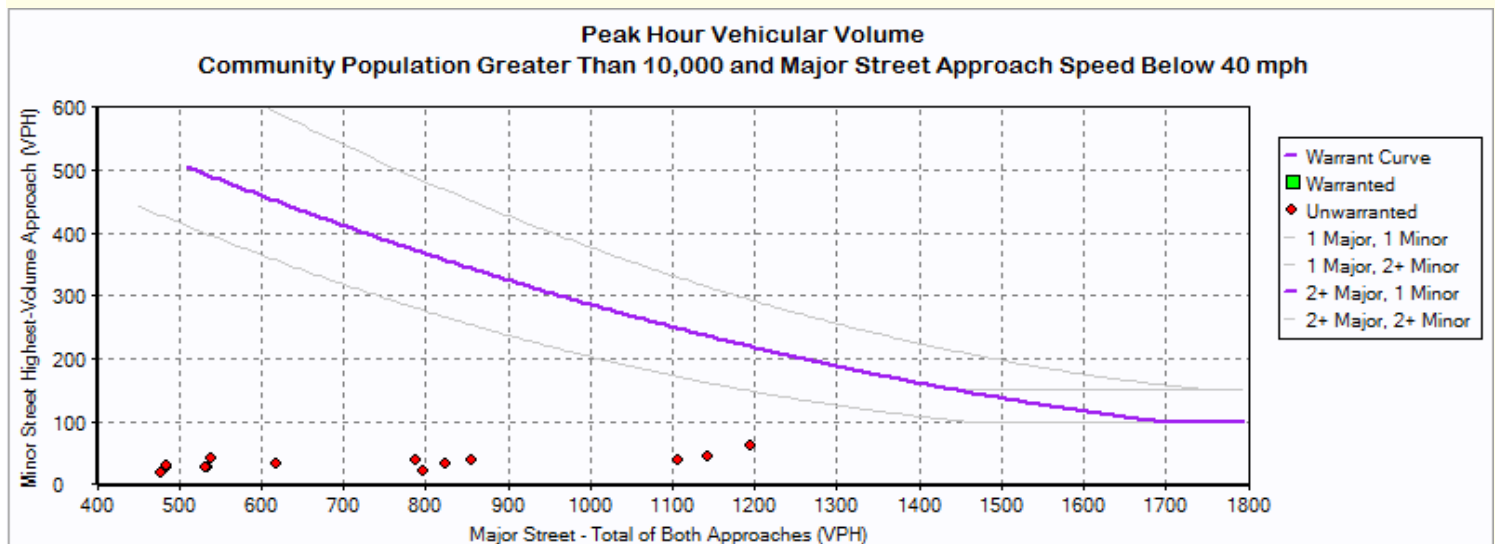
Notes 0 Hours met (1 required)

Notes 0 Hours met (1 required)

Minor Approach Time Delay Condition Met? **Not Met**

Minor Approach Volume Condition Met? **Not Met**

Total Entering Intersection Volume Condition Met? **Not Met**



Warrant 3: Peak Hour

1: Year 2021 Total - Dunkirk & Colorado

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
0:00	54	4
1:00	47	2
2:00	30	2
3:00	63	2
4:00	138	2
5:00	367	9
6:00	789	38
7:00	1,195	62
8:00	798	22
9:00	534	27
10:00	484	27
11:00	539	41
12:00	533	27
13:00	477	20
14:00	618	34
15:00	855	38
16:00	1,107	40
17:00	1,144	46
18:00	824	34
19:00	484	29
20:00	357	18
21:00	283	11
22:00	178	8
23:00	117	4

Warrants Summary Report

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

Intersection Information

	Major Street	Minor Street
Street Name	S. Dunkirk Street	E. Colorado Drive
Direction	NB/SB	EB/WB
Number of Lanes	2	1
Approach Speed	35	25

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met?	No	1 Hours met (8 required)
Condition A and B Met?	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	1 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

Intersection Information

Major Street Name: S. Dunkirk Street

Major Street Direction: NB/SB

Minor Street Direction: EB/WB

WARRANT 1 MET?

No

Details:

Condition A Met? No 1 Hours met (8 required)

Condition B Met? No 0 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		100% Standard Met? Cond. A OR Cond. B		80% Standard Met? Cond. A AND Cond. B	
					Condition A 100% Column	Condition B 100% Column	Condition A 80% Column	Condition B 80% Column
00:00 to 01:00	89		6		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No				
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No				
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No				
00:15 to 01:15	83		3		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No				
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No				
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No				
00:30 to 01:30	84		3		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No				
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No				
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No				

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

00:45 to 01:45		80	3	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
01:00 to 02:00		78	3	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
01:15 to 02:15		67	4	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
01:30 to 02:30		53	4	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
01:45 to 02:45		42	4	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

02:00 to 03:00		48	4	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

02:15 to 03:15		54	4	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

02:30 to 03:30		55	4	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

02:45 to 03:45		78	3	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

03:00 to 04:00		102	4	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

03:15 to 04:15		114	4	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

03:30 to 04:30		144	4	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

03:45 to 04:45		184	5	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

04:00 to 05:00		221	4	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

04:15 to 05:15		281	4	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

04:30 to 05:30		384	6	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
04:45 to 05:45		476	14	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
05:00 to 06:00		594	15	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
05:15 to 06:15		749	29	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No			
05:30 to 06:30		890	38	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

05:45 to 06:45		1,066		39		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
06:00 to 07:00		1,281		56		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
06:15 to 07:15		1,540		67		No	No	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes					
06:30 to 07:30		1,801		76		No	Yes*	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	Yes					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes					
06:45 to 07:45		1,941		89		No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	Yes					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

07:00 to 08:00		1,939	90	No	Yes	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	Yes			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes			
07:15 to 08:15		1,771	73	No	No	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes			
07:30 to 08:30		1,589	59	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No			
07:45 to 08:45		1,414	44	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No			
08:00 to 09:00		1,296	31	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

08:15 to 09:15		1,176		31		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
08:30 to 09:30		1,057		34		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
08:45 to 09:45		966		35		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
09:00 to 10:00		869		39		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
09:15 to 10:15		881		39		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

09:30 to 10:30		819		38		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

09:45 to 10:45		779		38		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

10:00 to 11:00		790		40		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

10:15 to 11:15		758		48		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

10:30 to 11:30		848		59		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

10:45 to 11:45		883		59		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

11:00 to 12:00		875		57		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

11:15 to 12:15		882		46		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

11:30 to 12:30		822		37		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

11:45 to 12:45		847		36		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

12:00 to 13:00		864		38		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
12:15 to 13:15		836		40		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
12:30 to 13:30		815		33		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
12:45 to 13:45		791		35		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
13:00 to 14:00		775		29		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

13:15 to 14:15		823		29		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

13:30 to 14:30		865		37		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

13:45 to 14:45		945		40		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

14:00 to 15:00		1,006		51		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

14:15 to 15:15		1,097		54		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

14:30 to 15:30		1,201		59		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
14:45 to 15:45		1,313		59		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
15:00 to 16:00		1,396		56		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
15:15 to 16:15		1,499		60		No	No	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes					
15:30 to 16:30		1,621		60		No	No	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

15:45 to 16:45		1,678		58		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
16:00 to 17:00		1,806		59		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
16:15 to 17:15		1,898		57		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
16:30 to 17:30		1,916		61		No	No	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes					
16:45 to 17:45		1,881		64		No	No	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

17:00 to 18:00		1,866		67		No	No	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes					
17:15 to 18:15		1,716		71		No	No	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes					
17:30 to 18:30		1,558		67		No	No	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	Yes					
17:45 to 18:45		1,495		57		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
18:00 to 19:00		1,341		51		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

18:15 to 19:15		1,187		44		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
18:30 to 19:30		1,077		39		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
18:45 to 19:45		908		41		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	Yes	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
19:00 to 20:00		787		42		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					
19:15 to 20:15		762		39		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

19:30 to 20:30		689	38	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
19:45 to 20:45		632	31	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
20:00 to 21:00		581	26	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
20:15 to 21:15		516	23	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
20:30 to 21:30		520	19	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

20:45 to 21:45		503		19		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

21:00 to 22:00		460		17		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

21:15 to 22:15		417		14		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

21:30 to 22:30		355		14		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

21:45 to 22:45		315		12		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

22:00 to 23:00		288	13	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
22:15 to 23:15		274	12	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
22:30 to 23:30		255	10	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
22:45 to 23:45		224	9	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			
23:00 to 00:00		191	7	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No			
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No			
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No			
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No			

Warrant 1: Eight-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

23:15 to 00:15		162		8		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

23:30 to 00:30		125		7		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

23:45 to 00:45		102		7		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (75)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (60)?	No					

Warrant 2: Four-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

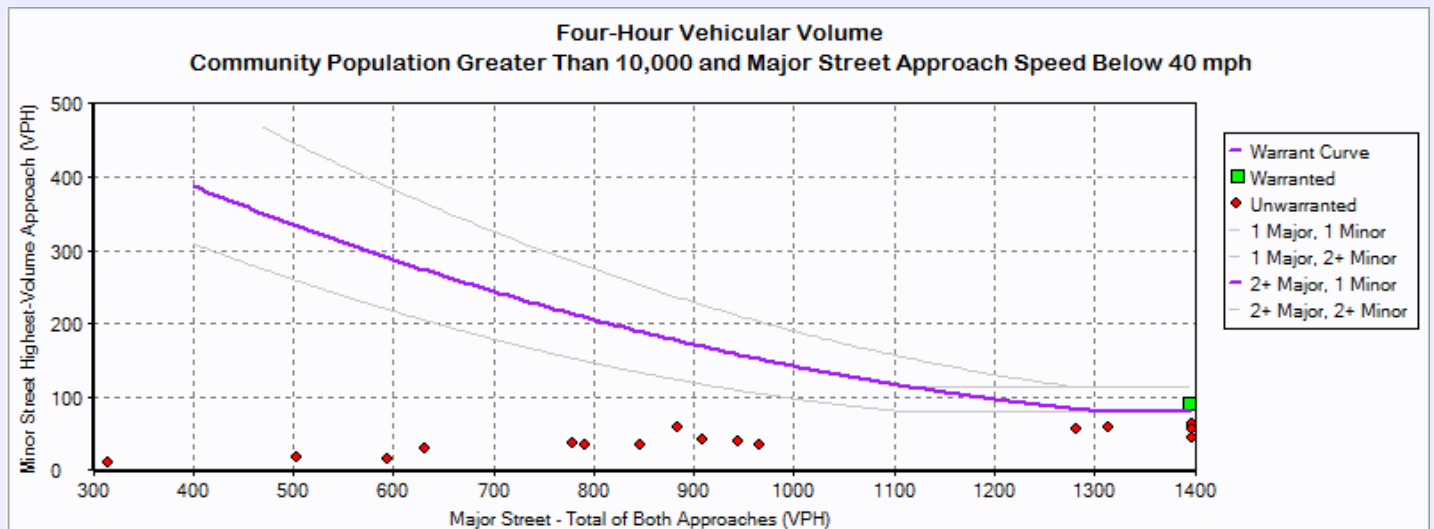
Intersection Information

	Major Street	Minor Street
Street Name	S. Dunkirk Street	E. Colorado Drive
Direction	NB/SB	EB/WB
Number of Lanes	2	1
Approach Speed	35	25

Warrant 2 Met? **No**

Details:

Notes	1 Hours met (4 required)
Low population	No



Warrant 2: Four-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

Hourly Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	89	6
01:00:00 - 02:00:00	78	3
02:00:00 - 03:00:00	48	4
03:00:00 - 04:00:00	102	4
04:00:00 - 05:00:00	221	4
05:00:00 - 06:00:00	594	15
06:00:00 - 07:00:00	1,281	56
07:00:00 - 08:00:00	1,939	90
08:00:00 - 09:00:00	1,296	31
09:00:00 - 10:00:00	869	39
10:00:00 - 11:00:00	790	40
11:00:00 - 12:00:00	875	57
12:00:00 - 13:00:00	864	38
13:00:00 - 14:00:00	775	29
14:00:00 - 15:00:00	1,006	51
15:00:00 - 16:00:00	1,396	56
16:00:00 - 17:00:00	1,806	59
17:00:00 - 18:00:00	1,866	67
18:00:00 - 19:00:00	1,341	51
19:00:00 - 20:00:00	787	42
20:00:00 - 21:00:00	581	26
21:00:00 - 22:00:00	460	17
22:00:00 - 23:00:00	288	13

Warrant 2: Four-hour Vehicular Volume

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

23:00:00 - 00:00:00

191

7

Warranted Hours

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
06:45:00 - 07:45:00	1,941.00	89.00

Note: Only data of hours warranted is represented in the above table.

Warrant 3: Peak Hour

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

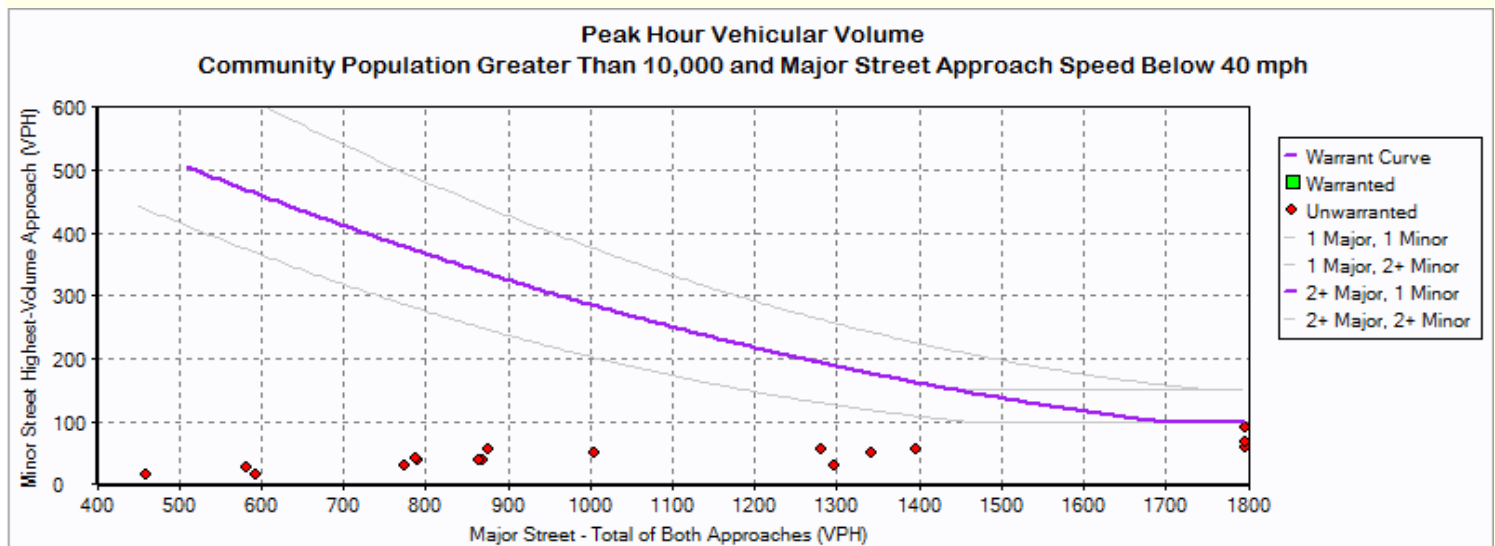
Intersection Information

	Major Street	Minor Street
Street Name	S. Dunkirk Street	E. Colorado Drive
Direction	NB/SB	EB/WB
Number of Lanes	2	1
Approach Speed	35	25

Warrant 3 Met? **No**

Details

Low Population?	No		
Condition A Met?	No	Condition B Met?	No
Notes	0 Hours met (1 required)	Notes	0 Hours met (1 required)
Minor Approach Time Delay Condition Met?	Not Met		
Minor Approach Volume Condition Met?	Not Met		
Total Entering Intersection Volume Condition Met?	Not Met		



Warrant 3: Peak Hour

1: Year 2040 Total - S. Dunkirk Street & E. Colorado Drive

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
0:00	89	6
1:00	78	3
2:00	48	4
3:00	102	4
4:00	221	4
5:00	594	15
6:00	1,281	56
7:00	1,939	90
8:00	1,296	31
9:00	869	39
10:00	790	40
11:00	875	57
12:00	864	38
13:00	775	29
14:00	1,006	51
15:00	1,396	56
16:00	1,806	59
17:00	1,866	67
18:00	1,341	51
19:00	787	42
20:00	581	26
21:00	460	17
22:00	288	13
23:00	191	7

APPENDIX G

TRAFFIC SIGNAL TIMING DATA



SEPAC ECOM All Data

8/18/2017

9:18:22AM

Intersection Name: **JewellDunkirk Non Sys**

Intersection Alias: **330**

Access Data

1 :1200 Baud
3 :19200 Baud

Access Code: **0**

Channel:

Address: **1**

Revision: **3.33e**

IP Address: **10.10.2.105**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	0-None	2-Red	0-None	1-Inact	0-None 1-Inact	2-Red	0-None	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings		Walk	Walk			Pedestrian Timings				Alt		Actuated
Min						All	Green	Yellow	Offset	Offset	Bike	Bike		Ped	Alt	Ped	Flash	Ext	Rest in
Phase	Green	Passage	Max1	Max2	Yellow	Red	Delay	Delay	Time	Mode	Green	Psg	Walk	Clr	Walk	Clr	Walk	Ped Clr	Walk
1	10	4.0	25	99	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
2	5	3.0	30	99 0	4.0	1.5	0.0	0.0	0	0-Advance	0	0	5	22			No	0	No
3	10	4.0	25	99	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
4	4	2.0	20	99 0	3.0	2.0	0.0	0.0	0	0-Advance	0	0	5	26			No	0	No
5	10 3	4.0 3	25 10	99 0	4.0 3.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
6	5	3.0	30	99 0	4.0	1.5	0.0	0.0	0	0-Advance	0	0	5	20			No	0	No
7	10	4.0	25	99	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
8	4	2.0	20	99 0	3.0	2.0	0.0	0.0	0	0-Advance	0	0	5	14			No	0	No
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No

Vehicle Density Timings							General Control				Miscellaneous				No	Special Sequence		
Ph.	Added	Max	Time	Car	Time	Min	Non-Act	Veh	Ped	Recall	Non	Dual	Last	Condit	Simu	Omit	Minus	Omit
	Initial	Initial	B4	B4	To	Gap	Response	Recall	Recall	Delay	Lock	Entry	Car	Service	Gap		Yel	Call
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	None	Max	None	0	Yes	Yes	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	Max	None	0	Yes	Yes	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
----	-----	---	---	---	---	-----	------	------	------	---	----	----	----	----	----	---	---	---

Vehical Detector Phase Assignment						Pedestrian Detector						Special Detector Phase Assignment					
Assign		Switch				Assign		Switch				Assign		Switch			
Phase	Mode	Phase	Extend	Delay		Phase	Mode	Phase	Extend	Delay		Phase	Mode	Phase	Extend	Delay	
Veh Det:5	4	Veh	0	0.0	0	Default Data						Default Data					
Veh Det:6	4	Veh	0	0.0	0												
Veh Det:7	8	Veh	0	0.0	0												
Default Data																	
Veh Det:3	5	Veh	0	0.0	0												

Unit Data

General Control

Startup Time:	6.5 sec	Input	Output
Startup State:	All Red Flash	Ring	Respons Selection
Red Revert:	440.0 sec	1	Ring 1 Ring 1
Auto Ped Clr:	No	2	Ring 2 Ring 2
Stop T Reset:	No	3	None None
Alt Sequence:	0	4	None None
Special Seq:	0-Standard		
I/O Modes:			
ABC Input(Entry) Modes: 0		D Input(Entry) Modes: 0	
ABC Output(O/STS) Modes: 0		D Output(O/STS) Modes: 0	

Remote Flash

Test A = Flash			Default Data - No Flash
Phase	Entry	Exit	
Default Data - No Flash			

Overlaps

Overlaps															
Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O P
Start Green															
Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O P
	2		6												
	1		5												
Minus PED															
Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	01	0	05	0	0	0	0	0	0	0	0	0	0	0	0

Ring

			Phase(s)															
Phase	Ring	Next Phase	Concurrent Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15 16
2	1	3		1	2	3	4	1	1	3	3	9	10	11	12	13	14	15 16
4	1	1		5	5	7	7	2	2	4	4							
6	2	7		6	6	8	8	5	6	7	8							
8	2	5																

Alternate Sequences

No Alternate
Sequences
Programmed

Port 1 Data

BIU	Port	Basic	Message
Addr	Status	Det	40
0	Used	No	No
1	Used	No	No
8	Used	No	No
16	Used	No	No

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
 2=Permissive Yield
 Coordination Mode: 0=Permissive
 Maximun Mode: 0=Inhibit

Offset Mode: 1=End Grn
 Force Mode: 0=Plan
 Max Dwell Time: 0

Manual Dial: 1
 Manual Split: 1
 Manual Offset: 1

Dial/Split	Cycle
1/1	60 140
2/1	50 120
2/2	55 80
3/1	60 90

Correction Mode: 3=Short Way Plus

Yield Period: 0

Dial 1/ Split 1 (Pattern 1)											
Ph	Splits	Ph Mode	Ph	Splits	Ph Mode	Ph	Splits	Ph Mode	Ph	Splits	Ph Mode
1	0	0=Actuated	2	75	1=Coordinated	3	0	0=Actuated	4	65	0=Actuated
5	15	0=Actuated	6	60	1=Coordinated	7	0	0=Actuated	8	65	0=Actuated
Dial 2/ Split 1 (Pattern 2)											
Ph	Splits	Ph Mode	Ph	Splits	Ph Mode	Ph	Splits	Ph Mode	Ph	Splits	Ph Mode
1	0	0=Actuated	2	56	1=Coordinated	3	0	0=Actuated	4	64	0=Actuated
5	10	0=Actuated	6	46	1=Coordinated	7	0	0=Actuated	8	64	0=Actuated
Dial 3/Split 1 (Pattern 3)											
Ph	Splits	Ph Mode	Ph	Splits	Ph Mode	Ph	Splits	Ph Mode	Ph	Splits	Ph Mode
1	0	0=Actuated	2	53	1=Coordinated	3	0	0=Actuated	4	37	0=Actuated
5	10	0=Actuated	6	43	1=Coordinated	7	0	0=Actuated	8	37	0=Actuated
Dial 2/Split 2 (Pattern 4)											
Ph	Splits	Ph Mode	Ph	Splits	Ph Mode	Ph	Splits	Ph Mode	Ph	Splits	Ph Mode
1	0	0=Actuated	2	43	1=Coordinated	3	0	0=Actuated	4	20	0=Actuated
5	10	0=Actuated	6	33	1=Coordinated	7	0	0=Actuated	8	20	0=Actuated

Traffic Plan Data

Plan: 1/1/1	Offset Time: 38 115 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/1	Offset Time: 9 37 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/1	Offset Time: 54 50 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1	Offset Time: 15 82 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0
End of Daylight Saving Month: 11 Week: 1

Source	Equate Days						
Day	1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

					PHASE FUNCTION															
Event	Day	Time	D/S/O	flash	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	8:30	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	1	20:30	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	2	6:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	2	9:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	2	15:0	3/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	2	19:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	2	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	7	7:30	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	7	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	10	7:30	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	10	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUX. Events

				Aux Ouputs			Det. Diag.	Det. Rpt.	Det. Mult100	Special Function Outputs								
Event	Program Day	Hour	Min.	1	2	3	D1	D2	D3	Dimming	1	2	3	4	5	6	7	8
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit								X								
Phase 2 Phase Omit									X							
Phase 3 Phase Omit										X						
Phase 4 Phase Omit											X					
Phase 5 Phase Omit												X				
Phase 6 Phase Omit													X			
Phase 7 Phase Omit														X		
Phase 8 Phase Omit															X	

Ped Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Coord ReSvc

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Function Phase Recall

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Phase Min Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Veh Det Ped Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Veh Det Bike Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Vehicle Function																
Veh Det Switch Omit	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Veh Det Switch Now	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Overlap Function																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Dimming Data																
Default Data - No Dimming Programmed																

Lane Defination																
Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound										
Default Data - Lane Defination																
<div><div>program_day</div><div>program_hour</div><div>program_minute</div><div>LanePhFun</div></div>																

Preemption Data

General Preemption Data		
Preempt > Flash	Preempt 2 > Preempt 3	Preempt 4 > Preempt 5
Preempt 1 > Preempt 2	Preempt 3 > Preempt 4	Preempt 5 > Preempt 6

Preempt	Preempt Timers										Gate ext end	Select			Track				Dwell Green	Return		
	Non- Locking	Link to Preempt	Delay	Ext end	Dura tion	Max Call	Lock- Out	Min Green	Min Walk	Debo unce		Ped Clear	Yel	Red	Grn	Ped	Yel	Red		Ped Clear	Yel	Red
1	No	0	0	0	5	135	0	0	0	0	0	0	0	0	0	0	0	10	0	40	20	
2	No	0	0	0	5	135	0	0	0	0	0	0	0	0	0	0	0	10	0	40	20	
3	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	Yes	Yes	4	Yes	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	Yes	Yes	8	Yes	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers																			
Prio rity	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap					
														Signal Type			Blankout		

Priority Detector Channels

Priority
Detector

Priority Fixed Phases

Priority

Legend:
CO-PHASE
QJ-PHASE
0 FALSE
1 TRUE

Priority

Priority Bank :

Level

Partial Priority	Full Priority	Recovery
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes:	0	X
	FALSE	TRUE

<div>Priority :</div> <div>Priority Bank : Queue Phase Detector Time</div> <div>Default data</div>	<div>Priority :</div> <div>Priority Bank : Queue Phase Detector Time</div> <div>Default data</div>	<div>Priority :</div> <div>Priority Bank : Queue Phase Detector Time</div> <div>Default data</div>
<div>Priority :</div> <div>Priority Bank : Queue Phase Detector Time</div> <div>Default data</div>	<div>Priority :</div> <div>Priority Bank : Queue Phase Detector Time</div> <div>Default data</div>	<div>Priority :</div> <div>Priority Bank : Queue Phase Detector Time</div> <div>Default data</div>

<div>Priority :</div> <div>Bank Detector PE 1A 2A 3A 4A 5A 6A B</div> <div>Default Data</div>	<div>Priority :</div> <div>Bank Detector PE 1A 2A 3A 4A 5A 6A B</div> <div>Default Data</div>
<div>Priority :</div> <div>Bank Detector PE 1A 2A 3A 4A 5A 6A B</div> <div>Default Data</div>	<div>Priority :</div> <div>Bank Detector PE 1A 2A 3A 4A 5A 6A B</div> <div>Default Data</div>
<div>Priority :</div> <div>Bank Detector PE 1A 2A 3A 4A 5A 6A B</div> <div>Default Data</div>	<div>Priority :</div> <div>Bank Detector PE 1A 2A 3A 4A 5A 6A B</div> <div>Default Data</div>

Preempt 1												
Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
2	Red	Green	No	Default Data				Default Data				
6	Red	Green	No									

Preempt 2												
Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
2	Red	Green	No	Default Data				Default Data				
6	Red	Green	No									

Preempt 3												
Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 4												
Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 5												
Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 6												
Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

System/Detectors Data						
Local Critical Alarms				Revert to Backup: 15		1st Phone:
Local Free: No	Cycle Failure: No	Coord Failure: No	Conflict Flash: Yes	Remote Flash: Yes	2nd Phone:	
Local Fash: Yes	Cycle Fault: Yes	Coord Fault: Yes	Premption: Yes	Voltage Monitor: Yes		
Special Status 1: No	Special Status 2: No	Special Status 3: No	Special Status 4: No	Special Status 5: No	Special Status 6: No	

Traffic Responsive													
System	Detector		Veh/	Average	Occupancy	Min	Queue 1	System	Weight		Queue 2	System	Weight
Detector	Channel	Name	Hr	Time(mins)	Correction/10	Volume %	Detectors	Detectors	Factor		Detectors	Detectors	Factor
Default Data							Default Data			Default Data			
Sample Interval:				Queue: 1		Input Selection: 0=Average			Queue:				
						Detector Failed Level : 0			Level	Enter	Leave	Dial / Split / Offset	
				Queue: 2		Input Selection: 0=Average							/ /
						Detector Failed Level : 0			Default Data				

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	45	0	0
2	45	0	0
3	45	0	0
4	45	0	0
5	45	0	0
6	45	0	0
7	45	0	0
8	45	0	0
9	45	0	0
10	45	0	0
11	45	0	0
12	45	0	0
13	45	0	0
14	45	0	0
15	45	0	0
16	45	0	0
17	45	0	0
18	45	0	0
19	45	0	0
20	45	0	0
21	45	0	0
22	45	0	0
23	45	0	0
24	45	0	0
25	45	0	0
26	45	0	0
27	45	0	0
28	45	0	0
29	45	0	0
30	45	0	0
31	45	0	0
32	45	0	0
33	45	0	0
34	45	0	0
35	45	0	0
36	45	0	0
37	45	0	0
38	45	0	0
39	45	0	0
40	45	0	0
41	45	0	0
42	45	0	0
43	45	0	0
44	45	0	0
45	45	0	0
46	45	0	0
47	45	0	0
48	45	0	0
49	45	0	0
50	45	0	0
51	45	0	0
52	45	0	0
53	45	0	0
54	45	0	0

Vehical Detector

Diagnostic Value 1

Default Data - No Diag 1 Values**Special Detector**

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	45	0	0
2	45	0	0
3	45	0	0
4	45	0	0
5	45	0	0
6	45	0	0
7	45	0	0
8	45	0	0

Default Data - No Diag 0 Valu

55	45	0	0
56	45	0	0
57	45	0	0
58	45	0	0
59	45	0	0
60	45	0	0
61	45	0	0
62	45	0	0
63	45	0	0
64	45	0	0

Pedestrian Detector

Diagnostic Value 0			
	Max	No	Erratic
Detector	Presence	Activity	Count
1	45	0	0
2	45	0	0
3	45	0	0
4	45	0	0
5	45	0	0
6	45	0	0
7	45	0	0
8	45	0	0

Default Data - No Diag 0 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data

Volume Detector Data

Report Interval 15

Volume Controller

Detector Detector

Number Channel

Default Data

Pedestrian Detector

Diagnostic Value 1			
	Max	No	Erratic
Detector	Presence	Activity	Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1			
	Max	No	Erratic
Detector	Presence	Activity	Count

Default Data - No Diag 1 Values

Dial/Split/Offset

//

Default Data

Speed Trap Speed Trap

Low Treshold High Treshold

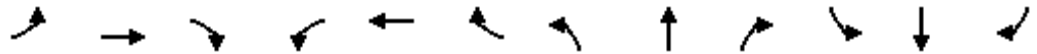
APPENDIX H

HCM LOS Reports – Existing Conditions





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	219	5	6	299	337	18	284	42	117	37	103
Future Volume (vph)	78	219	5	6	299	337	18	284	42	117	37	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0	180		0	132		0	198		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.997			0.921			0.981			0.890	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5070	0	1770	4684	0	1770	3472	0	1770	3150	0
Flt Permitted	0.350			0.595			0.621			0.345		
Satd. Flow (perm)	652	5070	0	1108	4684	0	1157	3472	0	643	3150	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			237			15			127	
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		505			643			381			700	
Travel Time (s)		9.8			12.5			8.7			13.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.83	0.83	0.83	0.81	0.81	0.81
Adj. Flow (vph)	85	238	5	7	325	366	22	342	51	144	46	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	243	0	7	691	0	22	393	0	144	173	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.5	23.5		23.5	23.5		23.0	23.0		23.0	23.0	
Total Split (s)	15.0	75.0		60.0	60.0		65.0	65.0		65.0	65.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	10.7%	53.6%		42.9%	42.9%		46.4%	46.4%		46.4%	46.4%	
Maximum Green (s)	11.0	69.5		54.5	54.5		60.0	60.0		60.0	60.0	
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.5		5.5	5.5		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag								
Lead-Lag Optimize?	Yes			Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		Min	Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effect Green (s)	102.7	101.2		89.6	89.6		28.3	28.3		28.3	28.3	
Actuated g/C Ratio	0.73	0.72		0.64	0.64		0.20	0.20		0.20	0.20	
v/c Ratio	0.16	0.07		0.01	0.22		0.09	0.55		1.11	0.23	
Control Delay	7.5	6.7		13.5	8.0		41.4	49.8		161.4	13.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.5	6.7		13.5	8.0		41.4	49.8		161.4	13.2	
LOS	A	A		B	A		D	D		F	B	
Approach Delay		6.9			8.0			49.3			80.5	
Approach LOS		A			A			D			F	
Queue Length 50th (ft)	19	20		2	56		16	164		~149	17	
Queue Length 95th (ft)	49	41		11	103		34	174		#194	35	
Internal Link Dist (ft)		425			563			301			620	
Turn Bay Length (ft)	235			180			132			198		
Base Capacity (vph)	566	3664		708	3082		495	1496		275	1422	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.07		0.01	0.22		0.04	0.26		0.52	0.12	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 30.6

Intersection LOS: C

Intersection Capacity Utilization 49.6%

ICU Level of Service A

Analysis Period (min) 15

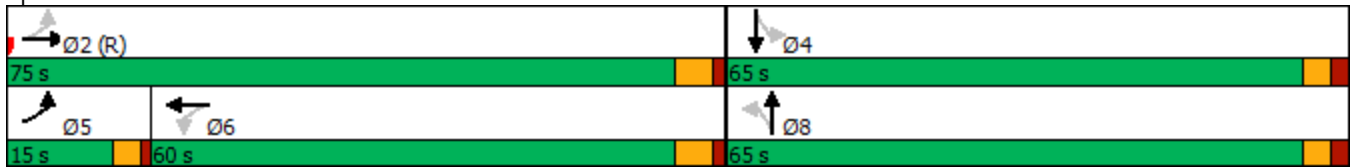
~ Volume exceeds capacity, queue is theoretically infinite.





















Queue shown is maximum after two cycles.





















95th percentile volume exceeds capacity, queue may be longer.

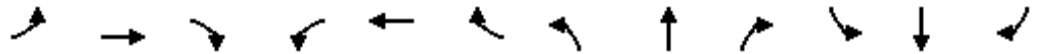
Queue shown is maximum after two cycles.

Splits and Phases: 4: S. Dunkirk St & E. Jewell Ave



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	219	5	6	299	337	18	284	42	117	37	103
Future Volume (veh/h)	78	219	5	6	299	337	18	284	42	117	37	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	238	5	7	325	366	22	342	51	144	46	127
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.83	0.83	0.83	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	477	3445	72	745	2075	966	283	794	117	213	454	405
Arrive On Green	0.03	0.67	0.67	0.61	0.61	0.61	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	5147	108	1137	3404	1585	1212	3106	459	991	1777	1585
Grp Volume(v), veh/h	85	157	86	7	325	366	22	194	199	144	46	127
Grp Sat Flow(s),veh/h/ln	1781	1702	1851	1137	1702	1585	1212	1777	1788	991	1777	1585
Q Serve(g_s), s	2.4	2.2	2.3	0.3	5.8	16.4	2.1	12.8	13.0	19.9	2.8	9.1
Cycle Q Clear(g_c), s	2.4	2.2	2.3	0.3	5.8	16.4	11.2	12.8	13.0	33.0	2.8	9.1
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	477	2278	1239	745	2075	966	283	454	457	213	454	405
V/C Ratio(X)	0.18	0.07	0.07	0.01	0.16	0.38	0.08	0.43	0.43	0.68	0.10	0.31
Avail Cap(c_a), veh/h	562	2278	1239	745	2075	966	492	762	766	384	762	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	8.0	8.0	10.7	11.8	13.9	46.7	43.5	43.6	57.4	39.8	42.2
Incr Delay (d2), s/veh	0.2	0.1	0.1	0.0	0.0	0.2	0.0	0.2	0.2	1.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.8	0.9	0.1	2.2	5.8	0.6	5.7	5.9	5.0	1.2	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	8.1	8.1	10.7	11.8	14.1	46.7	43.8	43.9	58.8	39.8	42.3
LnGrp LOS	B	A	A	B	B	B	D	D	D	E	D	D
Approach Vol, veh/h	328			698			415			317		
Approach Delay, s/veh	8.7			13.0			44.0			49.5		
Approach LOS	A			B			D			D		
Timer - Assigned Phs	2			4			5			6		
Phs Duration (G+Y+Rc), s	99.2			40.8			8.4			90.9		
Change Period (Y+Rc), s	5.5			5.0			4.0			5.5		
Max Green Setting (Gmax), s	69.5			60.0			11.0			54.5		
Max Q Clear Time (g_c+I1), s	4.3			35.0			4.4			18.4		
Green Ext Time (p_c), s	0.9			0.8			0.1			3.1		
Intersection Summary												
HCM 6th Ctrl Delay	26.1											
HCM 6th LOS	C											

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	442	19	36	425	166	19	87	37	336	282	89
Future Volume (vph)	113	442	19	36	425	166	19	87	37	336	282	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0	180		0	132		0	198		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.994			0.958			0.955			0.964	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5055	0	1770	4872	0	1770	3380	0	1770	3412	0
Flt Permitted	0.336			0.458			0.409			0.657		
Satd. Flow (perm)	626	5055	0	853	4872	0	762	3380	0	1224	3412	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			82			45			38	
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		505			643			381			700	
Travel Time (s)		9.8			12.5			8.7			13.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.83	0.83	0.83	0.81	0.81	0.81
Adj. Flow (vph)	123	480	21	39	462	180	23	105	45	415	348	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	501	0	39	642	0	23	150	0	415	458	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.5	23.5		23.5	23.5		23.0	23.0		23.0	23.0	
Total Split (s)	15.0	75.0		60.0	60.0		65.0	65.0		65.0	65.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	10.7%	53.6%		42.9%	42.9%		46.4%	46.4%		46.4%	46.4%	
Maximum Green (s)	11.0	69.5		54.5	54.5		60.0	60.0		60.0	60.0	
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.5		5.5	5.5		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag								
Lead-Lag Optimize?	Yes			Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		Min	Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effect Green (s)	78.4	76.9		62.6	62.6		52.6	52.6		52.6	52.6	
Actuated g/C Ratio	0.56	0.55		0.45	0.45		0.38	0.38		0.38	0.38	
v/c Ratio	0.28	0.18		0.10	0.29		0.08	0.12		0.90	0.35	
Control Delay	18.2	16.9		28.4	23.3		25.5	18.3		64.5	28.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.2	16.9		28.4	23.3		25.5	18.3		64.5	28.4	
LOS	B	B		C	C		C	B		E	C	
Approach Delay		17.1			23.6			19.2			45.6	
Approach LOS		B			C			B			D	
Queue Length 50th (ft)	52	81		21	117		13	31		349	141	
Queue Length 95th (ft)	99	118		54	174		28	45		385	146	
Internal Link Dist (ft)		425			563			301			620	
Turn Bay Length (ft)	235			180			132			198		
Base Capacity (vph)	447	2797		388	2260		329	1485		528	1495	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.28	0.18		0.10	0.28		0.07	0.10		0.79	0.31	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 29.7

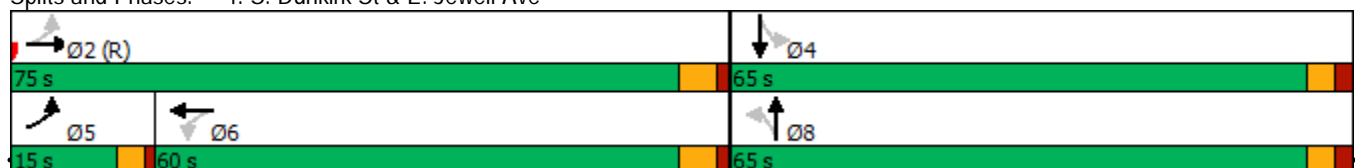
Intersection LOS: C





















Intersection Capacity Utilization 56.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: S. Dunkirk St & E. Jewell Ave



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	442	19	36	425	166	19	87	37	336	282	89
Future Volume (veh/h)	113	442	19	36	425	166	19	87	37	336	282	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	480	21	39	462	180	23	105	45	415	348	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.83	0.83	0.83	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	2729	119	469	1704	638	319	938	382	487	1016	316
Arrive On Green	0.05	0.54	0.54	0.47	0.47	0.47	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	5017	218	897	3658	1370	934	2463	1003	1237	2667	831
Grp Volume(v), veh/h	123	325	176	39	429	213	23	74	76	415	230	228
Grp Sat Flow(s),veh/h/ln	1781	1702	1831	897	1702	1624	934	1777	1690	1237	1777	1721
Q Serve(g_s), s	4.9	6.7	6.8	3.4	10.8	11.3	2.5	3.8	4.1	45.8	12.9	13.2
Cycle Q Clear(g_c), s	4.9	6.7	6.8	3.4	10.8	11.3	15.8	3.8	4.1	49.9	12.9	13.2
Prop In Lane	1.00		0.12	1.00		0.84	1.00		0.59	1.00		0.48
Lane Grp Cap(c), veh/h	443	1852	996	469	1586	756	319	677	644	487	677	656
V/C Ratio(X)	0.28	0.18	0.18	0.08	0.27	0.28	0.07	0.11	0.12	0.85	0.34	0.35
Avail Cap(c_a), veh/h	495	1852	996	469	1586	756	363	762	724	546	762	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	16.1	16.1	20.9	22.8	23.0	36.5	28.0	28.1	44.2	30.8	30.9
Incr Delay (d2), s/veh	0.3	0.2	0.4	0.1	0.1	0.2	0.0	0.0	0.0	10.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.7	3.0	0.7	4.3	4.4	0.6	1.6	1.7	15.2	5.6	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7	16.3	16.5	21.0	22.9	23.2	36.6	28.0	28.1	54.6	30.9	31.0
LnGrp LOS	B	B	B	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		624			681			173			873	
Approach Delay, s/veh		16.6			22.9			29.2			42.2	
Approach LOS		B			C			C			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		81.7		58.3	10.9	70.7		58.3				
Change Period (Y+Rc), s		5.5		5.0	4.0	5.5		5.0				
Max Green Setting (Gmax), s		69.5		60.0	11.0	54.5		60.0				
Max Q Clear Time (g_c+I1), s		8.8		51.9	6.9	13.3		17.8				
Green Ext Time (p_c), s		2.0		1.5	0.1	3.1		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				28.9								
HCM 6th LOS				C								