APPENDIX G

Traffic Operations Study

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Presentation High School Master Plan

Transportation Impact Analysis

Prepared for:

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Executive Summary

This report presents the results of the transportation impact analysis (TIA) for the proposed Presentation High School Master Plan. The private high school is located at 2281 Plummer Avenue in San Jose, California. The proposed Master Plan for the school includes an increase in the permitted student enrollment from 750 students to 850 students. The student enrollment was 826 students during the 2016-2017 school year when traffic counts were collected. Currently, there are 814 students (2018-2019 school year).

Access to the project site would continue to be provided via two existing driveways on Plummer Avenue. The north driveway is a full-access driveway and the south driveway is for outbound right turns only. The proposed expansion would add new buildings to the school site, make small changes to the existing parking layout, add some parking spaces, and add an on-site student drop-off/pick-up zone near the north driveway.

Scope of Study

This transportation study was conducted for the purpose of identifying potential traffic impacts related to the project. The potential impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of San Jose. An analysis in accordance with the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) requirements was not prepared because the project would generate fewer than 100 net peak-hour vehicle trips. The traffic study includes an analysis of the weekday AM peak-hour, PM school peak-hour, and PM commute peak-hour traffic conditions for two signalized intersections and one unsignalized intersection in the vicinity of the project site. The study also includes a signal warrant analysis for the unsignalized study intersection, neighborhood street traffic analysis, site access and on-site circulation analysis, and a parking intrusion study.

Project Trip Estimates

The proposed enrollment of 850 students would result in an increase of 100 students over the current permitted enrollment of 750 students. Therefore, under background plus project conditions, the project would generate 81 new trips (49 inbound and 32 outbound) during the AM peak hour, 58 new trips (24 inbound and 34 outbound) during the PM school peak hour, and 17 new trips (7 inbound and 10 outbound) during the PM commute peak hour.

Intersection Levels of Service

The results of the intersection level of service analysis show that both signalized study intersections (Booksin Avenue/Curtner Avenue and Cherry Avenue/Curtner Avenue) would continue to operate at an

acceptable level of service during the AM peak hour, PM school peak hour, and PM commute peak hour of traffic under existing and background scenarios. Thus, none of the signalized study intersections would be significantly impacted by the project (see Table ES-1).

Table ES-1
Intersection Level of Service Summary

		Existing		Existing+Project		Background		Background + Project	
Signalized Intersection	Peak Hour	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS
Booksin Ave and Curtner Ave	AM	14.0	B	14.1	B	14.0	B	14.4	B
	PM School	13.4	B	13.5	B	13.3	B	13.3	B
	PM	11.7	B	11.7	B	11.6	B	11.7	B
Cherry Ave and Curtner Ave	AM	15.9	B	15.9	B	16.0	B	16.0	B
	PM School	13.6	B	13.6	B	13.4	B	13.5	B
	PM	12.8	B	12.8	B	12.8	B	12.9	B

Traffic Operations at Plummer Avenue/Curtner Avenue

Although the stop-controlled intersection of Plummer Avenue and Curtner Avenue meets the peak-hour volume signal warrant, field observations show the intersection is operating adequately with no significant delay or queuing issues. Thus, installation of a traffic signal at this intersection is not recommended.

Other Transportation Issues

The proposed Master Plan would not change the current driveway locations. The on-site vehicular circulation would be adequate to serve the school, and pedestrian access and on-site circulation would continue to be adequate. Hexagon makes the following recommendations to ensure adequate operations at the project driveways and planned on-site student loading zone.

- The school should station a staff member at the on-site loading zone to ensure efficient student loading/unloading operations during the peak morning drop-off and afternoon pick-up periods.
- The school should designate a staff member at the north driveway to control the inbound and outbound flow of traffic during the peak morning drop-off and afternoon pick-up periods.
- All outbound traffic at the north driveway should be restricted to right turns only during the peak morning drop-off and afternoon pick-up periods. Note that the south driveway is already restricted to outbound right turns only.

Currently, there are 227 parking spaces provided on the school campus/facilities, with an additional 50 parking spaces provided at the adjacent St. Christopher Church for faculty parking (long-term lease agreement). Thus, a total of 277 parking spaces are currently provided to serve 814 students and 94 staff members, which is 20 spaces more than is required. With implementation of the Master Plan, the school would provide a total of 280 parking spaces on the school campus/facilities, which complies with the City's parking requirement of 280 parking spaces to serve 850 students and 110 staff members. The St. Christopher parking lot would no longer be needed for school staff with full buildout of the Master Plan.

1. Introduction

This report presents the results of the transportation impact analysis (TIA) for the proposed Presentation High School Master Plan. The private high school is located at 2281 Plummer Avenue in San Jose, California. The proposed Master Plan for the school includes an increase in the permitted student enrollment from 750 students to 850 students. The student enrollment was 826 students during the 2016-2017 school year when traffic counts were collected. Currently, there are 814 students (2018-2019 school year).

Access to the project site would continue to be provided via two existing driveways on Plummer Avenue. The north driveway is a full-access driveway and the south driveway is for outbound right turns only. The proposed expansion would add new buildings to the school site, make small changes to the existing parking layout, add some parking spaces, and add an on-site student drop-off/pick-up zone near the north driveway. The location of the project site and the surrounding study area are shown on Figure 1. The proposed Master Plan is shown on Figure 2.

Scope of Study

The purpose of the traffic study is to identify any potential traffic-related issues that could occur as a result of the Master Plan for Presentation High School. The traffic study analyzed the weekday AM peak-hour, PM school peak-hour, and PM commute peak-hour traffic conditions for the following three intersections in the vicinity of the project site:

1. Booksin Avenue and Curtner Avenue (signalized)
2. Plummer Avenue and Curtner Avenue (unsignalized)
3. Cherry Avenue and Curtner Avenue (signalized)

The weekday AM peak hour of commute traffic on the surrounding streets, which typically occurs between 7:00-9:00 AM, coincides with the AM peak hour of school traffic. On the other hand, the PM peak hour of traffic for most schools (typically between 2:00-4:00 PM) occurs prior to the PM peak hour of commute traffic on the surrounding roadway network (between 4:00-6:00 PM).

Intersection traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing weekday AM peak-hour, PM school peak-hour, and PM commute peak-hour traffic volumes were obtained from new manual turning-movement counts conducted in May 2017. This date corresponds to the 2016-2017 school year, with an enrollment of 826 students, and represents existing conditions for the purpose of the traffic study. These counts are reflective of a higher student enrollment for the 2016-2017 school year as compared to the student enrollment for the 2017-2018 school year (826 students vs 814 students, respectively.) The new intersection and tube count data are included in Appendix A.

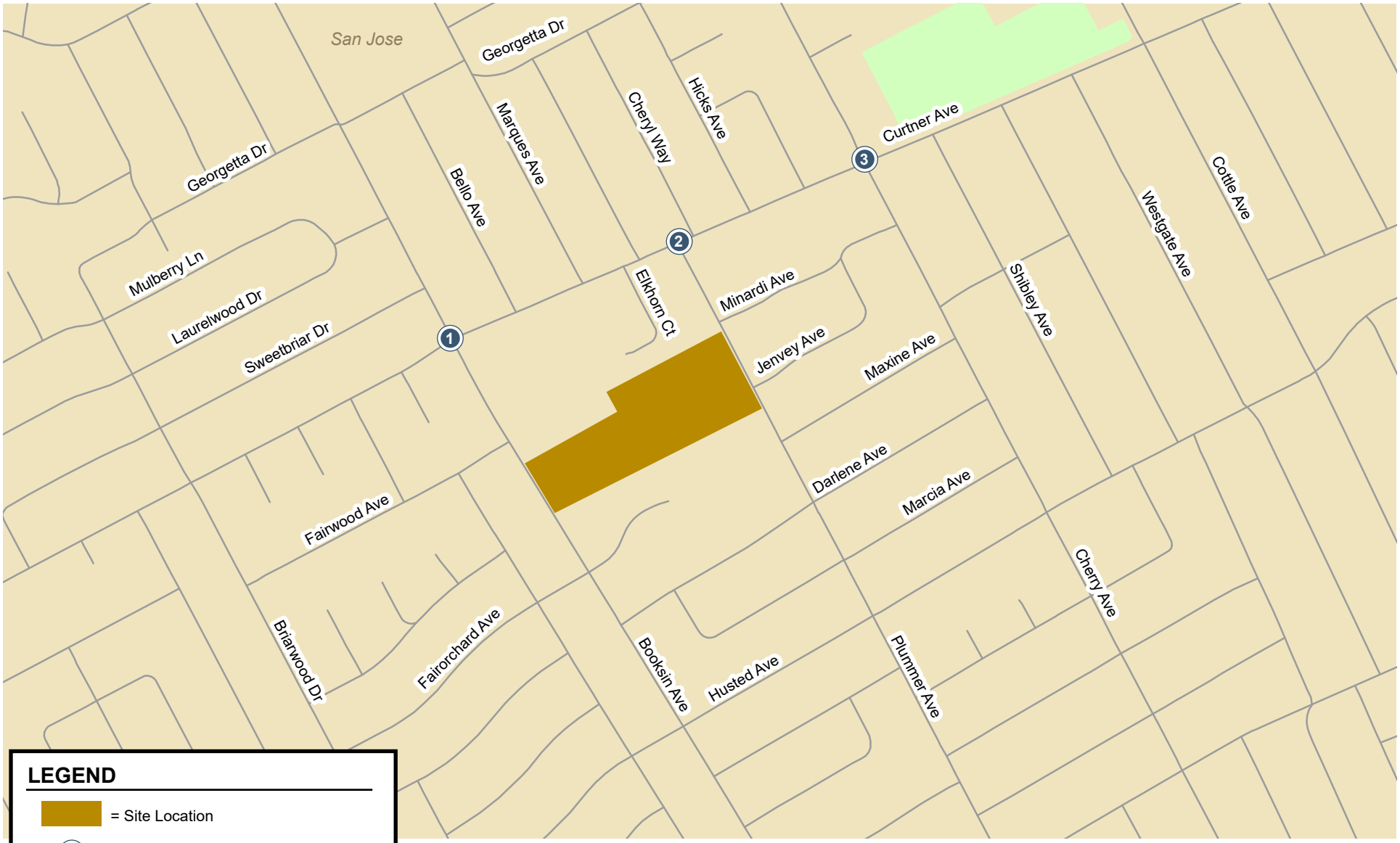


Figure 1
Site Location and Study Intersections

NORTH
Not to Scale

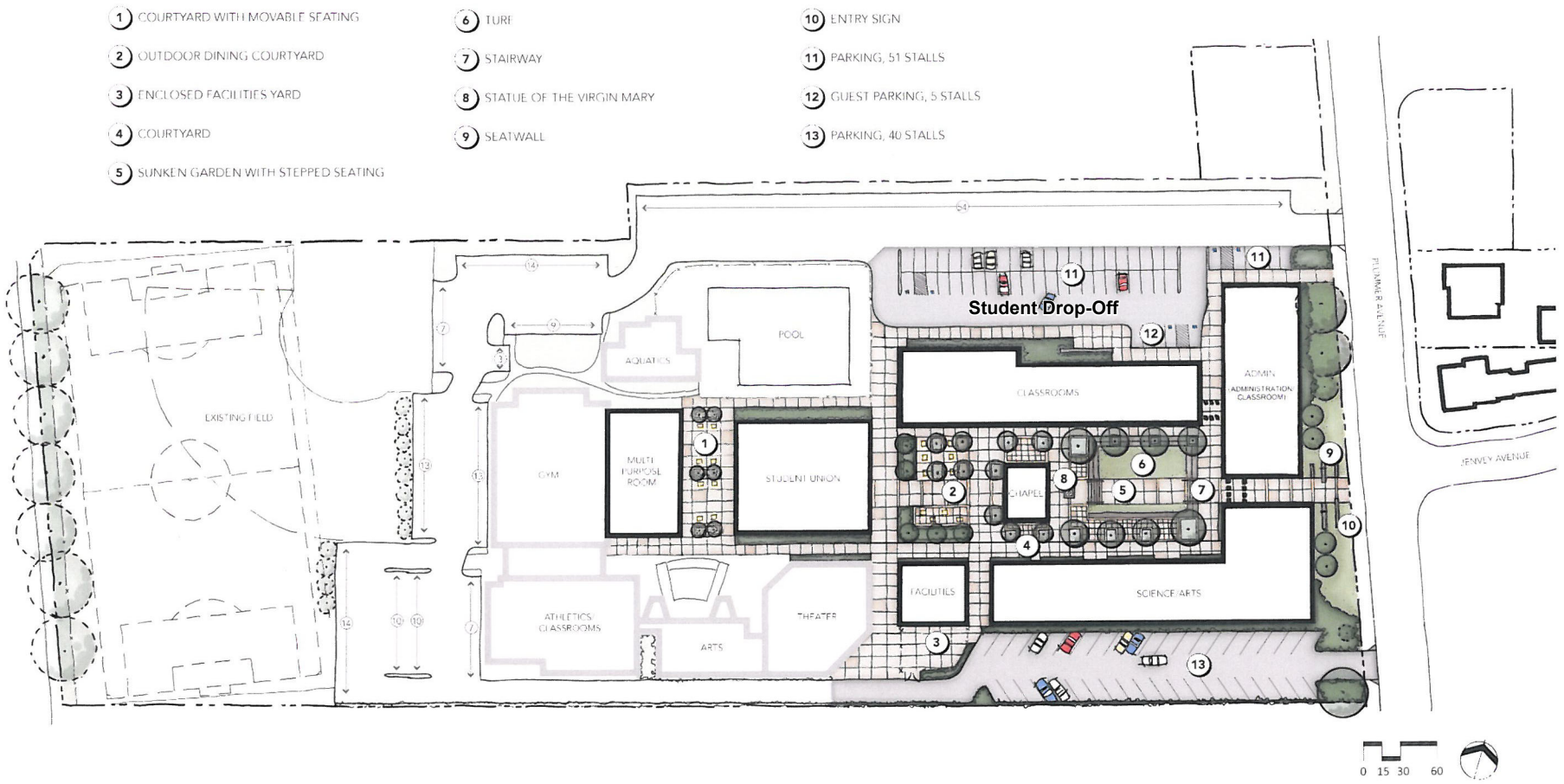


Figure 2
Proposed Master Plan

- ***Existing Plus Project Conditions.*** Existing plus project conditions reflect the projected traffic volumes on the existing roadway network with the proposed enrollment of 850 students. Existing plus project traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by increasing the enrollment from 826 students (during the 2016-2017 school year when the traffic counts were collected) to the proposed 850 students. This equates to an increase of 24 students.
- ***Background Conditions*.** Background conditions reflect the estimated traffic volumes with the permitted school enrollment of 750 students, plus trips from approved but not yet constructed developments in the vicinity of the project. The existing traffic volumes were adjusted to reflect conditions with the permitted school enrollment by subtracting trips associated with 76 students over the permitted enrollment. Background traffic volumes were estimated by adding to adjusted existing traffic volumes the projected volumes from approved but not yet constructed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the approved trips inventory (ATI), which is included in Appendix B.
- ***Background Plus Project Conditions.*** Background plus project conditions reflect the projected traffic volumes on the existing roadway network with the proposed enrollment of 850 students. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the increased permitted enrollment from the current 750 students to the planned 850 students. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts according to the City of San Jose Level of Service Policy.

The study also includes a signal warrant analysis for the unsignalized study intersection, neighborhood street traffic analysis, site access and on-site circulation analysis, and a parking intrusion study. The study evaluated the following roadway segments as part of the neighborhood street traffic analysis:

1. Plummer Avenue, between Curtner Avenue and Jenvey Avenue
2. Plummer Avenue, between Jenvey Avenue and Darlene Avenue
3. Minardi Avenue, between Plummer Avenue and Cherry Avenue
4. Jenvey Avenue, between Plummer Avenue and Minardi Avenue
5. Maxine Avenue, between Plummer Avenue and Cherry Avenue
6. Darlene Avenue, between Booksin Avenue and Plummer Avenue
7. Darlene Avenue, between Plummer Avenue and Cherry Avenue

Average Daily Traffic (ADT) volumes and vehicle speed data were collected along these roadway segments over a 3-day period (i.e., three typical school weekdays) in May 2017. The City of San Jose has not established policies or thresholds regarding traffic on neighborhood streets. Thus, the street segment evaluation contained in this traffic study is presented for informational purposes only.

Methodology

This section presents the methods used to determine traffic conditions at the study intersections and the traffic impacts of the project. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, field observations, and the City of San Jose. The following data were collected from these sources:

- Intersection traffic volumes,
- Intersection lane geometries,

- Signal timing and phasing,
- Approved trips inventory.

Signalized Intersection Level of Service Methodology and Standard

Traffic conditions at the signalized study intersections were evaluated using level of service (LOS). Level of service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

The signalized intersections in this traffic study are subject to the City of San Jose's Transportation Level of Service Policy (Council Policy 5-3). The City of San Jose level of service methodology for signalized intersection is the *2000 Highway Capacity Manual* (HCM) method. This method is applied using the TRAFFIX software. The 2000 HCM operations evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The correlation between average control delay and level of service is shown in Table 1. The City of San Jose level of service standard for signalized intersection is LOS D or better.

Table 1
Signalized Intersection Level of Service Definitions Based on Average Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lenghts, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p10-16.

Unsignalized Intersection Analysis Methodology

For the unsignalized intersection of Plummer Avenue and Curtner Avenue, an assessment was made to determine whether the Peak-Hour Volume Signal Warrant (Warrant 3 – Part B), as described in the *California Manual on Uniform Traffic Control Devices* (MUTCD), would be met. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other types of traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Report Organization

This report has a total of six chapters. Chapter 2 describes existing conditions including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the method used to estimate project traffic and the intersection operations under existing plus project conditions. Chapter 4 presents the intersection operations under background conditions. Chapter 5 presents the intersection operations under background plus project conditions and the project's impact on the transportation system. Chapter 6 presents the analysis of other transportation-related issues, including traffic operations at the unsignalized intersection, neighborhood traffic intrusion, site access and on-site circulation, and parking.

2. Existing Conditions

This chapter describes the existing conditions for transportation facilities in the vicinity of the site, including the roadway network, transit service, pedestrian and bicycle facilities, and the existing levels of service of the key intersections in the study area.

Existing Roadway Network

Local access to the project site is provided by Curtner Avenue, Booksin Avenue, Plummer Avenue and Cherry Avenue. These roadways are described below.

Curtner Avenue is an east-west city connector street that extends from Camden Avenue northeastward to Monterey Street where it becomes Tully Road. In the project vicinity, it is a four-lane street with left-turn pockets provided at signalized intersections and a bike lane present in each direction. Access to the project site from Curtner Avenue is provided via Plummer Avenue.

Booksin Avenue is a north-south local residential street that extends from Peregrino Way southward to Foxworthy Avenue, where it becomes Jarvis Avenue. It is a two-lane street with parking on both sides of the street. Access to the project site from Booksin Avenue is provided via Curtner Avenue, or various east-west residential streets that connect to Plummer Avenue.

Plummer Avenue is a north-south local residential street that extends from Curtner Avenue southward to Hillsdale Avenue. It is a two-lane street with parking on both sides of the street. Plummer Avenue provides direct access to the project site. A pedestrian crosswalk is present on Plummer Avenue at the school entrance on the north leg of the Plummer Avenue/Jenvey Avenue intersection.

Cherry Avenue is a north-south local connector street that extends from Dry Creek Road southward to Almaden Expressway. In the project vicinity, it is a two-lane street with left-turn pockets provided at signalized intersections and street parking and bike lanes on both sides of the street. Access to the project site from Cherry Avenue is provided via Curtner Avenue, or various east-west residential streets that connect to Plummer Avenue.

Existing Transit Services

There is only one VTA local bus route (Route 26) serving the study area, and it operates on Curtner Avenue. Route 26 provides service between the Sunnyvale/Lockheed Martin Transit Center and the Eastridge Transit Center via Curtner Avenue in the project vicinity. On weekdays, Route 26 runs between 5:15 AM and 11:50 PM with 30-minute headways during the AM peak hour, PM school peak

hour, and PM commute peak hour. The eastbound-westbound bus stops closest to the project site are located at the Plummer Avenue/Curtner Avenue intersection (about 700 feet north of the project site).

Existing Pedestrian and Bicycle Facilities

A complete network of sidewalks is present along the streets in the vicinity of the project site, including Curtner Avenue, Booksin Avenue, Plummer Avenue, Cherry Avenue, and various neighborhood streets adjacent to the project site. The signalized intersections in the vicinity of the project site all have crosswalks with pedestrian signal heads and push buttons. A crosswalk with pedestrian flashing beacons is also present on the east leg of the Plummer Avenue/Curtner Avenue intersection. Overall, the existing network of sidewalks and crosswalks has good connectivity and provides students with safe routes to the project site and transit stops. Based on field observations, very few students walk to school.

There are bike lanes on Curtner Avenue and Cherry Avenue in the study area (see Figure 3). Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Curtner Avenue has standard bike lanes. Cherry Avenue has standard bike lanes north of Curtner Avenue and buffered bike lanes south of Curtner Avenue. Local residential streets surrounding the school site, such as Booksin Avenue and Plummer Avenue, are not marked as bike lanes or bike routes, but they carry low traffic volumes and are conducive to bicycle travel. Based on field observations, very few students ride bicycles to school.

Existing Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were obtained from field observations (see Figure 4).

Existing AM peak-hour, PM school peak-hour, and PM commute peak-hour traffic volumes at study intersections (see Figure 4) were obtained from new peak-hour turning movement counts conducted in May 2017 while local schools were in session. Intersection turning-movement counts for the study intersections are included in Appendix A.

Existing Intersection Levels of Service

The intersection level of service analysis results (See Table 2) show that both signalized study intersections operate at an acceptable level of service under existing conditions during the AM peak hour, PM school peak hour, and PM commute peak hour. The level of service calculation sheets are included in Appendix C.

Table 2
Existing Intersection Levels of Service

Signalized Intersection	Count Date	Peak Hour	Avg. Delay (sec)	LOS
Booksin Ave and Curtner Ave	05/11/17	AM	14.0	B
		PM School	13.4	B
		PM	11.7	B
Cherry Ave and Curtner Ave	05/11/17	AM	15.9	B
		PM School	13.6	B
		PM	12.8	B

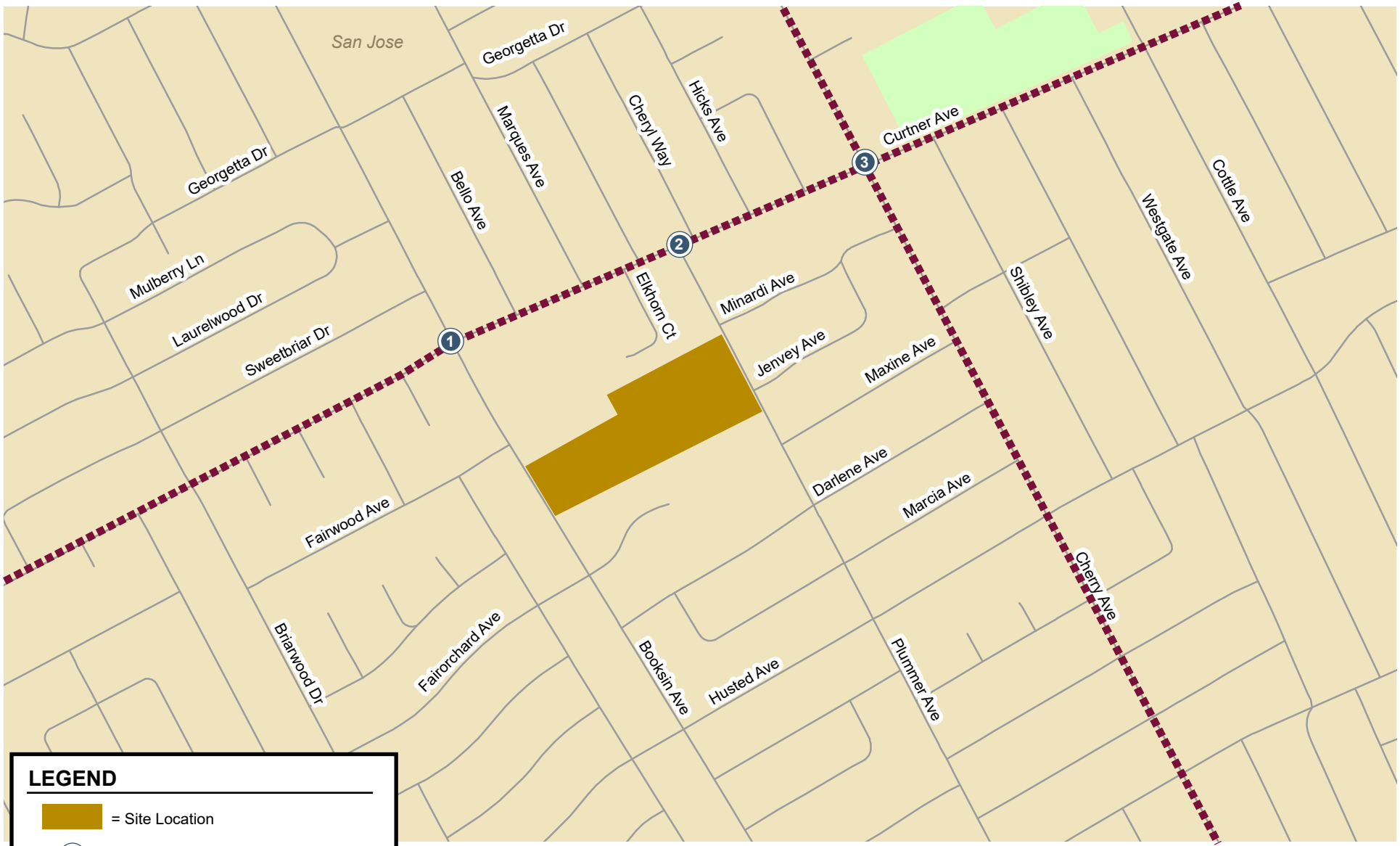


Figure 3
Existing Bicycle Network

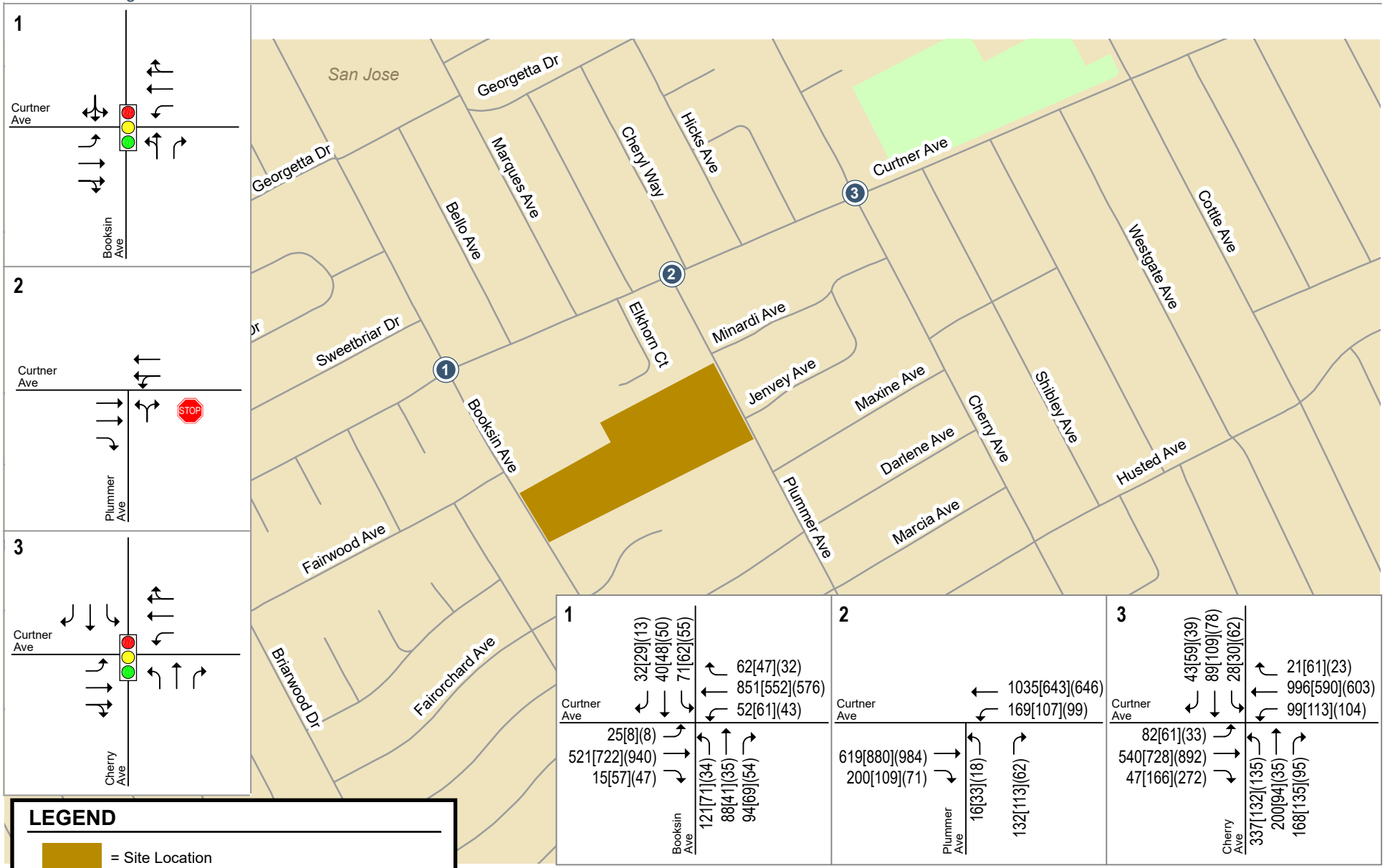


Figure 4
Existing Lane Configurations and Traffic Volumes

The analysis shows that at both signalized intersections, the average vehicle delay during the PM school peak hour is greater than the PM commute peak hour, although the total intersection volumes during the PM school peak hour are lower than the PM commute peak hour. This is because there are several other schools in the study area (Booksin Elementary School and St. Christopher School on Booksin Avenue, and Willow Glen High School on Cherry Avenue) that add traffic to the minor street approaches at these intersections during the school pick-up period. Since the minor street approaches have a higher vehicle delay than the major street approaches, and the average intersection delay is a weighted average, the result is a higher average delay for the intersection when more traffic is added to the minor street approaches than the major street approaches.

Observed Traffic Conditions

Traffic conditions at the study intersections were observed during the AM peak hour, PM school peak hour, and PM commute peak hour to identify existing operational deficiencies. Based on the observations, all three intersections operate adequately during the peak traffic periods, and no issues associated with vehicle queuing or delay were identified.

At the stop-controlled intersection of Plummer Avenue and Curtner Avenue, most northbound vehicles make right turns at the intersection and are able to get by the northbound left-turn queue to make the right turns. Site observations indicated that there was no difficulty for the northbound traffic on Plummer Avenue to make left turns or for the westbound left-turn traffic to make turns on to Plummer Avenue.

The observed northbound left-turn maximum vehicle queue at the Plummer Avenue/Curtner Avenue intersection was two vehicles in length during the student drop-off and pick-up periods at the school. During the AM peak drop-off period, the southbound drop-off queue on Plummer Avenue backs up from the school site to Curtner Avenue for a brief period, which prevents the westbound left-turn vehicles on Curtner Avenue from turning on to Plummer Avenue. When this occurs the westbound left-turn vehicles are delayed only momentarily. The maximum observed westbound left-turn vehicle queue was four vehicles during the peak drop-off period at the school.

3. Existing Plus Project Conditions

This chapter describes existing plus project traffic conditions, including the method by which project traffic is estimated. Existing plus project conditions reflect the projected traffic volumes on the existing roadway network with the proposed enrollment of 850 students. Existing plus project traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by increasing the enrollment from 826 students (during the 2016-2017 school year when the traffic counts were collected) to the proposed 850 students. This equates to an increase of 24 students.

Roadway Network under Existing Plus Project Conditions

The roadway network under existing plus project conditions would be the same as the existing roadway network because the project would not alter the existing intersection lane configurations.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear were estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic traveling to and from the proposed satellite parking facility was estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel were estimated. In the project trip assignment, the project trips were assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by many types of land uses. The data are compiled in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition* (2017). Trips that would be generated by the new students were estimated using the ITE trip rates for private K-12 schools (ITE Land Use 536), as shown on Table 3.

The proposed enrollment of 850 students would result in an increase of 24 students over the 2016-2017 school year enrollment of 826 students. Therefore, under existing plus project conditions, the project would generate 19 new trips (12 inbound and 7 outbound) during the AM peak hour, 14 new trips (6 inbound and 8 outbound) during the PM school peak hour, and 4 new trips (2 inbound and 2 outbound) during the PM commute peak hour.

Table 3
Project Trip Generation Estimates

Land Use	Size	Daily		AM Peak Hour				PM School Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	In	Out	Total Trips	Rate	In	Out	Total Trips	Rate	In	Out	Total Trips
Proposed Enrollment over Year 2016-2017 Existing Enrollment															
Private School[1]	24 Students	2.48	60	0.81	12	7	19	0.58	6	8	14	0.17	2	2	4
Proposed Enrollment over Permitted Enrollment															
Private School[1]	100 Students	2.48	248	0.81	49	32	81	0.58	24	34	58	0.17	7	10	17

Notes:
1. Trips based on average rates for Private School K-12 (Land Use 536) contained in the ITE Trip Generation Manual, 10 Edition.

Trip Distribution and Assignment

The trip distribution pattern for the increase in students was estimated based on existing travel patterns on the surrounding roadway system. Because of the small study area, the new project trips were distributed evenly to and from both directions along Curtner Avenue. In addition, the same trip distribution pattern was applied to both working parents and non-working parents, since the distribution patterns for each do not differ much once the trips are near the school (within approximately ¼ mile of the school). Within the study area, inbound trips on Curtner Avenue would use Plummer Avenue and Cherry Avenue to access the project site; the outbound trips would use Booksin Avenue, Plummer Avenue and Cherry Avenue to access Curtner Avenue. The project trip distribution pattern is shown on Figure 5.

Because of the relatively small study area, it is expected that most of the new project trips would access the school via Curtner Avenue outside the study area. While there would be some trips traveling along Plummer Avenue south of the school, most of these trips would originate from and return to Curtner Avenue via Cherry Avenue and various neighborhood streets. Thus, a worst-case traffic scenario was evaluated by assigning all new trips generated by the Master Plan project (i.e., planned increase in student enrollment) through the study intersections on Curtner Avenue (see Figure 5).

The new project trips were assigned to the roadway system in accordance with the project trip distribution pattern. The project trip assignments at the study intersections under existing plus project conditions are shown graphically on Figure 6.

Existing Plus Project Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 7).

Existing Plus Project Intersection Levels of Service

The results of the intersection level of service analysis (see Table 4) show that both signalized study intersections would operate at an acceptable level of service under existing plus project conditions during the AM peak hour, PM school peak hour, and PM commute peak hour. The intersection level of service calculation sheets are included in Appendix C.

Figure 5
Project Trip Distribution Pattern

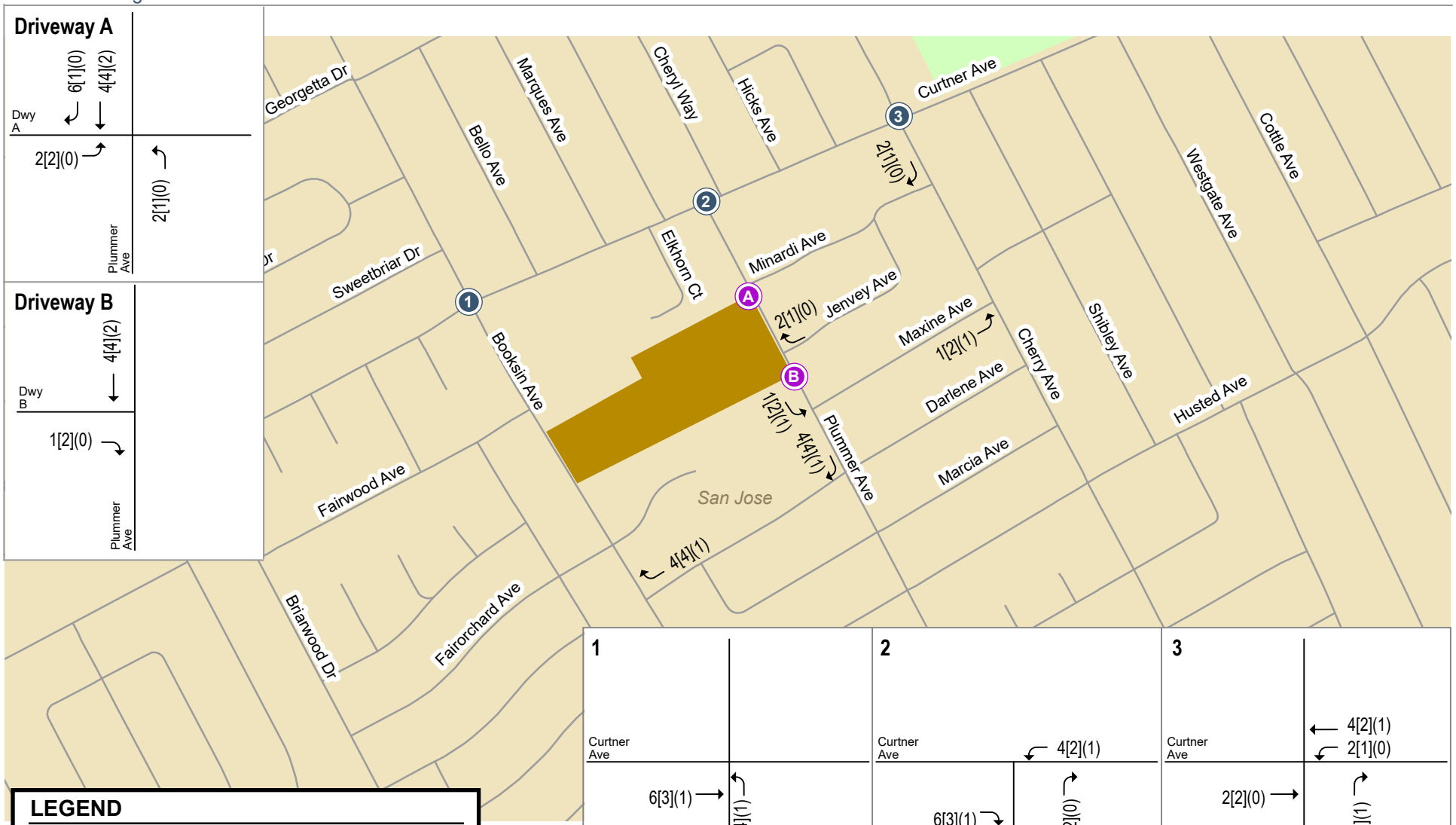


Figure 6
Project Trip Assignment under Existing Plus Project Conditions

Figure 7
Existing Plus Project Conditions Traffic Volumes

Table 4
Existing Plus Project Intersection Levels of Service

Signalized Intersection	Peak Hour	Existing		Existing+Project	
		Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS
Booksin Ave and Curtner Ave	AM	14.0	B	14.1	B
	PM School	13.4	B	13.5	B
	PM	11.7	B	11.7	B
Cherry Ave and Curtner Ave	AM	15.9	B	15.9	B
	PM School	13.6	B	13.6	B
	PM	12.8	B	12.8	B

4. Background Conditions

This chapter presents background traffic conditions, which are defined as conditions just prior to completion of the proposed project. Background conditions reflect the estimated traffic volumes with the permitted school enrollment of 750 students, plus trips from approved but not yet constructed developments in the vicinity of the project. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions.

Roadway Network Under Background Conditions

The roadway network under background conditions would be the same as the existing roadway network because there are no planned and funded transportation improvements at the study intersections that would alter the existing intersection lane configurations.

Background Traffic Volumes

The existing traffic volumes were adjusted to reflect conditions with the permitted school enrollment by subtracting trips associated with 76 students over the permitted enrollment. Background traffic volumes were estimated by adding to adjusted existing traffic volumes the projected volumes from approved but not yet constructed developments (see Figure 8). The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the approved trips inventory (ATI) (see Appendix B).

Background Intersection Levels of Service

The results of the intersection level of service analysis (see Table 5) show that both signalized study intersections would operate at an acceptable level of service under background conditions during the AM peak hour, PM school peak hour, and PM commute peak hour. The intersection level of service calculation sheets are included in Appendix C.

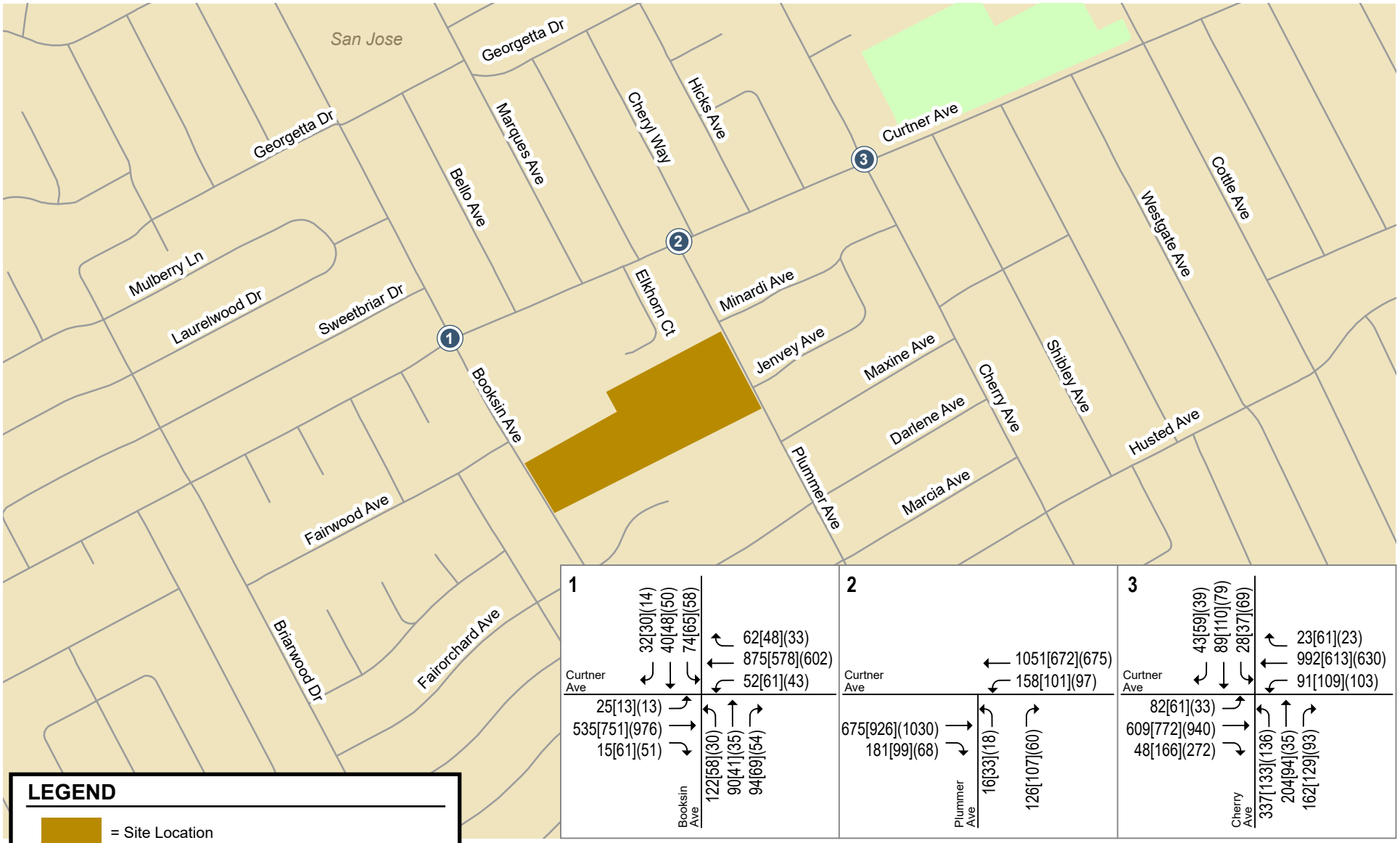


Figure 8
Background Conditions Traffic Volumes

NORTH
Not to Scale

Table 5
Background Intersection Levels of Service

Signalized Intersection	Peak Hour	Existing		Background	
		Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS
Booksin Ave and Curtner Ave	AM	14.0	B	14.0	B
	PM School	13.4	B	13.3	B
	PM	11.7	B	11.6	B
Cherry Ave and Curtner Ave	AM	15.9	B	16.0	B
	PM School	13.6	B	13.4	B
	PM	12.8	B	12.8	B

5. Background Plus Project Conditions

This chapter describes near-term traffic conditions that most likely would occur when the project is complete. It includes a description of the City of San Jose significant impact criteria used to establish what constitutes a project impact (based on Council Policy 5-3), the method by which project traffic is estimated, and any traffic impacts caused by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts. This traffic scenario represents a more congested traffic condition than the existing plus project scenario, since it includes traffic generated by approved but not yet built projects in the area.

Roadway Network Under Background Plus Project Conditions

The roadway network under background plus project conditions would be the same as the background roadway network because the project would not alter the intersection lane configurations.

Signalized Intersection Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine significant impacts on signalized intersections are based on City of San Jose Level of Service (LOS) standards. The City of San Jose's Transportation LOS Policy (Council Policy 5-3) was the adopted established threshold for transportation impact analysis and CEQA at the onset of the traffic study for this project. Based on Policy 5-3, the project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if for either the AM or PM commute peak hour:

1. The level of service at the intersection degrades form an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips cause both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to rule #2 above applies when the addition of project trips reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

Project Trip Estimates

Trip generation, distribution, and assignment for the number of students over the permitted capacity are based on the methods described in Chapter 3.

The proposed enrollment of 850 students would result in an increase of 100 students over the current permitted enrollment of 750 students. Therefore, under background plus project conditions, the project would generate 81 new trips (49 inbound and 32 outbound) during the AM peak hour, 58 new trips (24 inbound and 34 outbound) during the PM school peak hour, and 17 new trips (7 inbound and 10 outbound) during the PM commute peak hour (see Table 3).

The project trip assignments at the study intersections under background plus project conditions are shown graphically on Figure 9.

Background Plus Project Traffic Volumes

Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 10).

Background Plus Project Intersection Levels of Service

The results of the intersection level of service analysis (see Table 6) show that both signalized study intersections would operate at an acceptable level of service under background plus project conditions during the AM peak hour, PM school peak hour, and PM commute peak hour. therefore, the project would not result in a significant traffic impact at the study intersections. The intersection level of service calculation sheets are included in Appendix C.

Table 6
Background Plus Project Intersection Levels of Service

Signalized Intersection	Peak Hour	Background		Background + Project	
		Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS
Booksin Ave and Curtner Ave	AM	14.0	B	14.4	B
	PM School	13.3	B	13.3	B
	PM	11.6	B	11.7	B
Cherry Ave and Curtner Ave	AM	16.0	B	16.0	B
	PM School	13.4	B	13.5	B
	PM	12.8	B	12.9	B

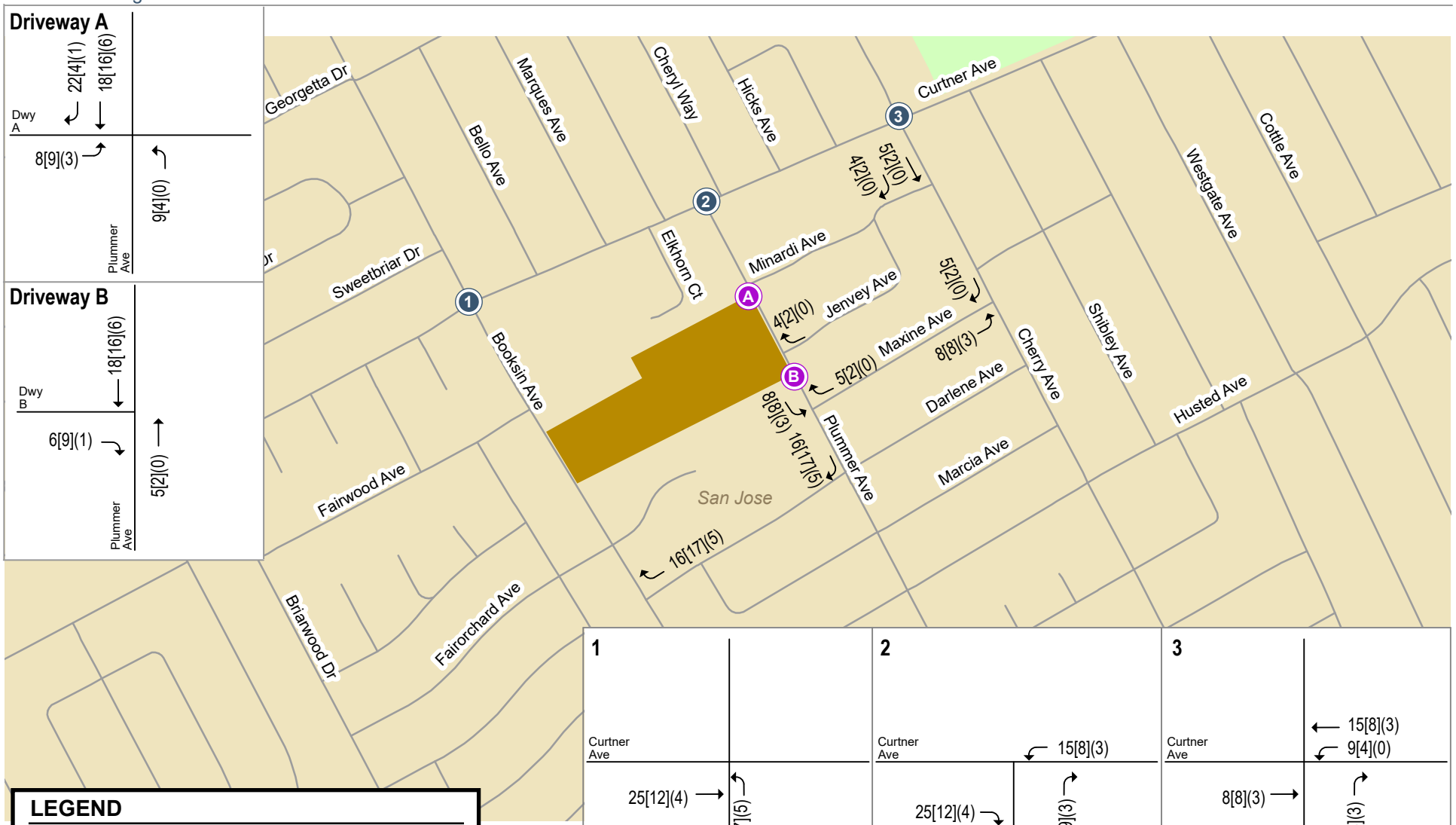


Figure 9
Project Trip Assignment under Background Plus Project Conditions

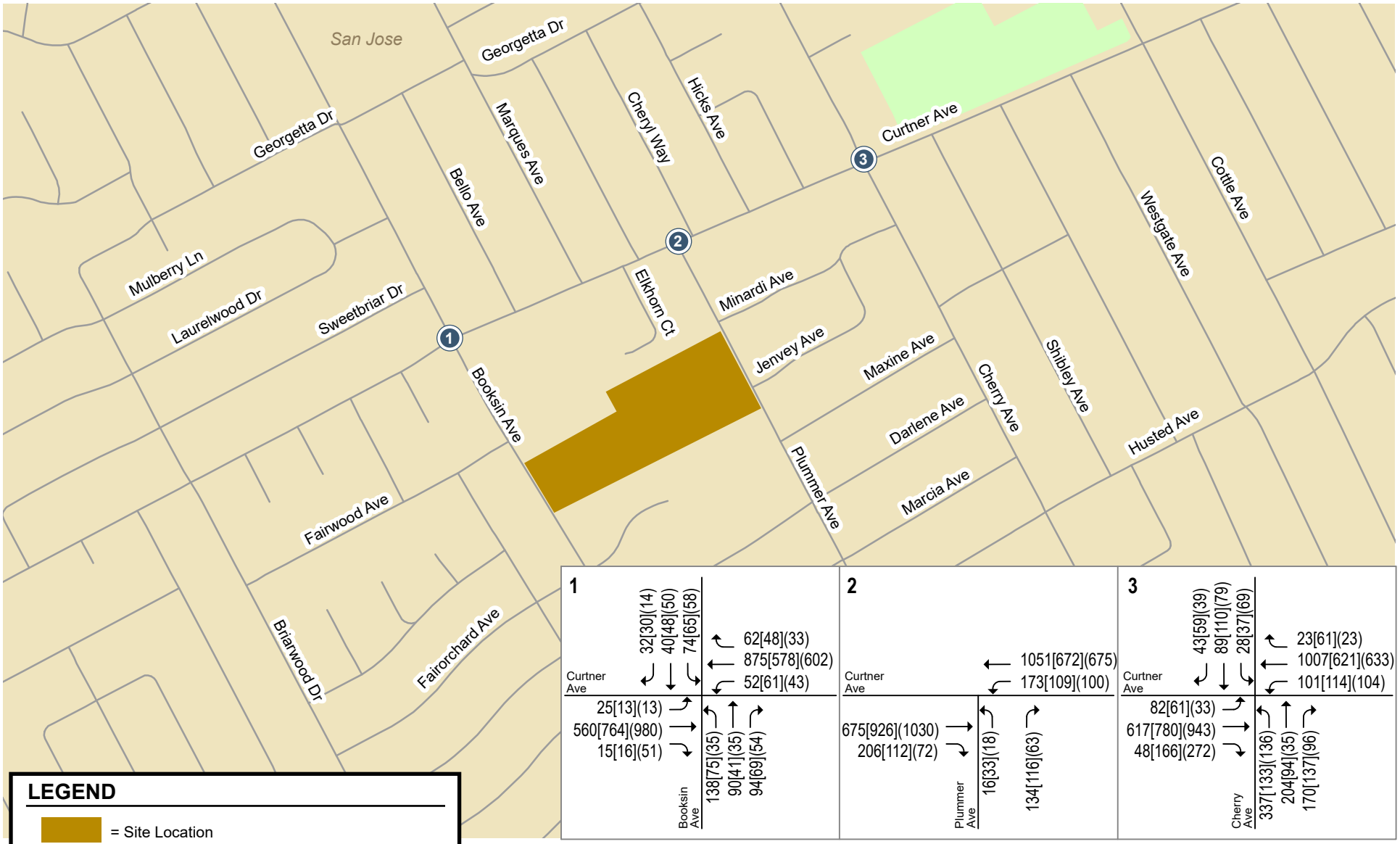


Figure 10
Background Plus Project Conditions Traffic Volumes

NORTH
Not to Scale

6. Other Transportation Issues

This chapter presents other transportation issues associated with the project. These include an analysis of:

- Traffic operations at the unsignalized intersection of Plummer Avenue and Curtner Avenue
- Neighborhood street daily traffic
- Site access and circulation
- Student loading operations
- Parking

These other transportation issues were evaluated to determine if any deficiencies would exist under project conditions that may not be specifically linked to environmental impact reporting. These may not be considered environmental issues, and may not be evaluated in an environmental assessment, but have been included in the traffic study to meet the requirements of the local jurisdiction. Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Traffic Operations at Plummer Avenue and Curtner Avenue

Signal Warrant Analysis

The need for signalization at the Plummer Avenue/Curtner Avenue intersection was evaluated according to the Peak Hour Warrant (Warrant 3 – Part B) in the California MUTCD. The results of the peak-hour signal warrant checks indicate that the AM peak-hour and PM school peak-hour volumes at the intersection meet the peak hour signal warrant under all scenarios, both with and without the project traffic. The PM commute peak-hour volumes at the intersection do not meet the signal warrant under any of the scenarios, since the PM commute peak-hour trips originating from Plummer Avenue (minor street approach) are below the 100-trip threshold. The peak-hour signal warrant sheets are contained in Appendix D.

Vehicle Queuing and Delay

The majority of trips originating from Plummer Avenue turn right onto eastbound Curtner Avenue. Based on field observations during the student drop-off and pick-up periods at the school, the northbound left-turn queue on Plummer Avenue, which was never more than two vehicles in length, did not block the northbound right turns. As illustrated by the short vehicle queues, the northbound left-turn movement onto westbound Curtner Avenue experiences very little delay during the peak traffic periods. The northbound stop-controlled movement at the intersection has a calculated average delay equivalent to LOS D operation, which is an acceptable level of delay.

During the AM peak drop-off period, the southbound drop-off queue on Plummer Avenue backs up to Curtner Avenue for a brief period. This temporarily prevents westbound vehicles on Curtner Avenue from turning left onto Plummer Avenue. When this occurs the westbound left-turn vehicles are delayed momentarily, but the queue quickly clears. The maximum observed westbound left-turn queue was four vehicles long during the peak AM drop-off period at the school. Based on field observations, the westbound left-turn movement onto southbound Plummer Avenue experiences very little delay during the PM school peak and PM commute peak traffic periods.

Unsignalized Intersection Analysis Conclusions and Recommendations

Based on field observations, the intersection of Plummer Avenue and Curtner Avenue is operating adequately as an unsignalized intersection with no significant delay or queuing issues. The addition of traffic generated by the small proposed increase in the number of students – an increase of only 36 students compared to the current 2018-2019 enrollment – would have no noticeable effect on the vehicle delays or queuing at this intersection. For these reasons, signalization of the Plummer Avenue/Curtner Avenue intersection is not recommended, even though the volumes meet the peak hour volume signal warrant. The City of San Jose Department of Transportation (DOT) staff agree with this conclusion and also recommend upgrading the existing flashing beacons on Curtner Avenue at the Plummer Avenue crosswalk to the current standard Rapid Rectangular Flashing Beacons (RRFBs).

Neighborhood Street Traffic

The study evaluated the following seven street segments that would potentially be affected by project-generated traffic:

1. Plummer Avenue, between Curtner Avenue and Jenvey Avenue
2. Plummer Avenue, between Jenvey Avenue and Darlene Avenue
3. Minardi Avenue, between Plummer Avenue and Cherry Avenue
4. Jenvey Avenue, between Plummer Avenue and Minardi Avenue
5. Maxine Avenue, between Plummer Avenue and Cherry Avenue
6. Darlene Avenue, between Booksin Avenue and Plummer Avenue
7. Darlene Avenue, between Plummer Avenue and Cherry Avenue

Average daily traffic (ADT) volumes and vehicle speed data were collected over a 3-day period from May 9th to May 11th, 2017. The ADT volumes and 85th percentile vehicle speeds for the seven street segments are summarized in Table 7. The ADT volumes are shown graphically on Figure 11. The raw daily traffic count data are presented in Appendix A.

Table 7
Street Segment Average Daily Traffic and Speed Summary

ID	Street	Street Segment	85th % Speed (Avg. of Both Directions)	Existing ADT [1]	Daily Project Trips	% Increase
1	Plummer Avenue	Curtner Avenue to Jenvey Avenue	28.5 mph	3,179	32	1%
2	Plummer Avenue	Jenvey Avenue to Darlene Avenue	26.5 mph	3,204	29	1%
3	Minardi Avenue	Plummer Avenue to Cherry Avenue	24.5 mph	438	2	0%
4	Jenvey Avenue	Plummer Avenue to Minardi Avenue	23 mph	323	4	1%
5	Maxine Avenue	Plummer Avenue to Cherry Avenue	24.5 mph	453	5	1%
6	Darlene Avenue	Booksin Avenue to Plummer Avenue	29.5 mph	688	15	2%
7	Darlene Avenue	Plummer Avenue to Cherry Avenue	27 mph	277	3	1%

1. ADT = average daily traffic in vehicles per day. Daily traffic counts were collected on May 9, 10 and 11, 2017.

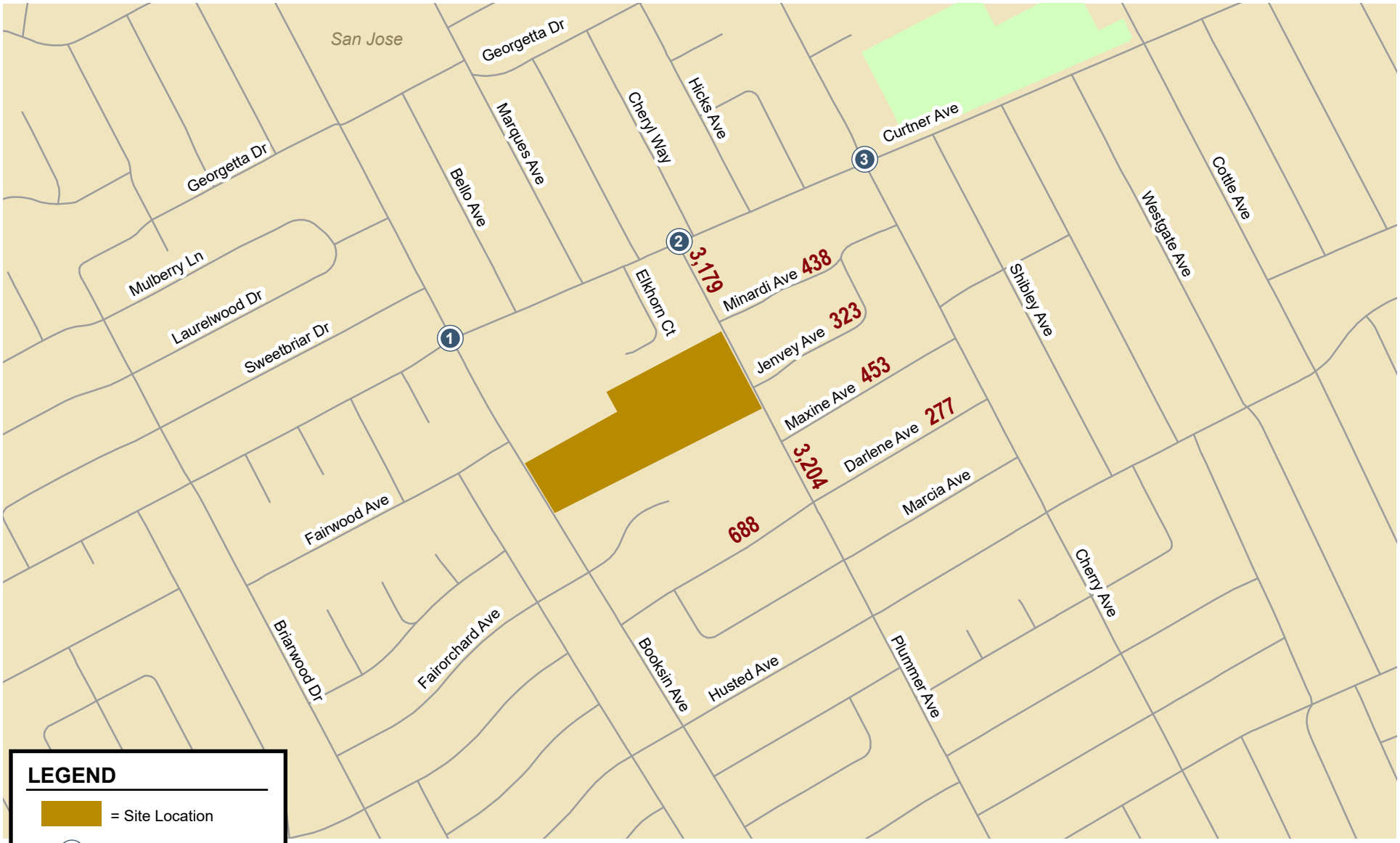


Figure 11
Average Daily Traffic Volumes

HEXAGON

NORTH
Not to Scale

It is important to note that the definition of an acceptable amount of traffic on a local residential street is subjective and depends on many factors such as street width, presence of on-street parking, building setback, number of driveways, and whether the local residential street provides access to major roadways. In addition, the City of San Jose has not established thresholds or guidelines that can be applied to determine the level of increase that should be deemed a significant increase, or the level of increase that would have a negative effect on the livability or quality of life for residents.

A typical ADT volume for a local street with a posted speed limit of 25 mph in the City of San Jose ranges from 1,000 to 3,000 vehicles per day. As shown in Table 4, the ADT volume for Plummer Avenue (approximately 3,200 vehicles per day) is slightly higher than a typical local street. This is because Plummer Avenue provides access for many connecting east-west residential streets located between Curtner Avenue and Foxworthy Avenue (two major streets), as well as provides direct access to Presentation High School. All the other study segments have ADT volumes well below 1,000 vehicles per day. The increases in traffic volumes on all the study street segments as a result of the project would be very small and, thus, are not likely to be noticeable.

Speed surveys conducted along the study street segments revealed that average bidirectional 85th percentile vehicle speeds are ranging between 23 mph and 29.5 mph. Plummer Avenue has a posted speed limit of 25 mph, and all the other residential streets that were studied also were presumed to have a standard 25 mph speed limit. Based on the speed data collected, the 85th percentile speeds (average of both directions) along all the study segments are within 5 mph of the posted speed limit. Therefore, based on the speed data and the City of San Jose's definition of an acceptable speed for local streets, the existing 85th percentile vehicle speeds on the study street segments are within the acceptable limit and would not be considered for a Traffic Calming Project.

Site Access and Circulation

As shown on Figure 2, the proposed expansion would add new buildings to the school site, make small changes to the existing parking layout, add some parking spaces, and add a student loading zone. The project would not change the driveway locations. Additional parking would be added along the north side of the building labeled Classroom near the north project driveway, and along the south side of the Science and Arts building near the southern project driveway. On-site circulation would be modified slightly to allow drivers to circulate counterclockwise through the new northern parking area, access the student loading zone, and exit back out onto Plummer Avenue via the north driveway.

School Drop-Off and Pick-Up Operations

The student drop-off/pick-up operations and vehicle queuing with the proposed increase in the number of students and planned improvements (i.e., Master Plan) were evaluated based on observations of the existing student drop-off and pick-up operations conducted on a typical Tuesday in April 2019. The observations reflect a current enrollment (2018-2019 school year) of 814 students.

Observed School Drop-Off and Pick-Up Operations

There is a 270-foot student loading zone along the school frontage on Plummer Avenue. During the morning drop-off period, additional student loading occurs within the school parking lot at the rear of the school. Approximately 80 feet of queuing space within the drive aisle of the rear parking lot is currently utilized for on-site student loading activities.

During both the morning drop-off and afternoon pick-up periods, staff members are stationed at the north driveway to control the inbound and outbound flow of school traffic. Staff members are also stationed at the loading zone on Plummer Avenue to facilitate the loading/unloading process (i.e., to make vehicles move forward and load/unload efficiently). During the morning drop-off period, a staff member is also present at the rear on-site loading zone to facilitate the unloading process. The staff

members arrive at their designated stations approximately 20 minutes before school begins and immediately after school ends. Start time at Presentation High School is 7:45 AM and dismissal is at 2:45 PM.

During the morning drop-off period, the maximum observed vehicle queue in the loading zone on Plummer Avenue was 11 vehicles. Because there are staff members to facilitate the student loading operations, vehicles move efficiently through the loading zone and do not block the school driveways or southbound travel lane. A staff member controls the flow of inbound and outbound vehicles at the north driveway, resulting in a “platooning” effect at the rear drop-off area. The maximum observed vehicle queue at the rear on-site loading area was 4 vehicles in length, which fits within the drive aisle of the parking lot and was not observed to block the drive aisle. When the staff member at the north driveway stops the southbound flow of traffic on Plummer Avenue to let the northbound left-turn vehicles enter the site, a vehicle queue of 6 to 8 vehicles forms briefly in the southbound lane. The southbound queue does not extend to Curtner Avenue and clears quickly afterward.

In addition to the designated loading zones, it was observed that some students were dropped off at the curb along the east side of Plummer Avenue between Jenvey Avenue and Minardi Avenue, because no vehicles were parked along this section, as well as on Jenvey Avenue just east of Plummer Avenue. No vehicles were blocked on Plummer Avenue or Jenvey Avenue as a result of the drop-offs. The students that are dropped off on northbound Plummer Avenue and on Jenvey Avenue cross Plummer Avenue using the marked crosswalk. A vehicle queue of 4 to 6 vehicles forms briefly in the northbound lane on Plummer Avenue when students cross the street, but the queue clears quickly after the crosswalk clears.

During the afternoon pick-up period, many parents arrive 15 - 20 minutes before the school dismissal. Vehicles either line up in the designated street loading zone, park along Plummer Avenue and Jenvey Avenue, or park in the empty spaces in the school parking lot. The maximum observed vehicle queue in the street loading zone was 14 vehicles (loading zone was full) right before the school dismissal. Two of these vehicles were parked along the red curb next to the driveways, but they did not block the driveways. Soon after the dismissal, the vehicles exited the loading zone and were not observed to block the school driveways or the travel lanes on Plummer Avenue. The student pick-up process lasts about 30 minutes after school dismissal with typical vehicle queues ranging between 8 and 13 vehicles. No vehicle queuing issues were identified in the rear parking lot and most of the vehicles that utilize the on-site lot clear within 10 minutes after the dismissal.

School Drop-Off and Pick-Up Operations with Master Plan

Upon final implementation/buildout of the Master Plan, the school intends to remove the existing student loading zone along Plummer Avenue and convert it to standard curb parking. The school intends to have all student loading activities occur within the new on-site loading zone that would be added as part of the Master Plan. The proposed on-site loading zone would include approximately 260 feet of vehicle storage in front of the classroom building, which would accommodate about 13 vehicles (assuming 20 feet of stacking space per vehicle). The school would instruct all parents to use the designated on-site loading zone during the peak morning drop-off and afternoon pick-up periods of the school day. The configuration of the on-site loading zone would allow for student loading activities to occur on the passenger side of the vehicle.

Based on the observations, the morning drop-off vehicle queue is calculated at 0.0184 vehicles per student ((11 vehicles + 4 vehicles) / 814 students) and the afternoon pick-up vehicle queue is calculated at 0.0172 vehicles per student (14 vehicles / 814 students). Accordingly, the proposed enrollment of 850 students would generate a maximum vehicle queue of approximately 16 vehicles during the morning drop-off period and about 15 vehicles during the afternoon pick-up period. The calculated maximum queue of 16 vehicles would equal the vehicle capacity of the new loading zone

plus 3 vehicles extending out of the loading area and onto the main drive aisle on the school campus. The on-site drive aisle would provide an additional 340 feet of vehicle storage space between the student loading zone entrance and the north driveway on Plummer Avenue. Thus, the brief maximum vehicle queue during the AM drop-off period would not adversely affect on-site circulation or traffic operations along Plummer Avenue. The school should continue to station staff members at the loading zone to ensure efficient loading and unloading of students.

Traffic Operations at Driveways

Access to the project site would continue to be provided via two existing driveways on Plummer Avenue. The north driveway is a full-access driveway, allowing both right turns and left turns in and out of the driveway. The south driveway allows outbound right turns only.

As previously stated, during the AM drop-off and PM pick-up periods a staff member is present at the north driveway to control the inbound and outbound school traffic. In the peak AM drop-off period (20 minutes before school starts), the staff frequently stops southbound traffic on Plummer Avenue to allow northbound left-turn vehicles to enter the school parking lot. The maximum northbound left-turn vehicle queue observed was 4 vehicles long and never extended to Jenvey Avenue. A vehicle queue of 6 to 8 vehicles forms briefly in the southbound lane when this occurs, but the queue clears quickly afterward. The outbound left-turn volume at the north driveway is very low with a maximum outbound vehicle queue of just one vehicle observed. The maximum outbound vehicle queue observed at the south driveway was 4 vehicles long during the AM drop-off period.

During the peak PM pick-up period (5 minutes after the school dismissal), the staff frequently stops traffic on Plummer Avenue so that vehicles can enter and exit the north driveway. A vehicle queue of 6 vehicles forms briefly in the southbound lane when this occurs, but the queue clears quickly. During the PM pick-up period, the maximum outbound vehicle queues observed at the north and south school driveways were 4 vehicles and 7 vehicles, respectively.

Site observations indicate that the existing driveways operate adequately without queuing issues on-street or on-site. With the current site layout (i.e., majority of student loading occurring on Plummer Avenue), the proposed increase in student enrollment would not cause a noticeable increase in vehicle queuing at the driveways. With implementation of the Master Plan improvements, however, all student loading activities would occur on-site within the new loading zone, resulting in a much higher volume of traffic at the north driveway. Due to the substantially higher number of vehicle trips entering and exiting the north driveway, school staff would need to stop traffic on Plummer Avenue more frequently to create gaps in traffic, particularly to serve the outbound left-turn movement at the driveway and avoid on-site queuing issues. However, stopping traffic more frequently could create new queuing issues along Plummer Avenue. To avoid this potential unintended consequence, outbound traffic at the north driveway should be restricted to right turns only during the peak drop-off and pick-up periods. With this recommended “right-turn-only” turn restriction, site access and on-site vehicle circulation would continue to operate adequately.

Vehicle Parking

Parking Supply

According to the San Jose Municipal Code, a high school is required to provide one parking space per staff plus one parking space per five students. The school currently has 814 students and 94 staff members (2018-2019 year). It is expected that the number of staff members would increase to 110 with the proposed enrollment of 850 students. Therefore, under the current enrollment, the school is required to provide 257 parking spaces; and with the proposed future enrollment, the school is required to provide 280 parking spaces (110 spaces for staff and 170 spaces for students).

The high school currently has 227 parking spaces on the school campus/facilities and leases 50 additional parking spaces at the adjacent St. Christopher Church for staff parking (long-term lease agreement). With the 50 off-site parking spaces for use by school staff, the school currently provides a total of 277 parking spaces, which is 20 spaces more than the City's parking requirement of 257 parking spaces.

With implementation of the Master Plan, the school would provide a total of 280 parking spaces on the school campus/facilities, which would comply with the City's parking requirement of 280 parking spaces to serve 850 students and 110 staff members. The St. Christopher parking lot would no longer be needed for school staff with full buildout of the Master Plan.

Parking Intrusion Study

In May 2013, Hexagon conducted a parking study for Presentation High School to identify the number of students parking on the surrounding neighborhood streets (see Table 8). At that time, the school provided a total of 216 on-site parking spaces. The 2013 counts showed that 82 vehicles belonging to students were parked on the residential streets. Subsequently, in response to the neighborhood's concern regarding parking intrusion from the school, Presentation High School entered into a lease agreement with St. Christopher Church for 50 surface parking spaces to be used by school staff. A second round of street parking counts was conducted in September 2017 when there were 837 students and 110 staff members (2017-2018 school year,). Based on the 2017 parking counts, the number of student vehicles parked on the streets was reduced from 82 to 15 vehicles (see Table 8). The reduction of 67 parked vehicles is primarily the result of the additional 50 off-site parking spaces. The remaining 17-vehicle difference is likely due to daily attendance/parking fluctuations. It can be concluded that the additional 50 off-site parking spaces for use by school staff has significantly reduced the parking intrusion within the neighborhood. The proposed Master Plan would increase on-site parking supply to further reduce the number of students parking on the streets within the neighborhood.

Table 8
Street Parking Associated with Presentation High School

Street Segment	Number of Student Vehicles Parked on the Street	
	2013 May Count	2017 September Count
School Enrollment:	**817 (2012-2013 year)**	**837 (2017-2018 year)**
Plummer Ave - Curtner Ave to Jenvey Ave	18	1
Plummer Ave - Jenvey Ave to Darlene Ave	14	7
Mindardi Ave - Plummer Ave to Cherry Ave	21	0
Jenvey Ave - Plummer Ave to Minardi Ave	26	3
Maxine Ave - Plummer Ave to Cherry Ave	2	3
Darlene Ave - Booksin Ave to Cherry Ave	1	1
Total # of Student Vehicles Parked:	**82**	**15**
School Provided Parking Spaces:	**216**	**266**

Note: Street parking counts were counducted on 5/29/2013 and 9/27/2017 on typical school weekdays.

7. Conclusions

The potential impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of San Jose. The traffic study includes an analysis of the weekday AM peak-hour, PM school peak-hour, and PM commute peak-hour traffic conditions for two signalized intersections and one unsignalized intersection in the vicinity of the project site. The study also includes a signal warrant analysis for the unsignalized study intersection, neighborhood street traffic analysis, site access and on-site circulation analysis, and a parking intrusion study.

The proposed Master Plan is not expected to degrade traffic operations at the study intersections on Curtner Avenue or cause a noticeable increase in traffic volumes on the surrounding neighborhood streets. Although the stop-controlled intersection of Plummer Avenue and Curtner Avenue meets the peak-hour volume signal warrant, field observations show the intersection is operating adequately with no significant delay or queuing issues. Thus, installation of a traffic signal at this intersection is not recommended.

The proposed Master Plan would not change the current driveway locations. The on-site vehicular circulation would be adequate to serve the school, and pedestrian access and on-site circulation would continue to be adequate. Hexagon makes the following recommendations to ensure adequate operations at the project driveways and planned on-site student loading zone.

- The school should station a staff member at the on-site loading zone to ensure efficient student loading/unloading operations during the peak morning drop-off and afternoon pick-up periods.
- The school should designate a staff member at the north driveway to control the inbound and outbound flow of traffic during the peak morning drop-off and afternoon pick-up periods.
- All outbound traffic at the north driveway should be restricted to right turns only during the peak morning drop-off and afternoon pick-up periods. Note that the south driveway is already restricted to outbound right turns only.

Currently, there are 227 parking spaces provided on the school campus/facilities, with an additional 50 parking spaces provided at the adjacent St. Christopher Church for faculty parking (long-term lease agreement). Thus, a total of 277 parking spaces are currently provided to serve 814 students and 94 staff members, which is 20 spaces more than is required. With implementation of the Master Plan, the school would provide a total of 280 parking spaces on the school campus/facilities, which complies with the City's parking requirement of 280 parking spaces to serve 850 students and 110 staff members. The St. Christopher parking lot would no longer be needed for school staff with full buildout of the Master Plan.

Presentation High School Master Plan TIA

Technical Appendices

August 6, 2019

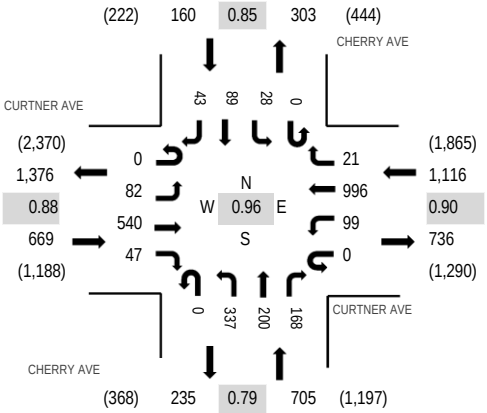
Appendix A

Traffic Counts

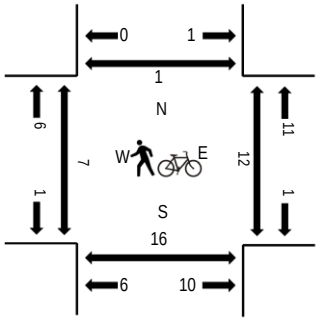
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 1 CHERRY AVE & CURTNER AVE AM
Date and Start Time: Thursday, May 11, 2017
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CURTNER AVE Eastbound				CURTNER AVE Westbound				CHERRY AVE Northbound				CHERRY AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	24	71	5	0	20	184	13	0	64	43	29	0	2	12	13	480	2,539	1	5	1	0
7:15 AM	0	39	89	10	0	37	232	9	0	88	88	47	0	8	28	14	689	2,650	3	1	5	0
7:30 AM	0	19	135	15	0	37	247	3	0	77	51	62	0	4	31	9	690	2,479	0	8	5	0
7:45 AM	0	14	138	13	0	16	287	8	0	82	40	34	0	10	22	16	680	2,222	1	0	1	1
8:00 AM	0	10	178	9	0	9	230	1	0	90	21	25	0	6	8	4	591	1,933	2	1	1	0
8:15 AM	0	3	146	15	0	9	169	2	0	102	19	36	0	4	8	5	518		1	1	3	0
8:30 AM	0	6	124	19	0	11	151	0	0	69	9	31	0	3	6	4	433		2	1	1	4
8:45 AM	0	2	89	15	0	11	177	2	0	55	18	17	0	2	2	1	391		1	0	0	0

Peak Rolling Hour Flow Rates

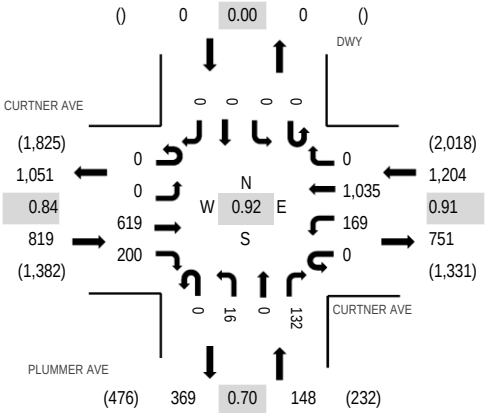
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	3
Lights	0	82	531	47	0	96	966	21	0	336	199	165	0	28	89	43	2,603
Mediums	0	0	8	0	0	3	29	0	0	1	1	2	0	0	0	0	44
Total	0	82	540	47	0	99	996	21	0	337	200	168	0	28	89	43	2,650

All Traffic Data Services Inc.

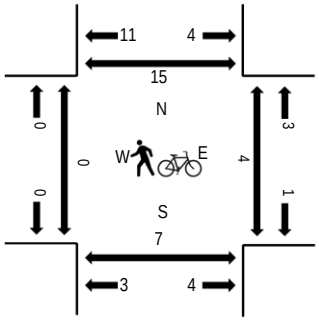
(303) 216-2439
www.alltrafficdata.net

Location: 2 PLUMMER AVE & CURTNER AVE AM
Date and Start Time: Thursday, May 11, 2017
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CURTNER AVE Eastbound				CURTNER AVE Westbound				PLUMMER AVE Northbound				DWY Southbound				Total	Rolling Hour	Pedestrain 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	72	36	0	38	161	0	0	5	0	19	0	0	0	0	331	1,910	0	0	0	0
7:15 AM	0	0	124	77	0	48	218	0	0	3	0	36	0	0	0	0	506	2,171	0	1	0	5
7:30 AM	0	0	117	69	0	60	235	0	0	4	0	51	0	0	0	0	536	2,121	0	0	2	2
7:45 AM	0	0	161	27	0	44	270	0	0	5	0	30	0	0	0	0	537	1,920	0	3	0	0
8:00 AM	0	0	217	27	0	17	312	0	0	4	0	15	0	0	0	0	592	1,722	0	0	2	4
8:15 AM	0	0	200	6	0	4	226	0	0	5	0	15	0	0	0	0	456		0	2	0	3
8:30 AM	0	0	124	2	0	9	180	0	0	5	0	15	0	0	0	0	335		0	2	0	0
8:45 AM	0	0	120	3	0	9	187	0	0	5	0	15	0	0	0	0	339		0	1	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	3
Lights	0	0	611	200	0	169	999	0	0	15	0	131	0	0	0	0	2,125
Mediums	0	0	8	0	0	0	35	0	0	0	0	0	0	0	0	0	43
Total	0	0	619	200	0	169	1,035	0	0	16	0	132	0	0	0	0	2,171

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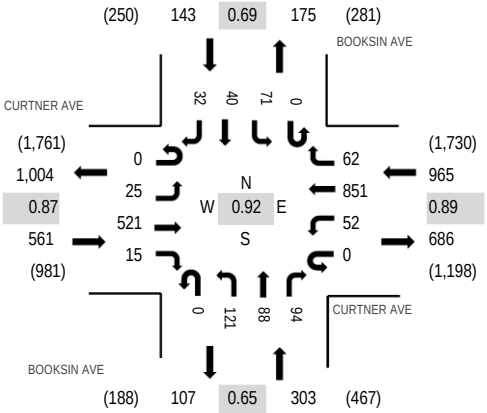
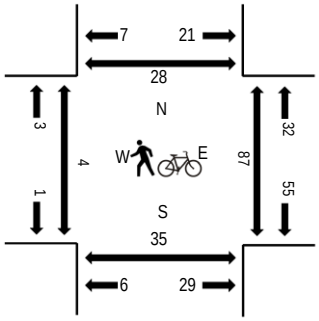
Location: 3 BOOKSIN AVE & CURTNER AVE AM
Date and Start Time: Thursday, May 11, 2017
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	CURTNER AVE Eastbound				CURTNER AVE Westbound				BOOKSIN AVE Northbound				BOOKSIN AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	100	5	0	8	160	9	0	25	27	12	0	13	2	4	365	1,802	0	0	1	1
7:15 AM	0	1	156	5	0	10	210	6	0	53	17	46	0	13	6	9	532	1,972	0	8	1	1
7:30 AM	0	2	133	1	0	15	207	12	0	30	19	15	0	18	8	3	463	1,857	0	18	8	7
7:45 AM	0	14	122	6	0	11	208	15	0	12	19	10	0	15	6	4	442	1,744	0	35	12	11
8:00 AM	0	8	110	3	0	16	226	29	0	26	33	23	0	25	20	16	535	1,626	4	9	7	4
8:15 AM	0	3	92	6	0	8	204	14	0	8	11	17	0	34	9	11	417		1	0	2	0
8:30 AM	0	1	123	7	0	9	150	14	0	8	9	17	0	8	3	1	350		0	0	1	0
8:45 AM	0	1	76	6	0	8	170	11	0	13	6	11	0	9	10	3	324		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
Lights	0	25	514	14	0	52	829	60	0	121	88	94	0	70	40	31	1,938
Mediums	0	0	7	1	0	0	20	1	0	0	0	0	0	1	0	1	31
Total	0	25	521	15	0	52	851	62	0	121	88	94	0	71	40	32	1,972

All Traffic Data Services Inc.
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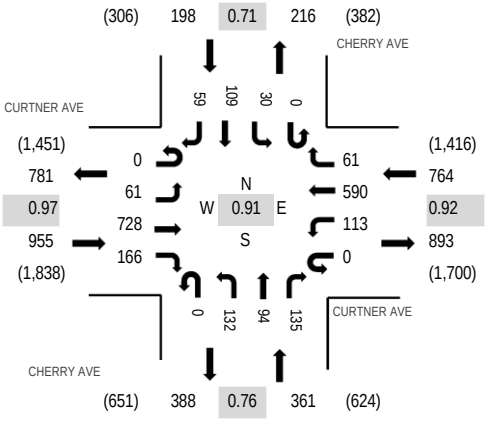
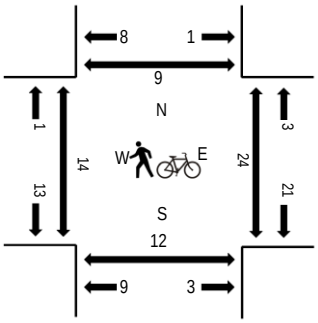
Location: 1 CHERRY AVE & CURTNER AVE PM
Date and Start Time: Thursday, May 11, 2017
Peak Hour: 02:30 PM - 03:30 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	CURTNER AVE Eastbound				CURTNER AVE Westbound				CHERRY AVE Northbound				CHERRY AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00 PM	0	8	137	25	0	17	122	8	0	27	11	15	0	7	7	7	391	1,990	0	0	0	0
2:15 PM	0	22	151	29	0	19	124	8	0	27	17	25	0	8	15	10	455	2,222	3	2	0	2
2:30 PM	0	12	161	37	0	39	140	5	0	43	39	37	0	12	38	23	586	2,278	4	5	5	2
2:45 PM	0	15	182	47	0	26	149	16	0	29	27	34	0	5	17	11	558	2,240	3	4	0	1
3:00 PM	0	23	199	48	0	30	162	17	0	24	14	39	0	9	41	17	623	2,194	1	7	3	3
3:15 PM	0	11	186	34	0	18	139	23	0	36	14	25	0	4	13	8	511	2,133	3	4	3	1
3:30 PM	0	12	214	50	0	12	151	25	0	33	10	22	0	4	10	5	548	2,116	1	2	7	0
3:45 PM	0	11	184	40	0	25	126	15	0	25	19	32	0	8	14	13	512	2,051	4	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	60	708	163	0	111	576	60	0	130	94	132	0	28	109	59	2,230
Mediums	0	1	19	3	0	2	14	1	0	2	0	3	0	2	0	0	47
Total	0	61	728	166	0	113	590	61	0	132	94	135	0	30	109	59	2,278

All Traffic Data Services Inc.

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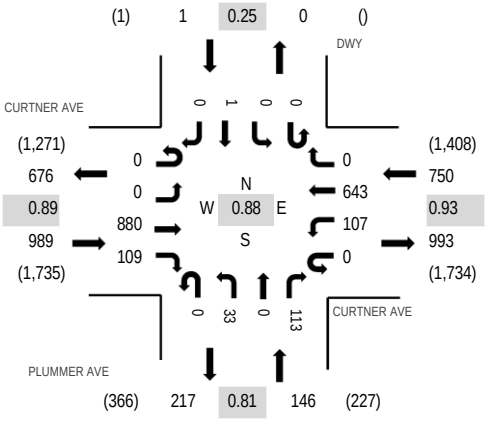
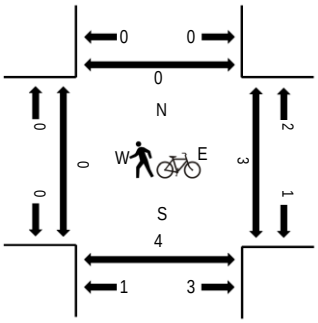
Location: 2 PLUMMER AVE & CURTNER AVE PM
Date and Start Time: Thursday, May 11, 2017
Peak Hour: 02:45 PM - 03:45 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CURTNER AVE Eastbound				CURTNER AVE Westbound				PLUMMER AVE Northbound				DWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00 PM	0	0	150	7	0	13	135	0	0	1	0	6	0	0	0	0	312	1,516	0	0	0	0
2:15 PM	0	0	148	8	0	14	150	0	0	3	0	8	0	0	0	0	331	1,742	0	0	0	1
2:30 PM	0	0	147	28	0	36	155	0	0	10	0	28	0	0	0	0	404	1,849	0	0	1	1
2:45 PM	0	0	203	33	0	41	150	0	0	8	0	34	0	0	0	0	469	1,886	0	0	0	0
3:00 PM	0	0	245	38	0	25	181	0	0	11	0	38	0	0	0	0	538	1,855	0	1	0	0
3:15 PM	0	0	206	21	0	23	158	0	0	8	0	21	0	0	1	0	438	1,727	0	1	1	0
3:30 PM	0	0	226	17	0	18	154	0	0	6	0	20	0	0	0	0	441	1,740	0	0	3	0
3:45 PM	0	0	237	21	1	22	132	0	0	9	0	16	0	0	0	0	438	1,711	0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	861	109	0	106	631	0	0	33	0	112	0	0	1	0	1,853
Mediums	0	0	19	0	0	1	12	0	0	0	0	1	0	0	0	0	33
Total	0	0	880	109	0	107	643	0	0	33	0	113	0	0	1	0	1,886

All Traffic Data Services Inc.

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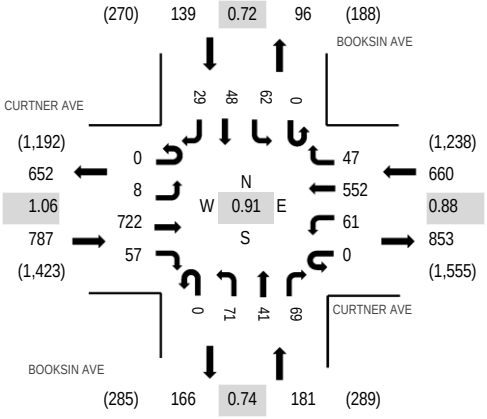
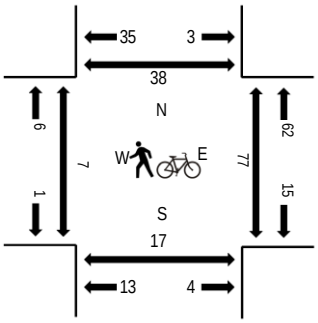
Location: 3 BOOKSIN AVE & CURTNER AVE PM
Date and Start Time: Thursday, May 11, 2017
Peak Hour: 02:45 PM - 03:45 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CURTNER AVE Eastbound				CURTNER AVE Westbound				BOOKSIN AVE Northbound				BOOKSIN AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00 PM	0	3	103	2	0	8	124	12	0	6	5	4	0	33	8	11	319	1,479	0	2	0	0
2:15 PM	0	5	135	10	0	8	124	11	0	4	6	8	0	11	9	3	334	1,644	0	4	0	1
2:30 PM	0	3	148	16	0	21	120	11	0	10	9	16	0	23	10	5	392	1,711	2	5	2	0
2:45 PM	0	1	158	15	0	11	139	13	0	32	10	19	0	16	15	5	434	1,767	5	18	8	8
3:00 PM	0	2	198	11	0	18	162	7	0	20	14	20	0	15	8	9	484	1,741	0	39	4	29
3:15 PM	0	2	181	16	0	11	125	13	0	10	11	8	0	8	10	6	401	1,697	1	5	2	0
3:30 PM	0	3	185	15	0	21	126	14	0	9	6	22	0	23	15	9	448	1,721	0	2	2	0
3:45 PM	0	5	196	10	0	11	116	12	0	14	10	16	0	9	6	3	408	1,684	1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	8	708	57	0	61	544	47	0	69	40	66	0	60	48	29	1,737
Mediums	0	0	13	0	0	0	8	0	0	2	1	3	0	2	0	0	29
Total	0	8	722	57	0	61	552	47	0	71	41	69	0	62	48	29	1,767

All Traffic Data Services Inc.

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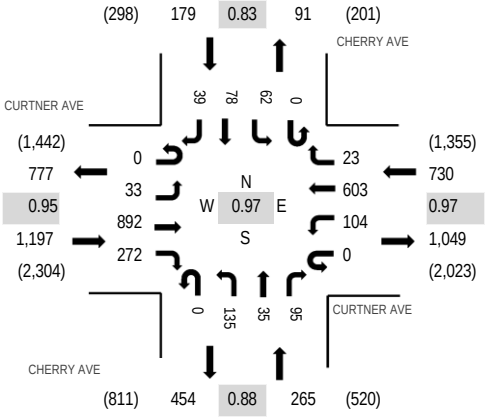
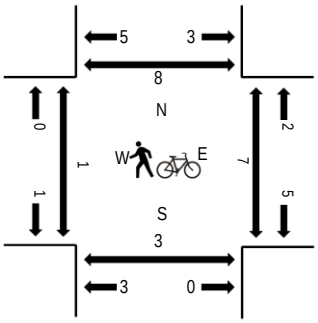
Location: 1 CHERRY AVE & CURTNER AVE PM
Date and Start Time: Thursday, May 11, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CURTNER AVE Eastbound				CURTNER AVE Westbound				CHERRY AVE Northbound				CHERRY AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	12	230	48	0	18	133	4	0	34	18	23	0	8	21	13	562	2,106	0	4	4	6
4:15 PM	0	7	218	48	0	14	114	6	0	23	12	25	0	9	16	2	494	2,132	0	0	2	0
4:30 PM	0	3	198	60	0	15	122	9	0	26	11	23	0	3	10	3	483	2,200	0	1	0	2
4:45 PM	0	10	208	65	0	23	159	8	0	27	10	23	0	6	19	9	567	2,325	0	2	0	0
5:00 PM	0	11	222	63	0	17	166	8	0	31	13	21	0	8	15	13	588	2,371	0	0	0	0
5:15 PM	0	7	216	63	0	31	143	4	0	32	7	18	0	16	19	6	562		0	2	0	1
5:30 PM	0	6	229	64	0	34	146	0	0	40	6	29	0	19	24	11	608		0	3	3	3
5:45 PM	0	9	225	82	0	22	148	11	0	32	9	27	0	19	20	9	613		0	2	0	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	33	885	271	0	104	598	23	0	134	35	95	0	62	78	39	2,357
Mediums	0	0	7	1	0	0	5	0	0	1	0	0	0	0	0	0	14
Total	0	33	892	272	0	104	603	23	0	135	35	95	0	62	78	39	2,371

All Traffic Data Services Inc.

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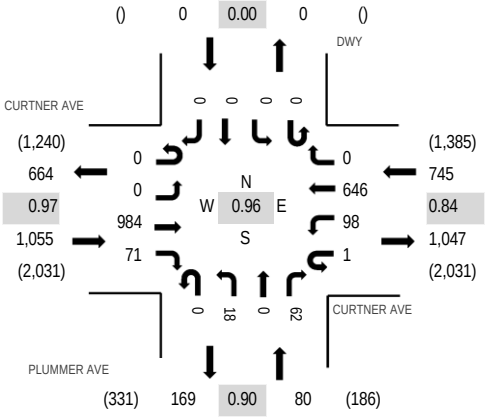
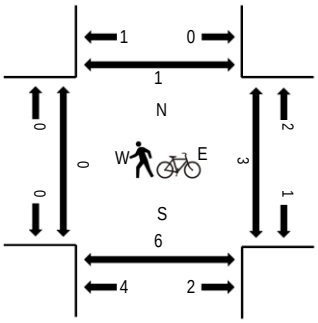
Location: 2 PLUMMER AVE & CURTNER AVE PM
Date and Start Time: Thursday, May 11, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CURTNER AVE Eastbound				CURTNER AVE Westbound				PLUMMER AVE Northbound				DWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	223	16	0	17	133	0	0	5	0	16	0	0	0	0	410	1,722	0	0	0	0
4:15 PM	0	0	241	16	0	29	138	0	0	8	0	19	0	0	0	0	451	1,785	0	0	1	0
4:30 PM	0	0	222	14	0	27	122	0	1	11	0	15	0	0	0	0	412	1,824	0	0	0	0
4:45 PM	0	0	224	20	0	22	152	0	0	7	0	24	0	0	0	0	449	1,857	0	0	0	0
5:00 PM	0	0	244	28	0	32	142	0	0	4	0	23	0	0	0	0	473	1,880	0	0	0	1
5:15 PM	0	0	239	11	1	22	198	0	0	7	0	12	0	0	0	0	490		0	1	1	0
5:30 PM	0	0	247	14	0	14	151	0	0	1	0	18	0	0	0	0	445		0	1	3	0
5:45 PM	0	0	254	18	0	30	155	0	0	6	0	9	0	0	0	0	472		0	1	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	976	71	1	98	640	0	0	18	0	62	0	0	0	0	1,866
Mediums	0	0	8	0	0	0	6	0	0	0	0	0	0	0	0	0	14
Total	0	0	984	71	1	98	646	0	0	18	0	62	0	0	0	0	1,880

All Traffic Data Services Inc.

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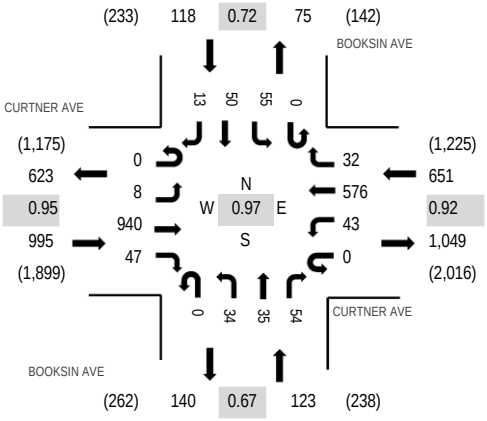
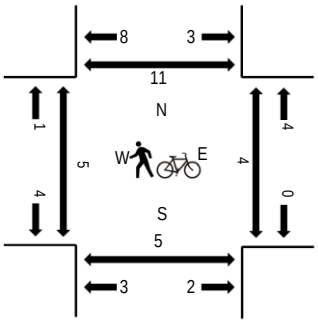
Location: 3 BOOKSIN AVE & CURTNER AVE PM
Date and Start Time: Thursday, May 11, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	CURTNER AVE Eastbound				CURTNER AVE Westbound				BOOKSIN AVE Northbound				BOOKSIN AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	216	5	0	12	130	10	0	11	4	19	0	16	11	3	440	1,708	1	2	1	0
4:15 PM	0	5	215	11	0	9	116	7	0	12	10	8	0	14	11	7	425	1,732	0	0	0	0
4:30 PM	0	1	220	5	0	9	120	4	0	7	5	9	0	14	13	4	411	1,790	1	0	0	0
4:45 PM	0	4	209	10	0	16	133	8	0	8	6	16	0	11	10	1	432	1,835	2	0	0	2
5:00 PM	0	2	215	6	0	11	161	7	0	10	8	12	0	16	13	3	464	1,887	3	1	0	3
5:15 PM	0	1	253	9	0	7	153	11	0	7	11	9	0	8	12	2	483		0	1	1	1
5:30 PM	0	2	245	12	0	11	135	8	0	9	8	3	0	10	8	5	456		0	0	1	3
5:45 PM	0	3	227	20	0	14	127	6	0	8	8	30	0	21	17	3	484		2	1	2	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	8	933	47	0	42	570	32	0	34	35	54	0	54	50	13	1,872
Mediums	0	0	7	0	0	1	6	0	0	0	0	0	0	1	0	0	15
Total	0	8	940	47	0	43	576	32	0	34	35	54	0	55	50	13	1,887

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

1
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 1
PLUMMER AVE BTW CURTNER AND JENVEY

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/09/17	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	*	1
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	19-28	3
05:00	4	0	3	3	**4**	**1**	0	0	0	0	0	0	0	0	15	24-33	7
06:00	2	0	15	15	1	1	0	0	0	0	0	0	0	0	34	21-30	30
07:00	**53**	**35**	**63**	25	4	0	0	0	0	0	0	0	0	0	**180**	16-25	98
08:00	18	8	19	**29**	2	0	0	0	0	0	0	0	0	0	76	21-30	48
09:00	4	8	19	21	4	0	0	0	0	0	0	0	0	0	56	21-30	40
10:00	5	4	18	8	2	0	0	0	0	0	0	0	0	0	37	21-30	26
11:00	3	5	15	10	1	0	0	0	0	0	0	0	0	0	34	21-30	25
12 PM	1	4	22	12	1	0	0	0	0	0	0	0	0	0	40	21-30	34
13:00	3	5	29	16	1	0	0	0	0	0	0	0	0	0	54	21-30	45
14:00	**86**	**24**	25	13	3	0	0	0	0	0	0	0	0	0	**151**	6-15	57
15:00	32	12	**62**	18	2	0	0	0	0	0	0	0	0	0	126	21-30	80
16:00	20	11	52	26	2	**1**	0	0	0	0	0	0	0	0	112	21-30	78
17:00	21	11	28	**37**	**5**	0	0	0	0	0	0	0	0	0	102	21-30	65
18:00	4	7	42	29	2	0	0	0	0	0	0	0	0	0	84	21-30	71
19:00	5	7	20	26	3	1	0	0	0	0	0	0	0	0	62	21-30	46
20:00	4	2	12	6	4	0	0	0	0	0	0	0	0	0	28	21-30	18
21:00	3	0	4	7	2	0	0	0	0	0	0	0	0	0	16	21-30	11
22:00	0	1	5	5	2	0	0	0	0	0	0	0	0	0	13	21-30	10
23:00	2	0	1	2	1	0	0	0	0	0	0	0	0	0	6	26-35	3
Total	271	144	456	311	47	4	0	0	0	0	0	0	0	0	1233		
Percent	22.0%	11.7%	37.0%	25.2%	3.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00	05:00	05:00									07:00		
Vol.	53	35	63	29	4	1									180		
PM Peak	14:00	14:00	15:00	17:00	17:00	16:00									14:00		
Vol.	86	24	62	37	5	1									151		

ALL TRAFFIC DATA SERVICES

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1
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Site Code: 1
PLUMMER AVE BTW CURTNER AND JENVEY

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/10/17	2	0	1	0	1	0	0	0	0	0	0	0	0	0	4	8-17	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00	8	0	3	5	2	**1**	0	0	0	0	0	0	0	0	19	21-30	8
06:00	3	1	14	15	**7**	0	0	0	0	0	0	0	0	0	40	21-30	29
07:00	**51**	**29**	**46**	26	1	0	0	0	0	0	0	0	0	0	**153**	16-25	75
08:00	21	4	31	**39**	5	0	0	0	0	0	0	0	0	0	100	21-30	70
09:00	10	1	19	24	7	1	0	0	0	0	0	0	0	0	62	21-30	43
10:00	4	3	20	16	2	0	0	0	0	0	0	0	0	0	45	21-30	36
11:00	2	3	14	25	4	0	0	0	0	0	0	0	0	0	48	21-30	39
12 PM	**27**	10	41	19	3	0	0	0	0	0	0	0	0	0	100	21-30	60
13:00	15	11	49	20	4	0	0	0	0	0	0	0	0	0	99	21-30	69
14:00	19	5	31	21	4	0	0	0	0	0	0	0	0	0	80	21-30	52
15:00	14	17	57	24	2	0	0	0	0	0	0	0	0	0	114	21-30	81
16:00	14	**18**	**60**	31	2	0	0	0	0	0	0	0	0	0	**125**	21-30	91
17:00	9	9	43	**35**	4	**1**	0	0	0	0	0	0	0	0	101	21-30	78
18:00	4	3	34	34	**5**	1	**1**	0	0	0	0	0	0	0	82	21-30	68
19:00	10	3	25	14	1	0	0	0	0	0	0	0	0	0	53	21-30	39
20:00	3	7	20	10	1	0	0	0	0	0	0	0	0	0	41	21-30	30
21:00	9	5	37	13	3	0	0	0	0	0	0	0	0	0	67	21-30	50
22:00	0	0	1	6	4	0	0	0	0	0	0	0	0	0	11	26-35	10
23:00	0	1	3	5	0	0	0	0	0	0	0	0	0	0	9	21-30	8
Total	225	130	551	382	62	4	1	0	0	0	0	0	0	0	1355		
Percent	16.6%	9.6%	40.7%	28.2%	4.6%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00	06:00	05:00									07:00		
Vol.	51	29	46	39	7	1									153		
PM Peak	12:00	16:00	16:00	17:00	18:00	17:00	18:00								16:00		
Vol.	27	18	60	35	5	1	1								125		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
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Site Code: 1
PLUMMER AVE BTW CURTNER AND JENVEY

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/11/17	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	*	1
01:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	9-18	1
02:00	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	8-17	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	2	0	2	1	0	0	0	0	0	0	0	0	0	0	5	21-30	3
05:00	3	1	4	4	2	0	0	0	0	0	0	0	0	0	14	21-30	8
06:00	4	0	9	16	4	**1**	0	0	0	0	0	0	0	0	34	21-30	25
07:00	**42**	**30**	**64**	28	4	0	0	0	0	0	0	0	0	0	**168**	16-25	94
08:00	26	4	22	**31**	4	0	0	0	0	0	0	0	0	0	87	21-30	53
09:00	10	0	25	24	**5**	0	0	0	0	0	0	0	0	0	64	21-30	49
10:00	7	2	18	13	1	0	0	0	0	0	0	0	0	0	41	21-30	31
11:00	4	5	16	17	3	0	0	0	0	0	0	0	0	0	45	21-30	33
12 PM	6	2	19	19	2	0	0	0	0	0	0	0	0	0	48	21-30	38
13:00	7	7	20	17	3	**2**	0	0	0	0	0	0	0	0	56	21-30	37
14:00	**59**	**20**	26	17	0	0	0	0	0	0	0	0	0	0	122	16-25	46
15:00	16	19	**62**	**32**	4	0	0	0	0	0	0	0	0	0	**133**	21-30	94
16:00	7	14	45	32	7	0	0	0	0	0	0	0	0	0	105	21-30	77
17:00	9	8	36	22	5	0	0	0	0	0	0	0	0	0	80	21-30	58
18:00	9	5	43	27	**10**	0	0	0	0	0	0	0	0	0	94	21-30	70
19:00	7	6	18	24	5	0	0	0	0	0	0	0	0	0	60	21-30	42
20:00	7	0	11	11	2	0	0	0	0	0	0	0	0	0	31	21-30	22
21:00	5	16	44	18	2	0	0	0	0	0	0	0	0	0	85	20-29	62
22:00	0	0	6	5	0	0	0	0	0	0	0	0	0	0	11	21-30	11
23:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4	20-29	3
Total	233	140	491	361	66	3	0	0	0	0	0	0	0	0	1294		
Percent	18.0%	10.8%	37.9%	27.9%	5.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00	09:00	06:00									07:00		
Vol.	42	30	64	31	5	1									168		
PM Peak	14:00	14:00	15:00	15:00	18:00	13:00									15:00		
Vol.	59	20	62	32	10	2									133		
Total	729	414	1498	1054	175	11	1	0	0	0	0	0	0	0	3882		
Percent	18.8%	10.7%	38.6%	27.2%	4.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	11 MPH
50th Percentile :	22 MPH
85th Percentile :	28 MPH
95th Percentile :	29 MPH

Stats

10 MPH Pace Speed :	21-30 MPH
Number in Pace :	2552
Percent in Pace :	65.7%
Number of Vehicles > 25 MPH :	1241
Percent of Vehicles > 25 MPH :	32.0%
Mean Speed(Average) :	22 MPH

ALL TRAFFIC DATA SERVICES

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1
Date Start: 09-May-17
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Site Code: 1
PLUMMER AVE BTW CURTNER AND JENVEY

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/09/17	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
03:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	2	1	5	5	3	2	0	0	0	0	0	0	0	0	18	21-30	10
06:00	1	2	8	15	11	**3**	0	0	0	0	0	0	0	0	40	26-35	26
07:00	**106**	**84**	**124**	**56**	8	1	0	0	0	0	0	0	0	0	**379**	16-25	208
08:00	7	3	36	28	**17**	1	0	0	0	0	0	0	0	0	92	21-30	64
09:00	7	8	16	19	7	0	0	0	0	0	0	0	0	0	57	21-30	35
10:00	5	4	10	13	1	3	0	0	0	0	0	0	0	0	36	21-30	23
11:00	6	2	16	25	8	1	0	0	0	0	0	0	0	0	58	21-30	41
12 PM	2	11	18	21	6	0	0	0	0	0	0	0	0	0	58	21-30	39
13:00	3	9	15	30	7	3	0	0	0	0	0	0	0	0	67	21-30	45
14:00	**93**	29	43	15	3	2	0	0	0	0	0	0	0	0	185	16-25	72
15:00	22	**62**	**113**	55	5	0	0	0	0	0	0	0	0	0	**257**	16-25	175
16:00	11	25	65	44	9	1	**1**	0	0	0	0	0	0	0	156	21-30	109
17:00	9	11	80	**85**	**28**	2	0	0	0	0	0	0	0	0	215	21-30	165
18:00	14	11	36	45	22	4	0	0	0	0	0	0	0	0	132	21-30	81
19:00	4	7	13	22	19	**7**	0	0	0	0	0	0	0	0	72	26-35	41
20:00	1	1	4	11	8	2	0	0	0	0	0	0	0	0	27	26-35	19
21:00	2	3	3	8	5	2	0	0	0	0	0	0	0	0	23	26-35	13
22:00	3	0	2	6	6	0	0	**1**	0	0	0	0	0	0	18	26-35	12
23:00	2	1	2	1	0	0	0	0	0	0	0	0	0	0	6	21-30	3
Total	301	274	610	507	173	34	1	1	0	0	0	0	0	0	1901		
Percent	15.8%	14.4%	32.1%	26.7%	9.1%	1.8%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	08:00	06:00									07:00		
Vol.	106	84	124	56	17	3									379		
PM Peak	14:00	15:00	15:00	17:00	17:00	19:00	16:00	22:00							15:00		
Vol.	93	62	113	85	28	7	1	1							257		

ALL TRAFFIC DATA SERVICES

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PLUMMER AVE BTW CURTNER AND JENVEY

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/10/17	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4	14-23	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
05:00	1	1	4	6	2	1	0	0	0	0	0	0	0	0	15	21-30	10
06:00	0	1	13	22	7	1	0	0	0	0	0	0	0	0	44	21-30	35
07:00	**116**	**55**	**117**	**70**	14	**2**	**2**	0	0	0	0	0	0	0	**376**	21-30	187
08:00	8	9	21	23	**21**	2	1	0	0	0	0	0	0	0	85	26-35	44
09:00	11	4	14	26	14	2	0	0	0	0	0	0	0	0	71	21-30	40
10:00	5	3	11	24	5	1	0	0	0	0	0	0	0	0	49	21-30	35
11:00	2	1	10	14	5	2	1	0	0	0	0	0	0	0	35	21-30	24
12 PM	**33**	**38**	37	23	3	1	0	0	0	0	0	0	0	0	135	16-25	75
13:00	18	25	62	34	9	0	0	0	0	0	0	0	0	0	148	21-30	96
14:00	17	17	46	50	17	4	0	**1**	0	0	0	0	0	0	152	21-30	96
15:00	21	27	60	47	5	1	0	0	0	0	0	0	0	0	161	21-30	107
16:00	22	25	**70**	45	16	1	0	0	0	0	0	0	0	0	**179**	21-30	115
17:00	14	16	30	**66**	23	**5**	0	0	0	0	0	0	0	0	154	21-30	96
18:00	6	14	54	62	**31**	4	0	0	0	0	0	0	0	0	171	21-30	116
19:00	2	8	23	33	14	2	0	0	0	0	0	0	0	0	82	21-30	56
20:00	2	3	10	12	3	2	1	0	0	0	0	0	0	0	33	21-30	22
21:00	3	4	3	12	12	2	0	0	0	0	0	0	0	0	36	26-35	24
22:00	2	1	2	8	2	1	**2**	1	0	0	0	0	0	0	19	21-30	10
23:00	2	0	0	5	0	0	0	0	0	0	0	0	0	0	7	21-30	5
Total	285	254	590	583	205	34	7	2	0	0	0	0	0	0	1960		
Percent	14.5%	13.0%	30.1%	29.7%	10.5%	1.7%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	08:00	07:00	07:00								07:00		
Vol.	116	55	117	70	21	2	2								376		
PM Peak	12:00	12:00	16:00	17:00	18:00	17:00	22:00	14:00							16:00		
Vol.	33	38	70	66	31	5	2	1							179		

ALL TRAFFIC DATA SERVICES

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PLUMMER AVE BTW CURTNER AND JENVEY

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/11/17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
04:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
05:00	0	0	7	7	5	1	0	0	0	0	0	0	0	0	20	21-30	14
06:00	4	2	6	15	9	0	**1**	0	0	0	0	0	0	0	37	26-35	24
07:00	**92**	**97**	**105**	**69**	12	2	1	0	0	0	0	0	0	0	**378**	16-25	202
08:00	4	7	14	35	**18**	2	1	0	0	0	0	0	0	0	81	26-35	53
09:00	9	10	13	12	6	1	0	0	0	0	0	0	0	0	51	20-29	25
10:00	4	3	13	10	8	0	0	0	0	0	0	0	0	0	38	21-30	23
11:00	3	8	7	11	1	**4**	0	0	0	0	0	0	0	0	34	21-30	18
12 PM	7	6	16	14	5	2	**2**	0	0	0	0	0	0	0	52	21-30	30
13:00	6	10	14	11	7	1	1	0	0	0	0	0	0	0	50	19-28	25
14:00	**50**	29	50	32	6	0	0	0	0	0	0	0	0	0	167	21-30	82
15:00	13	**33**	**69**	53	21	0	0	0	0	0	0	0	0	0	**189**	21-30	122
16:00	11	15	57	50	24	1	0	0	0	0	0	0	0	0	158	21-30	107
17:00	5	10	58	**66**	24	**7**	0	0	0	0	0	0	0	0	170	21-30	124
18:00	7	14	36	60	**38**	7	1	**1**	0	0	0	0	0	0	164	26-35	98
19:00	1	6	11	29	25	0	0	0	0	0	0	0	0	0	72	26-35	54
20:00	4	6	16	15	15	1	1	0	0	0	0	0	0	0	58	21-30	31
21:00	6	3	10	13	2	3	1	0	0	0	0	0	0	0	38	21-30	23
22:00	0	1	4	7	6	3	2	0	0	0	0	0	0	0	23	25-34	13
23:00	3	1	2	3	3	2	0	0	0	0	0	0	0	0	14	24-33	6
Total	229	262	509	515	235	37	11	1	0	0	0	0	0	0	1799		
Percent	12.7%	14.6%	28.3%	28.6%	13.1%	2.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	08:00	11:00	06:00								07:00		
Vol.	92	97	105	69	18	4	1								378		
PM Peak	14:00	15:00	15:00	17:00	18:00	17:00	12:00	18:00							15:00		
Vol.	50	33	69	66	38	7	2	1							189		
Total	815	790	1709	1605	613	105	19	4	0	0	0	0	0	0	5660		
Percent	14.4%	14.0%	30.2%	28.4%	10.8%	1.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	15 MPH
	50th Percentile :	23 MPH
	85th Percentile :	29 MPH
	95th Percentile :	33 MPH
Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	3314
	Percent in Pace :	58.6%
	Number of Vehicles > 25 MPH :	2346
	Percent of Vehicles > 25 MPH :	41.4%
	Mean Speed(Average) :	23 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

Untitled Vo
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 1
PLUMMER AVE BTW CURTNER AND JENVEY

Start	08-May-17		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	2	2	4	4	2	1	*	*	*	*	*	*	3	2
01:00	*	*	1	0	0	0	2	1	*	*	*	*	*	*	1	0
02:00	*	*	1	1	0	2	3	0	*	*	*	*	*	*	1	1
03:00	*	*	0	2	1	1	0	1	*	*	*	*	*	*	0	1
04:00	*	*	3	0	1	1	5	2	*	*	*	*	*	*	3	1
05:00	*	*	15	18	19	15	14	20	*	*	*	*	*	*	16	18
06:00	*	*	34	40	40	44	34	37	*	*	*	*	*	*	36	40
07:00	*	*	**180**	**379**	**153**	**376**	**168**	**378**	*	*	*	*	*	*	**167**	**378**
08:00	*	*	76	92	100	85	87	81	*	*	*	*	*	*	88	86
09:00	*	*	56	57	62	71	64	51	*	*	*	*	*	*	61	60
10:00	*	*	37	36	45	49	41	38	*	*	*	*	*	*	41	41
11:00	*	*	34	58	48	35	45	34	*	*	*	*	*	*	42	42
12:00 PM	*	*	40	58	100	135	48	52	*	*	*	*	*	*	63	82
01:00	*	*	54	67	99	148	56	50	*	*	*	*	*	*	70	88
02:00	*	*	**151**	185	80	152	122	167	*	*	*	*	*	*	118	168
03:00	*	*	126	**257**	114	161	**133**	**189**	*	*	*	*	*	*	**124**	**202**
04:00	*	*	112	156	**125**	**179**	105	158	*	*	*	*	*	*	114	164
05:00	*	*	102	215	101	154	80	170	*	*	*	*	*	*	94	180
06:00	*	*	84	132	82	171	94	164	*	*	*	*	*	*	87	156
07:00	*	*	62	72	53	82	60	72	*	*	*	*	*	*	58	75
08:00	*	*	28	27	41	33	31	58	*	*	*	*	*	*	33	39
09:00	*	*	16	23	67	36	85	38	*	*	*	*	*	*	56	32
10:00	*	*	13	18	11	19	11	23	*	*	*	*	*	*	12	20
11:00	*	*	6	6	9	7	4	14	*	*	*	*	*	*	6	9
Lane	0	0	1233	1901	1355	1960	1294	1799	0	0	0	0	0	0	1294	1885
Day	0		3134		3315		3093		0		0		0		3179	
AM Peak	-	-	07:00	07:00	07:00	07:00	07:00	07:00	-	-	-	-	-	-	07:00	07:00
Vol.	-	-	180	379	153	376	168	378	-	-	-	-	-	-	167	378
PM Peak	-	-	14:00	15:00	16:00	16:00	15:00	15:00	-	-	-	-	-	-	15:00	15:00
Vol.	-	-	151	257	125	179	133	189	-	-	-	-	-	-	124	202

Comb. Total	0	3134	3315	3093	0	0	0	3179
ADT	ADT 3,068	AADT 3,068						

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

2
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 2
PLUMMER AVE BTW JENVEY AND DARLENE

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/09/17	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
04:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	4	20-29	3
05:00	8	1	0	6	3	2	**2**	0	0	0	0	0	0	0	22	26-35	9
06:00	18	6	10	14	12	0	2	0	0	0	0	0	0	0	62	25-34	26
07:00	**116**	**52**	**37**	**43**	12	**4**	1	0	0	0	0	0	0	0	**265**	11-20	91
08:00	12	8	6	19	**17**	1	0	0	0	0	0	0	0	0	63	26-35	36
09:00	16	3	13	13	5	3	1	0	0	0	0	0	0	0	54	21-30	26
10:00	11	3	11	13	4	3	0	0	0	0	0	0	0	0	45	21-30	24
11:00	6	3	10	12	7	0	0	0	0	0	0	0	0	0	38	21-30	22
12 PM	27	4	16	13	3	0	**1**	0	0	0	0	0	0	0	64	21-30	29
13:00	23	9	9	9	5	0	1	0	0	0	0	0	0	0	56	21-30	18
14:00	**51**	12	12	15	5	2	0	0	0	0	0	0	0	0	97	1-10	34
15:00	49	**24**	**23**	17	4	1	0	0	0	0	0	0	0	0	**118**	16-25	47
16:00	38	21	22	21	9	0	0	1	0	0	0	0	0	0	112	21-30	43
17:00	25	9	20	**25**	**21**	**5**	1	0	0	0	0	0	0	0	106	26-35	46
18:00	18	1	14	23	9	1	1	0	0	0	0	0	0	0	67	21-30	37
19:00	4	0	4	9	9	3	1	1	0	**1**	0	0	0	0	32	26-35	18
20:00	1	0	1	4	1	3	0	**2**	0	0	0	0	0	0	12	23-32	5
21:00	0	1	1	7	2	1	0	0	0	0	0	0	0	0	12	26-35	9
22:00	9	2	0	1	2	0	0	1	0	0	0	0	0	0	15	6-15	6
23:00	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	24-33	2
Total	437	159	211	267	132	29	11	5	0	1	0	0	0	0	1252		
Percent	34.9%	12.7%	16.9%	21.3%	10.5%	2.3%	0.9%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	08:00	07:00	05:00								07:00		
Vol.	116	52	37	43	17	4	2								265		
PM Peak	14:00	15:00	15:00	17:00	17:00	17:00	12:00	20:00		19:00					15:00		
Vol.	51	24	23	25	21	5	1	2		1					118		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

2
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 2
PLUMMER AVE BTW JENVEY AND DARLENE

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/10/17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	9-18	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
04:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
05:00	9	1	0	3	3	1	0	**1**	0	0	0	0	0	0	18	1-10	6
06:00	18	2	13	18	9	**7**	0	0	0	0	0	0	0	0	67	21-30	31
07:00	**82**	**49**	**51**	**42**	11	4	0	0	0	0	0	0	0	0	**239**	16-25	100
08:00	10	3	18	33	**19**	4	**2**	0	0	0	0	0	0	0	89	24-33	52
09:00	14	4	9	14	5	7	1	0	0	0	0	0	0	0	54	21-30	23
10:00	15	6	10	15	12	1	0	0	0	0	0	0	0	0	59	25-34	27
11:00	15	2	24	16	8	3	1	0	0	0	0	0	0	0	69	21-30	40
12 PM	41	23	19	16	7	0	0	0	0	0	0	0	0	0	106	16-25	42
13:00	47	21	26	16	5	0	0	0	0	0	0	0	0	0	115	16-25	47
14:00	21	13	24	14	3	1	0	0	0	0	0	0	0	0	76	21-30	38
15:00	38	13	19	15	11	2	0	0	0	0	0	0	0	0	98	21-30	34
16:00	**59**	**31**	**28**	19	7	1	0	0	0	0	0	0	0	0	**145**	16-25	59
17:00	29	2	22	30	**17**	**3**	**2**	0	0	0	0	0	0	0	105	21-30	52
18:00	21	2	22	**39**	15	1	1	0	**1**	0	0	0	0	0	102	21-30	61
19:00	11	2	4	10	11	1	0	0	0	0	0	0	0	0	39	26-35	21
20:00	7	2	5	11	4	1	0	0	0	0	0	0	0	0	30	21-30	16
21:00	4	0	5	4	4	0	1	0	0	0	0	0	0	0	18	21-30	9
22:00	3	0	0	0	4	1	0	0	0	0	0	0	0	0	8	29-38	5
23:00	3	1	0	2	0	0	0	**1**	0	0	0	0	0	0	7	11-20	2
Total	450	178	300	319	155	38	8	2	1	0	0	0	0	0	1451		
Percent	31.0%	12.3%	20.7%	22.0%	10.7%	2.6%	0.6%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	08:00	06:00	08:00	05:00							07:00		
Vol.	82	49	51	42	19	7	2	1							239		
PM Peak	16:00	16:00	16:00	18:00	17:00	17:00	17:00	23:00	18:00						16:00		
Vol.	59	31	28	39	17	3	2	1	1						145		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

2
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 2
PLUMMER AVE BTW JENVEY AND DARLENE

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/11/17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	2
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
04:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	4	20-29	3
05:00	11	1	1	3	2	3	**2**	0	0	0	0	0	0	0	23	6-15	7
06:00	17	2	12	13	10	2	1	0	0	0	0	0	0	0	57	21-30	25
07:00	**127**	**69**	**46**	24	7	0	0	0	0	0	0	0	0	0	**273**	16-25	115
08:00	14	6	13	**25**	**17**	**5**	0	0	0	0	0	0	0	0	80	26-35	42
09:00	8	7	9	22	8	5	0	**1**	0	0	0	0	0	0	60	21-30	31
10:00	6	12	18	3	3	1	0	0	0	0	0	0	0	0	43	16-25	30
11:00	13	1	16	9	6	0	1	0	0	0	0	0	0	0	46	21-30	25
12 PM	18	8	11	8	6	4	0	0	0	0	0	0	0	0	55	21-30	19
13:00	20	4	9	13	5	1	0	0	0	0	0	0	0	0	52	21-30	22
14:00	**62**	**25**	28	11	2	0	0	0	0	0	0	0	0	0	**128**	16-25	53
15:00	31	16	26	21	5	0	0	0	0	0	0	0	0	0	99	21-30	47
16:00	34	2	**32**	**33**	11	6	1	0	0	0	0	0	0	0	119	21-30	65
17:00	20	6	16	25	23	6	1	0	0	0	0	0	0	0	97	26-35	48
18:00	21	3	21	26	**28**	**10**	1	0	**2**	0	0	0	0	0	112	26-35	54
19:00	6	1	2	11	10	4	0	**2**	0	0	0	0	0	0	36	26-35	21
20:00	1	2	5	7	5	2	**2**	0	0	0	0	0	0	0	24	26-35	12
21:00	5	4	4	6	3	1	0	0	0	0	0	0	0	0	23	20-29	10
22:00	8	1	3	1	0	0	0	0	0	0	0	0	0	0	13	6-15	5
23:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3	19-28	2
Total	427	170	274	264	153	51	9	3	2	0	0	0	0	0	1353		
Percent	31.6%	12.6%	20.3%	19.5%	11.3%	3.8%	0.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00	08:00	08:00	05:00	09:00							07:00		
Vol.	127	69	46	25	17	5	2	1							273		
PM Peak	14:00	14:00	16:00	16:00	18:00	18:00	20:00	19:00	18:00						14:00		
Vol.	62	25	32	33	28	10	2	2	2						128		
Total	1314	507	785	850	440	118	28	10	3	1	0	0	0	0	4056		
Percent	32.4%	12.5%	19.4%	21.0%	10.8%	2.9%	0.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	6 MPH
50th Percentile :	21 MPH
85th Percentile :	29 MPH
95th Percentile :	34 MPH

Stats

10 MPH Pace Speed :	21-30 MPH
Number in Pace :	1635
Percent in Pace :	40.3%
Number of Vehicles > 25 MPH :	1450
Percent of Vehicles > 25 MPH :	35.7%
Mean Speed(Average) :	20 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

2
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 2
PLUMMER AVE BTW JENVEY AND DARLENE

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/09/17	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	*	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	6	1	4	2	**1**	0	0	0	0	0	0	0	0	0	14	21-30	6
06:00	7	2	0	2	0	0	0	0	0	0	0	0	0	0	11	1-10	5
07:00	**199**	**49**	**59**	**14**	1	0	0	0	0	0	0	0	0	0	**322**	1-10	133
08:00	11	9	29	12	1	0	0	0	0	0	0	0	0	0	62	21-30	41
09:00	8	11	22	4	0	0	0	0	0	0	0	0	0	0	45	16-25	33
10:00	7	6	17	3	1	0	0	0	0	0	0	0	0	0	34	16-25	23
11:00	9	12	23	10	0	0	0	0	0	0	0	0	0	0	54	16-25	35
12 PM	20	15	18	13	0	0	0	0	0	0	0	0	0	0	66	16-25	33
13:00	23	14	25	8	2	0	0	0	0	0	0	0	0	0	72	16-25	39
14:00	**161**	70	30	5	0	0	0	0	0	0	0	0	0	0	**266**	11-20	124
15:00	96	**91**	62	6	0	0	0	0	0	0	0	0	0	0	255	16-25	153
16:00	51	59	58	11	0	0	0	0	0	0	0	0	0	0	179	16-25	117
17:00	46	60	**69**	**37**	2	0	0	0	0	0	0	0	0	0	214	16-25	129
18:00	26	27	59	31	**4**	0	0	0	0	0	0	0	0	0	147	21-30	90
19:00	18	18	30	16	2	**1**	0	0	0	0	0	0	0	0	85	16-25	48
20:00	3	6	16	11	1	0	0	0	0	0	0	0	0	0	37	21-30	27
21:00	2	2	8	6	1	0	0	0	0	0	0	0	0	0	19	21-30	14
22:00	2	0	4	3	0	0	0	0	0	0	0	0	0	0	9	21-30	7
23:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4	*	2
Total	699	452	534	197	16	1	0	0	0	0	0	0	0	0	1899		
Percent	36.8%	23.8%	28.1%	10.4%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	05:00										07:00		
Vol.	199	49	59	14	1										322		
PM Peak	14:00	15:00	17:00	17:00	18:00	19:00									14:00		
Vol.	161	91	69	37	4	1									266		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

2
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 2
PLUMMER AVE BTW JENVEY AND DARLENE

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/10/17	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4	15-24	3
01:00	0	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	0	2	10-19	2
03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7	6-15	4
06:00	12	6	5	0	0	0	0	0	0	0	0	0	0	0	23	14-23	11
07:00	**196**	**92**	**57**	**19**	0	0	0	0	0	0	0	0	0	0	**364**	11-20	157
08:00	10	13	23	19	**6**	0	0	0	0	0	0	0	0	0	71	21-30	42
09:00	8	6	20	12	3	0	0	0	0	0	0	0	0	0	49	21-30	32
10:00	13	12	20	6	0	0	0	0	0	0	0	0	0	0	51	16-25	32
11:00	3	7	15	6	1	0	0	0	0	0	0	0	0	0	32	16-25	22
12 PM	64	**66**	18	4	1	0	0	0	0	0	0	0	0	0	153	11-20	87
13:00	71	65	36	6	0	0	0	0	0	0	0	0	0	0	**178**	16-25	101
14:00	44	43	**47**	13	2	0	0	0	0	0	0	0	0	0	149	16-25	90
15:00	58	59	42	15	0	0	0	0	0	0	0	0	0	0	174	16-25	101
16:00	**72**	57	36	11	0	0	0	0	0	0	0	0	0	0	176	16-25	93
17:00	25	21	47	**32**	3	**1**	0	0	0	0	0	0	0	0	129	21-30	79
18:00	23	20	42	30	**5**	0	0	0	0	0	0	0	0	0	120	21-30	72
19:00	18	6	27	25	2	1	0	0	0	0	0	0	0	0	79	21-30	52
20:00	11	7	13	5	2	1	0	0	0	0	0	0	0	0	39	16-25	20
21:00	15	32	16	17	2	0	0	0	0	0	0	0	0	0	82	16-25	48
22:00	3	1	2	2	1	0	0	0	0	0	0	0	0	0	9	21-30	4
23:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	19-28	2
Total	655	516	469	225	28	3	0	0	0	0	0	0	0	0	1896		
Percent	34.5%	27.2%	24.7%	11.9%	1.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	08:00										07:00		
Vol.	196	92	57	19	6										364		
PM Peak	16:00	12:00	14:00	17:00	18:00	17:00									13:00		
Vol.	72	66	47	32	5	1									178		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

2
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 2
PLUMMER AVE BTW JENVEY AND DARLENE

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/11/17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	2
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	*	1
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
05:00	3	1	5	1	0	0	0	0	0	0	0	0	0	0	10	16-25	6
06:00	15	5	3	1	0	0	0	0	0	0	0	0	0	0	24	1-10	10
07:00	**202**	**61**	**43**	14	0	0	0	0	0	0	0	0	0	0	**320**	1-10	135
08:00	8	10	20	**19**	**1**	0	0	0	0	0	0	0	0	0	58	21-30	39
09:00	10	14	17	4	0	0	0	0	0	0	0	0	0	0	45	16-25	31
10:00	8	9	8	3	0	0	0	0	0	0	0	0	0	0	28	16-25	17
11:00	7	4	10	7	1	0	0	0	0	0	0	0	0	0	29	21-30	17
12 PM	12	15	14	6	1	0	0	0	0	0	0	0	0	0	48	16-25	29
13:00	8	9	17	5	1	0	0	0	0	0	0	0	0	0	40	16-25	26
14:00	**174**	48	24	3	0	0	0	0	0	0	0	0	0	0	**249**	1-10	116
15:00	58	**76**	51	14	0	0	0	0	0	0	0	0	0	0	199	16-25	127
16:00	45	47	**61**	11	2	0	0	0	0	0	0	0	0	0	166	16-25	108
17:00	41	39	61	**38**	3	0	0	0	0	0	0	0	0	0	182	16-25	100
18:00	23	11	39	21	**4**	0	0	0	0	0	0	0	0	0	98	21-30	60
19:00	11	13	22	31	0	0	0	0	0	0	0	0	0	0	77	21-30	53
20:00	9	8	21	15	2	0	0	0	0	0	0	0	0	0	55	21-30	36
21:00	27	32	29	8	3	0	0	0	0	0	0	0	0	0	99	16-25	61
22:00	4	1	7	5	2	0	0	0	0	0	0	0	0	0	19	21-30	12
23:00	0	0	5	2	0	0	0	0	0	0	0	0	0	0	7	20-29	7
Total	670	404	458	209	20	0	0	0	0	0	0	0	0	0	1761		
Percent	38.0%	22.9%	26.0%	11.9%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00	08:00										07:00		
Vol.	202	61	43	19	1										320		
PM Peak	14:00	15:00	16:00	17:00	18:00										14:00		
Vol.	174	76	61	38	4										249		
Total	2024	1372	1461	631	64	4	0	0	0	0	0	0	0	0	5556		
Percent	36.4%	24.7%	26.3%	11.4%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	6 MPH
50th Percentile :	17 MPH
85th Percentile :	24 MPH
95th Percentile :	28 MPH

Stats

10 MPH Pace Speed :	16-25 MPH
Number in Pace :	2833
Percent in Pace :	51.0%
Number of Vehicles > 25 MPH :	699
Percent of Vehicles > 25 MPH :	12.6%
Mean Speed(Average) :	17 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

Untitled Vo
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 2
PLUMMER AVE BTW JENVEY AND DARLENE

Start	08-May-17		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	2	1	3	4	3	3	*	*	*	*	*	*	3	3
01:00	*	*	1	0	0	0	1	1	*	*	*	*	*	*	1	0
02:00	*	*	0	1	0	2	1	0	*	*	*	*	*	*	0	1
03:00	*	*	2	2	2	2	1	2	*	*	*	*	*	*	2	2
04:00	*	*	4	0	2	0	4	2	*	*	*	*	*	*	3	1
05:00	*	*	22	14	18	7	23	10	*	*	*	*	*	*	21	10
06:00	*	*	62	11	67	23	57	24	*	*	*	*	*	*	62	19
07:00	*	*	**265**	**322**	**239**	**364**	**273**	**320**	*	*	*	*	*	*	**259**	**335**
08:00	*	*	63	62	89	71	80	58	*	*	*	*	*	*	77	64
09:00	*	*	54	45	54	49	60	45	*	*	*	*	*	*	56	46
10:00	*	*	45	34	59	51	43	28	*	*	*	*	*	*	49	38
11:00	*	*	38	54	69	32	46	29	*	*	*	*	*	*	51	38
12:00 PM	*	*	64	66	106	153	55	48	*	*	*	*	*	*	75	89
01:00	*	*	56	72	115	**178**	52	40	*	*	*	*	*	*	74	97
02:00	*	*	97	**266**	76	149	**128**	**249**	*	*	*	*	*	*	100	**221**
03:00	*	*	**118**	255	98	174	99	199	*	*	*	*	*	*	105	209
04:00	*	*	112	179	**145**	176	119	166	*	*	*	*	*	*	**125**	174
05:00	*	*	106	214	105	129	97	182	*	*	*	*	*	*	103	175
06:00	*	*	67	147	102	120	112	98	*	*	*	*	*	*	94	122
07:00	*	*	32	85	39	79	36	77	*	*	*	*	*	*	36	80
08:00	*	*	12	37	30	39	24	55	*	*	*	*	*	*	22	44
09:00	*	*	12	19	18	82	23	99	*	*	*	*	*	*	18	67
10:00	*	*	15	9	8	9	13	19	*	*	*	*	*	*	12	12
11:00	*	*	3	4	7	3	3	7	*	*	*	*	*	*	4	5
Lane	0	0	1252	1899	1451	1896	1353	1761	0	0	0	0	0	0	1352	1852
Day	0		3151		3347		3114		0		0		0		3204	
AM Peak	-	-	07:00	07:00	07:00	07:00	07:00	07:00	-	-	-	-	-	-	07:00	07:00
Vol.	-	-	265	322	239	364	273	320	-	-	-	-	-	-	259	335
PM Peak	-	-	15:00	14:00	16:00	13:00	14:00	14:00	-	-	-	-	-	-	16:00	14:00
Vol.	-	-	118	266	145	178	128	249	-	-	-	-	-	-	125	221

Comb. Total	0	3151	3347	3114	0	0	0	3204

ADT ADT 3,109 AADT 3,109

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

3
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 3
MINARDI AVE BTW PLUMMER AND CHERRY

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/09/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
07:00	**5**	**13**	**20**	**2**	0	0	0	0	0	0	0	0	0	0	**40**	16-25	33
08:00	1	2	1	0	**1**	0	0	0	0	0	0	0	0	0	5	16-25	3
09:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	13-22	3
10:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4	15-24	3
11:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	15-24	3
12 PM	1	0	2	1	0	0	0	0	0	0	0	0	0	0	4	19-28	3
13:00	1	2	4	1	0	0	0	0	0	0	0	0	0	0	8	16-25	6
14:00	**15**	**10**	**26**	5	0	0	0	0	0	0	0	0	0	0	**56**	16-25	36
15:00	2	4	16	**9**	0	0	0	0	0	0	0	0	0	0	31	21-30	25
16:00	0	5	8	2	0	0	0	0	0	0	0	0	0	0	15	16-25	13
17:00	0	4	8	0	0	0	0	0	0	0	0	0	0	0	12	16-25	12
18:00	1	3	5	1	0	0	0	0	0	0	0	0	0	0	10	16-25	8
19:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	13-22	2
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
21:00	0	1	1	0	0	**1**	0	0	0	0	0	0	0	0	3	14-23	2
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	30	52	97	21	1	1	0	0	0	0	0	0	0	0	202		
Percent	14.9%	25.7%	48.0%	10.4%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	08:00										07:00		
Vol.	5	13	20	2	1										40		
PM Peak	14:00	14:00	14:00	15:00		21:00									14:00		
Vol.	15	10	26	9		1									56		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

3
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 3
MINARDI AVE BTW PLUMMER AND CHERRY

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/10/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	**5**	**11**	**21**	**6**	0	0	0	0	0	0	0	0	0	0	**43**	16-25	32
08:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4	13-22	2
09:00	2	2	2	1	0	0	0	0	0	0	0	0	0	0	7	16-25	4
10:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	15-24	2
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
12 PM	**4**	**8**	**12**	1	0	0	0	0	0	0	0	0	0	0	**25**	16-25	20
13:00	1	4	9	**2**	0	0	0	0	0	0	0	0	0	0	16	16-25	13
14:00	1	3	2	0	0	0	0	0	0	0	0	0	0	0	6	15-24	5
15:00	0	3	3	1	0	0	0	0	0	0	0	0	0	0	7	16-25	6
16:00	1	2	5	0	0	0	0	0	0	0	0	0	0	0	8	16-25	7
17:00	1	1	8	2	0	0	0	0	0	0	0	0	0	0	12	19-28	10
18:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	13-22	2
19:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9	16-25	9
20:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
21:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	13-22	3
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
Total	22	46	70	15	0	0	0	0	0	0	0	0	0	0	153		
Percent	14.4%	30.1%	45.8%	9.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00											07:00		
Vol.	5	11	21	6											43		
PM Peak	12:00	12:00	12:00	13:00											12:00		
Vol.	4	8	12	2											25		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
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3
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 3
MINARDI AVE BTW PLUMMER AND CHERRY

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/11/17	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	13-22	2
07:00	**5**	**22**	**18**	**3**	0	0	0	0	0	0	0	0	0	0	**48**	16-25	40
08:00	5	0	2	0	0	0	0	0	0	0	0	0	0	0	7	6-15	3
09:00	1	4	2	0	0	0	0	0	0	0	0	0	0	0	7	15-24	6
10:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
12 PM	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4	16-25	3
13:00	3	8	2	1	0	0	0	0	0	0	0	0	0	0	14	14-23	10
14:00	**11**	**14**	**10**	**3**	0	0	0	0	0	0	0	0	0	0	**38**	16-25	24
15:00	3	2	7	1	0	0	0	0	0	0	0	0	0	0	13	16-25	9
16:00	4	5	7	2	0	0	0	0	0	0	0	0	0	0	18	16-25	12
17:00	2	6	1	0	0	0	0	0	0	0	0	0	0	0	9	11-20	7
18:00	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6	16-25	5
19:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5	11-20	4
20:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
21:00	2	2	4	0	0	0	0	0	0	0	0	0	0	0	8	16-25	6
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
Total	42	73	61	12	0	0	0	0	0	0	0	0	0	0	188		
Percent	22.3%	38.8%	32.4%	6.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00											07:00		
Vol.	5	22	18	3											48		
PM Peak	14:00	14:00	14:00	14:00											14:00		
Vol.	11	14	10	3											38		
Total	94	171	228	48	1	1	0	0	0	0	0	0	0	0	543		
Percent	17.3%	31.5%	42.0%	8.8%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	12 MPH
	50th Percentile :	20 MPH
	85th Percentile :	24 MPH
	95th Percentile :	27 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	399
	Percent in Pace :	73.5%
	Number of Vehicles > 25 MPH :	50
	Percent of Vehicles > 25 MPH :	9.2%
	Mean Speed(Average) :	19 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

3
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 3
MINARDI AVE BTW PLUMMER AND CHERRY

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/09/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
06:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
07:00	**13**	**16**	**38**	**15**	**2**	**1**	0	0	0	0	0	0	0	0	**85**	16-25	54
08:00	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5	16-25	3
09:00	4	1	3	1	0	0	0	0	0	0	0	0	0	0	9	21-30	4
10:00	1	2	3	1	0	0	0	0	0	0	0	0	0	0	7	16-25	5
11:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
12 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4	10-19	2
13:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6	16-25	6
14:00	**17**	10	11	4	0	0	0	0	0	0	0	0	0	0	**42**	16-25	21
15:00	1	**12**	**16**	5	0	0	0	0	0	0	0	0	0	0	34	16-25	28
16:00	4	2	2	**11**	**1**	0	0	0	0	0	0	0	0	0	20	21-30	13
17:00	2	3	9	2	1	0	0	0	0	0	0	0	0	0	17	16-25	12
18:00	1	2	3	4	0	0	0	0	0	0	0	0	0	0	10	20-29	7
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5	15-24	3
21:00	0	1	2	0	0	**1**	0	0	0	0	0	0	0	0	4	15-24	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	46	58	98	46	4	2	0	0	0	0	0	0	0	0	254		
Percent	18.1%	22.8%	38.6%	18.1%	1.6%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00									07:00		
Vol.	13	16	38	15	2	1									85		
PM Peak	14:00	15:00	15:00	16:00	16:00	21:00									14:00		
Vol.	17	12	16	11	1	1									42		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

3
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 3
MINARDI AVE BTW PLUMMER AND CHERRY

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/10/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
06:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4	15-24	3
07:00	**15**	**21**	**38**	**12**	**1**	0	0	0	0	0	0	0	0	0	**87**	16-25	59
08:00	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5	21-30	4
09:00	1	1	5	1	0	0	0	0	0	0	0	0	0	0	8	16-25	6
10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
11:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3	10-19	2
12 PM	**7**	**8**	11	3	0	0	0	0	0	0	0	0	0	0	**29**	16-25	19
13:00	1	6	**12**	4	1	0	0	0	0	0	0	0	0	0	24	16-25	18
14:00	0	0	12	**5**	**2**	0	0	0	0	0	0	0	0	0	19	21-30	17
15:00	2	3	8	4	0	0	0	0	0	0	0	0	0	0	17	21-30	12
16:00	2	4	10	5	0	0	0	0	0	0	0	0	0	0	21	19-28	15
17:00	1	3	6	1	0	0	0	0	0	0	0	0	0	0	11	16-25	9
18:00	0	0	4	2	0	0	0	0	0	0	0	0	0	0	6	20-29	6
19:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5	15-24	3
20:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	13-22	2
21:00	2	3	5	0	0	0	0	0	0	0	0	0	0	0	10	16-25	8
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
Total	35	58	120	39	4	0	0	0	0	0	0	0	0	0	256		
Percent	13.7%	22.7%	46.9%	15.2%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00										07:00		
Vol.	15	21	38	12	1										87		
PM Peak	12:00	12:00	13:00	14:00	14:00										12:00		
Vol.	7	8	12	5	2										29		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

3
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 3
MINARDI AVE BTW PLUMMER AND CHERRY

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/11/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
06:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	19-28	4
07:00	**14**	**17**	**42**	**8**	0	0	0	0	0	0	0	0	0	0	**81**	16-25	59
08:00	5	5	3	0	0	0	0	0	0	0	0	0	0	0	13	15-24	8
09:00	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6	16-25	6
10:00	2	4	2	0	0	0	0	0	0	0	0	0	0	0	8	15-24	6
11:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	19-28	3
12 PM	1	4	4	0	0	0	0	0	0	0	0	0	0	0	9	16-25	8
13:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5	16-25	4
14:00	**13**	**16**	**13**	**5**	0	0	0	0	0	0	0	0	0	0	**47**	16-25	29
15:00	4	6	13	2	0	0	0	0	0	0	0	0	0	0	25	16-25	19
16:00	5	4	9	5	**1**	0	0	0	0	0	0	0	0	0	24	19-28	14
17:00	1	3	8	0	0	0	0	0	0	0	0	0	0	0	12	16-25	11
18:00	0	0	3	4	0	0	0	0	0	0	0	0	0	0	7	21-30	7
19:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	14-23	3
21:00	0	4	1	1	0	0	0	0	0	0	0	0	0	0	6	16-25	5
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	45	70	114	28	1	0	0	0	0	0	0	0	0	0	258		
Percent	17.4%	27.1%	44.2%	10.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00											07:00		
Vol.	14	17	42	8											81		
PM Peak	14:00	14:00	14:00	14:00	16:00										14:00		
Vol.	13	16	13	5	1										47		
Total	126	186	332	113	9	2	0	0	0	0	0	0	0	0	768		
Percent	16.4%	24.2%	43.2%	14.7%	1.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 13 MPH
50th Percentile : 21 MPH
85th Percentile : 25 MPH
95th Percentile : 28 MPH

Stats

10 MPH Pace Speed : 16-25 MPH
Number in Pace : 518
Percent in Pace : 67.4%
Number of Vehicles > 25 MPH : 124
Percent of Vehicles > 25 MPH : 16.1%
Mean Speed(Average) : 20 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

Untitled Vo
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 3
MINARDI AVE BTW PLUMMER AND CHERRY

Start	08-May-17		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	0	0	0	0	1	0	*	*	*	*	*	*	0	0
01:00	*	*	0	0	0	0	0	1	*	*	*	*	*	*	0	0
02:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*	0	0
03:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*	0	0
04:00	*	*	0	0	0	0	0	1	*	*	*	*	*	*	0	0
05:00	*	*	1	1	1	1	1	1	*	*	*	*	*	*	1	1
06:00	*	*	1	3	0	4	3	4	*	*	*	*	*	*	1	4
07:00	*	*	**40**	**85**	**43**	**87**	**48**	**81**	*	*	*	*	*	*	**44**	**84**
08:00	*	*	5	5	4	5	7	13	*	*	*	*	*	*	5	8
09:00	*	*	4	9	7	8	7	6	*	*	*	*	*	*	6	8
10:00	*	*	4	7	3	2	2	8	*	*	*	*	*	*	3	6
11:00	*	*	3	2	1	3	1	3	*	*	*	*	*	*	2	3
12:00 PM	*	*	4	4	**25**	**29**	4	9	*	*	*	*	*	*	11	14
01:00	*	*	8	6	16	24	14	5	*	*	*	*	*	*	13	12
02:00	*	*	**56**	**42**	6	19	**38**	**47**	*	*	*	*	*	*	**33**	**36**
03:00	*	*	31	34	7	17	13	25	*	*	*	*	*	*	17	25
04:00	*	*	15	20	8	21	18	24	*	*	*	*	*	*	14	22
05:00	*	*	12	17	12	11	9	12	*	*	*	*	*	*	11	13
06:00	*	*	10	10	3	6	6	7	*	*	*	*	*	*	6	8
07:00	*	*	3	0	9	5	5	2	*	*	*	*	*	*	6	2
08:00	*	*	1	5	1	3	2	3	*	*	*	*	*	*	1	4
09:00	*	*	3	4	4	10	8	6	*	*	*	*	*	*	5	7
10:00	*	*	1	0	2	0	0	0	*	*	*	*	*	*	1	0
11:00	*	*	0	0	1	1	1	0	*	*	*	*	*	*	1	0
Lane	0	0	202	254	153	256	188	258	0	0	0	0	0	0	181	257
Day	0		456		409		446		0		0		0		438	
AM Peak	-	-	07:00	07:00	07:00	07:00	07:00	07:00	-	-	-	-	-	-	07:00	07:00
Vol.	-	-	40	85	43	87	48	81	-	-	-	-	-	-	44	84
PM Peak	-	-	14:00	14:00	12:00	12:00	14:00	14:00	-	-	-	-	-	-	14:00	14:00
Vol.	-	-	56	42	25	29	38	47	-	-	-	-	-	-	33	36

Comb. Total	0	456	409	446	0	0	0	438

ADT ADT 425 AADT 425

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

4
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 4
JENVEY AVE BTW PLUMMER AND MINARDI

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/09/17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	0	**1**	0	0	0	0	0	0	0	0	0	0	2	*	1
06:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
07:00	**14**	**16**	**10**	1	0	0	0	0	0	0	0	0	0	0	**41**	16-25	26
08:00	4	2	2	0	0	0	0	0	0	0	0	0	0	0	8	13-22	4
09:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6	16-25	5
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
11:00	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5	16-25	4
12 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	15-24	4
13:00	4	2	2	0	0	0	0	0	0	0	0	0	0	0	8	13-22	4
14:00	**21**	8	5	0	0	0	0	0	0	0	0	0	0	0	**34**	11-20	15
15:00	7	**12**	**12**	0	0	0	0	0	0	0	0	0	0	0	31	16-25	24
16:00	7	5	3	**1**	0	0	0	0	0	0	0	0	0	0	16	13-22	8
17:00	6	7	4	0	0	0	0	0	0	0	0	0	0	0	17	16-25	11
18:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4	9-18	2
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
Total	71	65	49	3	0	0	0	0	0	0	0	0	0	0	188		
Percent	37.8%	34.6%	26.1%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	05:00											07:00		
Vol.	14	16	10	1											41		
PM Peak	14:00	15:00	15:00	16:00											14:00		
Vol.	21	12	12	1											34		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

4
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 4
JENVEY AVE BTW PLUMMER AND MINARDI

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/10/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
06:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4	*	2
07:00	**10**	**12**	**7**	**2**	0	0	0	0	0	0	0	0	0	0	**31**	16-25	19
08:00	3	4	2	0	0	0	0	0	0	0	0	0	0	0	9	16-25	6
09:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6	12-21	3
10:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0	6	14-23	3
11:00	3	1	3	0	0	0	0	0	0	0	0	0	0	0	7	15-24	4
12 PM	**12**	**17**	4	1	0	0	0	0	0	0	0	0	0	0	**34**	11-20	21
13:00	8	15	**9**	1	0	0	0	0	0	0	0	0	0	0	33	16-25	24
14:00	6	11	7	0	0	0	0	0	0	0	0	0	0	0	24	16-25	18
15:00	9	8	4	0	0	0	0	0	0	0	0	0	0	0	21	16-25	12
16:00	7	11	3	**2**	0	0	0	0	0	0	0	0	0	0	23	16-25	14
17:00	6	3	4	0	0	0	0	0	0	0	0	0	0	0	13	15-24	7
18:00	4	2	3	0	0	0	0	0	0	0	0	0	0	0	9	15-24	5
19:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
20:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	15-24	3
21:00	1	6	2	0	0	0	0	0	0	0	0	0	0	0	9	16-25	8
22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
Total	83	97	53	6	0	0	0	0	0	0	0	0	0	0	239		
Percent	34.7%	40.6%	22.2%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00											07:00		
Vol.	10	12	7	2											31		
PM Peak	12:00	12:00	13:00	16:00											12:00		
Vol.	12	17	9	2											34		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

4
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 4
JENVEY AVE BTW PLUMMER AND MINARDI

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/11/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
06:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4	15-24	2
07:00	**6**	**17**	**9**	**1**	0	0	0	0	0	0	0	0	0	0	**33**	16-25	26
08:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8	12-21	5
09:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6	10-19	4
10:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6	16-25	3
11:00	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5	16-25	3
12 PM	2	4	1	1	0	0	0	0	0	0	0	0	0	0	8	11-20	5
13:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
14:00	**15**	6	10	4	**1**	0	0	0	0	0	0	0	0	0	**36**	16-25	16
15:00	3	**7**	**12**	**6**	0	0	0	0	0	0	0	0	0	0	28	16-25	19
16:00	5	3	7	5	0	0	0	0	0	0	0	0	0	0	20	21-30	12
17:00	3	3	5	2	0	0	0	0	0	0	0	0	0	0	13	16-25	8
18:00	1	3	1	1	0	0	0	0	0	0	0	0	0	0	6	16-25	4
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
20:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1-10	3
21:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5	16-25	4
22:00	0	0	0	1	0	0	0	0	**1**	0	0	0	0	0	2	19-28	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
Total	55	57	53	23	1	0	0	0	1	0	0	0	0	0	190		
Percent	28.9%	30.0%	27.9%	12.1%	0.5%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00											07:00		
Vol.	6	17	9	1											33		
PM Peak	14:00	15:00	15:00	15:00	14:00				22:00						14:00		
Vol.	15	7	12	6	1				1						36		
Total	209	219	155	32	1	0	0	0	1	0	0	0	0	0	617		
Percent	33.9%	35.5%	25.1%	5.2%	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	6 MPH
	50th Percentile :	17 MPH
	85th Percentile :	23 MPH
	95th Percentile :	25 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	374
	Percent in Pace :	60.6%
	Number of Vehicles > 25 MPH :	34
	Percent of Vehicles > 25 MPH :	5.5%
	Mean Speed(Average) :	16 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
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4
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 4
JENVEY AVE BTW PLUMMER AND MINARDI

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/09/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	**17**	**3**	**12**	**2**	0	0	0	0	0	0	0	0	0	0	**34**	16-25	15
08:00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9	9-18	5
09:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
12 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
13:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
14:00	**15**	**7**	2	0	0	0	0	0	0	0	0	0	0	0	**24**	10-19	12
15:00	0	5	**5**	0	0	0	0	0	0	0	0	0	0	0	10	16-25	10
16:00	2	1	0	**1**	0	0	0	0	0	0	0	0	0	0	4	9-18	2
17:00	7	1	2	0	0	0	0	0	0	0	0	0	0	0	10	1-10	5
18:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5	15-24	4
19:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4	9-18	2
20:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	6	1-10	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	55	28	30	4	0	0	0	0	0	0	0	0	0	0	117		
Percent	47.0%	23.9%	25.6%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00											07:00		
Vol.	17	3	12	2											34		
PM Peak	14:00	14:00	15:00	16:00											14:00		
Vol.	15	7	5	1											24		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
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4
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 4
JENVEY AVE BTW PLUMMER AND MINARDI

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/10/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	**19**	**15**	**8**	**3**	0	0	0	0	0	0	0	0	0	0	**45**	16-25	23
08:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5	16-25	2
09:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8	*	4
10:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5	9-18	3
11:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	8	16-25	4
12 PM	**4**	**3**	2	0	0	0	0	0	0	0	0	0	0	0	**9**	16-25	5
13:00	2	1	**3**	0	0	0	0	0	0	0	0	0	0	0	6	15-24	4
14:00	2	3	3	**1**	0	0	0	0	0	0	0	0	0	0	9	16-25	6
15:00	4	3	1	1	0	0	0	0	0	0	0	0	0	0	9	16-25	4
16:00	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	8-17	1
17:00	4	1	3	1	0	0	0	0	0	0	0	0	0	0	9	21-30	4
18:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	3
19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
20:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	24-33	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	57	37	23	8	1	0	0	0	0	0	0	0	0	0	126		
Percent	45.2%	29.4%	18.3%	6.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00											07:00		
Vol.	19	15	8	3											45		
PM Peak	12:00	12:00	13:00	14:00	22:00										12:00		
Vol.	4	3	3	1	1										9		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
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4
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 4
JENVEY AVE BTW PLUMMER AND MINARDI

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/11/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	15-24	2
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	**14**	**12**	**11**	**5**	0	0	0	0	0	0	0	0	0	0	**42**	16-25	23
08:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4	9-18	2
09:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	9-18	2
10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
11:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5	16-25	2
12 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
13:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	15-24	3
14:00	**12**	**5**	**3**	1	0	0	0	0	0	0	0	0	0	0	**21**	9-18	9
15:00	4	2	1	**2**	0	0	0	0	0	0	0	0	0	0	9	21-30	3
16:00	2	1	2	1	0	0	0	0	0	0	0	0	0	0	6	21-30	3
17:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0	6	14-23	3
18:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	9-18	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	2
21:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	49	32	25	10	0	0	0	0	0	0	0	0	0	0	116		
Percent	42.2%	27.6%	21.6%	8.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00											07:00		
Vol.	14	12	11	5											42		
PM Peak	14:00	14:00	14:00	15:00											14:00		
Vol.	12	5	3	2											21		
Total	161	97	78	22	1	0	0	0	0	0	0	0	0	0	359		
Percent	44.8%	27.0%	21.7%	6.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	5 MPH
	50th Percentile :	15 MPH
	85th Percentile :	23 MPH
	95th Percentile :	26 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	175
	Percent in Pace :	48.7%
	Number of Vehicles > 25 MPH :	23
	Percent of Vehicles > 25 MPH :	6.4%
	Mean Speed(Average) :	15 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

Untitled Vo
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 4
JENVEY AVE BTW PLUMMER AND MINARDI

Start	08-May-17		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	2	0	0	0	0	0	*	*	*	*	*	*	1	0
01:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*	0	0
02:00	*	*	0	1	0	0	0	1	*	*	*	*	*	*	0	1
03:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*	0	0
04:00	*	*	0	0	1	0	0	0	*	*	*	*	*	*	0	0
05:00	*	*	2	2	1	2	2	3	*	*	*	*	*	*	2	2
06:00	*	*	2	0	4	0	4	0	*	*	*	*	*	*	3	0
07:00	*	*	**41**	**34**	**31**	**45**	**33**	**42**	*	*	*	*	*	*	**35**	**40**
08:00	*	*	8	9	9	5	8	4	*	*	*	*	*	*	8	6
09:00	*	*	6	2	6	8	6	3	*	*	*	*	*	*	6	4
10:00	*	*	1	1	6	5	6	2	*	*	*	*	*	*	4	3
11:00	*	*	5	1	7	8	5	5	*	*	*	*	*	*	6	5
12:00 PM	*	*	4	2	**34**	**9**	8	2	*	*	*	*	*	*	15	4
01:00	*	*	8	2	33	6	2	4	*	*	*	*	*	*	14	4
02:00	*	*	**34**	**24**	24	9	**36**	**21**	*	*	*	*	*	*	**31**	**18**
03:00	*	*	31	10	21	9	28	9	*	*	*	*	*	*	27	9
04:00	*	*	16	4	23	3	20	6	*	*	*	*	*	*	20	4
05:00	*	*	17	10	13	9	13	6	*	*	*	*	*	*	14	8
06:00	*	*	4	5	9	4	6	3	*	*	*	*	*	*	6	4
07:00	*	*	2	4	2	1	1	0	*	*	*	*	*	*	2	2
08:00	*	*	2	6	3	2	4	3	*	*	*	*	*	*	3	4
09:00	*	*	2	0	9	0	5	2	*	*	*	*	*	*	5	1
10:00	*	*	0	0	2	1	2	0	*	*	*	*	*	*	1	0
11:00	*	*	1	0	1	0	1	0	*	*	*	*	*	*	1	0
Lane	0	0	188	117	239	126	190	116	0	0	0	0	0	0	204	119
Day	0		305		365		306		0		0		0		323	
AM Peak	-	-	07:00	07:00	07:00	07:00	07:00	07:00	-	-	-	-	-	-	07:00	07:00
Vol.	-	-	41	34	31	45	33	42	-	-	-	-	-	-	35	40
PM Peak	-	-	14:00	14:00	12:00	12:00	14:00	14:00	-	-	-	-	-	-	14:00	14:00
Vol.	-	-	34	24	34	9	36	21	-	-	-	-	-	-	31	18

Comb. Total	0	305	365	306	0	0	0	323

ADT ADT 323 AADT 323

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

5
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 5
MAXINE AVE BTW PLUMMER AND CHERRY

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/09/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
05:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3	8-17	1
06:00	3	0	1	1	0	0	0	0	0	0	0	0	0	0	5	21-30	2
07:00	**37**	**23**	**25**	**8**	**1**	0	0	0	0	0	0	0	0	0	**94**	16-25	48
08:00	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15	9-18	8
09:00	5	0	2	1	0	0	0	0	0	0	0	0	0	0	8	21-30	3
10:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	15-24	4
11:00	1	1	2	1	0	0	0	0	0	0	0	0	0	0	5	21-30	3
12 PM	8	3	3	1	0	0	0	0	0	0	0	0	0	0	15	9-18	6
13:00	5	2	2	2	0	0	0	0	0	0	0	0	0	0	11	21-30	4
14:00	**19**	10	**16**	**14**	**2**	0	0	0	0	0	0	0	0	0	**61**	21-30	30
15:00	16	**12**	8	6	1	0	0	0	0	0	0	0	0	0	43	16-25	20
16:00	8	5	8	3	0	0	0	0	0	0	0	0	0	0	24	16-25	13
17:00	6	3	5	3	0	0	0	0	0	0	0	0	0	0	17	16-25	8
18:00	6	5	4	3	1	0	0	0	0	0	0	0	0	0	19	15-24	9
19:00	4	1	3	2	0	0	0	0	0	0	0	0	0	0	10	21-30	5
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
21:00	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	20-29	2
22:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	19-28	3
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
Total	133	73	85	49	6	0	0	0	0	0	0	0	0	0	346		
Percent	38.4%	21.1%	24.6%	14.2%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00										07:00		
Vol.	37	23	25	8	1										94		
PM Peak	14:00	15:00	14:00	14:00	14:00										14:00		
Vol.	19	12	16	14	2										61		

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Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/10/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
06:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	19-28	4
07:00	**41**	**32**	**25**	**8**	**1**	0	0	0	0	0	0	0	0	0	**107**	16-25	57
08:00	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8	1-10	5
09:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7	6-15	4
10:00	8	1	2	0	0	**1**	0	0	0	0	0	0	0	0	12	7-16	5
11:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5	16-25	3
12 PM	**13**	3	10	**5**	0	0	0	0	0	0	0	0	0	0	31	20-29	15
13:00	12	1	4	5	**2**	0	0	0	0	0	0	0	0	0	24	21-30	9
14:00	6	4	8	3	0	0	0	0	0	0	0	0	0	0	21	16-25	12
15:00	1	4	**13**	4	2	0	0	0	0	0	0	0	0	0	24	21-30	17
16:00	11	**7**	9	5	0	0	0	0	0	0	0	0	0	0	**32**	16-25	16
17:00	2	3	4	4	1	0	0	0	0	0	0	0	0	0	14	21-30	8
18:00	2	4	5	0	0	0	0	0	0	0	0	0	0	0	11	16-25	9
19:00	6	0	1	1	0	0	0	0	0	0	0	0	0	0	8	6-15	4
20:00	2	1	1	3	0	0	0	0	0	0	0	0	0	0	7	20-29	4
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
22:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
Total	120	64	92	40	6	1	0	0	0	0	0	0	0	0	323		
Percent	37.2%	19.8%	28.5%	12.4%	1.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	10:00									07:00		
Vol.	41	32	25	8	1	1									107		
PM Peak	12:00	16:00	15:00	12:00	13:00										16:00		
Vol.	13	7	13	5	2										32		

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Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/11/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	2	0	1	2	0	0	0	0	0	0	0	0	0	0	5	20-29	3
07:00	**17**	**17**	**48**	**18**	**2**	0	0	0	0	0	0	0	0	0	**102**	19-28	66
08:00	11	4	2	0	0	0	0	0	0	0	0	0	0	0	17	9-18	8
09:00	5	1	3	0	0	0	0	0	0	0	0	0	0	0	9	16-25	4
10:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7	6-15	4
11:00	9	3	1	1	0	0	0	0	0	0	0	0	0	0	14	1-10	6
12 PM	0	0	4	2	1	0	0	0	0	0	0	0	0	0	7	21-30	6
13:00	8	0	3	1	0	0	0	0	0	0	0	0	0	0	12	6-15	5
14:00	**33**	**15**	**15**	**13**	**2**	**1**	0	0	0	0	0	0	0	0	**79**	16-25	30
15:00	16	7	9	3	0	0	0	0	0	0	0	0	0	0	35	16-25	16
16:00	6	8	4	7	0	0	0	0	0	0	0	0	0	0	25	16-25	12
17:00	9	4	3	3	0	0	0	0	0	0	0	0	0	0	19	9-18	7
18:00	8	3	2	3	0	0	0	0	0	0	0	0	0	0	16	9-18	6
19:00	2	4	2	1	0	0	0	0	0	0	0	0	0	0	9	16-25	6
20:00	3	2	2	0	0	0	0	0	0	0	0	0	0	0	7	14-23	4
21:00	0	1	8	1	0	0	0	0	0	0	0	0	0	0	10	20-29	9
22:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4	13-22	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	137	71	109	57	5	1	0	0	0	0	0	0	0	0	380		
Percent	36.1%	18.7%	28.7%	15.0%	1.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00										07:00		
Vol.	17	17	48	18	2										102		
PM Peak	14:00	14:00	14:00	14:00	14:00	14:00									14:00		
Vol.	33	15	15	13	2	1									79		
Total	390	208	286	146	17	2	0	0	0	0	0	0	0	0	1049		
Percent	37.2%	19.8%	27.3%	13.9%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	6 MPH
	50th Percentile :	18 MPH
	85th Percentile :	25 MPH
	95th Percentile :	28 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	494
	Percent in Pace :	47.1%
	Number of Vehicles > 25 MPH :	165
	Percent of Vehicles > 25 MPH :	15.7%
	Mean Speed(Average) :	17 MPH

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05/09/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	1	1	**3**	0	0	0	0	0	0	0	0	0	0	5	20-29	4
06:00	0	2	1	3	0	0	0	0	0	0	0	0	0	0	6	19-28	4
07:00	**6**	**9**	**6**	1	0	0	0	0	0	0	0	0	0	0	**22**	16-25	15
08:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
09:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	13-22	2
10:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	3	4	**3**	0	0	0	0	0	0	0	0	0	0	0	10	15-24	7
13:00	**8**	0	0	0	0	0	0	0	0	0	0	0	0	0	8	6-15	5
14:00	7	5	2	**2**	0	0	0	0	0	0	0	0	0	0	**16**	16-25	7
15:00	6	**6**	2	2	0	0	0	0	0	0	0	0	0	0	16	16-25	8
16:00	1	2	0	1	0	0	0	0	0	0	0	0	0	0	4	15-24	2
17:00	2	0	3	0	0	0	0	0	0	0	0	0	0	0	5	21-30	3
18:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1-10	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
22:00	2	0	2	0	**1**	0	0	0	0	0	0	0	0	0	5	21-30	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	44	31	24	12	1	0	0	0	0	0	0	0	0	0	112		
Percent	39.3%	27.7%	21.4%	10.7%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	05:00											07:00		
Vol.	6	9	6	3											22		
PM Peak	13:00	15:00	12:00	14:00	22:00										14:00		
Vol.	8	6	3	2	1										16		

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Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/10/17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	1	1	**3**	0	0	0	0	0	0	0	0	0	0	5	20-29	4
06:00	1	2	2	1	**2**	0	0	0	0	0	0	0	0	0	8	16-25	4
07:00	1	**6**	**6**	2	1	0	0	0	0	0	0	0	0	0	**16**	16-25	12
08:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
09:00	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4	19-28	2
10:00	**3**	0	0	0	0	**1**	0	0	0	0	0	0	0	0	4	*	2
11:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	2
12 PM	**5**	1	1	**2**	0	0	0	0	0	0	0	0	0	0	9	21-30	3
13:00	3	**4**	3	0	0	0	0	0	0	0	0	0	0	0	**10**	15-24	7
14:00	1	3	2	1	0	0	0	0	0	0	0	0	0	0	7	16-25	5
15:00	0	2	1	2	0	0	0	0	0	0	0	0	0	0	5	14-23	3
16:00	5	0	3	0	0	0	0	0	0	0	0	0	0	0	8	21-30	3
17:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	6	21-30	3
18:00	0	2	**4**	1	0	0	0	0	0	0	0	0	0	0	7	16-25	6
19:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	14-23	4
20:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	2	0	**1**	0	0	0	0	0	0	0	0	0	3	15-24	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	29	27	29	15	4	1	0	0	0	0	0	0	0	0	105		
Percent	27.6%	25.7%	27.6%	14.3%	3.8%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	07:00	07:00	05:00	06:00	10:00									07:00		
Vol.	3	6	6	3	2	1									16		
PM Peak	12:00	13:00	18:00	12:00	22:00										13:00		
Vol.	5	4	4	2	1										10		

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05/11/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	3	**2**	0	0	0	0	0	0	0	0	0	0	5	20-29	5
06:00	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5	16-25	5
07:00	**3**	**5**	**7**	2	0	0	0	0	0	0	0	0	0	0	**17**	16-25	12
08:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
09:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	2
10:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3	8-17	1
11:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	9-18	2
12 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
13:00	3	2	2	0	0	0	0	0	0	0	0	0	0	0	7	14-23	4
14:00	**6**	2	0	0	**1**	0	0	0	0	0	0	0	0	0	**9**	11-20	4
15:00	1	**5**	2	0	1	0	0	0	0	0	0	0	0	0	9	16-25	7
16:00	1	2	**3**	**1**	0	0	0	0	0	0	0	0	0	0	7	16-25	5
17:00	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5	16-25	4
18:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	9-18	2
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
22:00	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3	24-33	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	26	26	26	6	3	0	0	0	0	0	0	0	0	0	87		
Percent	29.9%	29.9%	29.9%	6.9%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	05:00											07:00		
Vol.	3	5	7	2											17		
PM Peak	14:00	15:00	16:00	16:00	14:00										14:00		
Vol.	6	5	3	1	1										9		
Total	99	84	79	33	8	1	0	0	0	0	0	0	0	0	304		
Percent	32.6%	27.6%	26.0%	10.9%	2.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	6 MPH
	50th Percentile :	18 MPH
	85th Percentile :	24 MPH
	95th Percentile :	29 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	163
	Percent in Pace :	53.6%
	Number of Vehicles > 25 MPH :	42
	Percent of Vehicles > 25 MPH :	13.8%
	Mean Speed(Average) :	18 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

Untitled Vo
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 5
MAXINE AVE BTW PLUMMER AND CHERRY

Start	08-May-17		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	0	0	0	2	0	0	*	*	*	*	*	*	0	1
01:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*	0	0
02:00	*	*	0	0	1	0	1	0	*	*	*	*	*	*	1	0
03:00	*	*	2	0	1	0	0	0	*	*	*	*	*	*	1	0
04:00	*	*	1	0	0	0	1	0	*	*	*	*	*	*	1	0
05:00	*	*	3	5	2	5	1	5	*	*	*	*	*	*	2	5
06:00	*	*	5	6	4	8	5	5	*	*	*	*	*	*	5	6
07:00	*	*	**94**	**22**	**107**	**16**	**102**	**17**	*	*	*	*	*	*	**101**	**18**
08:00	*	*	15	2	8	2	17	2	*	*	*	*	*	*	13	2
09:00	*	*	8	3	7	4	9	3	*	*	*	*	*	*	8	3
10:00	*	*	4	2	12	4	7	3	*	*	*	*	*	*	8	3
11:00	*	*	5	0	5	3	14	3	*	*	*	*	*	*	8	2
12:00 PM	*	*	15	10	31	9	7	2	*	*	*	*	*	*	18	7
01:00	*	*	11	8	24	**10**	12	7	*	*	*	*	*	*	16	8
02:00	*	*	**61**	**16**	21	7	**79**	**9**	*	*	*	*	*	*	**54**	**11**
03:00	*	*	43	16	24	5	35	9	*	*	*	*	*	*	34	10
04:00	*	*	24	4	**32**	8	25	7	*	*	*	*	*	*	27	6
05:00	*	*	17	5	14	6	19	5	*	*	*	*	*	*	17	5
06:00	*	*	19	4	11	7	16	3	*	*	*	*	*	*	15	5
07:00	*	*	10	0	8	4	9	1	*	*	*	*	*	*	9	2
08:00	*	*	2	2	7	2	7	1	*	*	*	*	*	*	5	2
09:00	*	*	3	2	1	0	10	2	*	*	*	*	*	*	5	1
10:00	*	*	3	5	2	3	4	3	*	*	*	*	*	*	3	4
11:00	*	*	1	0	1	0	0	0	*	*	*	*	*	*	1	0
Lane	0	0	346	112	323	105	380	87	0	0	0	0	0	0	352	101
Day	0		458		428		467		0		0		0		453	
AM Peak	-	-	07:00	07:00	07:00	07:00	07:00	07:00	-	-	-	-	-	-	07:00	07:00
Vol.	-	-	94	22	107	16	102	17	-	-	-	-	-	-	101	18
PM Peak	-	-	14:00	14:00	16:00	13:00	14:00	14:00	-	-	-	-	-	-	14:00	14:00
Vol.	-	-	61	16	32	10	79	9	-	-	-	-	-	-	54	11

Comb. Total	0	458	428	467	0	0	0	453

ADT ADT 443 AADT 443

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

6
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 6
DARLENE AVE BTW BOOKSIN AND PLUMMER

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/09/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	20-29	3
07:00	**9**	**10**	**6**	**4**	**2**	0	0	0	0	0	0	0	0	0	**31**	16-25	16
08:00	3	2	2	3	0	0	0	0	0	0	0	0	0	0	10	19-28	5
09:00	1	0	4	3	0	0	0	0	0	0	0	0	0	0	8	21-30	7
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	3	1	2	2	0	0	0	0	0	0	0	0	0	0	8	19-28	4
12 PM	4	1	2	1	0	0	0	0	0	0	0	0	0	0	8	21-30	3
13:00	2	2	1	3	0	0	0	0	0	0	0	0	0	0	8	21-30	4
14:00	**5**	1	**10**	2	**2**	0	0	0	0	0	0	0	0	0	**20**	19-28	12
15:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5	16-25	4
16:00	1	**3**	7	5	1	0	0	0	0	0	0	0	0	0	17	20-29	12
17:00	2	2	2	**6**	1	0	0	0	0	0	0	0	0	0	13	21-30	8
18:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4	9-18	2
19:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4	*	2
20:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4	9-18	2
21:00	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	20-29	2
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
Total	40	26	44	34	6	0	0	0	0	0	0	0	0	0	150		
Percent	26.7%	17.3%	29.3%	22.7%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00										07:00		
Vol.	9	10	6	4	2										31		
PM Peak	14:00	16:00	14:00	17:00	14:00										14:00		
Vol.	5	3	10	6	2										20		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

6
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 6
DARLENE AVE BTW BOOKSIN AND PLUMMER

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/10/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	15-24	3
07:00	**9**	**9**	**8**	2	0	0	0	0	0	0	0	0	0	0	**28**	16-25	17
08:00	2	1	0	**3**	0	0	0	0	0	0	0	0	0	0	6	20-29	3
09:00	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5	16-25	3
10:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	19-28	4
11:00	2	1	3	2	0	0	0	0	0	0	0	0	0	0	8	21-30	5
12 PM	2	3	3	0	0	0	0	0	0	0	0	0	0	0	8	16-25	6
13:00	0	2	**6**	4	0	0	0	0	0	0	0	0	0	0	12	20-29	10
14:00	5	**4**	2	3	1	0	0	0	0	0	0	0	0	0	15	16-25	6
15:00	1	0	3	2	0	0	0	0	0	0	0	0	0	0	6	20-29	5
16:00	1	2	6	1	**2**	0	0	0	0	0	0	0	0	0	12	16-25	8
17:00	**10**	0	1	**5**	1	0	**1**	0	0	0	0	0	0	0	**18**	1-10	7
18:00	2	1	4	2	0	0	0	0	0	0	0	0	0	0	9	21-30	6
19:00	2	2	2	0	0	0	0	0	0	0	0	0	0	0	6	15-24	4
20:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3	19-28	2
21:00	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5	16-25	4
22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	41	32	45	28	5	0	1	0	0	0	0	0	0	0	152		
Percent	27.0%	21.1%	29.6%	18.4%	3.3%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00											07:00		
Vol.	9	9	8	3											28		
PM Peak	17:00	14:00	13:00	17:00	16:00		17:00								17:00		
Vol.	10	4	6	5	2		1								18		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

6
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 6
DARLENE AVE BTW BOOKSIN AND PLUMMER

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/11/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
06:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	13-22	2
07:00	3	**9**	3	0	0	0	0	0	0	0	0	0	0	0	**15**	15-24	12
08:00	**4**	2	**4**	**1**	0	0	0	0	0	0	0	0	0	0	11	16-25	6
09:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	15-24	3
10:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
11:00	3	1	3	0	0	0	0	0	0	0	0	0	0	0	7	15-24	4
12 PM	4	**3**	4	5	0	0	0	0	0	0	0	0	0	0	16	20-29	9
13:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
14:00	**9**	2	8	**6**	0	0	0	0	0	0	0	0	0	0	**25**	21-30	14
15:00	5	2	5	2	0	**1**	0	0	0	0	0	0	0	0	15	21-30	7
16:00	5	1	**9**	3	**1**	0	0	0	0	0	0	0	0	0	19	20-29	12
17:00	3	2	9	3	0	0	0	0	0	0	0	0	0	0	17	19-28	12
18:00	5	0	2	0	0	0	0	0	0	0	0	0	0	0	7	6-15	3
19:00	4	0	0	2	0	0	0	0	0	0	0	0	0	0	6	1-10	3
20:00	2	2	1	1	0	0	0	0	0	0	0	0	0	0	6	16-25	3
21:00	5	0	2	0	0	0	0	0	0	0	0	0	0	0	7	6-15	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	56	27	58	24	1	1	0	0	0	0	0	0	0	0	167		
Percent	33.5%	16.2%	34.7%	14.4%	0.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	08:00	08:00											07:00		
Vol.	4	9	4	1											15		
PM Peak	14:00	12:00	16:00	14:00	16:00	15:00									14:00		
Vol.	9	3	9	6	1	1									25		
Total	137	85	147	86	12	1	1	0	0	0	0	0	0	0	469		
Percent	29.2%	18.1%	31.3%	18.3%	2.6%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	7 MPH
50th Percentile :	20 MPH
85th Percentile :	26 MPH
95th Percentile :	29 MPH

Stats

10 MPH Pace Speed :	19-28 MPH
Number in Pace :	233
Percent in Pace :	49.7%
Number of Vehicles > 25 MPH :	100
Percent of Vehicles > 25 MPH :	21.3%
Mean Speed(Average) :	19 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

6
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 6
DARLENE AVE BTW BOOKSIN AND PLUMMER

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/09/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	1	0	1	0	1	0	0	1	0	0	0	0	0	0	4	*	1
07:00	**9**	**7**	**29**	**55**	**54**	**32**	**8**	**3**	0	0	0	0	0	0	**197**	26-35	109
08:00	7	0	2	5	4	4	1	0	0	0	0	0	0	0	23	26-35	9
09:00	4	0	4	3	3	1	0	0	0	0	0	0	0	0	15	21-30	7
10:00	0	0	3	2	1	0	0	0	0	0	0	0	0	0	6	21-30	5
11:00	3	0	3	6	0	0	0	0	0	0	0	0	0	0	12	21-30	9
12 PM	2	0	7	2	2	0	0	0	0	0	0	0	0	0	13	21-30	9
13:00	1	1	3	6	0	0	0	0	0	0	0	0	0	0	11	21-30	9
14:00	**8**	**8**	**26**	**31**	**19**	3	**1**	0	0	0	0	0	0	0	**96**	21-30	57
15:00	1	3	16	13	11	**4**	0	0	0	0	0	0	0	0	48	21-30	29
16:00	1	1	6	11	9	3	0	0	0	0	0	0	0	0	31	26-35	20
17:00	2	0	3	17	12	2	1	0	0	0	0	0	0	0	37	26-35	29
18:00	2	1	3	10	5	3	0	0	0	0	0	0	0	0	24	25-34	15
19:00	1	0	1	0	1	0	0	**1**	0	0	0	0	0	0	4	*	1
20:00	2	0	1	1	0	1	0	0	0	0	0	0	0	0	5	21-30	2
21:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	45	22	108	164	124	53	11	5	0	0	0	0	0	0	532		
Percent	8.5%	4.1%	20.3%	30.8%	23.3%	10.0%	2.1%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00							07:00		
Vol.	9	7	29	55	54	32	8	3							197		
PM Peak	14:00	14:00	14:00	14:00	14:00	15:00	14:00	19:00							14:00		
Vol.	8	8	26	31	19	4	1	1							96		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
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6
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 6
DARLENE AVE BTW BOOKSIN AND PLUMMER

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/10/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
03:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	25-34	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	2	0	2	1	1	1	0	0	0	0	0	0	0	0	7	21-30	3
07:00	**14**	**20**	**57**	**56**	**40**	**10**	**3**	0	0	0	0	0	0	0	**200**	21-30	113
08:00	3	1	4	6	3	2	0	0	0	0	0	0	0	0	19	21-30	10
09:00	0	3	0	9	5	1	0	**1**	0	0	0	0	0	0	19	26-35	14
10:00	0	3	3	7	2	0	0	0	0	0	0	0	0	0	15	21-30	10
11:00	0	2	2	2	2	0	0	0	0	0	0	0	0	0	8	15-24	4
12 PM	**4**	**5**	**18**	13	6	1	**1**	0	0	0	0	0	0	0	48	21-30	31
13:00	3	5	18	**22**	**12**	5	0	0	0	0	0	0	0	0	**65**	21-30	40
14:00	1	2	7	17	8	3	0	0	**1**	0	0	0	0	0	39	26-35	25
15:00	3	2	10	10	8	0	0	0	0	0	0	0	0	0	33	21-30	20
16:00	3	0	7	6	11	**6**	1	0	0	0	0	0	0	0	34	26-35	17
17:00	4	1	3	7	3	2	0	**1**	0	0	0	0	0	0	21	26-35	10
18:00	2	0	5	8	3	0	0	0	0	0	0	0	0	0	18	21-30	13
19:00	0	1	0	2	1	0	0	0	0	0	0	0	0	0	4	24-33	3
20:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	4	20-29	3
21:00	1	0	4	2	1	0	0	0	0	0	0	0	0	0	8	21-30	6
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	42	46	142	170	108	31	5	2	1	0	0	0	0	0	547		
Percent	7.7%	8.4%	26.0%	31.1%	19.7%	5.7%	0.9%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	09:00							07:00		
Vol.	14	20	57	56	40	10	3	1							200		
PM Peak	12:00	12:00	12:00	13:00	13:00	16:00	12:00	17:00	14:00						13:00		
Vol.	4	5	18	22	12	6	1	1	1						65		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

6
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 6
DARLENE AVE BTW BOOKSIN AND PLUMMER

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/11/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	2	1	2	2	2	1	0	0	0	0	0	0	0	0	10	26-35	4
07:00	**16**	**14**	**49**	**68**	**34**	**9**	**1**	0	0	0	0	0	0	0	**191**	21-30	117
08:00	1	0	4	4	4	0	0	0	0	0	0	0	0	0	13	21-30	8
09:00	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6	11-20	3
10:00	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5	21-30	4
11:00	2	0	1	2	1	0	0	0	0	0	0	0	0	0	6	26-35	3
12 PM	2	2	5	3	1	**2**	0	0	0	0	0	0	0	0	15	19-28	8
13:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4	19-28	3
14:00	6	**13**	**30**	**25**	**15**	2	0	0	0	0	0	0	0	0	**91**	21-30	55
15:00	**7**	4	4	19	8	1	0	0	0	0	0	0	0	0	43	26-35	27
16:00	6	6	7	14	6	1	0	0	0	0	0	0	0	0	40	21-30	21
17:00	4	7	9	9	1	1	0	0	0	0	0	0	0	0	31	20-29	18
18:00	4	2	3	3	2	0	0	0	0	0	0	0	0	0	14	19-28	6
19:00	4	0	0	2	3	1	0	0	0	0	0	0	0	0	10	26-35	5
20:00	1	1	1	2	1	0	0	0	0	0	0	0	0	0	6	26-35	3
21:00	1	1	2	5	2	0	0	0	0	0	0	0	0	0	11	26-35	7
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
Total	59	53	122	164	84	19	1	0	0	0	0	0	0	0	502		
Percent	11.8%	10.6%	24.3%	32.7%	16.7%	3.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00								07:00		
Vol.	16	14	49	68	34	9	1								191		
PM Peak	15:00	14:00	14:00	14:00	14:00	12:00									14:00		
Vol.	7	13	30	25	15	2									91		
Total	146	121	372	498	316	103	17	7	1	0	0	0	0	0	1581		
Percent	9.2%	7.7%	23.5%	31.5%	20.0%	6.5%	1.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	18 MPH
	50th Percentile :	26 MPH
	85th Percentile :	33 MPH
	95th Percentile :	37 MPH
Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	870
	Percent in Pace :	55.0%
	Number of Vehicles > 25 MPH :	942
	Percent of Vehicles > 25 MPH :	59.6%
	Mean Speed(Average) :	26 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

Untitled Vo
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 6
DARLENE AVE BTW BOOKSIN AND PLUMMER

Start	08-May-17		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	0	0	0	0	0	0	*	*	*	*	*	*	0	0
01:00	*	*	0	0	0	0	0	1	*	*	*	*	*	*	0	0
02:00	*	*	0	1	0	1	1	0	*	*	*	*	*	*	0	1
03:00	*	*	1	2	1	2	1	1	*	*	*	*	*	*	1	2
04:00	*	*	1	1	0	0	0	2	*	*	*	*	*	*	0	1
05:00	*	*	0	0	1	1	2	0	*	*	*	*	*	*	1	0
06:00	*	*	3	4	4	7	3	11	*	*	*	*	*	*	3	7
07:00	*	*	**31**	**198**	**28**	**204**	**15**	**195**	*	*	*	*	*	*	**25**	**199**
08:00	*	*	10	23	6	19	11	13	*	*	*	*	*	*	9	18
09:00	*	*	8	15	5	19	3	7	*	*	*	*	*	*	5	14
10:00	*	*	0	6	4	15	4	5	*	*	*	*	*	*	3	9
11:00	*	*	8	12	8	8	7	6	*	*	*	*	*	*	8	9
12:00 PM	*	*	8	13	8	48	16	15	*	*	*	*	*	*	11	25
01:00	*	*	8	11	12	**65**	2	4	*	*	*	*	*	*	7	27
02:00	*	*	**20**	**96**	15	39	**25**	**92**	*	*	*	*	*	*	**20**	**76**
03:00	*	*	5	48	6	33	15	43	*	*	*	*	*	*	9	41
04:00	*	*	17	31	12	35	19	40	*	*	*	*	*	*	16	35
05:00	*	*	13	37	**18**	23	17	31	*	*	*	*	*	*	16	30
06:00	*	*	4	24	9	19	7	14	*	*	*	*	*	*	7	19
07:00	*	*	4	4	6	4	6	11	*	*	*	*	*	*	5	6
08:00	*	*	4	5	3	4	6	6	*	*	*	*	*	*	4	5
09:00	*	*	3	2	5	9	7	11	*	*	*	*	*	*	5	7
10:00	*	*	1	0	1	1	0	0	*	*	*	*	*	*	1	0
11:00	*	*	1	0	0	0	0	2	*	*	*	*	*	*	0	1
Lane	0	0	150	533	152	556	167	510	0	0	0	0	0	0	156	532
Day	0		683		708		677		0		0		0		688	
AM Peak	-	-	07:00	07:00	07:00	07:00	07:00	07:00	-	-	-	-	-	-	07:00	07:00
Vol.	-	-	31	198	28	204	15	195	-	-	-	-	-	-	25	199
PM Peak	-	-	14:00	14:00	17:00	13:00	14:00	14:00	-	-	-	-	-	-	14:00	14:00
Vol.	-	-	20	96	18	65	25	92	-	-	-	-	-	-	20	76

Comb. Total	0	683	708	677	0	0	0	688

ADT ADT 678 AADT 678

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

7
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 7
DARLENE AVE BTW PLUMMER AND CHERRY

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/09/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	**6**	1	1	0	0	0	0	0	0	0	0	0	0	0	8	6-15	4
07:00	6	**8**	**12**	**1**	0	0	0	0	0	0	0	0	0	0	**27**	16-25	20
08:00	4	3	4	0	0	0	0	0	0	0	0	0	0	0	11	16-25	7
09:00	2	4	2	0	0	0	0	0	0	0	0	0	0	0	8	15-24	6
10:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	4
11:00	4	3	2	0	0	0	0	0	0	0	0	0	0	0	9	16-25	5
12 PM	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6	13-22	5
13:00	4	6	1	0	0	0	0	0	0	0	0	0	0	0	11	15-24	7
14:00	0	5	**6**	0	0	0	0	0	0	0	0	0	0	0	11	16-25	11
15:00	3	**12**	2	0	0	0	0	0	0	0	0	0	0	0	**17**	14-23	14
16:00	**8**	8	1	0	0	0	0	0	0	0	0	0	0	0	17	11-20	11
17:00	5	4	2	0	0	0	0	0	0	0	0	0	0	0	11	16-25	6
18:00	4	2	3	0	0	0	0	0	0	0	0	0	0	0	9	15-24	5
19:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6	13-22	5
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	48	71	38	1	0	0	0	0	0	0	0	0	0	0	158		
Percent	30.4%	44.9%	24.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	07:00	07:00	07:00											07:00		
Vol.	6	8	12	1											27		
PM Peak	16:00	15:00	14:00												15:00		
Vol.	8	12	6												17		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

7
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 7
DARLENE AVE BTW PLUMMER AND CHERRY

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/10/17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	3
07:00	**4**	**10**	**8**	0	0	0	0	0	0	0	0	0	0	0	**22**	16-25	18
08:00	2	6	1	0	0	0	0	0	0	0	0	0	0	0	9	11-20	7
09:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5	16-25	4
10:00	2	4	1	0	0	0	0	0	0	0	0	0	0	0	7	11-20	5
11:00	2	2	2	0	0	0	0	0	0	0	0	0	0	0	6	15-24	4
12 PM	2	7	3	**1**	0	0	0	0	0	0	0	0	0	0	13	15-24	10
13:00	4	5	3	0	0	0	0	0	0	0	0	0	0	0	12	15-24	8
14:00	0	4	**4**	0	0	0	0	0	0	0	0	0	0	0	8	16-25	8
15:00	3	3	2	1	0	0	0	0	0	0	0	0	0	0	9	16-25	5
16:00	3	6	1	0	0	0	0	0	0	0	0	0	0	0	10	15-24	7
17:00	**5**	**8**	1	0	0	0	0	0	0	0	0	0	0	0	**14**	11-20	10
18:00	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6	16-25	6
19:00	3	2	2	0	0	0	0	0	0	0	0	0	0	0	7	14-23	4
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	14-23	3
21:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	15-24	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	36	69	34	2	0	0	0	0	0	0	0	0	0	0	141		
Percent	25.5%	48.9%	24.1%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00												07:00		
Vol.	4	10	8												22		
PM Peak	17:00	17:00	14:00	12:00											17:00		
Vol.	5	8	4	1											14		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

7
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 7
DARLENE AVE BTW PLUMMER AND CHERRY

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/11/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
06:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	15-24	2
07:00	4	**12**	**3**	0	0	0	0	0	0	0	0	0	0	0	**19**	16-25	15
08:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	8	16-25	4
09:00	**5**	1	2	0	0	0	0	0	0	0	0	0	0	0	8	16-25	3
10:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3	8-17	1
11:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	15-24	3
12 PM	3	2	3	0	0	0	0	0	0	0	0	0	0	0	8	15-24	5
13:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6	16-25	3
14:00	2	8	**9**	0	0	0	0	0	0	0	0	0	0	0	**19**	16-25	17
15:00	4	6	5	0	0	**1**	0	0	0	0	0	0	0	0	16	16-25	11
16:00	2	**9**	3	0	0	0	0	0	0	0	0	0	0	0	14	15-24	12
17:00	**5**	3	1	0	0	0	0	0	0	0	0	0	0	0	9	11-20	5
18:00	3	6	0	0	0	0	0	0	0	0	0	0	0	0	9	11-20	7
19:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5	9-18	3
20:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5	9-18	3
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	46	64	29	0	0	1	0	0	0	0	0	0	0	0	140		
Percent	32.9%	45.7%	20.7%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	07:00	07:00												07:00		
Vol.	5	12	3												19		
PM Peak	17:00	16:00	14:00			15:00									14:00		
Vol.	5	9	9			1									19		
Total	130	204	101	3	0	1	0	0	0	0	0	0	0	0	439		
Percent	29.6%	46.5%	23.0%	0.7%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	7 MPH
	50th Percentile :	17 MPH
	85th Percentile :	21 MPH
	95th Percentile :	24 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	305
	Percent in Pace :	69.5%
	Number of Vehicles > 25 MPH :	4
	Percent of Vehicles > 25 MPH :	0.9%
	Mean Speed(Average) :	16 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

7
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 7
DARLENE AVE BTW PLUMMER AND CHERRY

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/09/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1
06:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3	19-28	2
07:00	0	**3**	**5**	**7**	**3**	**5**	**2**	0	0	0	0	0	0	0	**25**	21-30	12
08:00	**4**	1	1	1	0	1	0	0	0	0	0	0	0	0	8	1-10	3
09:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	4	19-28	2
10:00	2	0	0	3	0	1	0	0	0	0	0	0	0	0	6	26-35	3
11:00	2	2	0	1	1	0	0	0	0	0	0	0	0	0	6	11-20	3
12 PM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	13-22	2
13:00	1	1	1	0	1	1	**1**	0	0	0	0	0	0	0	6	36-45	2
14:00	**3**	**2**	**4**	**5**	**3**	1	1	0	0	0	0	0	0	0	**19**	21-30	9
15:00	0	2	3	3	0	**3**	0	0	0	0	0	0	0	0	11	19-28	6
16:00	1	2	0	1	2	0	0	0	0	0	0	0	0	0	6	25-34	3
17:00	2	1	1	5	1	1	0	0	0	0	0	0	0	0	11	21-30	6
18:00	3	1	2	2	0	0	0	0	0	0	0	0	0	0	8	19-28	4
19:00	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	8-17	1
20:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5	9-18	3
21:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	9-18	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	28	22	19	34	12	13	4	0	0	0	0	0	0	0	132		
Percent	21.2%	16.7%	14.4%	25.8%	9.1%	9.8%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	07:00	07:00	07:00	07:00	07:00								07:00		
Vol.	4	3	5	7	3	5	2								25		
PM Peak	14:00	14:00	14:00	14:00	14:00	15:00	13:00								14:00		
Vol.	3	2	4	5	3	3	1								19		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

7
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 7
DARLENE AVE BTW PLUMMER AND CHERRY

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/10/17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
07:00	1	**3**	**6**	**6**	**4**	**1**	**1**	0	0	0	0	0	0	0	**22**	21-30	12
08:00	**2**	2	1	2	1	1	0	0	0	0	0	0	0	0	9	26-35	3
09:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	25-34	2
10:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
11:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	14-23	3
12 PM	1	2	0	3	**2**	0	**1**	0	0	0	0	0	0	0	9	26-35	5
13:00	0	2	2	0	2	1	1	0	0	0	0	0	0	0	8	16-25	4
14:00	1	0	2	**4**	1	1	0	0	0	0	0	0	0	0	9	21-30	6
15:00	0	1	1	1	0	**3**	0	0	0	0	0	0	0	0	6	30-39	3
16:00	1	2	**5**	3	1	2	1	0	0	0	0	0	0	0	**15**	19-28	8
17:00	**3**	**4**	2	2	0	1	1	0	0	0	0	0	0	0	13	16-25	6
18:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3	24-33	2
19:00	2	2	1	0	0	1	0	0	0	0	0	0	0	0	6	16-25	3
20:00	1	1	0	1	1	0	0	0	0	0	0	0	0	0	4	24-33	2
21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	15	22	25	24	16	11	6	0	0	0	0	0	0	0	119		
Percent	12.6%	18.5%	21.0%	20.2%	13.4%	9.2%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	07:00	07:00	07:00	07:00	07:00								07:00		
Vol.	2	3	6	6	4	1	1								22		
PM Peak	17:00	17:00	16:00	14:00	12:00	15:00	12:00								16:00		
Vol.	3	4	5	4	2	3	1								15		

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
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7
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 7
DARLENE AVE BTW PLUMMER AND CHERRY

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/11/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1	34-43	1
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
05:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
07:00	0	0	**7**	**8**	**9**	**2**	0	0	0	0	0	0	0	0	**26**	26-35	17
08:00	**4**	**2**	0	0	1	0	0	0	0	0	0	0	0	0	7	12-21	3
09:00	1	1	1	1	1	0	0	0	0	0	0	0	0	0	5	26-35	2
10:00	2	1	2	1	0	0	0	0	0	0	0	0	0	0	6	21-30	3
11:00	0	1	1	1	0	1	0	0	0	0	0	0	0	0	4	14-23	2
12 PM	1	2	2	1	1	1	0	**1**	0	0	0	0	0	0	9	16-25	4
13:00	2	1	3	0	0	0	0	0	0	0	0	0	0	0	6	15-24	4
14:00	2	**4**	1	**5**	**3**	**4**	**1**	0	**1**	0	0	0	0	0	**21**	25-34	8
15:00	1	1	1	3	0	1	0	0	0	0	0	0	0	0	7	21-30	4
16:00	**3**	1	3	3	1	0	0	0	0	0	0	0	0	0	11	20-29	6
17:00	2	4	**4**	2	0	0	0	0	0	0	0	0	0	0	12	16-25	8
18:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5	9-18	3
19:00	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5	16-25	4
20:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
21:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4	9-18	2
22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	27	25	29	26	17	9	2	1	1	0	0	0	0	0	137		
Percent	19.7%	18.2%	21.2%	19.0%	12.4%	6.6%	1.5%	0.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	07:00	07:00	07:00	07:00	03:00								07:00		
Vol.	4	2	7	8	9	2	1								26		
PM Peak	16:00	14:00	17:00	14:00	14:00	14:00	14:00	12:00	14:00						14:00		
Vol.	3	4	4	5	3	4	1	1	1						21		
Total	70	69	73	84	45	33	12	1	1	0	0	0	0	0	388		
Percent	18.0%	17.8%	18.8%	21.6%	11.6%	8.5%	3.1%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	12 MPH
	50th Percentile :	23 MPH
	85th Percentile :	33 MPH
	95th Percentile :	39 MPH
Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	157
	Percent in Pace :	40.5%
	Number of Vehicles > 25 MPH :	176
	Percent of Vehicles > 25 MPH :	45.4%
	Mean Speed(Average) :	24 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
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Untitled Vo
Date Start: 09-May-17
Date End: 11-May-17
Site Code: 7
DARLENE AVE BTW PLUMMER AND CHERRY

Start	08-May-17		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	0	0	2	1	0	0	*	*	*	*	*	*	1	0
01:00	*	*	0	1	0	0	0	0	*	*	*	*	*	*	0	0
02:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*	0	0
03:00	*	*	0	2	0	2	0	1	*	*	*	*	*	*	0	2
04:00	*	*	0	0	0	0	0	1	*	*	*	*	*	*	0	0
05:00	*	*	0	2	0	1	2	2	*	*	*	*	*	*	1	2
06:00	*	*	8	3	4	1	3	1	*	*	*	*	*	*	5	2
07:00	*	*	**27**	**25**	**22**	**22**	**19**	**26**	*	*	*	*	*	*	**23**	**24**
08:00	*	*	11	8	9	9	8	7	*	*	*	*	*	*	9	8
09:00	*	*	8	4	5	2	8	5	*	*	*	*	*	*	7	4
10:00	*	*	4	6	7	3	3	6	*	*	*	*	*	*	5	5
11:00	*	*	9	6	6	3	4	4	*	*	*	*	*	*	6	4
12:00 PM	*	*	6	3	13	9	8	9	*	*	*	*	*	*	9	7
01:00	*	*	11	6	12	8	6	6	*	*	*	*	*	*	10	7
02:00	*	*	11	**19**	8	9	**19**	**21**	*	*	*	*	*	*	13	**16**
03:00	*	*	**17**	11	9	6	16	7	*	*	*	*	*	*	**14**	8
04:00	*	*	17	6	10	**15**	14	11	*	*	*	*	*	*	14	11
05:00	*	*	11	11	**14**	13	9	12	*	*	*	*	*	*	11	12
06:00	*	*	9	8	6	3	9	5	*	*	*	*	*	*	8	5
07:00	*	*	6	3	7	6	5	5	*	*	*	*	*	*	6	5
08:00	*	*	2	5	3	4	5	2	*	*	*	*	*	*	3	4
09:00	*	*	1	3	4	1	2	4	*	*	*	*	*	*	2	3
10:00	*	*	0	0	0	1	0	2	*	*	*	*	*	*	0	1
11:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*	0	0
Lane	0	0	158	132	141	119	140	137	0	0	0	0	0	0	147	130
Day	0		290		260		277		0		0		0		277	
AM Peak	-	-	07:00	07:00	07:00	07:00	07:00	07:00	-	-	-	-	-	-	07:00	07:00
Vol.	-	-	27	25	22	22	19	26	-	-	-	-	-	-	23	24
PM Peak	-	-	15:00	14:00	17:00	16:00	14:00	14:00	-	-	-	-	-	-	15:00	14:00
Vol.	-	-	17	19	14	15	19	21	-	-	-	-	-	-	14	16

Comb. Total	0	290	260	277	0	0	0	277

ADT ADT 281 AADT 281

Appendix B

City of San Jose Approved Trips Inventory (ATI)

Traffix Node Number: 3341

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-009 (IND) COMMUNICATION HILL	9	2	0	2	0	0	0	21	0	0	15	0
PDC13-009 (RES) COMMUNICATIONS HILL	4	0	0	1	0	0	0	12	0	0	9	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**13**	**2**	**0**	**3**	**0**	**0**	**0**	**33**	**0**	**0**	**24**	**0**

	LEFT	THRU	RIGHT
NORTH	3	0	0
EAST	0	24	0
SOUTH	13	2	0
WEST	0	33	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-009 (IND) COMMUNICATION HILL	0	0	0	2	0	1	3	23	3	0	16	1
PDC13-009 (RES) COMMUNICATIONS HILL	0	0	0	1	0	0	1	15	1	0	10	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	0	0	1	1	0	0	0	0
TOTAL:	**0**	**0**	**0**	**3**	**0**	**1**	**5**	**39**	**4**	**0**	**26**	**1**

	LEFT	THRU	RIGHT
NORTH	3	0	1
EAST	0	26	1
SOUTH	0	0	0
WEST	5	39	4

Intersection of: CHERRY/CURTNER

Traffix Node Number: 3397

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-009 (IND) COMMUNICATION HILL	0	3	0	0	0	0	0	47	1	0	5	2
PDC13-009 (RES) COMMUNICATIONS HILL	0	1	0	0	0	0	0	27	0	0	2	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	0	0	0	1	0	0	0	0
TOTAL:	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**75**	**1**	**0**	**7**	**2**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	7	2
SOUTH	0	4	0
WEST	0	75	1

Intersection of: CHERRY/CURTNER

Traffix Node Number: 3397

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-009 (IND) COMMUNICATION HILL	1	0	0	5	1	0	0	30	0	0	17	0
PDC13-009 (RES) COMMUNICATIONS HILL	0	0	0	2	0	0	0	19	0	0	11	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	0	0	0	1	0	0	1	0
TOTAL:	**1**	**0**	**0**	**7**	**1**	**0**	**0**	**50**	**0**	**0**	**29**	**0**

	LEFT	THRU	RIGHT
NORTH	7	1	0
EAST	0	29	0
SOUTH	1	0	0
WEST	0	50	0

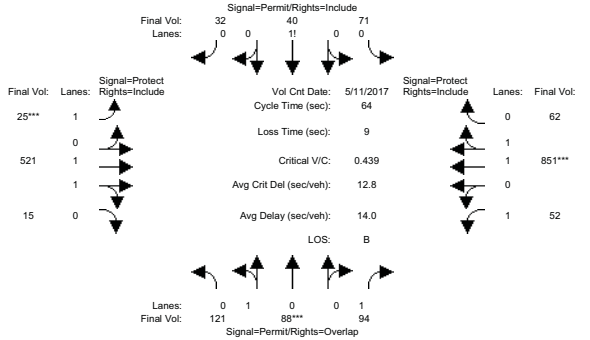
Appendix C

Intersection Level of Service Calculations

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3341: BOOKSIN/CURTNER



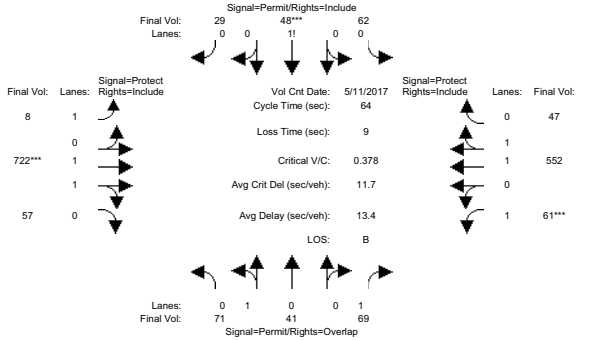
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 7:15-8:15AM												
Base Vol:	121	88	94	71	40	32	25	521	15	52	851	62
Growth 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
Initial Bse:	121	88	94	71	40	32	25	521	15	52	851	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	88	94	71	40	32	25	521	15	52	851	62
User 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
PHF 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
PHF Volume:	121	88	94	71	40	32	25	521	15	52	851	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	88	94	71	40	32	25	521	15	52	851	62
PCE 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
MLF 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
FinalVolume:	121	88	94	71	40	32	25	521	15	52	851	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.58	0.42	1.00	0.50	0.28	0.22	1.00	1.94	0.06	1.00	1.86	0.14
Final Sat.:	1042	758	1750	869	490	392	1750	3596	104	1750	3449	251
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.05	0.08	0.08	0.08	0.01	0.14	0.14	0.03	0.25	0.25
Crit Moves:	****					****			****			
Green Time:	15.4	15.4	31.7	15.4	15.4	15.4	7.0	23.3	23.3	16.3	32.6	32.6
Volume/Cap:	0.48	0.48	0.11	0.34	0.34	0.34	0.13	0.40	0.40	0.12	0.48	0.48
Delay/Veh:	21.8	21.8	8.7	20.6	20.6	20.6	26.1	15.3	15.3	18.4	10.4	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	21.8	8.7	20.6	20.6	20.6	26.1	15.3	15.3	18.4	10.4	10.4
LOS by Move:	C	C	A	C	C	C	C	B	B	B	B	B
DesignQueue:	6	6	2	4	4	4	1	6	6	2	9	9

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Midday

Intersection #3341: BOOKSIN/CURTNER



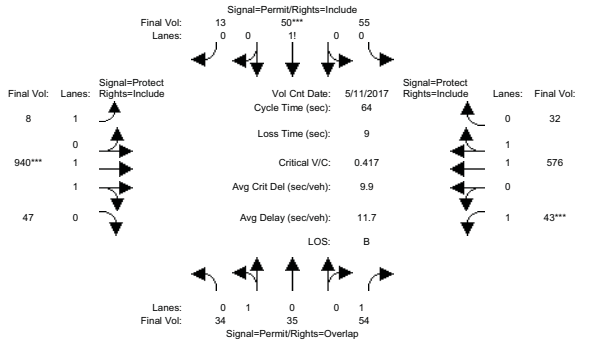
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 245-345 PM												
Base Vol:	71	41	69	62	48	29	8	722	57	61	552	47
Growth 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
Initial Bse:	71	41	69	62	48	29	8	722	57	61	552	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	41	69	62	48	29	8	722	57	61	552	47
User 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
PHF 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
PHF Volume:	71	41	69	62	48	29	8	722	57	61	552	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	41	69	62	48	29	8	722	57	61	552	47
PCE 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
MLF 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
FinalVolume:	71	41	69	62	48	29	8	722	57	61	552	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.63	0.37	1.00	0.45	0.34	0.21	1.00	1.85	0.15	1.00	1.84	0.16
Final Sat.:	1141	659	1750	781	604	365	1750	3429	271	1750	3409	290
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.04	0.08	0.08	0.08	0.00	0.21	0.21	0.03	0.16	0.16
Crit Moves:				****			****		****			
Green Time:	13.1	13.1	20.1	13.1	13.1	13.1	16.9	34.9	34.9	7.0	25.0	25.0
Volume/Cap:	0.30	0.30	0.13	0.39	0.39	0.39	0.02	0.39	0.39	0.32	0.41	0.41
Delay/Veh:	22.0	22.0	15.7	22.6	22.6	22.6	17.4	8.5	8.5	27.3	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	22.0	15.7	22.6	22.6	22.6	17.4	8.5	8.5	27.3	14.4	14.4
LOS by Move:	C	C	B	C	C	C	B	A	A	C	B	B
DesignQueue:	3	3	2	4	4	4	0	7	7	2	7	7

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3341: BOOKSIN/CURTNER



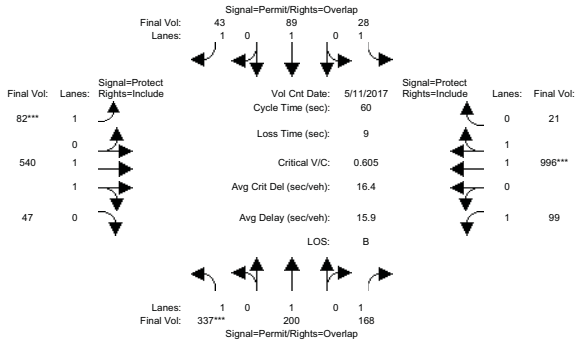
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 11 May 2017 << 5:00-6:00PM																
Base Vol:	34	35	54		55	50	13		8	940	47		43	576	32	
Growth 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	
Initial Bse:	34	35	54		55	50	13		8	940	47		43	576	32	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	34	35	54		55	50	13		8	940	47		43	576	32	
User 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	
PHF 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	
PHF Volume:	34	35	54		55	50	13		8	940	47		43	576	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	35	54		55	50	13		8	940	47		43	576	32	
PCE 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	
MLF 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	
FinalVolume:	34	35	54		55	50	13		8	940	47		43	576	32	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	0.92	0.92		0.92	0.97	0.95		0.92	0.98	0.95	
Lanes:	0.49	0.51	1.00		0.47	0.42	0.11		1.00	1.90	0.10		1.00	1.89	0.11	
Final Sat.:	887	913	1750		816	742	193		1750	3524	176		1750	3505	195	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.03		0.07	0.07	0.07		0.00	0.27	0.27		0.02	0.16	0.16	
Crit Moves:					****				****		****					
Green Time:	10.0	10.0	17.0		10.0	10.0	10.0		18.0	38.0	38.0		7.0	27.0	27.0	
Volume/Cap:	0.25	0.25	0.12		0.43	0.43	0.43		0.02	0.45	0.45		0.22	0.39	0.39	
Delay/Veh:	24.1	24.1	17.9		25.5	25.5	25.5		16.6	7.3	7.3		26.6	12.9	12.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.1	24.1	17.9		25.5	25.5	25.5		16.6	7.3	7.3		26.6	12.9	12.9	
LOS by Move:	C	C	B		C	C	C		B	A	A		C	B	B	
DesignQueue:	2	2	2		4	4	4		0	8	8		1	7	7	

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3397: CHERRY/CURTNER



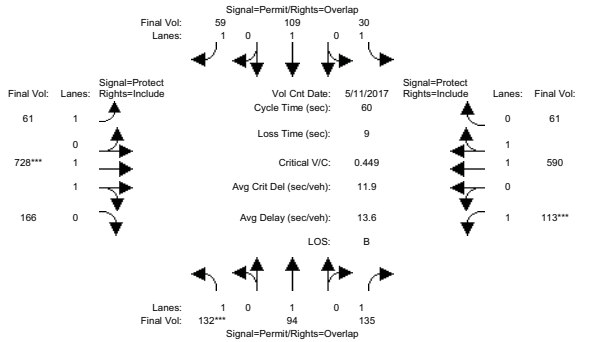
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 11 May 2017 << 715-815AM																
Base Vol:	337	200	168		28	89	43		82	540	47		99	996	21	
Growth 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	
Initial Bse:	337	200	168		28	89	43		82	540	47		99	996	21	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	337	200	168		28	89	43		82	540	47		99	996	21	
User 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	
PHF 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	
PHF Volume:	337	200	168		28	89	43		82	540	47		99	996	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	337	200	168		28	89	43		82	540	47		99	996	21	
PCE 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	
MLF 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	
FinalVolume:	337	200	168		28	89	43		82	540	47		99	996	21	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95		0.92	0.97	0.95	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.84	0.16		1.00	1.96	0.04	
Final Sat.:	1750	1900	1750		1750	1900	1750		1750	3404	296		1750	3624	76	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.11	0.10		0.02	0.05	0.02		0.05	0.16	0.16		0.06	0.27	0.27	
Crit Moves:	****						****						****			
Green Time:	18.1	18.1	31.7		18.1	18.1	25.1		7.0	19.3	19.3		13.5	25.9	25.9	
Volume/Cap:	0.64	0.35	0.18		0.05	0.16	0.06		0.40	0.49	0.49		0.25	0.64	0.64	
Delay/Veh:	20.7	16.7	7.5		14.9	15.5	10.4		25.9	16.7	16.7		19.4	14.3	14.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	20.7	16.7	7.5		14.9	15.5	10.4		25.9	16.7	16.7		19.4	14.3	14.3	
LOS by Move:	C	B	A		B	B	B		C	B	B		B	B	B	
DesignQueue:	9	5	3		1	2	1		3	7	7		3	11	11	

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Midday

Intersection #3397: CHERRY/CURTNER

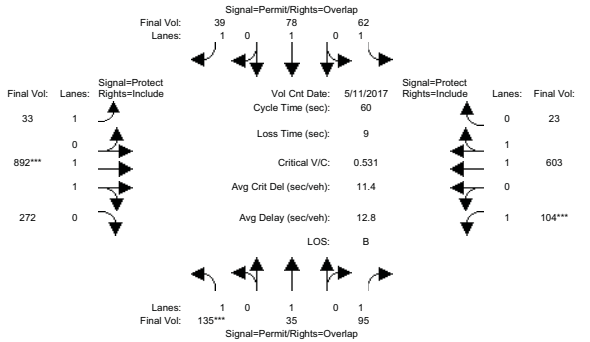



```
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   10   10   10    10   10   10     7   10   10     7   10   10
Y+R:        4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 11 May 2017 << 230-330 PM
Base Vol:    132   94  135    30  109   59    61  728  166   113  590   61
Growth 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
Initial Bse: 132   94  135    30  109   59    61  728  166   113  590   61
Added Vol:     0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:   0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut: 132   94  135    30  109   59    61  728  166   113  590   61
User 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
PHF 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
PHF Volume:  132   94  135    30  109   59    61  728  166   113  590   61
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 132   94  135    30  109   59    61  728  166   113  590   61
PCE 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
MLF 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
FinalVolume: 132   94  135    30  109   59    61  728  166   113  590   61
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.92 1.00 0.92  0.92 1.00 0.92  0.92 0.98 0.95  0.92 0.98 0.95
Lanes:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.62 0.38  1.00 1.81 0.19
Final Sat.: 1750 1900 1750  1750 1900 1750  1750 3012  687  1750 3353  347
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.08 0.05 0.08  0.02 0.06 0.03  0.03 0.24  0.24  0.06 0.18 0.18
Crit Moves: ****                           ****       ****
Green Time: 10.1 10.1 18.7  10.1 10.1 26.4  16.3 32.3  32.3   8.6 24.6 24.6
Volume/Cap: 0.45 0.29 0.25  0.10 0.34 0.08  0.13 0.45  0.45  0.45 0.43 0.43
Delay/Veh:  23.6 22.4 15.6  21.3 22.7  9.8  16.6 8.6   8.6  24.8 12.9 12.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00
AdjDel/Veh: 23.6 22.4 15.6  21.3 22.7  9.8  16.6 8.6   8.6  24.8 12.9 12.9
LOS by Move:   C    C    B     C    C    A     B    A     A     C    B    B
DesignQueue:   4    3    3     1    3    1     2    8     8     4    7    7
Note: Queue reported is the number of cars per lane.
```


Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3397: CHERRY/CURTNER

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Approach:     North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   10   10   10    10   10   10     7   10   10     7   10   10
Y+R:        4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 11 May 2017 << 500-600PM
Base Vol:    135   35   95    62   78   39    33  892  272   104  603   23
Growth 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
Initial Bse: 135   35   95    62   78   39    33  892  272   104  603   23
Added Vol:     0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:   0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut: 135   35   95    62   78   39    33  892  272   104  603   23
User 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
PHF 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
PHF Volume:  135   35   95    62   78   39    33  892  272   104  603   23
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 135   35   95    62   78   39    33  892  272   104  603   23
PCE 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
MLF 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
FinalVolume: 135   35   95    62   78   39    33  892  272   104  603   23
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.92 1.00 0.92  0.92 1.00 0.92  0.92 0.98 0.95  0.92 0.97 0.95
Lanes:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.52 0.48  1.00 1.92 0.08
Final Sat.: 1750 1900 1750  1750 1900 1750  1750 2835  864  1750 3564  136
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.08 0.02 0.05  0.04 0.04 0.02  0.02 0.31  0.31  0.06 0.17 0.17
Crit Moves: ****                           ****       ****
Green Time: 10.0 10.0 17.0  10.0 10.0 26.7  16.7 34.0  34.0   7.0 24.3 24.3
Volume/Cap: 0.46 0.11 0.19  0.21 0.25 0.05  0.07 0.56  0.56  0.51 0.42 0.42
Delay/Veh:  23.7 21.4 16.5  22.0 22.1  9.5  16.0 8.6   8.6  27.0 13.0 13.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00
AdjDel/Veh: 23.7 21.4 16.5  22.0 22.1  9.5  16.0 8.6   8.6  27.0 13.0 13.0
LOS by Move:   C    C    B     C    C    A     B    A     A     C    B    B
DesignQueue:   4    1    2     2    2    1     1    9     9     3    7    7
Note: Queue reported is the number of cars per lane.
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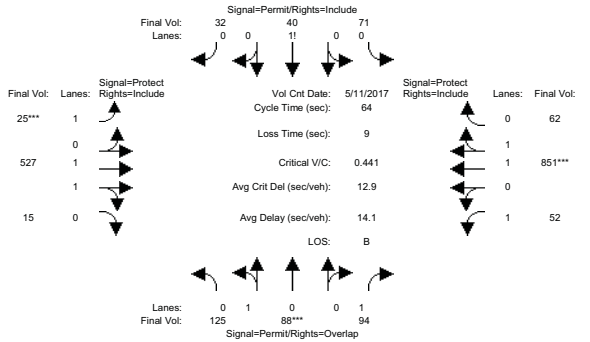
Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj AM

Intersection #3341: BOOKSIN/CURTNER



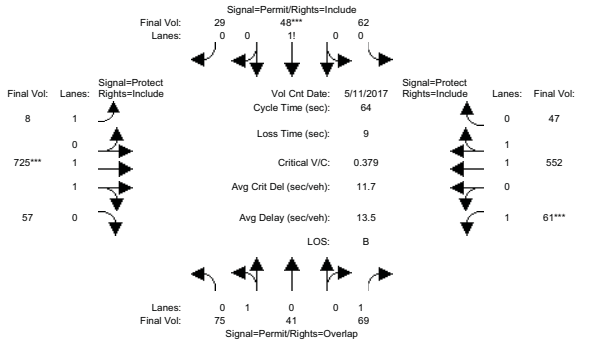
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 11 May 2017 << 7:15-8:15AM																
Base Vol:	121	88	94		71	40	32		25	521	15		52	851	62	
Growth 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	
Initial Bse:	121	88	94		71	40	32		25	521	15		52	851	62	
Added Vol:	4	0	0		0	0	0		0	6	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	125	88	94		71	40	32		25	527	15		52	851	62	
User 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	
PHF 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	
PHF Volume:	125	88	94		71	40	32		25	527	15		52	851	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	125	88	94		71	40	32		25	527	15		52	851	62	
PCE 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	
MLF 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	
FinalVolume:	125	88	94		71	40	32		25	527	15		52	851	62	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	0.92	0.92		0.92	0.97	0.95		0.92	0.98	0.95	
Lanes:	0.59	0.41	1.00		0.50	0.28	0.22		1.00	1.94	0.06		1.00	1.86	0.14	
Final Sat.:	1056	744	1750		869	490	392		1750	3598	102		1750	3449	251	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.12	0.05		0.08	0.08	0.08		0.01	0.15	0.15		0.03	0.25	0.25	
Crit Moves:	****						****						****			
Green Time:	15.6	15.6	31.8		15.6	15.6	15.6		7.0	23.2	23.2		16.2	32.4	32.4	
Volume/Cap:	0.49	0.49	0.11		0.34	0.34	0.34		0.13	0.40	0.40		0.12	0.49	0.49	
Delay/Veh:	21.6	21.6	8.6		20.4	20.4	20.4		26.1	15.4	15.4		18.5	10.5	10.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	21.6	21.6	8.6		20.4	20.4	20.4		26.1	15.4	15.4		18.5	10.5	10.5	
LOS by Move:	C	C	A		C	C	C		C	B	B		B	B	B	
DesignQueue:	6	6	2		4	4	4		1	7	7		2	9	9	

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj Midday

Intersection #3341: BOOKSIN/CURTNER



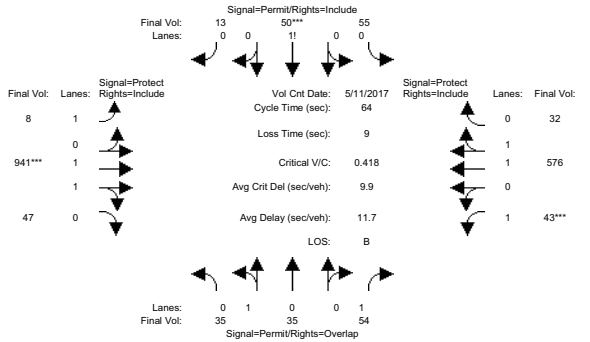
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 11 May 2017 << 245-345 PM																
Base Vol:	71	41	69		62	48	29		8	722	57		61	552	47	
Growth 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	
Initial Bse:	71	41	69		62	48	29		8	722	57		61	552	47	
Added Vol:	4	0	0		0	0	0		0	3	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	75	41	69		62	48	29		8	725	57		61	552	47	
User 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	
PHF 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	
PHF Volume:	75	41	69		62	48	29		8	725	57		61	552	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	75	41	69		62	48	29		8	725	57		61	552	47	
PCE 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	
MLF 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	
FinalVolume:	75	41	69		62	48	29		8	725	57		61	552	47	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	0.92	0.92		0.92	0.98	0.95		0.92	0.98	0.95	
Lanes:	0.65	0.35	1.00		0.45	0.34	0.21		1.00	1.85	0.15		1.00	1.84	0.16	
Final Sat.:	1164	636	1750		781	604	365		1750	3430	270		1750	3409	290	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.04		0.08	0.08	0.08		0.00	0.21	0.21		0.03	0.16	0.16	
Crit Moves:					****				****				****			
Green Time:	13.1	13.1	20.1		13.1	13.1	13.1		16.9	34.9	34.9		7.0	25.0	25.0	
Volume/Cap:	0.31	0.31	0.13		0.39	0.39	0.39		0.02	0.39	0.39		0.32	0.41	0.41	
Delay/Veh:	22.1	22.1	15.8		22.7	22.7	22.7		17.4	8.5	8.5		27.3	14.4	14.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.1	22.1	15.8		22.7	22.7	22.7		17.4	8.5	8.5		27.3	14.4	14.4	
LOS by Move:	C	C	B		C	C	C		B	A	A		C	B	B	
DesignQueue:	4	4	2		4	4	4		0	7	7		2	7	7	

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj PM

Intersection #3341: BOOKSIN/CURTNER



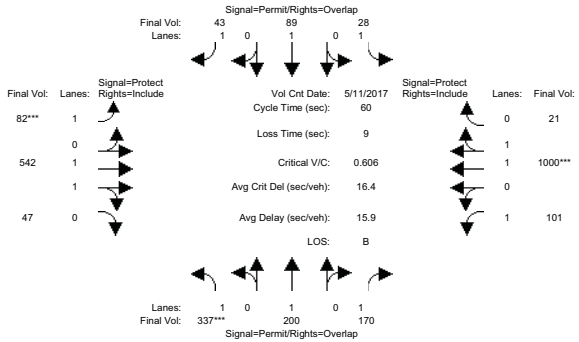
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 11 May 2017 << 5:00-6:00PM																
Base Vol:	34	35	54		55	50	13		8	940	47		43	576	32	
Growth 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	
Initial Bse:	34	35	54		55	50	13		8	940	47		43	576	32	
Added Vol:	1	0	0		0	0	0		0	1	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	35	35	54		55	50	13		8	941	47		43	576	32	
User 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	
PHF 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	
PHF Volume:	35	35	54		55	50	13		8	941	47		43	576	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	35	35	54		55	50	13		8	941	47		43	576	32	
PCE 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	
MLF 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	
FinalVolume:	35	35	54		55	50	13		8	941	47		43	576	32	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	0.92	0.92		0.92	0.97	0.95		0.92	0.98	0.95	
Lanes:	0.50	0.50	1.00		0.47	0.42	0.11		1.00	1.90	0.10		1.00	1.89	0.11	
Final Sat.:	900	900	1750		816	742	193		1750	3524	176		1750	3505	195	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.03		0.07	0.07	0.07		0.00	0.27	0.27		0.02	0.16	0.16	
Crit Moves:					****				****		****					
Green Time:	10.0	10.0	17.0		10.0	10.0	10.0		18.0	38.0	38.0		7.0	27.0	27.0	
Volume/Cap:	0.25	0.25	0.12		0.43	0.43	0.43		0.02	0.45	0.45		0.22	0.39	0.39	
Delay/Veh:	24.2	24.2	17.9		25.5	25.5	25.5		16.6	7.4	7.4		26.6	12.9	12.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.2	24.2	17.9		25.5	25.5	25.5		16.6	7.4	7.4		26.6	12.9	12.9	
LOS by Move:	C	C	B		C	C	C		B	A	A		C	B	B	
DesignQueue:	2	2	2		4	4	4		0	8	8		1	7	7	

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj AM

Intersection #3397: CHERRY/CURTNER



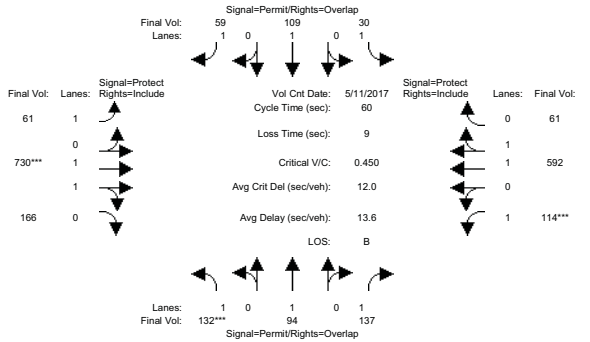
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 11 May 2017 << 715-815AM																
Base Vol:	337	200	168		28	89	43		82	540	47		99	996	21	
Growth 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	
Initial Bse:	337	200	168		28	89	43		82	540	47		99	996	21	
Added Vol:	0	0	2		0	0	0		0	2	0		2	4	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	337	200	170		28	89	43		82	542	47		101	1000	21	
User 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	
PHF 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	
PHF Volume:	337	200	170		28	89	43		82	542	47		101	1000	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	337	200	170		28	89	43		82	542	47		101	1000	21	
PCE 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	
MLF 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	
FinalVolume:	337	200	170		28	89	43		82	542	47		101	1000	21	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95		0.92	0.97	0.95	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.84	0.16		1.00	1.96	0.04	
Final Sat.:	1750	1900	1750		1750	1900	1750		1750	3405	295		1750	3624	76	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.11	0.10		0.02	0.05	0.02		0.05	0.16	0.16		0.06	0.28	0.28	
Crit Moves:	****						****						****			
Green Time:	18.1	18.1	31.6		18.1	18.1	25.1		7.0	19.4	19.4		13.6	25.9	25.9	
Volume/Cap:	0.64	0.35	0.18		0.05	0.16	0.06		0.40	0.49	0.49		0.26	0.64	0.64	
Delay/Veh:	20.8	16.7	7.5		14.9	15.5	10.4		25.9	16.7	16.7		19.4	14.2	14.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	20.8	16.7	7.5		14.9	15.5	10.4		25.9	16.7	16.7		19.4	14.2	14.2	
LOS by Move:	C	B	A		B	B	B		C	B	B		B	B	B	
DesignQueue:	9	5	3		1	2	1		3	7	7		3	11	11	

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj Midday

Intersection #3397: CHERRY/CURTNER



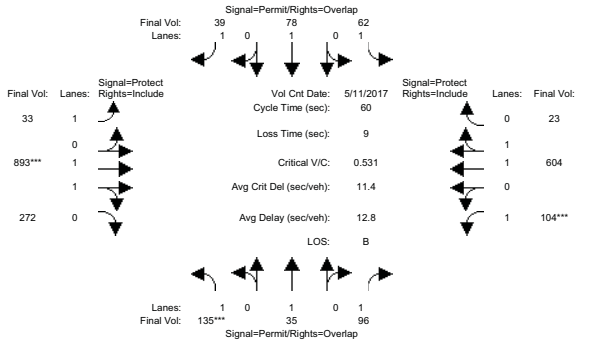
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 230-330 PM												
Base Vol:	132	94	135	30	109	59	61	728	166	113	590	61
Growth 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
Initial Bse:	132	94	135	30	109	59	61	728	166	113	590	61
Added Vol:	0	0	2	0	0	0	0	2	0	1	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	94	137	30	109	59	61	730	166	114	592	61
User 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
PHF 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
PHF Volume:	132	94	137	30	109	59	61	730	166	114	592	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	94	137	30	109	59	61	730	166	114	592	61
PCE 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
MLF 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
FinalVolume:	132	94	137	30	109	59	61	730	166	114	592	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.62	0.38	1.00	1.81	0.19
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3014	685	1750	3354	346
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.08	0.02	0.06	0.03	0.03	0.24	0.24	0.07	0.18	0.18
Crit Moves:	****						****		****			
Green Time:	10.0	10.0	18.7	10.0	10.0	26.3	16.3	32.3	32.3	8.7	24.7	24.7
Volume/Cap:	0.45	0.30	0.25	0.10	0.34	0.08	0.13	0.45	0.45	0.45	0.43	0.43
Delay/Veh:	23.6	22.4	15.6	21.3	22.7	9.8	16.6	8.6	8.6	24.8	12.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	22.4	15.6	21.3	22.7	9.8	16.6	8.6	8.6	24.8	12.8	12.8
LOS by Move:	C	C	B	C	C	A	B	A	A	C	B	B
DesignQueue:	4	3	3	1	3	1	2	8	8	4	7	7

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj PM

Intersection #3397: CHERRY/CURTNER



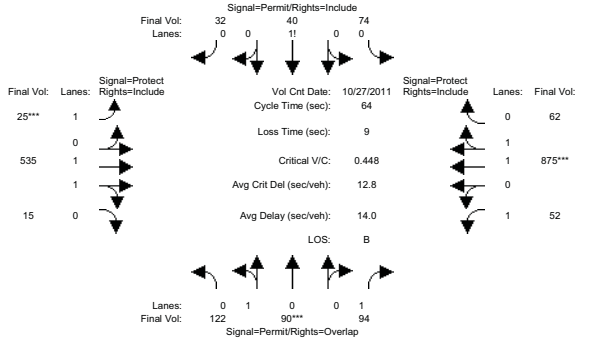
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 May 2017 << 500-600PM												
Base Vol:	135	35	95	62	78	39	33	892	272	104	603	23
Growth 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
Initial Bse:	135	35	95	62	78	39	33	892	272	104	603	23
Added Vol:	0	0	1	0	0	0	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	35	96	62	78	39	33	893	272	104	604	23
User 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
PHF 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
PHF Volume:	135	35	96	62	78	39	33	893	272	104	604	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	35	96	62	78	39	33	893	272	104	604	23
PCE 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
MLF 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
FinalVolume:	135	35	96	62	78	39	33	893	272	104	604	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.52	0.48	1.00	1.92	0.08
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2835	864	1750	3564	136
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.05	0.04	0.04	0.02	0.02	0.31	0.31	0.06	0.17	0.17
Crit Moves:	****						****		****			
Green Time:	10.0	10.0	17.0	10.0	10.0	26.7	16.7	34.0	34.0	7.0	24.3	24.3
Volume/Cap:	0.46	0.11	0.19	0.21	0.25	0.05	0.07	0.56	0.56	0.51	0.42	0.42
Delay/Veh:	23.7	21.4	16.5	22.0	22.1	9.5	16.0	8.6	8.6	27.0	13.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	21.4	16.5	22.0	22.1	9.5	16.0	8.6	8.6	27.0	13.0	13.0
LOS by Move:	C	C	B	C	C	A	B	A	A	C	B	B
DesignQueue:	4	1	3	2	2	1	1	9	9	3	7	7

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd AM

Intersection #3341: BOOKSIN/CURTNER

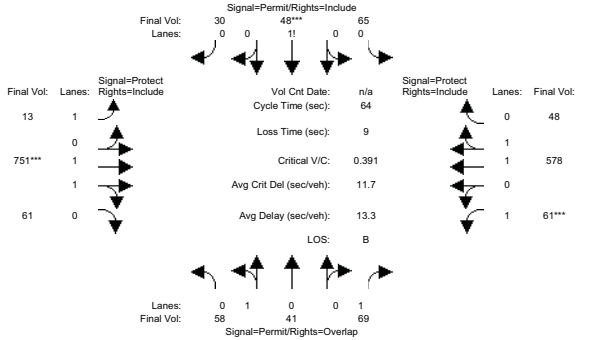



```
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   10   10   10    10   10   10     7   10   10     7   10   10
Y+R:        4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 27 Oct 2011 << 7:15-8:15AM
Base Vol:    134   90   94    74   40   32    25  554   15    52  875   62
Growth 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
Initial Bse:  134   90   94    74   40   32    25  554   15    52  875   62
Added Vol:   -12    0    0     0    0    0     0  -19    0     0    0    0
PasserByVol:   0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  122   90   94    74   40   32    25  535   15    52  875   62
User 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
PHF 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
PHF Volume:   122   90   94    74   40   32    25  535   15    52  875   62
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  122   90   94    74   40   32    25  535   15    52  875   62
PCE 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
MLF 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
FinalVolume:  122   90   94    74   40   32    25  535   15    52  875   62
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.95 0.95 0.92  0.92 0.92 0.92  0.92 0.97 0.95  0.92 0.98 0.95
Lanes:       0.58 0.42 1.00  0.51 0.27 0.22  1.00 1.94 0.06  1.00 1.86 0.14
Final Sat.:  1036  764 1750   887  479  384  1750 3599  101  1750 3455  245
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.12 0.05  0.08 0.08 0.08  0.01 0.15  0.15  0.03 0.25  0.25
Crit Moves:       ****            ****            ****
Green Time:  15.2 15.2 31.6  15.2 15.2 15.2   7.0 23.4  23.4  16.4 32.8  32.8
Volume/Cap:  0.49 0.49 0.11  0.35 0.35 0.35  0.13 0.41  0.41  0.12 0.49  0.49
Delay/Veh:   22.0 22.0  8.7  20.8 20.8 20.8  26.1 15.3  15.3  18.4 10.4  10.4
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  22.0 22.0  8.7  20.8 20.8 20.8  26.1 15.3  15.3  18.4 10.4  10.4
LOS by Move:    C    C    A     C    C    C     C    B     B     B    B     B
DesignQueue:    6    6    2     4    4    4     1    7     7     2    9     9
Note: Queue reported is the number of cars per lane.
```


Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd Midday

Intersection #3341: BOOKSIN/CURTNER

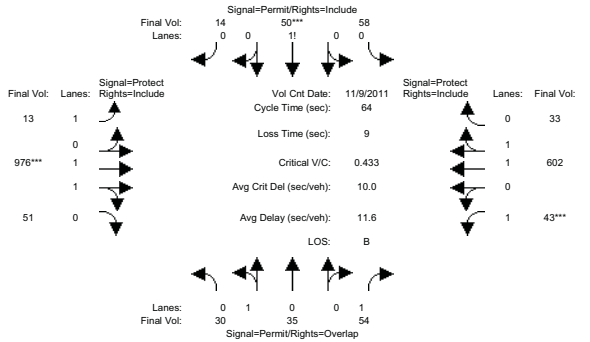



```
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   10   10   10    10   10   10     7   10   10     7   10   10
Y+R:        4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    71   41   69    65   48   30    13  761   61    61  578   48
Growth 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
Initial Bse:  71   41   69    65   48   30    13  761   61    61  578   48
Added Vol:   -13    0    0     0    0    0     0  -10    0     0    0    0
PasserByVol:   0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  58   41   69    65   48   30    13  751   61    61  578   48
User 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
PHF 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
PHF Volume:   58   41   69    65   48   30    13  751   61    61  578   48
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  58   41   69    65   48   30    13  751   61    61  578   48
PCE 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
MLF 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
FinalVolume:  58   41   69    65   48   30    13  751   61    61  578   48
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.95 0.95 0.92  0.92 0.92 0.92  0.92 0.98 0.95  0.92 0.98 0.95
Lanes:       0.59 0.41 1.00  0.45 0.34 0.21  1.00 1.85 0.15  1.00 1.84 0.16
Final Sat.:  1055  745 1750   795  587  367  1750 3422  278  1750 3416  284
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.06 0.04  0.08 0.08 0.08  0.01 0.22  0.22  0.03 0.17  0.17
Crit Moves:                       ****            ****            ****
Green Time:  13.0 13.0 20.0  13.0 13.0 13.0  16.5 35.0  35.0   7.0 25.5  25.5
Volume/Cap:  0.27 0.27 0.13  0.40 0.40 0.40  0.03 0.40  0.40  0.32 0.42  0.42
Delay/Veh:   21.9 21.9 15.8  22.9 22.9 22.9  17.8  8.6   8.6  27.3 14.1  14.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  21.9 21.9 15.8  22.9 22.9 22.9  17.8  8.6   8.6  27.3 14.1  14.1
LOS by Move:    C    C    B     C    C    C     B    A     A     C    B     B
DesignQueue:    3    3    2     4    4    4     0    7     7     2    7     7
Note: Queue reported is the number of cars per lane.
```


Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd PM

Intersection #3341: BOOKSIN/CURTNER



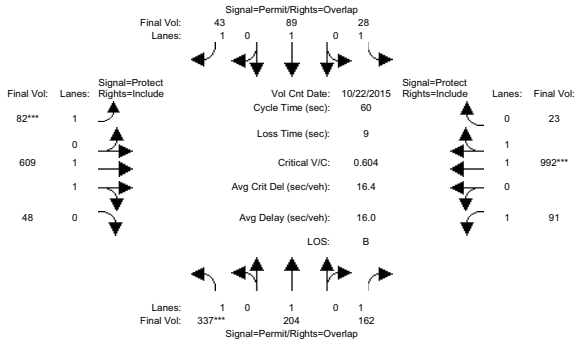
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10	10	10	10	10	10	7	10	10	7	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Nov 2011 << 5:00-6:00PM																
Base Vol:	34	35	54	58	50	14	13	979	51	43	602	33				
Growth 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				
Initial Bse:	34	35	54	58	50	14	13	979	51	43	602	33				
Added Vol:	-4	0	0	0	0	0	0	-3	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	30	35	54	58	50	14	13	976	51	43	602	33				
User 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				
PHF 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				
PHF Volume:	30	35	54	58	50	14	13	976	51	43	602	33				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	30	35	54	58	50	14	13	976	51	43	602	33				
PCE 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				
MLF 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				
FinalVolume:	30	35	54	58	50	14	13	976	51	43	602	33				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95				
Lanes:	0.46	0.54	1.00	0.48	0.41	0.11	1.00	1.90	0.10	1.00	1.89	0.11				
Final Sat.:	831	969	1750	832	717	201	1750	3516	184	1750	3508	192				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.03	0.07	0.07	0.07	0.01	0.28	0.28	0.02	0.17	0.17				
Crit Moves:				****			****		****							
Green Time:	10.0	10.0	17.0	10.0	10.0	10.0	17.5	38.0	38.0	7.0	27.5	27.5				
Volume/Cap:	0.23	0.23	0.12	0.45	0.45	0.45	0.03	0.47	0.47	0.22	0.40	0.40				
Delay/Veh:	24.1	24.1	17.9	25.6	25.6	25.6	17.0	7.5	7.5	26.6	12.7	12.7				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	24.1	24.1	17.9	25.6	25.6	25.6	17.0	7.5	7.5	26.6	12.7	12.7				
LOS by Move:	C	C	B	C	C	C	B	A	A	C	B	B				
DesignQueue:	2	2	2	4	4	4	0	8	8	1	7	7				

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd AM

Intersection #3397: CHERRY/CURTNER



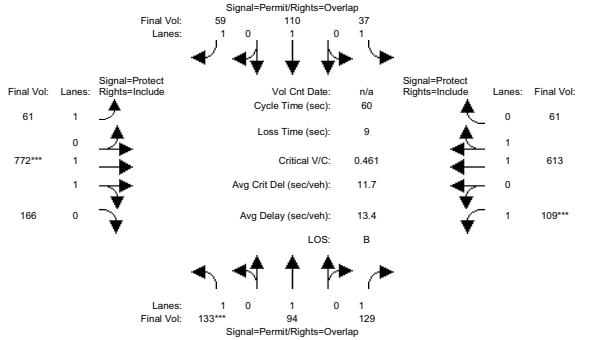
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10	10	10	10	10	10	7	10	10	7	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 << 720-820am																
Base Vol:	337	204	168	28	89	43	82	615	48	99	1003	23				
Growth 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				
Initial Bse:	337	204	168	28	89	43	82	615	48	99	1003	23				
Added Vol:	0	0	-6	0	0	0	0	-6	0	-8	-11	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	337	204	162	28	89	43	82	609	48	91	992	23				
User 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				
PHF 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				
PHF Volume:	337	204	162	28	89	43	82	609	48	91	992	23				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	337	204	162	28	89	43	82	609	48	91	992	23				
PCE 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				
MLF 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				
FinalVolume:	337	204	162	28	89	43	82	609	48	91	992	23				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.85	0.15	1.00	1.95	0.05				
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3429	270	1750	3616	84				
Capacity Analysis Module:																
Vol/Sat:	0.19	0.11	0.09	0.02	0.05	0.02	0.05	0.18	0.18	0.05	0.27	0.27				
Crit Moves:	****					****				****						
Green Time:	18.1	18.1	31.2	18.1	18.1	25.1	7.0	19.8	19.8	13.0	25.9	25.9				
Volume/Cap:	0.64	0.35	0.18	0.05	0.15	0.06	0.40	0.54	0.54	0.24	0.64	0.64				
Delay/Veh:	20.7	16.7	7.7	14.9	15.4	10.4	25.9	16.8	16.8	19.7	14.3	14.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	20.7	16.7	7.7	14.9	15.4	10.4	25.9	16.8	16.8	19.7	14.3	14.3				
LOS by Move:	C	B	A	B	B	B	C	B	B	B	B	B				
DesignQueue:	9	5	3	1	2	1	3	8	8	3	11	11				

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd Midday

Intersection #3397: CHERRY/CURTNER



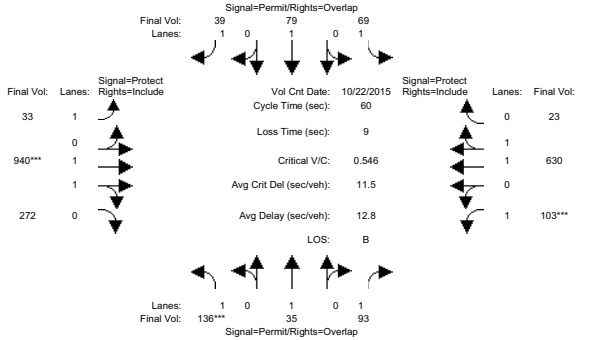
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	133	94	135		37	110	59		61	778	166		113	619	61	
Growth 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	
Initial Bse:	133	94	135		37	110	59		61	778	166		113	619	61	
Added Vol:	0	0	-6		0	0	0		0	-6	0		-4	-6	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	133	94	129		37	110	59		61	772	166		109	613	61	
User 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	
PHF 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	
PHF Volume:	133	94	129		37	110	59		61	772	166		109	613	61	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	133	94	129		37	110	59		61	772	166		109	613	61	
PCE 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	
MLF 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	
FinalVolume:	133	94	129		37	110	59		61	772	166		109	613	61	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95		0.92	0.98	0.95	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.64	0.36		1.00	1.81	0.19	
Final Sat.:	1750	1900	1750		1750	1900	1750		1750	3045	655		1750	3365	335	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.05	0.07		0.02	0.06	0.03		0.03	0.25	0.25		0.06	0.18	0.18	
Crit Moves:	****								****		****					
Green Time:	10.0	10.0	18.1		10.0	10.0	26.0		16.0	32.9	32.9		8.1	25.0	25.0	
Volume/Cap:	0.46	0.30	0.24		0.13	0.35	0.08		0.13	0.46	0.46		0.46	0.44	0.44	
Delay/Veh:	23.7	22.4	16.0		21.5	22.8	10.0		16.8	8.4	8.4		25.4	12.7	12.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.7	22.4	16.0		21.5	22.8	10.0		16.8	8.4	8.4		25.4	12.7	12.7	
LOS by Move:	C	C	B		C	C	B		B	A	A		C	B	B	
DesignQueue:	4	3	3		1	3	1		2	8	8		3	7	7	

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd PM

Intersection #3397: CHERRY/CURTNER



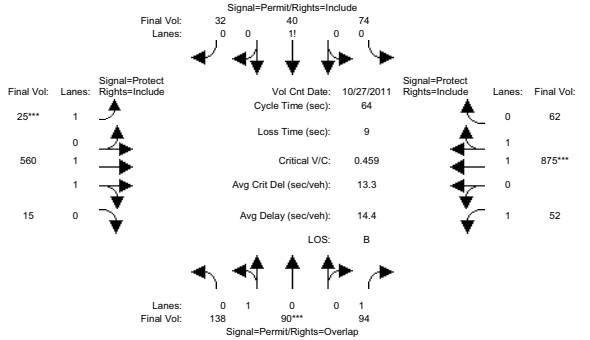
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 22 Oct 2015 << 440-540PM																
Base Vol:	136	35	95		69	79	39		33	942	272		104	632	23	
Growth 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	
Initial Bse:	136	35	95		69	79	39		33	942	272		104	632	23	
Added Vol:	0	0	-2		0	0	0		0	-2	0		-1	-2	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	136	35	93		69	79	39		33	940	272		103	630	23	
User 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	
PHF 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	
PHF Volume:	136	35	93		69	79	39		33	940	272		103	630	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	136	35	93		69	79	39		33	940	272		103	630	23	
PCE 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	
MLF 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	
FinalVolume:	136	35	93		69	79	39		33	940	272		103	630	23	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95		0.92	0.97	0.95	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.54	0.46		1.00	1.93	0.07	
Final Sat.:	1750	1900	1750		1750	1900	1750		1750	2869	830		1750	3570	130	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.02	0.05		0.04	0.04	0.02		0.02	0.33	0.33		0.06	0.18	0.18	
Crit Moves:	****								****		****					
Green Time:	10.0	10.0	17.0		10.0	10.0	26.3		16.3	34.0	34.0		7.0	24.7	24.7	
Volume/Cap:	0.47	0.11	0.19		0.24	0.25	0.05		0.07	0.58	0.58		0.50	0.43	0.43	
Delay/Veh:	23.8	21.4	16.5		22.1	22.2	9.7		16.3	8.8	8.8		26.9	12.8	12.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.8	21.4	16.5		22.1	22.2	9.7		16.3	8.8	8.8		26.9	12.8	12.8	
LOS by Move:	C	C	B		C	C	A		B	A	A		C	B	B	
DesignQueue:	4	1	2		2	2	1		1	10	10		3	7	7	

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #3341: BOOKSIN/CURTNER



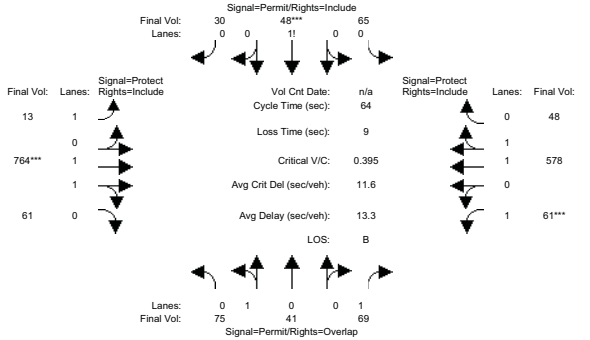
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 27 Oct 2011 << 7:15-8:15AM																
Base Vol:	134	90	94		74	40	32		25	554	15		52	875	62	
Growth 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	
Initial Bse:	134	90	94		74	40	32		25	554	15		52	875	62	
Added Vol:	4	0	0		0	0	0		0	6	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	138	90	94		74	40	32		25	560	15		52	875	62	
User 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	
PHF 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	
PHF Volume:	138	90	94		74	40	32		25	560	15		52	875	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	138	90	94		74	40	32		25	560	15		52	875	62	
PCE 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	
MLF 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	
FinalVolume:	138	90	94		74	40	32		25	560	15		52	875	62	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	0.92	0.92		0.92	0.97	0.95		0.92	0.98	0.95	
Lanes:	0.61	0.39	1.00		0.51	0.27	0.22		1.00	1.95	0.05		1.00	1.86	0.14	
Final Sat.:	1089	711	1750		887	479	384		1750	3603	97		1750	3455	245	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.13	0.05		0.08	0.08	0.08		0.01	0.16	0.16		0.03	0.25	0.25	
Crit Moves:		****					****				****					
Green Time:	16.0	16.0	32.1		16.0	16.0	16.0		7.0	22.9	22.9		16.1	32.0	32.0	
Volume/Cap:	0.51	0.51	0.11		0.33	0.33	0.33		0.13	0.43	0.43		0.12	0.51	0.51	
Delay/Veh:	21.6	21.6	8.5		20.1	20.1	20.1		26.1	15.8	15.8		18.6	10.9	10.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	21.6	21.6	8.5		20.1	20.1	20.1		26.1	15.8	15.8		18.6	10.9	10.9	
LOS by Move:	C	C	A		C	C	C		C	B	B		B	B	B	
DesignQueue:	7	7	2		4	4	4		1	7	7		2	9	9	

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj Midday

Intersection #3341: BOOKSIN/CURTNER



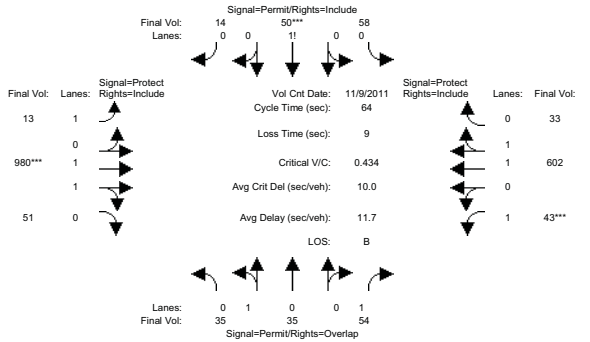
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	71	41	69		65	48	30		13	761	61		61	578	48	
Growth 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	
Initial Bse:	71	41	69		65	48	30		13	761	61		61	578	48	
Added Vol:	4	0	0		0	0	0		0	3	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	75	41	69		65	48	30		13	764	61		61	578	48	
User 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	
PHF 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	
PHF Volume:	75	41	69		65	48	30		13	764	61		61	578	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	75	41	69		65	48	30		13	764	61		61	578	48	
PCE 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	
MLF 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	
FinalVolume:	75	41	69		65	48	30		13	764	61		61	578	48	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	0.92	0.92		0.92	0.98	0.95		0.92	0.98	0.95	
Lanes:	0.65	0.35	1.00		0.45	0.34	0.21		1.00	1.85	0.15		1.00	1.84	0.16	
Final Sat.:	1164	636	1750		795	587	367		1750	3426	274		1750	3416	284	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.04		0.08	0.08	0.08		0.01	0.22	0.22		0.03	0.17	0.17	
Crit Moves:						****					****					
Green Time:	12.9	12.9	19.9		12.9	12.9	12.9		16.5	35.1	35.1		7.0	25.6	25.6	
Volume/Cap:	0.32	0.32	0.13		0.41	0.41	0.41		0.03	0.41	0.41		0.32	0.42	0.42	
Delay/Veh:	22.3	22.3	15.9		23.0	23.0	23.0		17.8	8.5	8.5		27.3	14.1	14.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.3	22.3	15.9		23.0	23.0	23.0		17.8	8.5	8.5		27.3	14.1	14.1	
LOS by Move:	C	C	B		C	C	C		B	A	A		C	B	B	
DesignQueue:	4	4	2		5	5	5		0	7	7		2	7	7	

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #3341: BOOKSIN/CURTNER



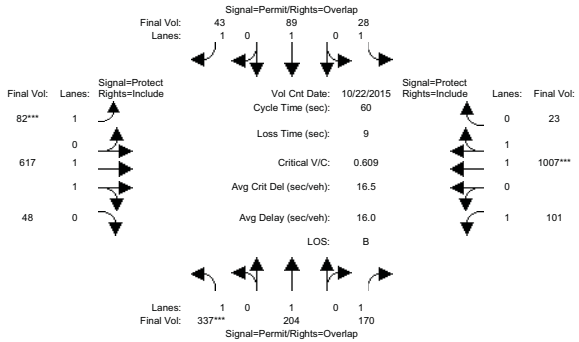
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 9 Nov 2011 << 5:00-6:00PM																
Base Vol:	34	35	54		58	50	14		13	979	51		43	602	33	
Growth 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	
Initial Bse:	34	35	54		58	50	14		13	979	51		43	602	33	
Added Vol:	1	0	0		0	0	0		0	1	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	35	35	54		58	50	14		13	980	51		43	602	33	
User 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	
PHF 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	
PHF Volume:	35	35	54		58	50	14		13	980	51		43	602	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	35	35	54		58	50	14		13	980	51		43	602	33	
PCE 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	
MLF 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	
FinalVolume:	35	35	54		58	50	14		13	980	51		43	602	33	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	0.92	0.92		0.92	0.98	0.95		0.92	0.98	0.95	
Lanes:	0.50	0.50	1.00		0.48	0.41	0.11		1.00	1.90	0.10		1.00	1.89	0.11	
Final Sat.:	900	900	1750		832	717	201		1750	3517	183		1750	3508	192	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.03		0.07	0.07	0.07		0.01	0.28	0.28		0.02	0.17	0.17	
Crit Moves:					****				****		****					
Green Time:	10.0	10.0	17.0		10.0	10.0	10.0		17.5	38.0	38.0		7.0	27.5	27.5	
Volume/Cap:	0.25	0.25	0.12		0.45	0.45	0.45		0.03	0.47	0.47		0.22	0.40	0.40	
Delay/Veh:	24.2	24.2	17.9		25.6	25.6	25.6		17.0	7.5	7.5		26.6	12.7	12.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.2	24.2	17.9		25.6	25.6	25.6		17.0	7.5	7.5		26.6	12.7	12.7	
LOS by Move:	C	C	B		C	C	C		B	A	A		C	B	B	
DesignQueue:	2	2	2		4	4	4		0	8	8		1	7	7	

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #3397: CHERRY/CURTNER



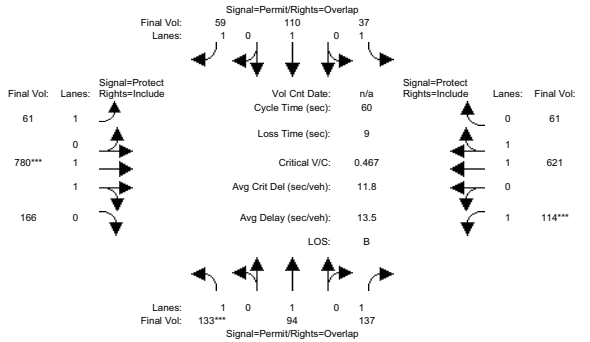
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 22 Oct 2015 << 720-820am																
Base Vol:	337	204	168		28	89	43		82	615	48		99	1003	23	
Growth 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	
Initial Bse:	337	204	168		28	89	43		82	615	48		99	1003	23	
Added Vol:	0	0	2		0	0	0		0	2	0		2	4	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	337	204	170		28	89	43		82	617	48		101	1007	23	
User 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	
PHF 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	
PHF Volume:	337	204	170		28	89	43		82	617	48		101	1007	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	337	204	170		28	89	43		82	617	48		101	1007	23	
PCE 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	
MLF 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	
FinalVolume:	337	204	170		28	89	43		82	617	48		101	1007	23	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95		0.92	0.97	0.95	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.85	0.15		1.00	1.95	0.05	
Final Sat.:	1750	1900	1750		1750	1900	1750		1750	3433	267		1750	3617	83	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.11	0.10		0.02	0.05	0.02		0.05	0.18	0.18		0.06	0.28	0.28	
Crit Moves:	****						****						****			
Green Time:	18.0	18.0	31.0		18.0	18.0	25.0		7.0	20.0	20.0		13.0	26.0	26.0	
Volume/Cap:	0.64	0.36	0.19		0.05	0.16	0.06		0.40	0.54	0.54		0.27	0.64	0.64	
Delay/Veh:	20.9	16.9	7.9		15.0	15.6	10.5		25.9	16.7	16.7		19.9	14.2	14.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	20.9	16.9	7.9		15.0	15.6	10.5		25.9	16.7	16.7		19.9	14.2	14.2	
LOS by Move:	C	B	A		B	B	B		C	B	B		B	B	B	
DesignQueue:	9	5	3		1	2	1		3	8	8		3	11	11	

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj Midday

Intersection #3397: CHERRY/CURTNER



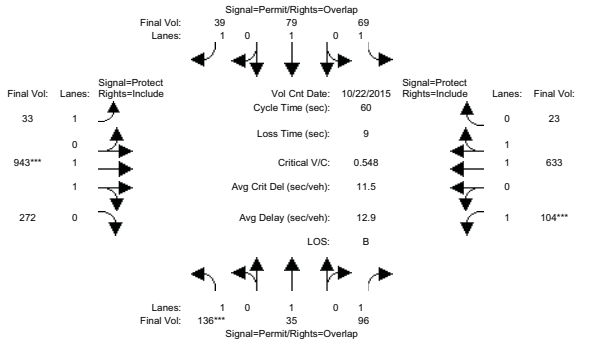
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	133	94	135		37	110	59		61	778	166		113	619	61	
Growth 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	
Initial Bse:	133	94	135		37	110	59		61	778	166		113	619	61	
Added Vol:	0	0	2		0	0	0		0	2	0		1	2	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	133	94	137		37	110	59		61	780	166		114	621	61	
User 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	
PHF 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	
PHF Volume:	133	94	137		37	110	59		61	780	166		114	621	61	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	133	94	137		37	110	59		61	780	166		114	621	61	
PCE 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	
MLF 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	
FinalVolume:	133	94	137		37	110	59		61	780	166		114	621	61	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95		0.92	0.98	0.95	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.64	0.36		1.00	1.82	0.18	
Final Sat.:	1750	1900	1750		1750	1900	1750		1750	3050	649		1750	3369	331	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.05	0.08		0.02	0.06	0.03		0.03	0.26	0.26		0.07	0.18	0.18	
Crit Moves:	****								****		****					
Green Time:	10.0	10.0	18.3		10.0	10.0	25.9		15.9	32.7	32.7		8.3	25.1	25.1	
Volume/Cap:	0.46	0.30	0.26		0.13	0.35	0.08		0.13	0.47	0.47		0.47	0.44	0.44	
Delay/Veh:	23.7	22.4	16.0		21.5	22.8	10.1		16.9	8.5	8.5		25.2	12.6	12.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.7	22.4	16.0		21.5	22.8	10.1		16.9	8.5	8.5		25.2	12.6	12.6	
LOS by Move:	C	C	B		C	C	B		B	A	A		C	B	B	
DesignQueue:	4	3	4		1	3	1		2	8	8		4	7	7	

Note: Queue reported is the number of cars per lane.

Presentation High School Traffic Operations
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #3397: CHERRY/CURTNER



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 22 Oct 2015 << 440-540PM																
Base Vol:	136	35	95		69	79	39		33	942	272		104	632	23	
Growth 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	
Initial Bse:	136	35	95		69	79	39		33	942	272		104	632	23	
Added Vol:	0	0	1		0	0	0		0	1	0		0	1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	136	35	96		69	79	39		33	943	272		104	633	23	
User 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	
PHF 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	
PHF Volume:	136	35	96		69	79	39		33	943	272		104	633	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	136	35	96		69	79	39		33	943	272		104	633	23	
PCE 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	
MLF 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	
FinalVolume:	136	35	96		69	79	39		33	943	272		104	633	23	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95		0.92	0.97	0.95	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.54	0.46		1.00	1.93	0.07	
Final Sat.:	1750	1900	1750		1750	1900	1750		1750	2871	828		1750	3570	130	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.02	0.05		0.04	0.04	0.02		0.02	0.33	0.33		0.06	0.18	0.18	
Crit Moves:	****										****					
Green Time:	10.0	10.0	17.0		10.0	10.0	26.3		16.3	34.0	34.0		7.0	24.7	24.7	
Volume/Cap:	0.47	0.11	0.19		0.24	0.25	0.05		0.07	0.58	0.58		0.51	0.43	0.43	
Delay/Veh:	23.8	21.4	16.5		22.1	22.2	9.7		16.3	8.8	8.8		27.0	12.8	12.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.8	21.4	16.5		22.1	22.2	9.7		16.3	8.8	8.8		27.0	12.8	12.8	
LOS by Move:	C	C	B		C	C	A		B	A	A		C	B	B	
DesignQueue:	4	1	3		2	2	1		1	10	10		3	7	7	

Note: Queue reported is the number of cars per lane.

Appendix D

Signal Warrants

Plummer Avenue & Curtner Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: BJ date: 12/1/17

Major Street: Curtner Av — Critical Approach Speed* (mph) 35

Minor Street: Plummer Av — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)..... ☐

or

In built up area of isolated community of < 10,000 population..... ☐ **Rural (R)**

☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Background	Existing + Proj	Background + Proj				
Minor Street Approach Direction w/ Highest Delay	NB	NB	NB	NB				
Highest Minor Street Average Delay (sec/veh)	18.4	19.2	18.4	20.0				
Corresponding Minor Street Approach Volume (veh/hr)	148	142	150	150				
Minor Street Total Delay (veh-hrs)	0.8	0.8	0.8	0.8				
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No				
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	Yes	Yes	Yes	Yes				
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes				
Signal Warranted based on Part A?	**No**	**No**	**No**	**No**				

PART B

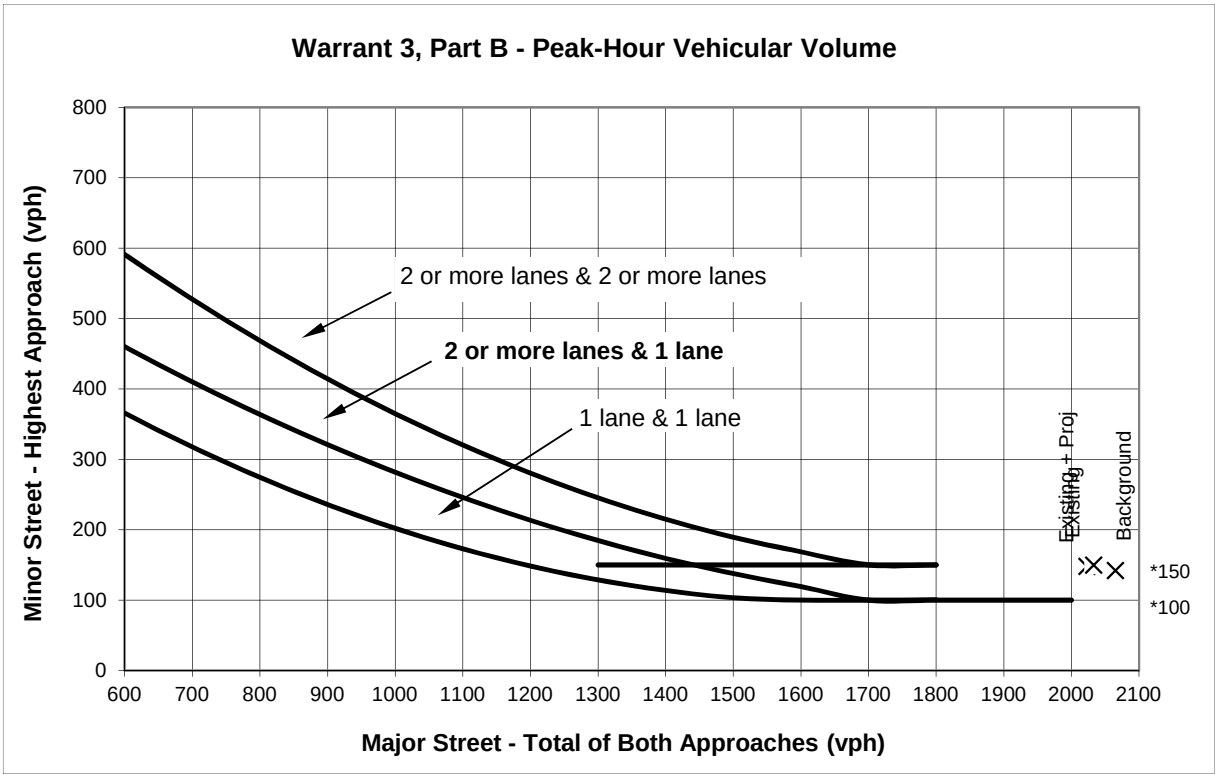
		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Existing + Proj	Background + Proj				
Major Street - Both Approaches	Curtner Av		X	2023	2065	2033	2105				
Minor Street - Highest Approach	Plummer Av	X		148	142	150	150				
Signal Warranted based on Part B?				**Yes**	**Yes**	**Yes**	**Yes**				

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways 2014 Edition (FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California).

Plummer Avenue & Curtner Avenue

Plummer Avenue & Curtner Avenue **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Existing + Proj	Background + Proj				
Major Street - Both Approaches	Curtner Av		X	2023	2065	2033	2105				
Minor Street - Highest Approach	Plummer Av	X		148	142	150	150				
Signal Warranted Based on Part B - Peak-Hour Volumes?				**Yes**	**Yes**	**Yes**	**Yes**				

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volumes were not removed from minor approaches.

Plummer Avenue & Curtner Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: BJ date: 12/1/17

Major Street: Curtner Av — Critical Approach Speed* (mph) 35

Minor Street: Plummer Av — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)..... ☐

or

In built up area of isolated community of < 10,000 population..... ☐

Rural (R)

☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

	PM PEAK HOUR							
	Existing	Background	Existing + Proj	Background + Proj				
Minor Street Approach Direction w/ Highest Delay	NB	NB	NB	NB				
Highest Minor Street Average Delay (sec/veh)	23.9	25.9	23.9	26.0				
Corresponding Minor Street Approach Volume (veh/hr)	80	78	81	81				
Minor Street Total Delay (veh-hrs)	0.5	0.6	0.5	0.6				
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No				
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No	No				
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes				
Signal Warranted based on Part A?	**No**	**No**	**No**	**No**				

PART B

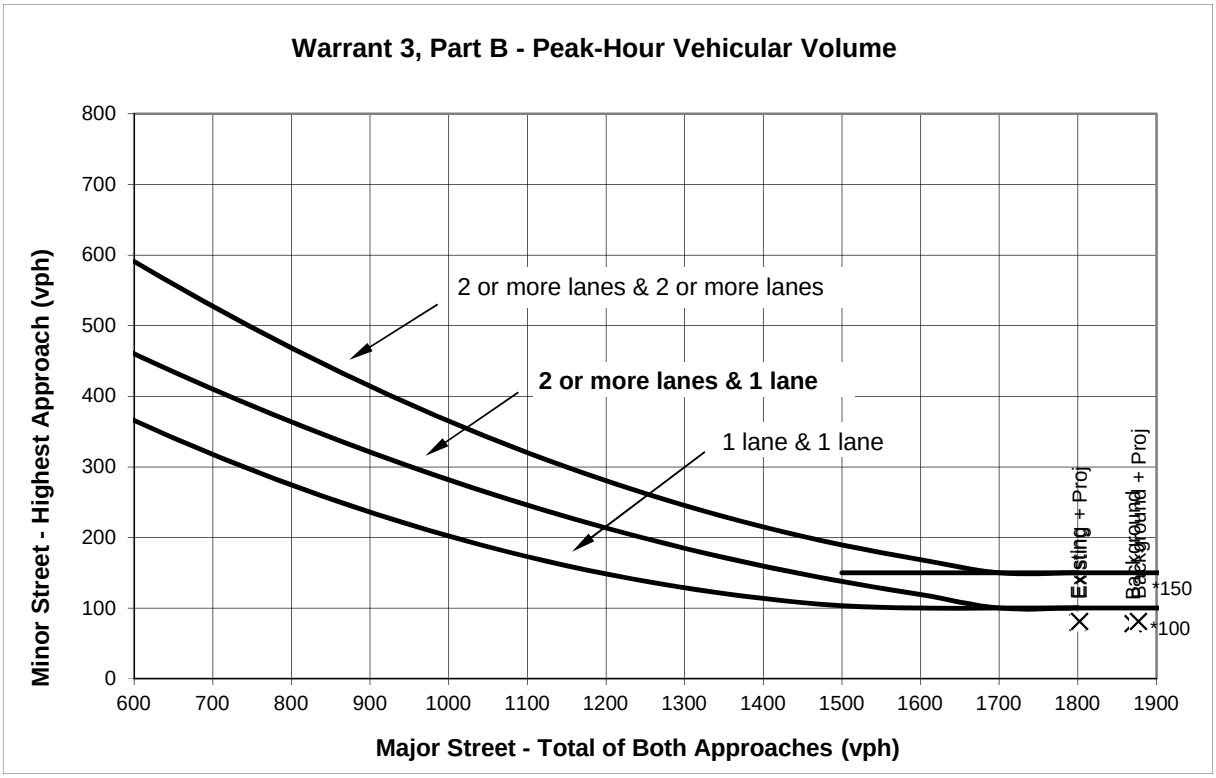
		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Existing + Proj	Background + Proj				
Major Street - Both Approaches	Curtner Av		X	1800	1870	1802	1877				
Minor Street - Highest Approach	Plummer Av	X		80	78	81	81				
Signal Warranted based on Part B?				**No**	**No**	**No**	**No**				

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways 2014 Edition (FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California).

Plummer Avenue & Curtner Avenue

Plummer Avenue & Curtner Avenue **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Existing + Proj	Background + Proj				
Major Street - Both Approaches	Curtner Av		X	1800	1870	1802	1877				
Minor Street - Highest Approach	Plummer Av	X		80	78	81	81				
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**	**No**				

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volumes were not removed from minor approaches.

Plummer Avenue & Curtner Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: BJ date: 12/1/17

Major Street: Curtner Av — Critical Approach Speed* (mph) 35

Minor Street: Plummer Av — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)..... ☐

or

In built up area of isolated community of < 10,000 population..... ☐ **Rural (R)**

☑ **Urban (U)**

Midday PEAK HOUR

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

Midday PEAK HOUR

	Existing	Background	Existing + Proj	Background + Proj				
Minor Street Approach Direction w/ Highest Delay	NB	NB	NB	NB				
Highest Minor Street Average Delay (sec/veh)	28.1	30.3	28.1	31.5				
Corresponding Minor Street Approach Volume (veh/hr)	146	140	148	149				
Minor Street Total Delay (veh-hrs)	1.1	1.2	1.2	1.3				
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No				
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	Yes	Yes	Yes	Yes				
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes				
Signal Warranted based on Part A?	**NO**	**NO**	**NO**	**NO**				

PART B

Midday PEAK HOUR

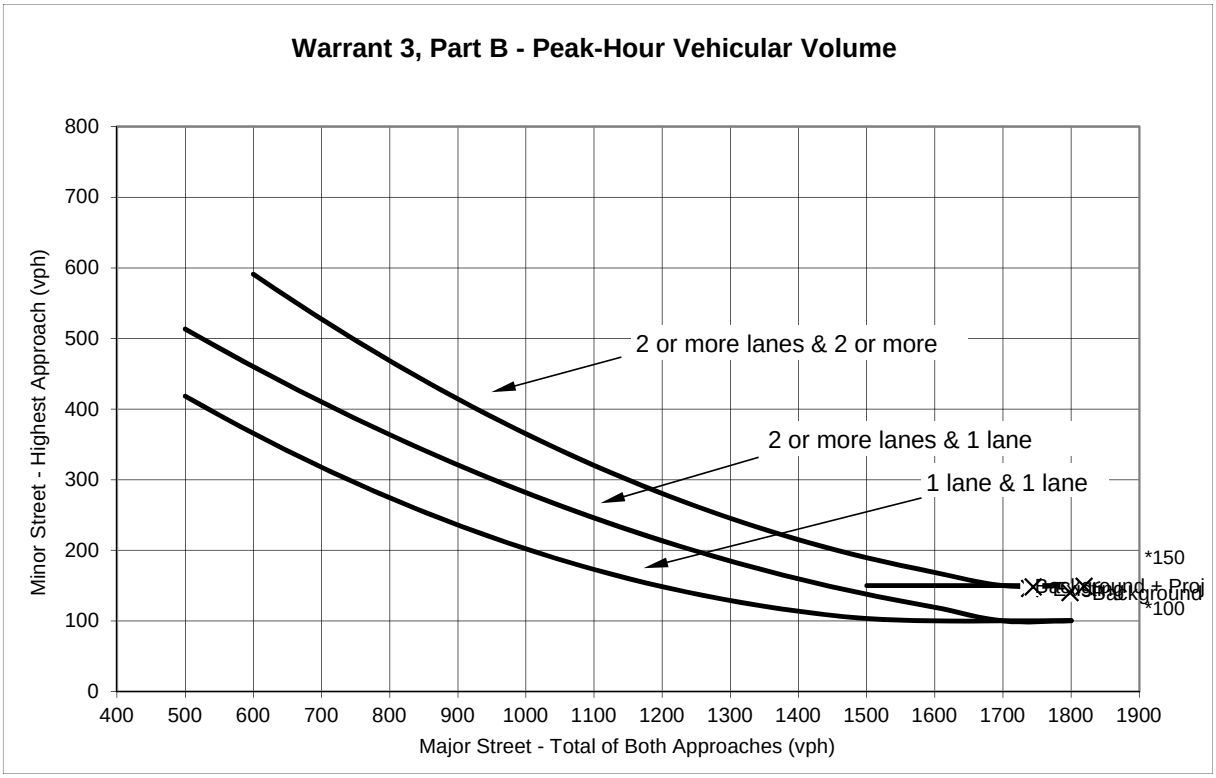
		Approach Lanes: One	Approach Lanes: 2 or More	Existing	Background	Existing + Proj	Background + Proj				
Major Street - Both Approaches	Curtner Av		X	1739	1798	1744	1819				
Minor Street - Highest Approach	Plummer Av	X		146	140	148	149				
Signal Warranted based on Part B?				**Yes**	**Yes**	**Yes**	**Yes**				

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways 2014 Edition (FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California).

Plummer Avenue & Curtner Avenue

Plummer Avenue & Curtner Avenue **Midday PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		Midday PEAK HOUR							
		One	2 or More	Existing	Background	Existing + Proj	Background + Proj				
Major Street - Both Approaches	Curtner Av		X	1739	1798	1744	1819				
Minor Street - Highest Approach	Plummer Av	X		146	140	148	149				
Signal Warranted Based on Part B - Peak-Hour Volumes?				**Yes**	**Yes**	**Yes**	**Yes**				

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volumes were not removed from minor approaches.