



February 22, 2024

Luke Taylor  
KT Development  
12000 E 47<sup>th</sup> Avenue, Suite 101  
Denver, Colorado 80239

**RE: Colfax & Norfolk Woodspring Suites  
Warrant Analysis  
Aurora, Colorado**

Signal warrant analysis needs more information.  
Discuss how you derived volumes.  
City typically uses 50% of the right turn volume for analysis. This doesn't break out right turn volume.  
Provide 8 hour analysis for each hour evaluated.  
Describe all assumptions and how you obtained your volumes.

Dear Luke,

SM ROCHA, LLC is pleased to provide traffic analysis for the proposed development at Colfax & Norfolk Woodspring Suites. This development is located at Colfax Avenue (U.S. Highway 40) and Norfolk Street.

Additional tables have been added to Appendix B which show an hourly breakdown of the volumes used.

The intent of this analysis is to present traffic volume data to provide a traffic volume comparison to previous conditions at the site, and consider potential impacts to the adjacent street network to conduct a signal warrant analysis for the intersection.

It is noted that no right turn reduction was applied which provides for a conservative analysis. Additionally, it is noted that use of 50% reduction does not alter the analysis findings.

The following is a summary of analysis results:

Wording which describes the newly collected traffic counts and how they were adjusted to get total traffic volumes is already provided in the letter. If more specific information is being requested please specify what is needed.

### Site Description and Access

Land for the development is currently vacant and surrounded by a mix of residential, industrial, commercial, and institutional land uses. The proposed development is understood to entail the new construction of an approximate 48,650 square-foot hotel supporting 122 rooms.

Proposed access to the development is provided at the following locations: one right-in / right-out access onto Norfolk Street (referred to as Access A) and one full-movement access onto the private drive along the north side of the property (referred to as Access B). It is noted that additional access drives are being proposed into the overall development area. However, these access drives were excluded from this analysis given their distance from the proposed site. It is believed likely that the majority of site-generated traffic will favor utilizing Accesses A and B. This assumption provides for a conservative analysis.

General site and access locations are shown on Figure 1. A site plan, as prepared by Entitlement and Engineering Solutions, Inc., is shown on Figure 2. This plan is provided for illustrative purposes only.



**COLFAX & NORFOLK WOODSPRING SUITES**  
Traffic Generation Analysis

**Figure 1**  
**SITE LOCATION**

**SM ROCHA, LLC**

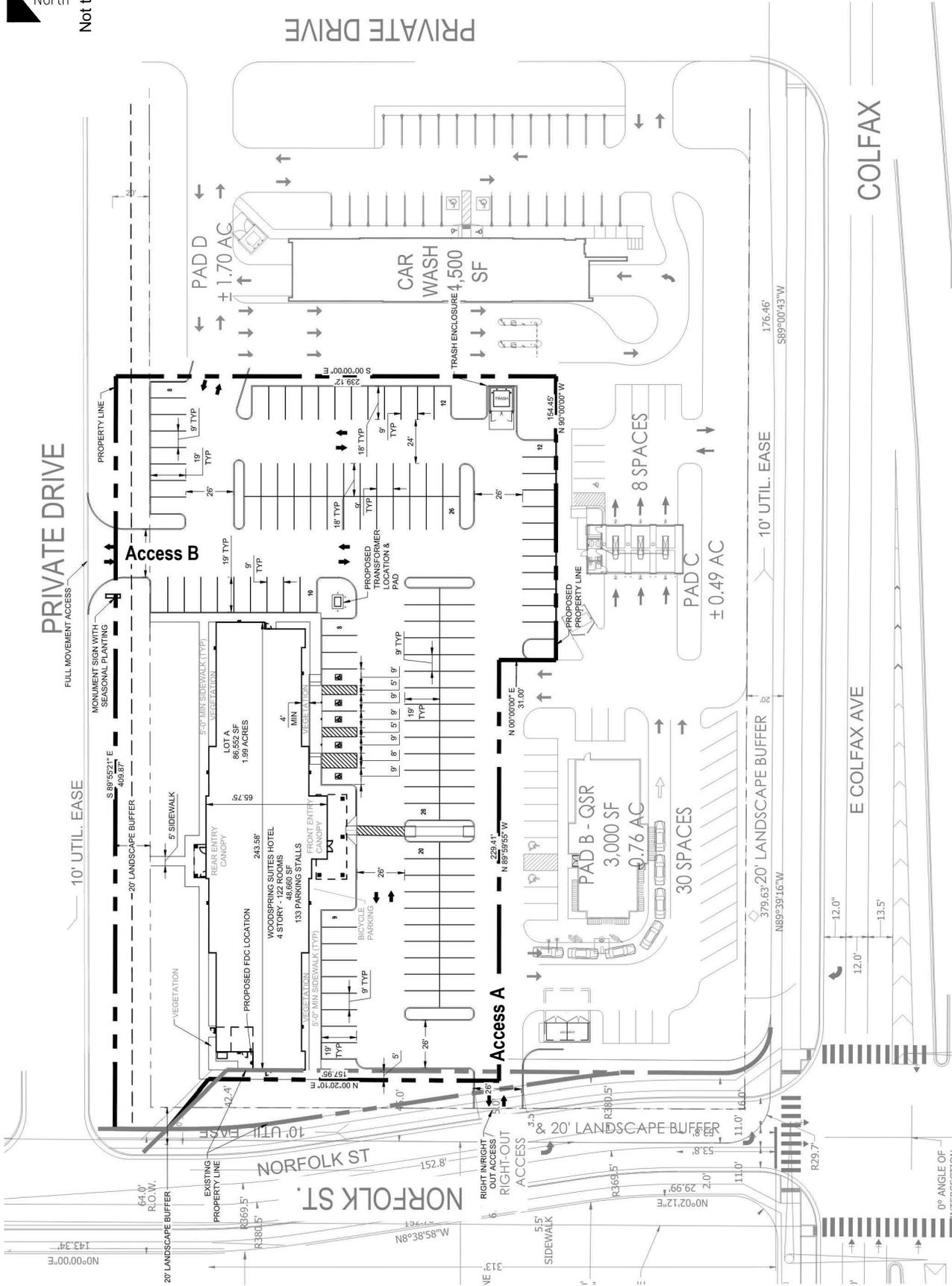
Traffic and Transportation Consultants





North

Not to Scale



**COLFAX & NORFOLK WOODSPRING SUITES**  
 Traffic Generation Analysis

**Figure 2**  
 SITE PLAN

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February 2024  
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## Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11<sup>th</sup> Edition, were applied to the proposed land use in order to estimate the average daily traffic (ADT) and peak hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from point of origin to point of destination.

Table 1 presents average trip generation rates for the development area proposed. Use of average trip generation rates presents a conservative analysis. ITE land use code 310 (Hotel) was used for analysis because of its conservative rates and best fit to the proposed land use.

**Table 1 – Trip Generation Rates**

ITE CODE	LAND USE	UNIT	TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
310	Hotel	RMS	7.99	0.26	0.20	0.46	0.30	0.29	0.59

Key: RMS = Rooms.

Note: All data and calculations above are subject to being rounded to nearest value.

Table 2 summarizes the projected ADT and peak hour traffic volumes likely generated by the land use area proposed and provides comparison to traffic volume estimates for the previously approved land use as shown within the Station 60 Traffic Impact Study<sup>1</sup>.

**Table 2 – Trip Generation Summary**

ITE CODE	LAND USE	SIZE	TOTAL TRIPS GENERATED						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
<u>Site Development - Previously Approved *</u>									
821	Shopping Plaza	48.7 KSF	3,286	52	32	84	124	129	253
<i>Previously Approved Total:</i>			<i>3,286</i>	<i>52</i>	<i>32</i>	<i>84</i>	<i>124</i>	<i>129</i>	<i>253</i>
<u>Site Development - Proposed</u>									
310	Hotel	122 RMS	975	31	25	56	37	35	72
<i>Proposed Total:</i>			<i>975</i>	<i>31</i>	<i>25</i>	<i>56</i>	<i>37</i>	<i>35</i>	<i>72</i>
<b><i>Difference Total:</i></b>			<b><i>-2,311</i></b>	<b><i>-21</i></b>	<b><i>-8</i></b>	<b><i>-28</i></b>	<b><i>-87</i></b>	<b><i>-93</i></b>	<b><i>-181</i></b>

Key: KSF = Thousand Square Feet Gross Floor Area. RMS = Rooms.

\* = Trip generation referenced from Station 60: Traffic Impact Study, Kimley-Horn and Associates, Inc., June 2022.

Note: All data and calculations above are subject to being rounded to nearest value.

<sup>1</sup> Station 60: Traffic Impact Study, Kimley-Horn and Associates, Inc., June 2022.

As Table 2 shows, the proposed development area has the potential to generate approximately 975 daily trips with 56 of those occurring during the morning peak hour and 72 during the afternoon peak hour. Table 2 further shows how proposed development traffic volumes do not exceed those approved in the Station 60 traffic study for an equivalent size of assumed shopping plaza.

### **Adjustments to Trip Generation Rates**

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis.

### **Vehicle Trip Generation Comparison & Development Impacts**

As Table 2 shows, the proposed development does not exceed traffic volumes approved for the area in comparison to previously projected volumes likely generated by the originally anticipated land use at comparable density. These volumes are not likely to negatively impact operations of E Colfax Avenue, Norfolk Street, nor other adjacent roadways or intersections.

### **Signal Warrant Analysis**

A signal warrant analysis was conducted for the E Colfax Avenue intersection with Norfolk Street in order to review potential for traffic signal control. Signal warrants were performed for Year 2024 existing traffic volumes, as well as for existing volumes with the addition of site generated traffic.

Morning (AM) and afternoon (PM) peak hour traffic counts were collected at the intersection of E Colfax Avenue and Norfolk Street. Average daily traffic (ADT) volumes were collected over a 72-hour period on E Colfax Avenue and Norfolk Street. Counts were collected beginning on Tuesday, February 13, 2024, with AM peak hour counts being collected during the period of 7:00 a.m. to 9:00 a.m. and PM peak hour counts being collected during the period of 4:00 p.m. to 6:00 p.m. Traffic count data is included for reference in Attachment A.

Warrant analysis was performed using Warrant 1 – Eight-Hour Vehicular Volume, Warrant 2 – Four-Hour Vehicular Volumes, and Warrant 3 – Peak Hour, from the Manual on Uniform Traffic Control Devices (MUTCD). Daily traffic patterns for the proposed land use were referenced from the ITE Trip Generation Manual, which includes percentages of daily traffic on a per hour basis for select land use codes.

Analysis results conclude that under existing Year 2024 conditions the study intersection was found to be below the minimum vehicle volumes required to meet Warrant 1, Warrant 2, and Warrant 3, for the installation of a traffic signal at E Colfax Avenue and Norfolk Street. With the addition of site generated traffic from the proposed hotel, the study intersection is shown to be above the minimum volumes to meet Warrant 2 and Warrant 3. Warrant study worksheets are provided for reference in Attachment B.

Based upon the above analysis results, it is anticipated the signal installation will likely be warranted upon build-out of the proposed development.

## Conclusion

This analysis assessed traffic generation for the Colfax & Norfolk Woodspring Suites development, provided a traffic volume comparison to previous land use assumptions approved for the development site, and considered potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic resulting from the development is expected to create no negative impact to traffic operations for the surrounding roadway network and proposed site accesses, nor at the E Colfax Avenue intersection with Norfolk Street and is in compliance with the Station 60 Traffic Impact Study.

Traffic signal warrants conclude that the intersection of E Colfax Avenue and Norfolk Street will likely meet warrants for installation of a traffic signal upon buildout of the proposed development.

We trust that our findings will assist in the planning and approval of the Colfax & Norfolk Woodspring Suites development. Please contact us should further assistance be needed.

Sincerely,

**SM ROCHA, LLC**  
*Traffic and Transportation Consultants*



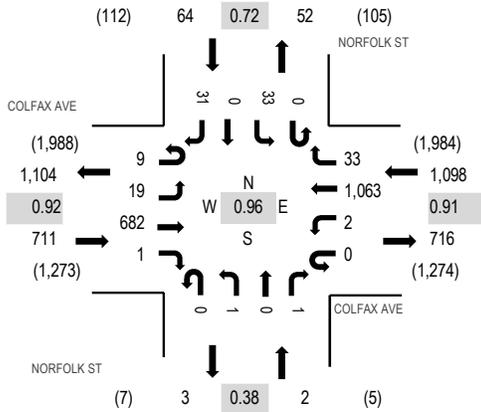
Megan Bock, EIT  
Traffic Engineer



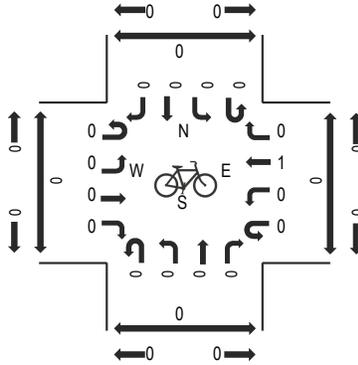
Fred Lantz, PE  
Traffic Engineer

**ATTACHMENT A**  
**Traffic Count Data**

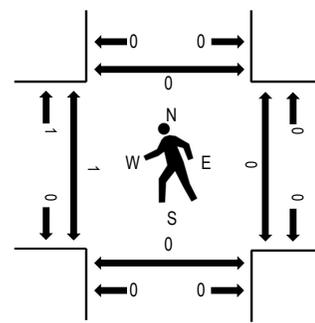
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians

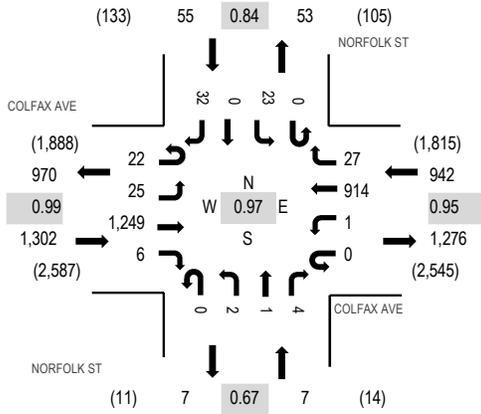


Note: Total study counts contained in parentheses.

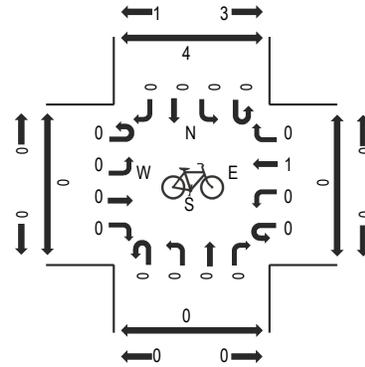
### Traffic Counts - Motorized Vehicles

Interval Start Time	COLFAX AVE Eastbound				COLFAX AVE Westbound				NORFOLK ST Northbound				NORFOLK ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	2	156	0	0	0	206	13	0	1	0	1	0	8	0	4	392	1,844	0	0	0	1
7:15 AM	3	2	182	0	0	0	265	3	0	0	0	0	0	7	0	16	478	1,875	0	0	0	0
7:30 AM	2	4	163	0	0	0	291	11	0	0	0	0	15	0	3	489	1,787	1	0	0	0	
7:45 AM	3	9	180	1	0	2	267	9	0	0	0	1	0	7	0	6	485	1,704	0	0	0	0
8:00 AM	1	4	157	0	0	0	240	10	0	1	0	0	0	4	0	6	423	1,530	0	0	0	0
8:15 AM	6	4	130	2	0	1	225	8	0	0	0	1	0	6	0	7	390		1	0	0	1
8:30 AM	3	7	132	0	0	0	239	11	0	0	0	0	0	5	0	9	406		0	0	0	0
8:45 AM	2	2	114	1	0	0	177	6	0	0	0	0	0	5	0	4	311		0	0	1	0
Count Total	21	34	1,214	4	0	3	1,910	71	0	2	0	3	0	57	0	55	3,374		2	0	1	2
Peak Hour	9	19	682	1	0	2	1,063	33	0	1	0	1	0	33	0	31	1,875		1	0	0	0

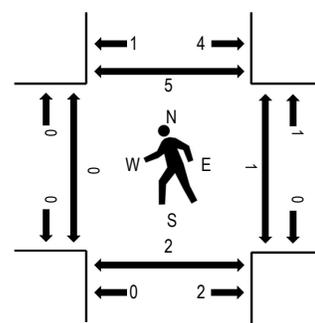
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	COLFAX AVE Eastbound				COLFAX AVE Westbound				NORFOLK ST Northbound				NORFOLK ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	6	11	291	0	0	2	208	10	0	0	0	0	0	9	0	14	551	2,262	0	0	0	0
4:15 PM	7	8	307	1	0	0	238	9	0	1	0	0	0	5	0	5	581	2,306	0	0	1	3
4:30 PM	8	8	300	3	0	1	222	7	0	0	0	2	0	7	0	8	566	2,262	0	0	0	1
4:45 PM	4	3	322	0	0	0	216	5	0	1	1	1	0	6	0	5	564	2,279	0	0	1	1
5:00 PM	3	6	320	2	0	0	238	6	0	0	0	1	0	5	0	14	595	2,287	0	1	0	0
5:15 PM	2	9	309	0	0	0	193	6	0	0	0	1	0	8	0	9	537		0	2	2	0
5:30 PM	8	3	318	1	0	0	222	6	0	3	0	0	0	10	0	12	583		0	0	1	0
5:45 PM	9	6	311	1	0	0	225	1	0	0	0	3	0	9	0	7	572		0	0	1	0
Count Total	47	54	2,478	8	0	3	1,762	50	0	5	1	8	0	59	0	74	4,549		0	3	6	5
Peak Hour	22	25	1,249	6	0	1	914	27	0	2	1	4	0	23	0	32	2,306		0	1	2	5

Start Time	13-Feb-24 Tue	NB	SB	Total
12:00 AM		10	7	17
01:00		8	2	10
02:00		7	9	16
03:00		6	6	12
04:00		6	10	16
05:00		16	35	51
06:00		62	28	90
07:00		53	66	119
08:00		52	46	98
09:00		36	39	75
10:00		37	45	82
11:00		33	43	76
12:00 PM		51	46	97
01:00		30	39	69
02:00		39	55	94
03:00		55	63	118
04:00		62	59	121
05:00		43	74	117
06:00		45	44	89
07:00		47	33	80
08:00		43	15	58
09:00		33	22	55
10:00		24	11	35
11:00		22	6	28
Total		820	803	1623
Percent		50.5%	49.5%	
AM Peak	-	06:00	07:00	-
Vol.	-	62	66	-
PM Peak	-	16:00	17:00	-
Vol.	-	62	74	-

Start Time	14-Feb-24 Wed	NB	SB	Total
12:00 AM		13	10	23
01:00		9	4	13
02:00		6	10	16
03:00		3	3	6
04:00		3	11	14
05:00		14	32	46
06:00		77	34	111
07:00		47	71	118
08:00		38	40	78
09:00		52	48	100
10:00		40	49	89
11:00		39	49	88
12:00 PM		54	66	120
01:00		54	42	96
02:00		53	56	109
03:00		66	58	124
04:00		64	56	120
05:00		56	81	137
06:00		53	42	95
07:00		34	35	69
08:00		36	27	63
09:00		34	21	55
10:00		24	8	32
11:00		16	14	30
Total		885	867	1752
Percent		50.5%	49.5%	
AM Peak Vol.	-	06:00	07:00	-
PM Peak Vol.	-	15:00	17:00	-
	-	66	81	-

Start Time	15-Feb-24 Thu	NB	SB	Total
12:00 AM		15	6	21
01:00		8	1	9
02:00		7	7	14
03:00		9	10	19
04:00		7	8	15
05:00		9	25	34
06:00		<b>69</b>	32	101
07:00		43	<b>59</b>	<b>102</b>
08:00		48	42	90
09:00		48	52	100
10:00		38	47	85
11:00		42	48	90
12:00 PM		65	53	118
01:00		38	45	83
02:00		46	54	100
03:00		65	67	132
04:00		<b>73</b>	64	137
05:00		57	<b>84</b>	<b>141</b>
06:00		54	34	88
07:00		46	35	81
08:00		29	17	46
09:00		19	16	35
10:00		28	11	39
11:00		16	8	24
Total		879	825	1704
Percent		51.6%	48.4%	
AM Peak	-	06:00	07:00	-
Vol.	-	69	59	-
PM Peak	-	16:00	17:00	-
Vol.	-	73	84	-
Grand Total		2584	2495	5079
Percent		50.9%	49.1%	
ADT		ADT 1,693	ADT 1,693	AADT 1,693

Start Time	13-Feb-24 Tue	EB	WB	Total
12:00 AM		97	76	173
01:00		58	70	128
02:00		81	56	137
03:00		71	108	179
04:00		145	177	322
05:00		327	368	695
06:00		561	737	1298
07:00		<b>720</b>	<b>1067</b>	<b>1787</b>
08:00		554	917	1471
09:00		500	663	1163
10:00		564	635	1199
11:00		580	636	1216
12:00 PM		657	688	1345
01:00		724	617	1341
02:00		929	709	1638
03:00		1108	<b>949</b>	2057
04:00		1250	918	2168
05:00		<b>1295</b>	897	<b>2192</b>
06:00		946	748	1694
07:00		622	508	1130
08:00		447	320	767
09:00		335	323	658
10:00		219	212	431
11:00		149	154	303
Total		12939	12553	25492
Percent		50.8%	49.2%	
AM Peak	-	07:00	07:00	-
Vol.	-	720	1067	-
PM Peak	-	17:00	15:00	-
Vol.	-	1295	949	-

Start Time	14-Feb-24 Wed	EB	WB	Total
12:00 AM		89	87	176
01:00		65	82	147
02:00		97	68	165
03:00		66	97	163
04:00		140	174	314
05:00		336	366	702
06:00		677	617	1294
07:00		<b>861</b>	<b>990</b>	<b>1851</b>
08:00		634	888	1522
09:00		524	683	1207
10:00		515	647	1162
11:00		600	625	1225
12:00 PM		671	706	1377
01:00		690	681	1371
02:00		926	848	1774
03:00		<b>1254</b>	974	<b>2228</b>
04:00		1172	<b>981</b>	2153
05:00		1235	956	2191
06:00		889	794	1683
07:00		600	542	1142
08:00		493	318	811
09:00		341	284	625
10:00		243	211	454
11:00		171	166	337
Total		13289	12785	26074
Percent		51.0%	49.0%	
AM Peak	-	07:00	07:00	-
Vol.	-	861	990	-
PM Peak	-	15:00	16:00	-
Vol.	-	1254	981	-

Start Time	15-Feb-24 Thu	EB	WB	Total
12:00 AM		120	97	217
01:00		62	89	151
02:00		95	78	173
03:00		78	104	182
04:00		157	156	313
05:00		351	365	716
06:00		584	660	1244
07:00		<b>759</b>	<b>1061</b>	<b>1820</b>
08:00		564	877	1441
09:00		438	627	1065
10:00		472	587	1059
11:00		569	579	1148
12:00 PM		673	677	1350
01:00		628	684	1312
02:00		896	831	1727
03:00		1200	929	2129
04:00		<b>1203</b>	<b>938</b>	<b>2141</b>
05:00		1203	923	2126
06:00		833	719	1552
07:00		581	484	1065
08:00		382	309	691
09:00		282	272	554
10:00		223	196	419
11:00		148	136	284
<b>Total</b>		<b>12501</b>	<b>12378</b>	<b>24879</b>
<b>Percent</b>		<b>50.2%</b>	<b>49.8%</b>	
<b>AM Peak</b>	-	07:00	07:00	-
<b>Vol.</b>	-	759	1061	-
<b>PM Peak</b>	-	16:00	16:00	-
<b>Vol.</b>	-	1203	938	-
<b>Grand Total</b>		<b>38729</b>	<b>37716</b>	<b>76445</b>
<b>Percent</b>		<b>50.7%</b>	<b>49.3%</b>	
<b>ADT</b>		<b>ADT 25,482</b>	<b>ADT 25,482</b>	<b>ADT 25,482</b>

**ATTACHMENT B**

**Warrant Analysis Forms**

**Standard:**

- 04 The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:
- A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection;
  - B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

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

Option:

- 05 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent columns in Table 4C-1 may be used in place of the 100 percent columns.

Guidance:

- 06 The combination of Conditions A and B is intended for application at locations where Condition A is not satisfied and Condition B is not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

**Standard:**

- 07 The need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:
- A. The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and
  - B. The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

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

**Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume**

**Condition A—Minimum Vehicular Volume**

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

**Condition B—Interruption of Continuous Traffic**

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

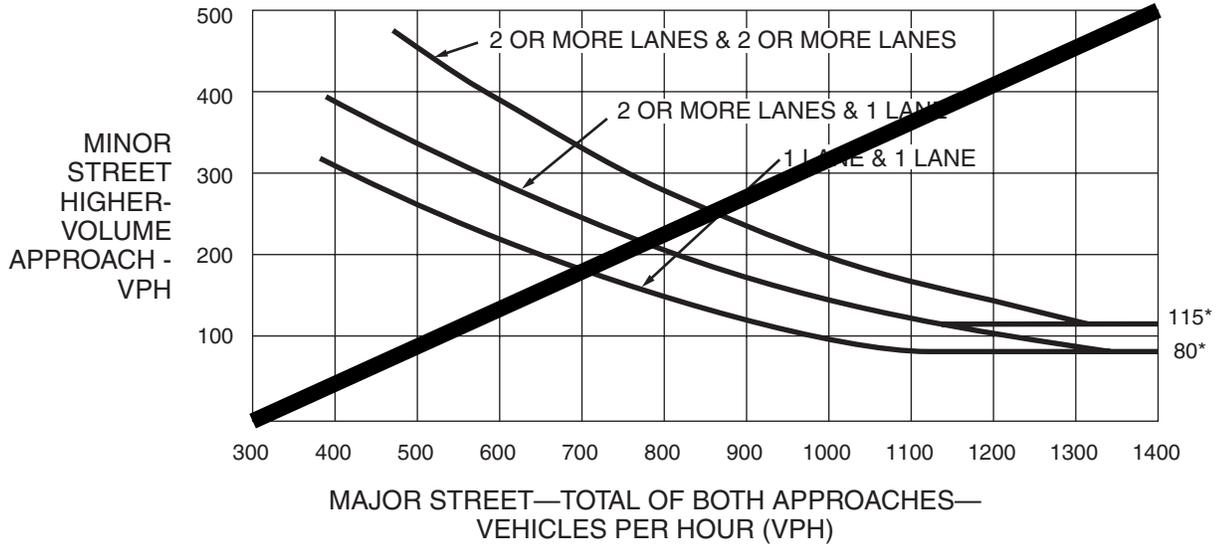
<sup>a</sup> Basic minimum hourly volume

<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

<sup>d</sup> May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

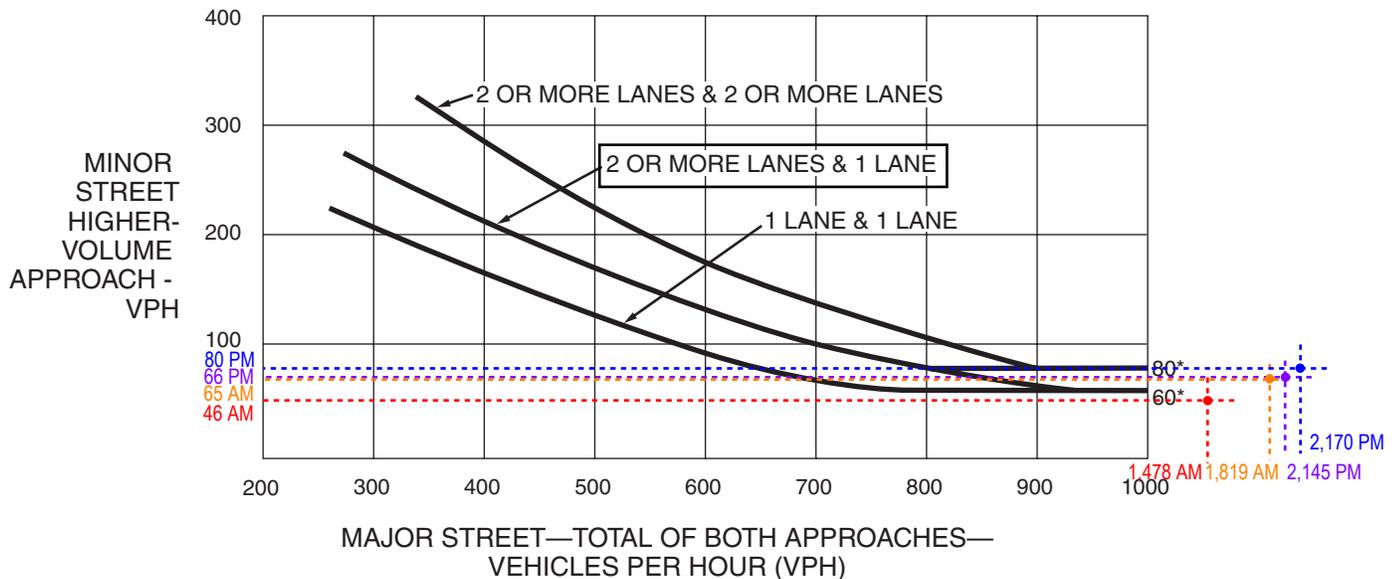
**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**



\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



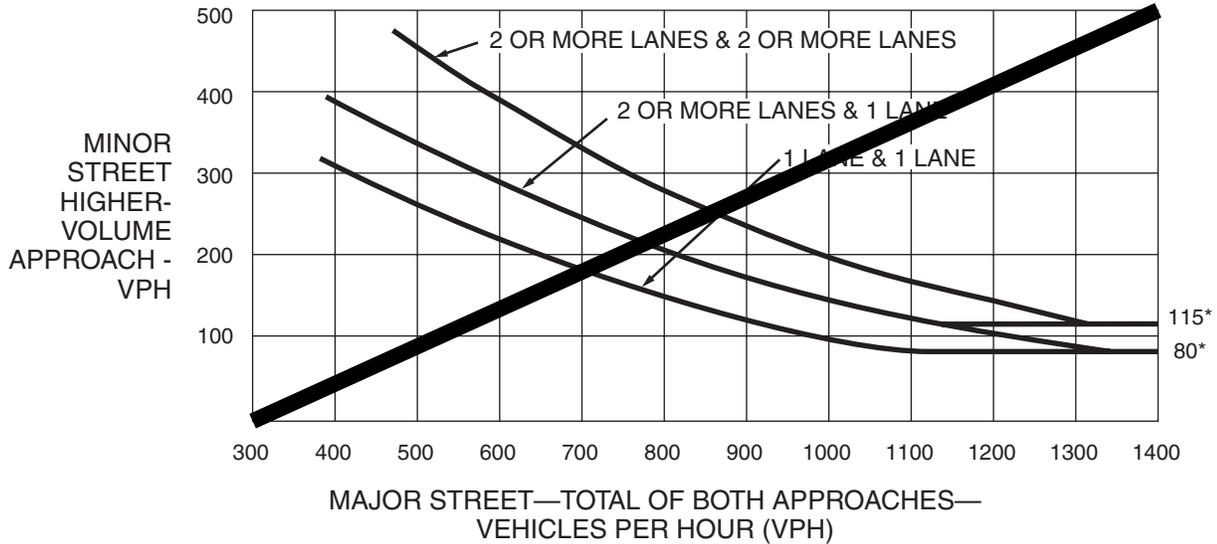
\*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Key:**

- 7:00 AM - 8:00 AM
- 8:00 AM - 9:00 AM
- 4:00 PM - 5:00 PM
- 5:00 PM - 6:00 PM

E COLFAX AVENUE (45 MPH)

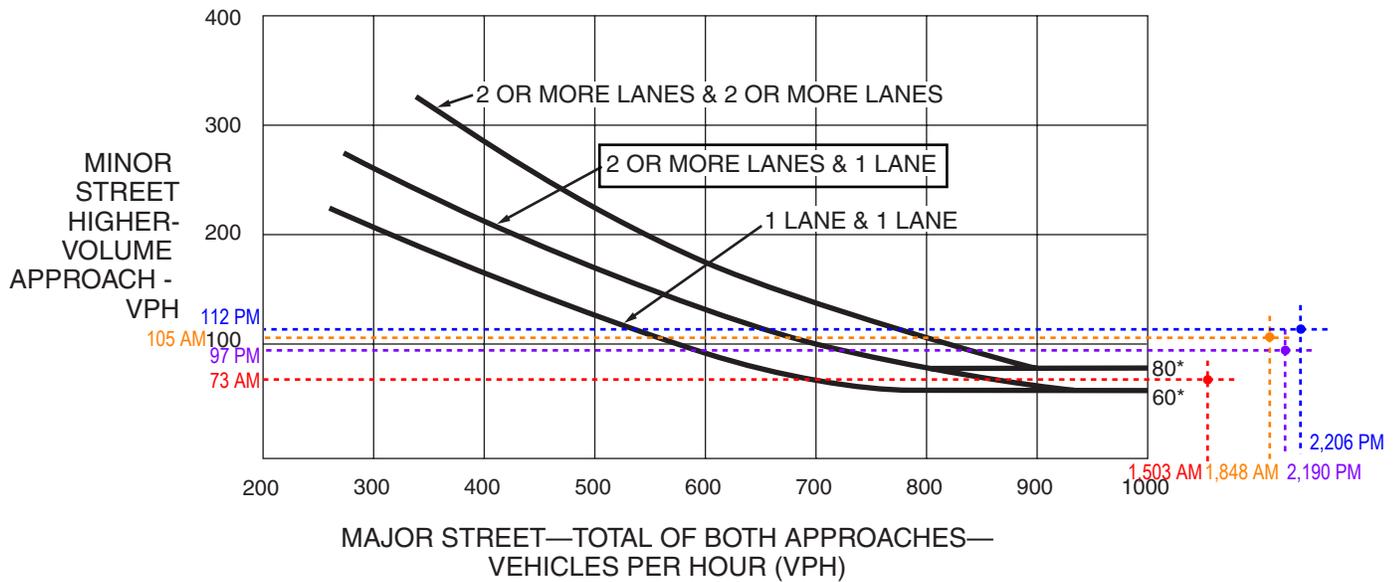
**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**



\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



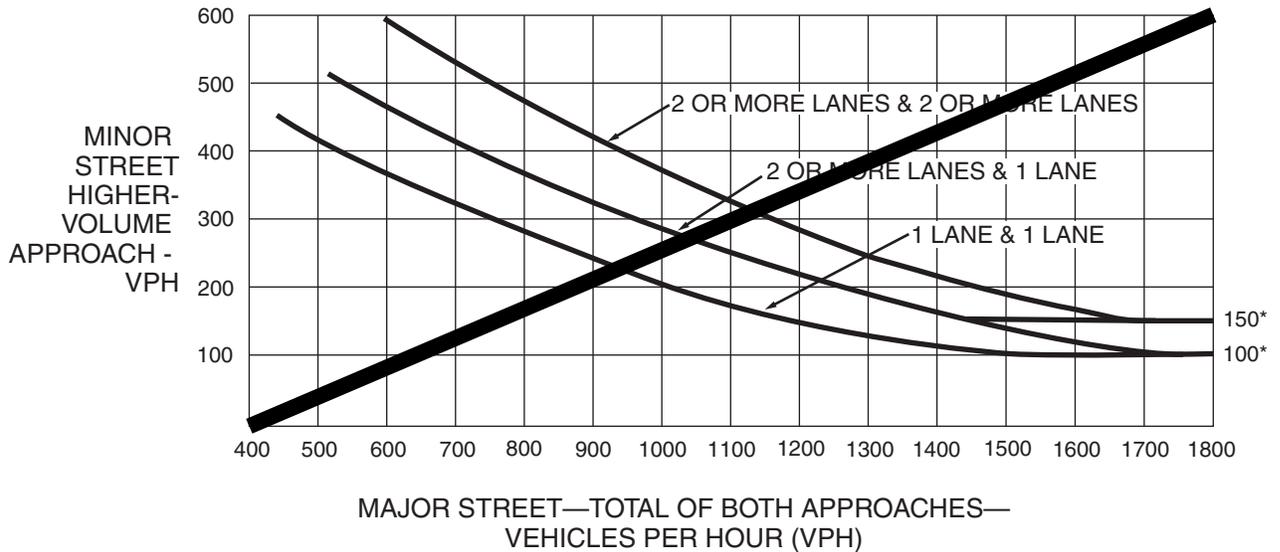
\*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Key:**

- 7:00 AM - 8:00 AM
- 8:00 AM - 9:00 AM
- 4:00 PM - 5:00 PM
- 5:00 PM - 6:00 PM

E COLFAX AVENUE (45 MPH)

**Figure 4C-3. Warrant 3, Peak Hour**

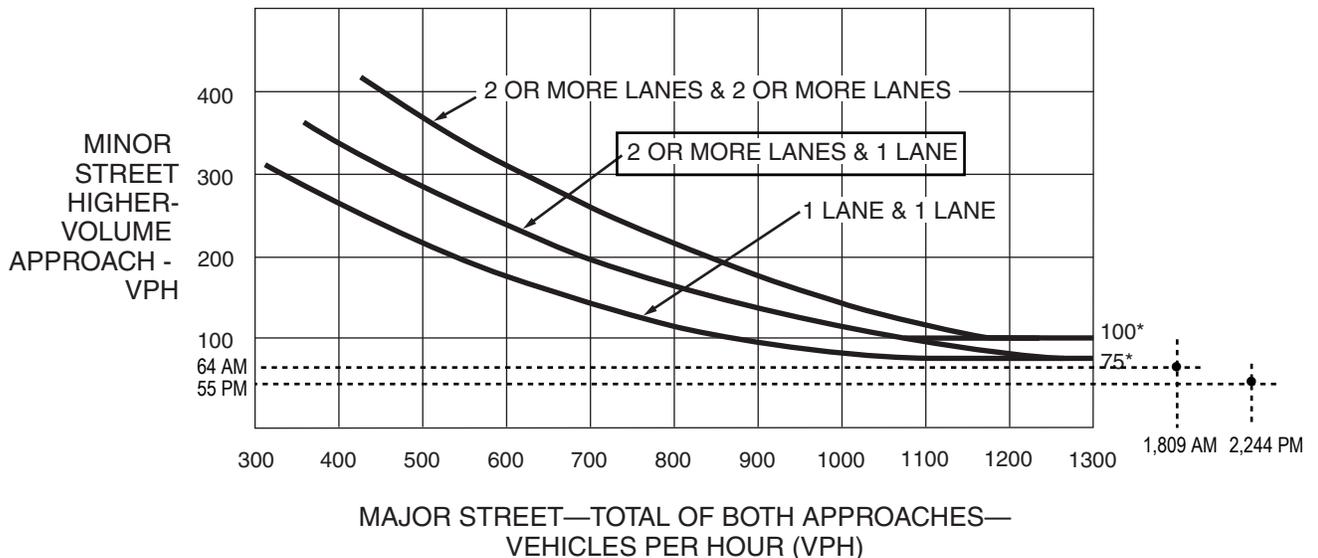


\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

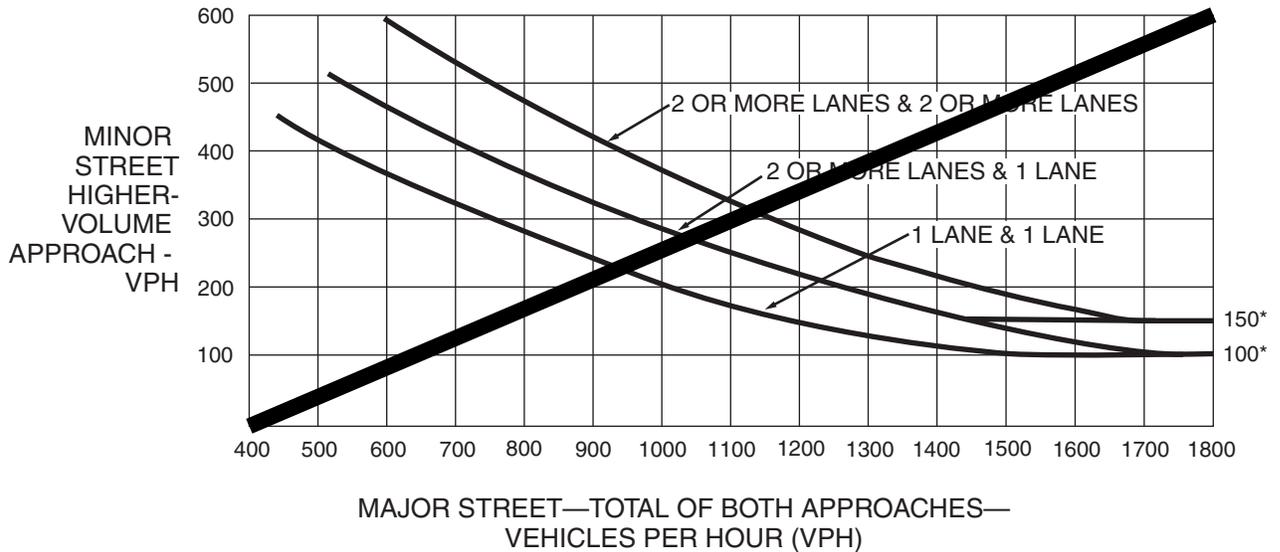
NORFOLK STREET



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

E COLFAX AVENUE (45 MPH)

**Figure 4C-3. Warrant 3, Peak Hour**

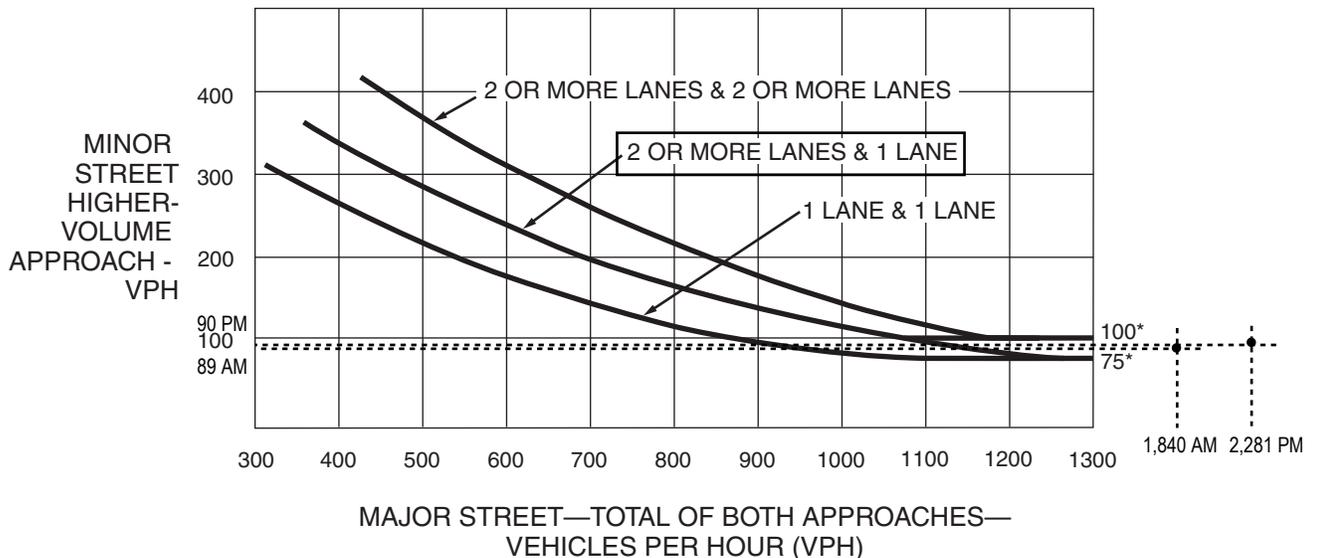


\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

NORFOLK STREET



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

E COLFAX AVENUE (45 MPH)