

TRAFFIC IMPACT STUDY

In-N-Out Burger (Cottonwood)

Draft Report
November 2025

Prepared for
In-N-Out Burger



8220 San Pedro Drive NE, Suite 150
Albuquerque, NM 87113



(505) 338-0988



leeengineering.com



Traffic Impact Study (TIS)
In-N-Out Burger (Cottonwood)

Draft Report

November 2025

Prepared for:
In-N-Out Burger

Prepared By:



EXECUTIVE SUMMARY

The following contains a Traffic Impact Study (TIS) for In-N-Out Burger (Cottonwood) to be developed just north of the Coors Road and Coors By-Pass intersection in Albuquerque, New Mexico. Lee Engineering has completed this report for In-N-Out Burger. All analyses and items contained herein conform to scoping requirements set forth in a scoping meeting held on April 1st, 2025, with In-N-Out Burger, the City of Albuquerque (CABQ), and the New Mexico Department of Transportation (NMDOT).

BACKGROUND

The proposed Development is a quick-service restaurant with a drive-through located just north of the Coors Road and Coors By-Pass Boulevard intersection. The site is anticipated to generate 146 ingress and 140 egress trips during the MD peak hour, 105 ingress trips and 97 egress trips during the PM peak hour, 80 ingress and 77 egress pass-by trips during the MD peak hour, and 58 ingress and 53 egress pass-by trips during the PM peak hour. Pass-by trips for the MD peak hour were assumed to be the same percentage as the PM peak hour, as ITE does not have available data for the MD scenario.

Site access is to be provided via the two existing mall access driveways along Coors Boulevard and Coors By-Pass Boulevard. Access points are shown in Figure 1.

Study parameters, assumptions, calculations, and analyses are contained within the body of this report.

SUMMARY OF TRAFFIC ANALYSIS AND RECOMMENDATIONS

The following summarizes the traffic analysis and recommendations included in this report.

CONCLUSIONS

Traffic operation conclusions for the intersection of Coors Road and Coors By-Pass are summarized as follows:

- SBL operates at LOS E during the MD and PM peak hours for all scenarios.
- WBL operates at LOS E during the PM peak hours for all scenarios.
- All other movements operate at acceptable levels of service (LOS) and have adequate storage to accommodate the 95th percentile queue lengths under all scenarios.

Traffic operation conclusions for the intersection of Coors By-Pass and Eagle Ranch Road are summarized as follows:

- EBL, WBL, NBL, SBL, and SBT operate at LOS E during the MD and PM peak hours for all scenarios.
 - NBL is expected not to accommodate the 95th percentile queue lengths during the MD and PM peak hours under all scenarios.
- All other movements operate at acceptable levels of service (LOS) and have adequate storage to accommodate the 95th percentile queue lengths under all scenarios.

Traffic operation for the intersection of Eagle Ranch Road and Cottonwood Loop is summarized as follows:

- WBL operates at
 - LOS E during the MD peak hours for the Build Out Full Build and Horizon Full Build scenarios.
 - LOS E during the PM peak hour for the Horizon No Build scenario.

- LOS F during the PM peak hours for the Build Out Full Build and Horizon Full Build scenarios.
 - WBL is expected not to accommodate the 95th percentile queue lengths during the MD and PM peak hours for the Build Out Full Build, Horizon No Build, and Horizon Full Build scenarios.
 - Although queues could exceed striped storage capacities, queues are contained to the private road, which extends to a two-way left turn lane south of the intersection.
 - Additionally, the northbound approach from Coors Bypass is uncontrolled in order to prevent queueing onto the major arterial. This configuration places all queueing at stop-controlled approaches within the shopping center on private roads.

Traffic operation for the intersection of Coors Road and Cottonwood Loop is summarized as follows:

- All movements operate at acceptable levels of service (LOS) and have adequate storage to accommodate the 95th percentile queue lengths under all scenarios.

Traffic operation for the intersection of Cottonwood Loop and Cottonwood Loop is summarized as follows:

- All movements operate at acceptable levels of service (LOS) and have adequate storage to accommodate the 95th percentile queue lengths under all scenarios.

OFF-SITE INTERSECTION RECOMMENDATIONS

Recommendations based on pre-existing issues for intersections within the study area that do not directly serve the proposed Development and are impacted by regional issues are provided as follows:

- Coors Road and Coors By-Pass
 - It is recommended that this signal be retimed by a Licensed Professional Traffic Operations Engineer (PTOE) to resolve capacity and queuing issues at this intersection. It is recommended that retiming be performed prior to opening day.
- Coors By-Pass and Eagle Ranch Road
 - It is recommended that this signal be retimed by a Licensed Professional Traffic Operations Engineer (PTOE) to resolve capacity and queuing issues at this intersection. It is recommended that retiming be performed prior to opening day.

TABLE OF CONTENTS

Executive Summary.....	i
Background	i
Summary of Traffic Analysis and Recommendations	i
Conclusions	i
Off-site Intersection Recommendations.....	ii
Table of Contents.....	iii
List of Figures	iv
List of Tables	iv
List of Appendices	v
Introduction and Background Information.....	1
Project Location & Site Plan.....	1
Study Area, Area Land Use, and Streets Narrative Summary.....	2
Study Area.....	2
Area Land Use	2
Streets	3
Intersections	3
Bicycle Facilities	4
Adjacent Developments.....	4
Data Collection.....	5
Field Data Collection	5
Traffic Scenario Development.....	6
Traffic Counts, Growth Rates, Adjacent Development Site Trips and Trip Generations	6
Turning Movement Counts	6
Traffic Growth.....	8
Site Trip Generation, Distribution and Assignment	9
Traffic Volume Calculations	16
Site Conditions and Site Analysis	21
Drive Through Window Queueing Discussion	21
Drive-Thru Description.....	21
Method 1 - Queueing Length Calculation	21
Method 2 - In-N-Out Survey.....	23
Drive Through Summary and Conclusion.....	23
Traffic Analysis	24
LOS, Capacity, Queueing, and Speed Change Lane Analysis.....	24

Traffic Analysis Results.....	26
Traffic Analysis Narrative	31
Off-Site Capacity Mitigations	33
Coors Road and Coors By-Pass.....	33
Mitigations	33
Coors By-Pass and Eagle Ranch Road	35
Mitigations	35
Summary of Off-Site Capacity Mitigations.....	37
Coors Road and Coors By-Pass.....	37
Coors By-Pass and Eagle Ranch Road	37
Crash Data Summary.....	38
Recommended Safety Countermeasures	40
Adjust Yellow Change Intervals and Retime Signals	40
Reflective Signal Head Backplates	40
Summary of Traffic Analysis and Recommendations	41
Conclusions	41
Off-site Intersection Recommendations.....	42

LIST OF FIGURES

Figure 1: Site Plan.....	1
Figure 2: Vicinity Map	2
Figure 3: Adjacent Development Trips	4
Figure 4: Existing Peak Hour Turning Movement Counts	7
Figure 5: Site Generated Direct Trip Routing Percentages	10
Figure 6: Site Generated Pass-By Trip Routing Percentages.....	11
Figure 7: Site Generated Direct Trips.....	12
Figure 8: Site Generated Pass-By Trips	13
Figure 9: Adjacent Development Generated Trips	14
Figure 10: Total Generated Trips in Study Area.....	15
Figure 11: Buildout Year 2027 No Build Volumes	17
Figure 12: Buildout Year 2027 Full Build Volumes.....	18
Figure 13: Horizon Year 2037 No Build Volumes	19
Figure 14: Horizon Year 2037 Full Build Volumes.....	20

LIST OF TABLES

Table 1: Intersection and Network Peak Hours	6
Table 2: Yearly Growth Rates.....	8
Table 3: Proposed Development Trip Generation	9
Table 4: Probability of “k” Vehicles in MD Queue	22
Table 5: Queueing Analysis Summary.....	23

Table 6: LOS Criteria and Descriptions for Signalized Intersections	24
Table 7: LOS Criteria for Unsignalized Intersections.....	24
Table 8: HCM Results for Existing Year (2025) Conditions	26
Table 9: HCM Results for Build-Out Year (2027) No Build Conditions.....	27
Table 10: HCM Results for Build-Out Year (2027) Full-Build Conditions	28
Table 11: HCM Results for Horizon Year (2037) No Build Conditions.....	29
Table 12: HCM Results for Horizon Year (2037) Full-Build Conditions	30
Table 14: Coors Road and Coors By-Pass Summary with Mitigations	34
Table 15: Coors By-Pass and Eagle Ranch Road Summary with Mitigations.....	36
Table 16: Crash Summary	39

LIST OF APPENDICES

- Appendix A: Scoping Meeting Notes
- Appendix B: Turning Movement Counts
- Appendix C: HCM Analysis Output Sheets

DRAFT



Figure 2: Vicinity Map

STUDY AREA, AREA LAND USE, AND STREETS NARRATIVE SUMMARY

STUDY AREA

The study area is defined as the area just north of the Coors Road and Coors By-Pass intersection. The following intersections were identified for analysis during the scoping meeting:

- 1) Coors Road and Coors By-Pass
- 2) Coors By-Pass and Eagle Ranch Road
- 3) Eagle Ranch Road and Cottonwood Loop (West Mall Entrance)
- 4) Coors Road and Cottonwood Loop
- 5) Cottonwood Loop and Cottonwood Loop (East Mall Entrance)

AREA LAND USE

As described, the Development will be located just north of the Coors Road and Coors By-Pass intersection. The study area is an urban, largely developed area northwest of Albuquerque, NM. Adjacent to and surrounding the project site are land uses consisting of the following:

- Commercial: Much of the land surrounding the proposed Development is commercial. There is an existing shopping mall to the north, car dealerships to the southeast and southwest, and some commercial areas to both the east and the west.

STREETS

The following details the characteristics and features of the streets included in the study area:

Coors Road is an NMDOT-maintained, four-lane, divided roadway that runs north and south. MRCOG classifies the roadway as a regional principal arterial, and the posted speed limit is 35 MPH. There are two 11-foot travel lanes in each direction, with a 25-to-30-foot median. Six-foot sidewalks are present on the southbound side of the roadway and a portion of the northbound side. No bicycle facilities are present within the study area, but a northbound bike lane is present north of the Cottonwood Loop intersection. Two bus stops are present for ABQ Ride Route 155 northbound and southbound.

Coors By-Pass is an NMDOT-maintained, six-lane, divided roadway that runs north and south. NMDOT classifies the roadway as a principal arterial, and the posted speed limit is 45 MPH. There are three 11-foot travel lanes in each direction with a 25-to-30-foot median. Six-foot sidewalks are present on each side of the roadway. No bicycle or transit facilities are present along this section of the corridor.

Eagle Ranch Road is a CABQ-maintained, four-lane divided roadway that runs northeast and southwest with a speed limit of 35 MPH. CABQ classifies it as an urban minor arterial. There are two 10-foot travel lanes in each direction, with six-foot sidewalks present on both sides of the roadway. No bicycle or transit facilities are present along this corridor.

Cottonwood Loop is a CABQ-maintained, undivided local roadway that circles Cottonwood Mall with an assumed speed limit of 15 MPH. CABQ classifies it as a local urban street. The roadway generally comprises one 10-foot travel lane in each direction and a 12-foot two-way left-turn lane. No bicycle or transit facilities are present.

INTERSECTIONS

The following details the traffic control and characteristics of the existing intersections in the study area:

Coors Road and Coors By-Pass is a 3-legged signalized intersection. The northbound Coors By-Pass approach comprises three through lanes and a dedicated channelized right-turn lane. The southbound Coors By-Pass approach consists of three through lanes and a left turn lane. The westbound Coors Road approach comprises three left-turn lanes and a channelized right-turn lane. Pedestrian crosswalks are present at the north and east legs of the intersection, with sidewalks, curb ramps, and pedestrian signals at each approach. No bicycle facilities are present at this intersection.

Coors By-Pass and Eagle Ranch Road is a 4-legged, signalized intersection. The eastbound and westbound Coors By-Pass approaches comprise two left-turn lanes, three through lanes, and a channelized right-turn lane. The northbound Eagle Ranch Road approach comprises two left-turn lanes, one through lane, and one channelized right-turn lane. The southbound Cottonwood Loop approach comprises two left-turn lanes, two through lanes, and a channelized right-turn lane. Sidewalks, crosswalks, curb ramps, and pedestrian signals are present at each approach.

Eagle Ranch Road and Cottonwood Loop (West Mall Entrance) is a 3-legged, two-way stop-controlled intersection. The eastbound and westbound approaches are stop-controlled. The eastbound Eagle Ranch Road approach comprises a through and right-turn lane. The westbound Cottonwood Loop approach comprises a left-turn lane and a through lane. The northbound Cottonwood Loop approach comprises a through lane and a right-turn lane. There is a crosswalk at the west leg with curb ramps and a 10-foot sidewalk running north and south.

Coors Road and Cottonwood Loop is a 4-legged, signalized intersection. The northbound Coors Road approach comprises a left-turn lane, two through lanes, a right-turn lane, and a 12-foot buffer between the left and through lanes. The southbound Coors Road approach comprises a left-turn lane, a through lane, and a shared right-turn/through lane with a channelized right-turn. The eastbound Cottonwood

Loop approach comprises two left-turn lanes, a through lane, and a channelized right-turn lane. The westbound approach comprises a left-turn lane, a shared through/right-turn lane, and a 10-foot buffer between the two. Crosswalks are present at the south, east, and west legs. Sidewalks, curb ramps, and pedestrian signals are present at each crosswalk. No bicycle facilities are present at this intersection.

Cottonwood Loop and Cottonwood Loop (East Mall Entrance) is a 3-legged, stop-controlled intersection. Stop control is present on the northbound and southbound legs. The westbound approach comprises a left-turn and a right-turn lane. The northbound approach comprises a through lane and a right-turn lane. The southbound approach comprises a through lane and a left-turn lane. No pedestrian or bicycle facilities are present.

BICYCLE FACILITIES

There are no bicycle facilities within the study area. Bicycle lanes are present on Coors Road, just north of the study area.

ADJACENT DEVELOPMENTS

7 Bar Loop Residential and Retail

A retail and residential area is being developed near the study area at the 7 Bar Loop Road and Coors Road intersection. The Development is 3.0 acres and will include a commercial building, a cannabis retailer, a restaurant, and low-rise multi-family Development. A traffic study was conducted for this project. The study routed trips through the Coors Road and Cottonwood Loop intersection. These trips will be routed through the remainder of our study area.

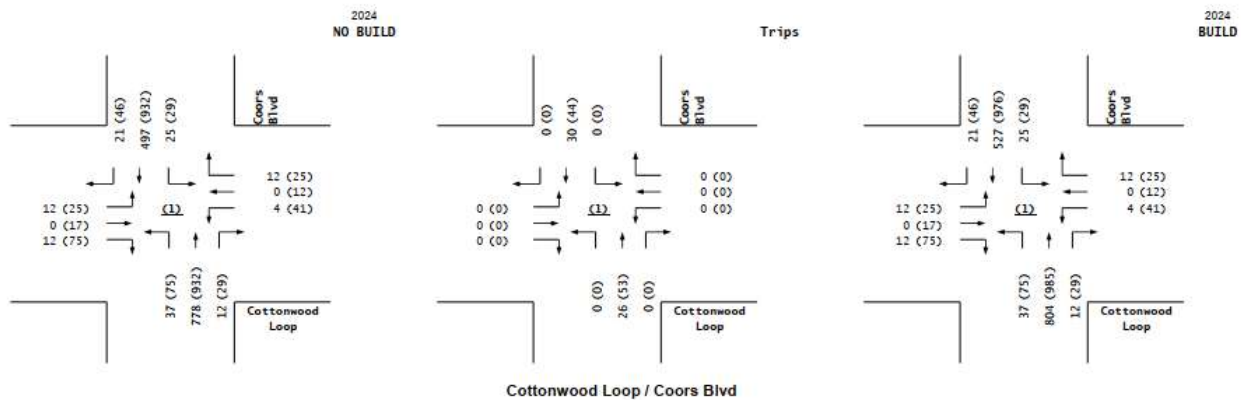


Figure 3: Adjacent Development Trips

Car Wash USA

The car wash development located on Coors Road was not observed to be open yet. A study was not completed for the Development; therefore, no trips were considered in this analysis.

Panda Express

The Panda Express on Coors Road was observed to be complete and open. This location was open before turning movement counts were collected, so it is assumed that the trips from this Development are included in the existing counts.

DATA COLLECTION

The following section details the data collection method used in subsequent analyses of this report. The data discussed below was collected via field observations and machine/video recordings.

FIELD DATA COLLECTION

On-Street Parking

No dedicated on-street space is provided in the study area.

Pedestrians and Bicycles

Pedestrian and bicycle volumes were collected at all study intersections with turning movement counts (see Turning Movement Counts section below). Pedestrian and bicycle hourly volumes are provided in Appendix B.

Transit

According to the City of Albuquerque's ABQ Ride System Map (2024), bus routes 155 and 790 pass through the study area. Route 251 of the Rio Metro Dial-a-Ride also passes through the study area.

Signal Timings

The City of Albuquerque Traffic Engineering Division provided signal timing for the signalized intersections of Coors Road and Coors By-Pass, Coors Road and Cottonwood Loop, and Coors By-Pass and Eagle Ranch Road.

TRAFFIC SCENARIO DEVELOPMENT

The following sections detail the methods and calculations used to develop traffic scenarios for analysis. This process used the following tools: Traffic Projections, Site Trip Generation, and Trip Distribution and Assignment. Figures at the end of this section show the resulting traffic volumes.

TRAFFIC COUNTS, GROWTH RATES, ADJACENT DEVELOPMENT SITE TRIPS AND TRIP GENERATIONS TURNING MOVEMENT COUNTS

Turning movement counts (TMC) at study intersections were collected during the periods shown in the table below. Table 1 shows the observed peak hours for each intersection where traffic counts were collected and the peak hours for the entire study area (network peak). MD and PM peak-hour traffic volumes are shown in Figure 4. Complete turning movement counts can be found in Appendix B.

Table 1: Intersection and Network Peak Hours

Intersection	Collection Periods and Day	MD Peak Hour	PM Peak Hour
Coors Rd & Coors By-Pass	Thursday, May 15th, 2025 11:00 AM – 2:00 PM 3:30 PM – 6:30 PM	12:00 PM	3:30 PM
Eagle Ranch Rd/Cottonwood Loop & Coors By-Pass		12:15 PM	3:30 PM
Cottonwood Loop & Eagle Ranch Rd (West Entrance)		12:00 PM	3:30 PM
Coors Rd & Cottonwood Loop		1:00 PM	5:30 PM
Cottonwood Loop & Cottonwood Loop (East Entrance)		1:00 PM	3:00 PM
Network Peak Hours:		12:00 PM	3:30 PM

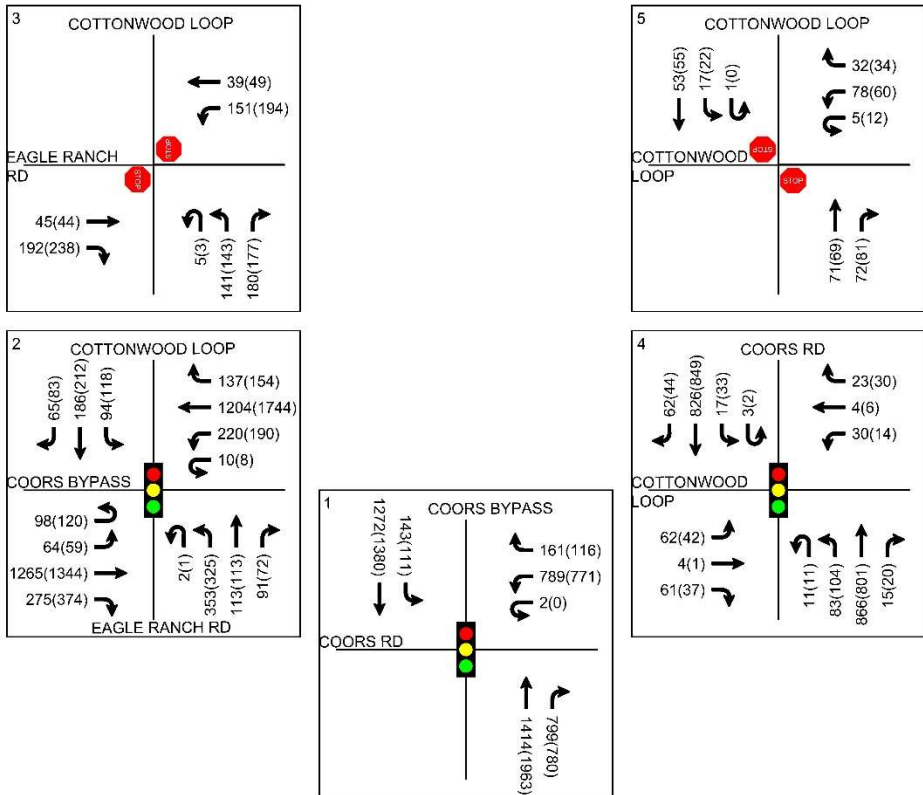


Figure 4: Existing Peak Hour Turning Movement Counts

TRAFFIC GROWTH

Future year volumes were forecast from existing traffic volumes using values from 2016 and 2040 (updated) travel demand models provided by MRCOG. These models were then compared using AM and PM peak hour direction volumes (AMPH LOAD and PMPH LOAD) to calculate anticipated growth rates for individual roadways near the study area. Roadways calculated to have a yearly growth rate of less than 1% were analyzed with a 1% per year growth rate to facilitate a conservative analysis. Growth rates were then converted to growth factors for specific analysis scenarios. Values provided by MRCOG are shown in Table 2, in addition to the calculated growth rates used in the analysis. Growth rates were then applied to the existing volumes to forecast future volumes.

Projected turning movement volumes were used along with adjacent developments' site-generated trips for the Build Out Year 2027 and Horizon Year 2037 No-Build scenarios. No Build volumes plus the proposed Development's site-generated trips were used for the Build-Out Year 2027 and Horizon Year 2037 Full-Build scenarios.

Table 2: Yearly Growth Rates

Roadway			MRCOG 2016 Model "Peak Hour Load"	MRCOG 2040 Model "Peak Hour Load"	Yearly Growth Rate	Average Area Yearly Growth	Growth Rate for Analysis
Coors Bypass/Coors Rd	East Leg	AMPH	405	427	0.22%	0.14%	1.00%
		PMPH	693	747	0.32%		
	North Leg	AMPH	1821	1910	0.20%		
		PMPH	1577	1718	0.36%		
	South Leg	AMPH	1964	2165	0.41%		
PMPH		2415	2536	0.20%			
Eagle Ranch Rd/Coors Bypass	East Leg	AMPH	808	755	-0.28%		
		PMPH	1438	1215	-0.70%		
	West Leg	AMPH	609	581	-0.19%		
		PMPH	636	650	0.09%		
	North Leg	AMPH	2539	2552	0.02%		
		PMPH	2197	2350	0.28%		
South Leg	AMPH	1414	1540	0.35%			
	PMPH	1877	2120	0.51%			
Coors Rd/Cottonwood Loop	West Leg	AMPH	0	0	N/A		
		PMPH	0	0	N/A		
	North Leg	AMPH	405	427	0.22%		
		PMPH	693	747	0.32%		
	South Leg	AMPH	551	634	0.59%		
PMPH		548	519	-0.23%			
Cottonwood Loop/Cottonwood Loop	East Leg	AMPH	121	300	3.86%		
		PMPH	138	136	-0.06%		
	West Leg	AMPH	1163	938	-0.89%		
		PMPH	1053	983	-0.29%		

Source: MRCOG 2016 and 2040 Models

SITE TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

Trip generation for the Proposed Development was provided by In-N-Out Burger using the land use category Fast-Food Restaurant with Drive-Through Window (ITE 934). Pass-by trips were calculated using the ITE Trip Generation Manual, 11th Edition. The pass-by trip percentage for this land use is 55% and was applied to both the MD and PM scenarios. Trips generated by the proposed Development are shown in the tables below. Site-generated trips were added to the No Build traffic volumes to create the Total Build-Out and Horizon Year traffic volumes. Table 3 below shows the trip generation volumes and percentages.

Table 3: Proposed Development Trip Generation

Use	Units		Weekday MD Peak Hour					Weekday PM Peak Hour				
			Total	Enter	Exit	In	Out	Total	Enter	Exit	In	Out
ITE 934 – Fast-Food Restaurant with Drive-Through Window	3.8	1000 Sq. Ft. GFA	286	51%	49%	146	140	202	52%	48%	105	97
ITE 934 – Fast-Food Restaurant with Drive-Through Window (Pass-By)	3.8	1000 Sq. Ft. GFA	157	51%	49%	80	77	111	52%	48%	58	53
Total Trips						146	140	Total Trips			105	97

Trip Distribution and Assignment

The proposed site-generated trip distribution was determined by analyzing existing intersection demand characteristics within the study area. These direct trips were routed within the roadway network to and from the Development based on the proportions of existing turning movement counts during the MD and PM peak hours. Figures 4 through 8 show the routing percentages and trips generated by the Development.

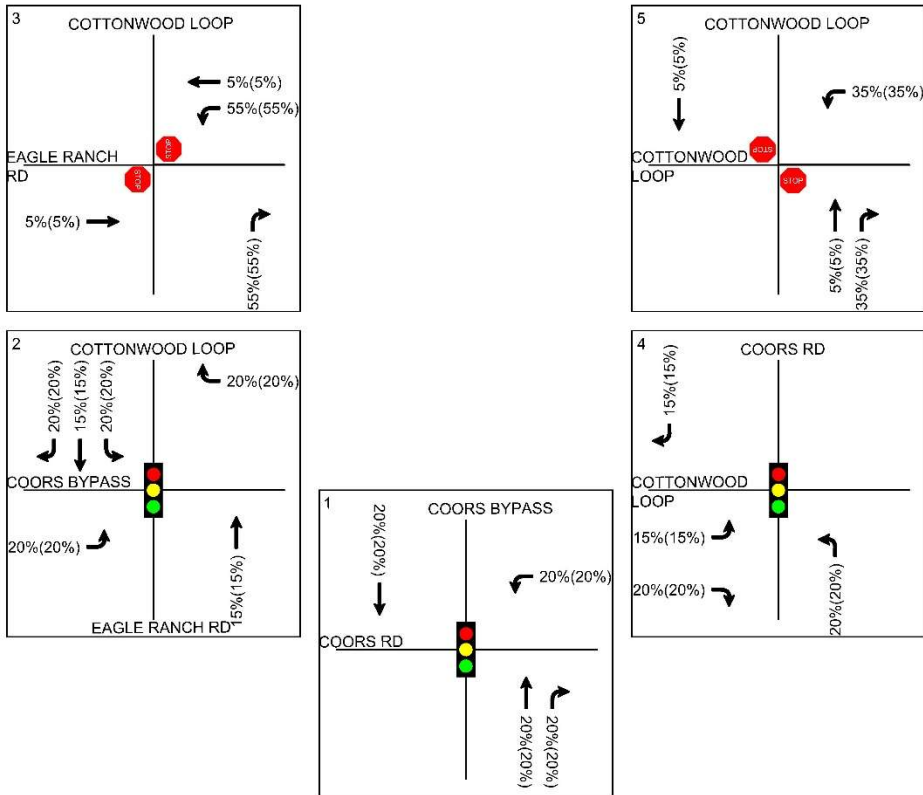


Figure 5: Site Generated Direct Trip Routing Percentages

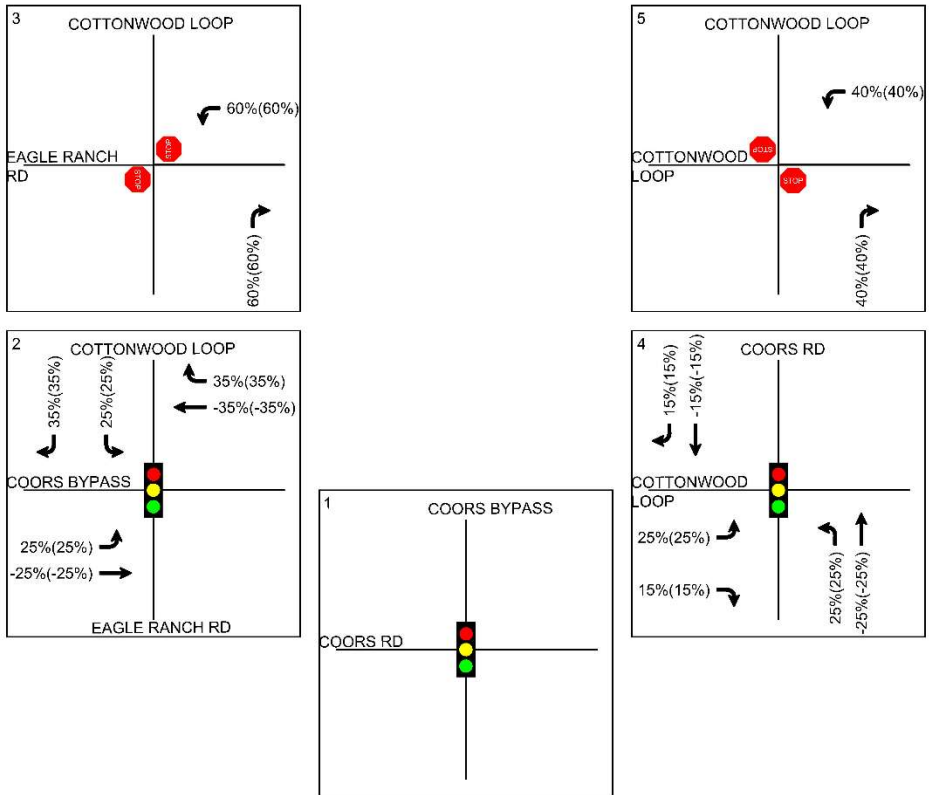
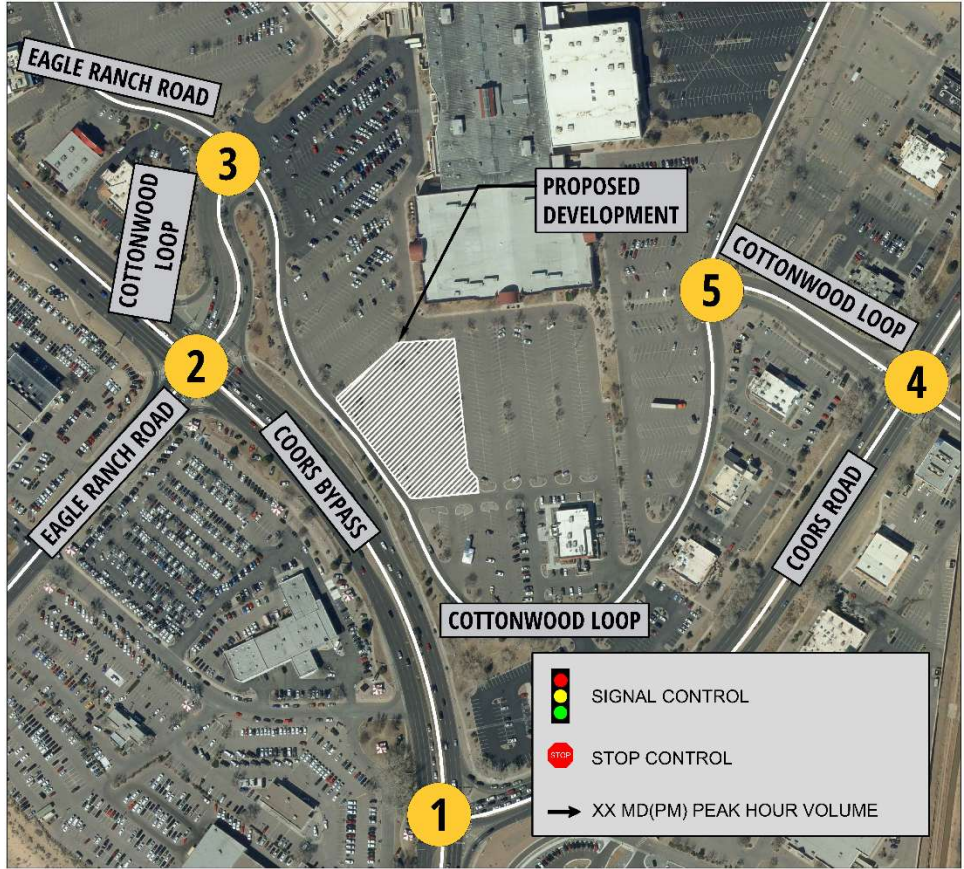


Figure 6: Site Generated Pass-By Trip Routing Percentages

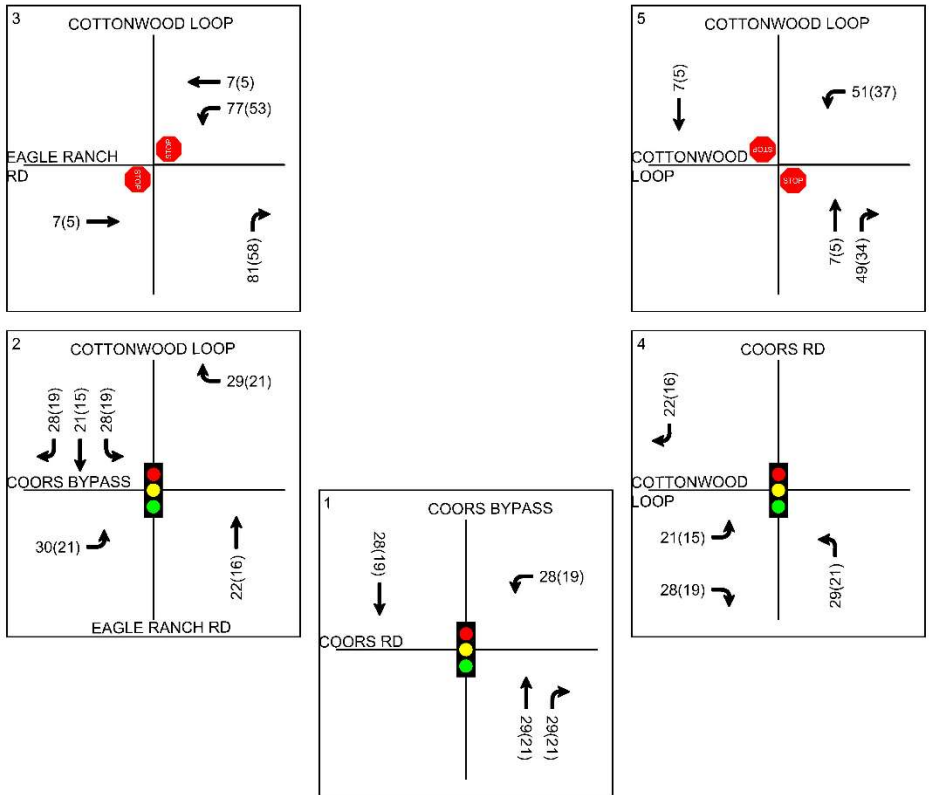
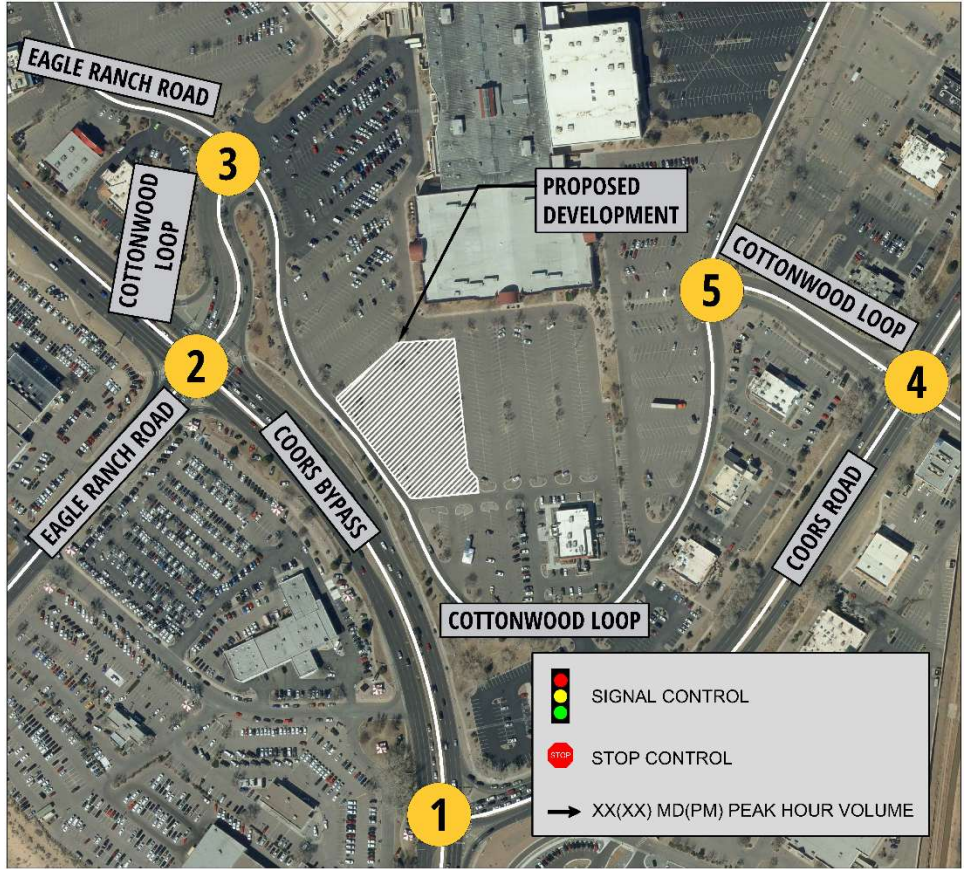


Figure 7: Site Generated Direct Trips

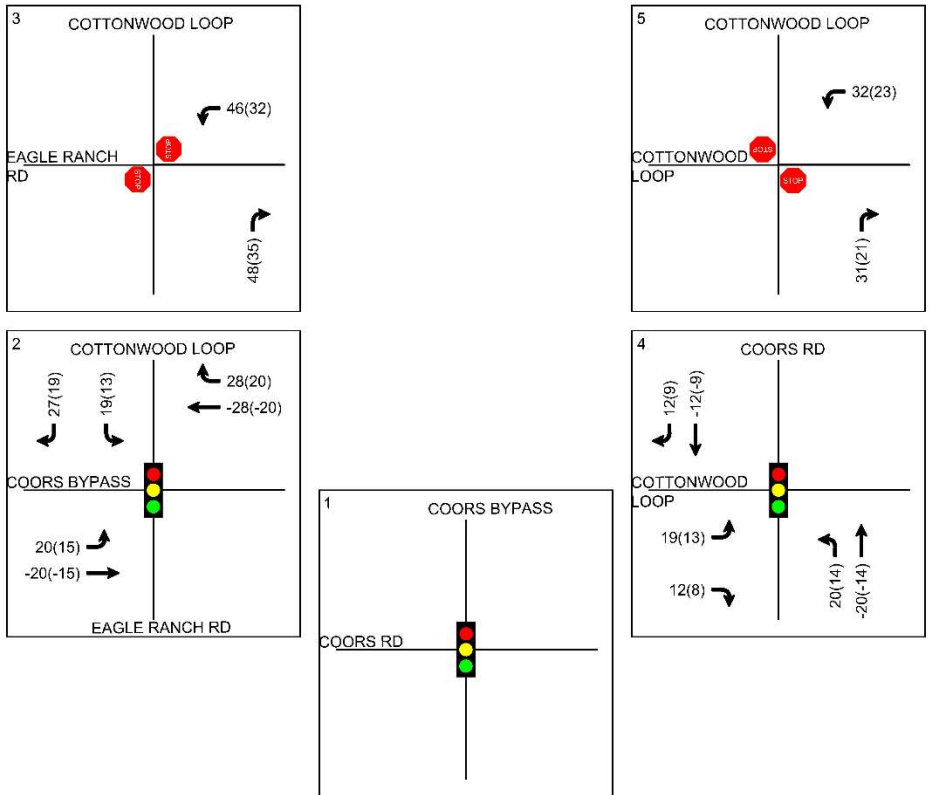


Figure 8: Site Generated Pass-By Trips

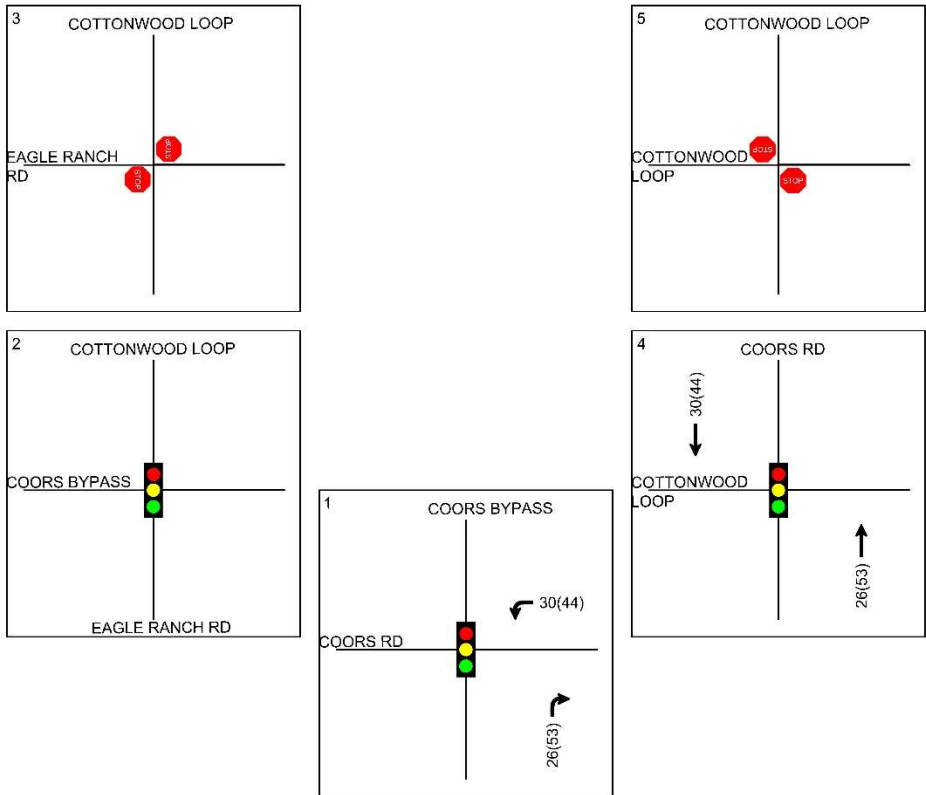


Figure 9: Adjacent Development Generated Trips

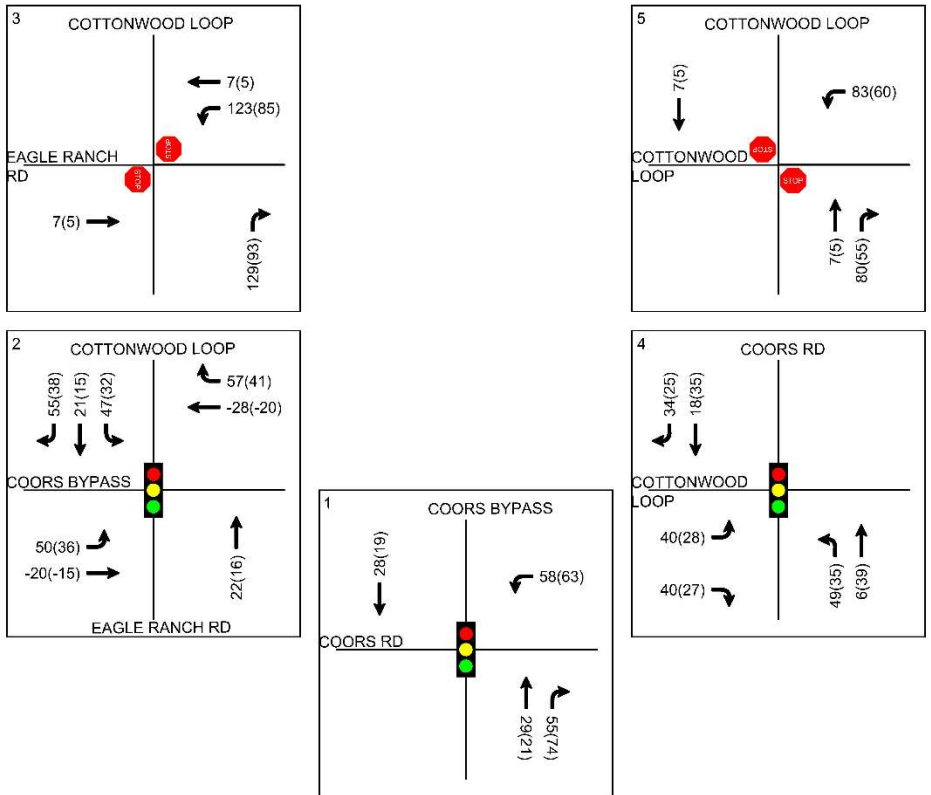


Figure 10: Total Generated Trips in Study Area

TRAFFIC VOLUME CALCULATIONS

Traffic volumes used in the Build-Out Year and Horizon Year analyses were calculated as follows:

- Build-Out Year 2027 No Build – 2027 Traffic volumes projected from the Existing traffic volumes via the application of growth factor(s) plus trips generated by known adjacent developments.
- Build-Out Year 2027 Full Build – 2027 No Build volumes plus trips generated by the proposed Development.
- Horizon Year 2037 No Build – 2037 Traffic volumes projected from the Existing traffic volumes via the application of growth factor(s) plus trips generated by known adjacent developments.
- Horizon Year 2037 Full Build – 2037 No Build traffic volumes plus trips generated by the proposed Development.

Figures 9 through 12 show the volumes for each Build-Out and Horizon Year scenario.

DRAFT

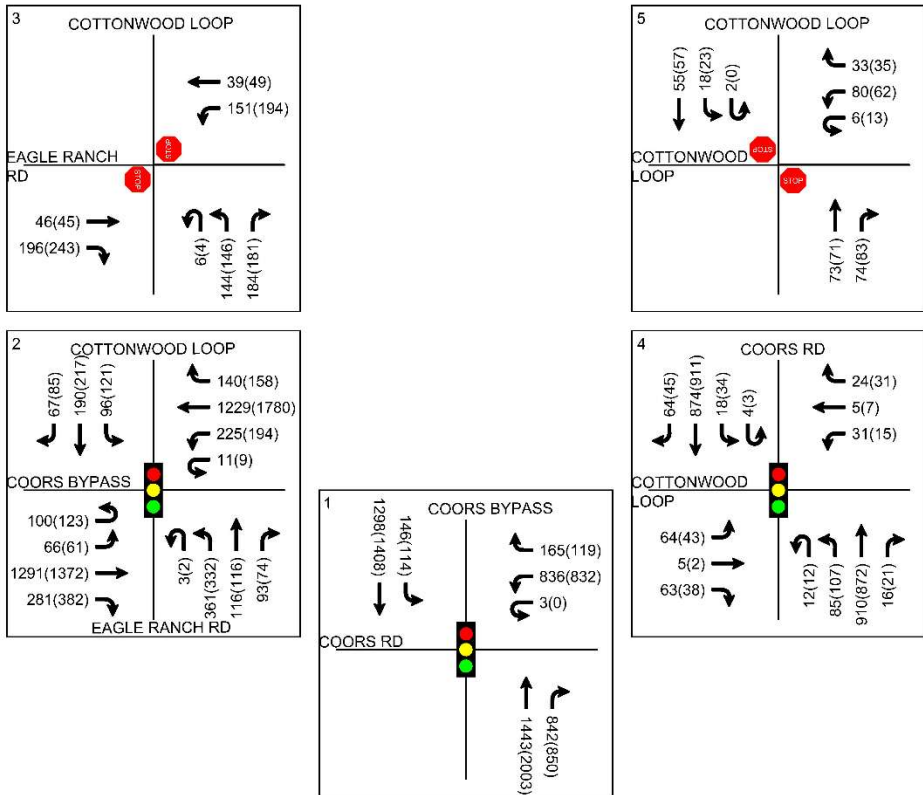
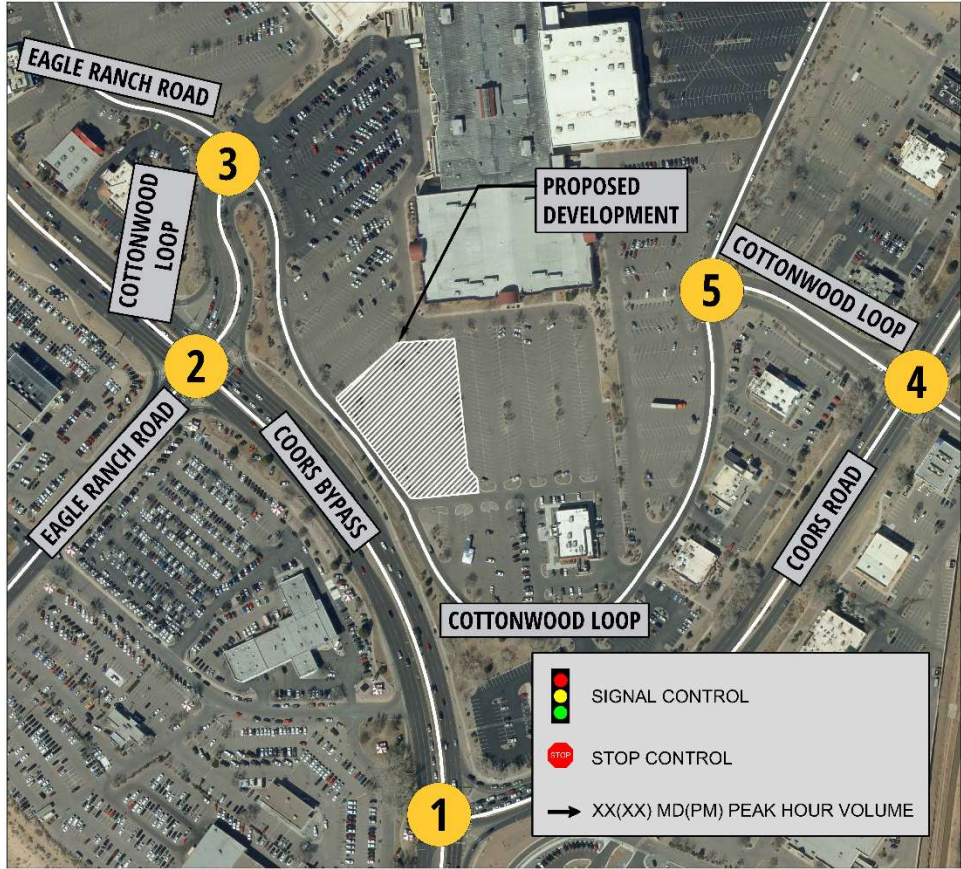


Figure 11: Buildout Year 2027 No Build Volumes

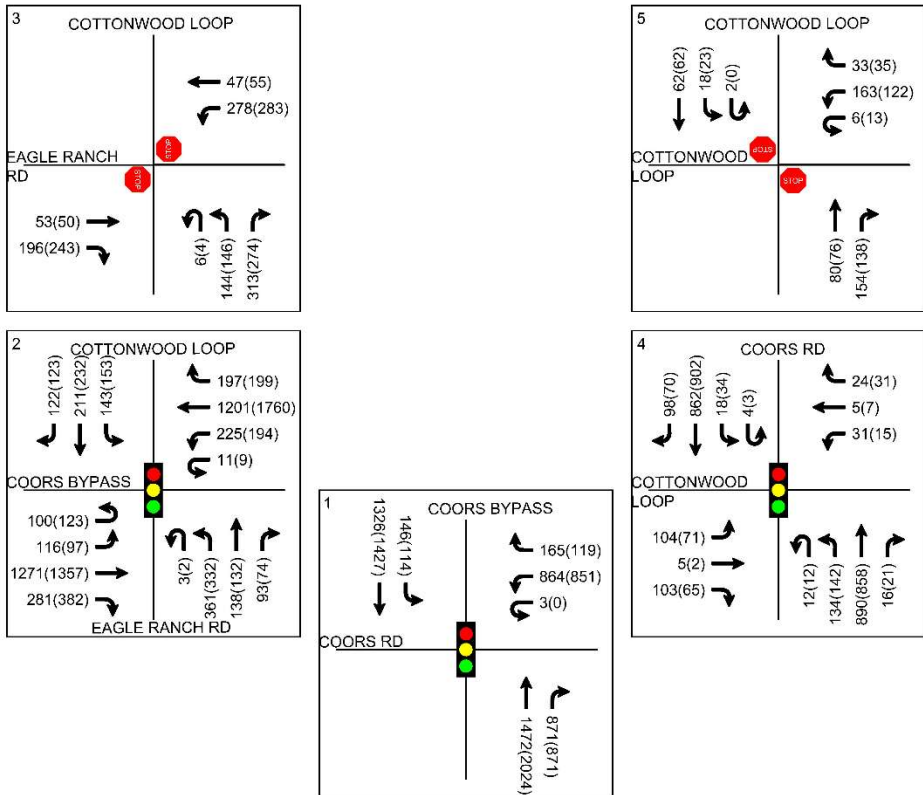


Figure 12: Buildout Year 2027 Full Build Volumes

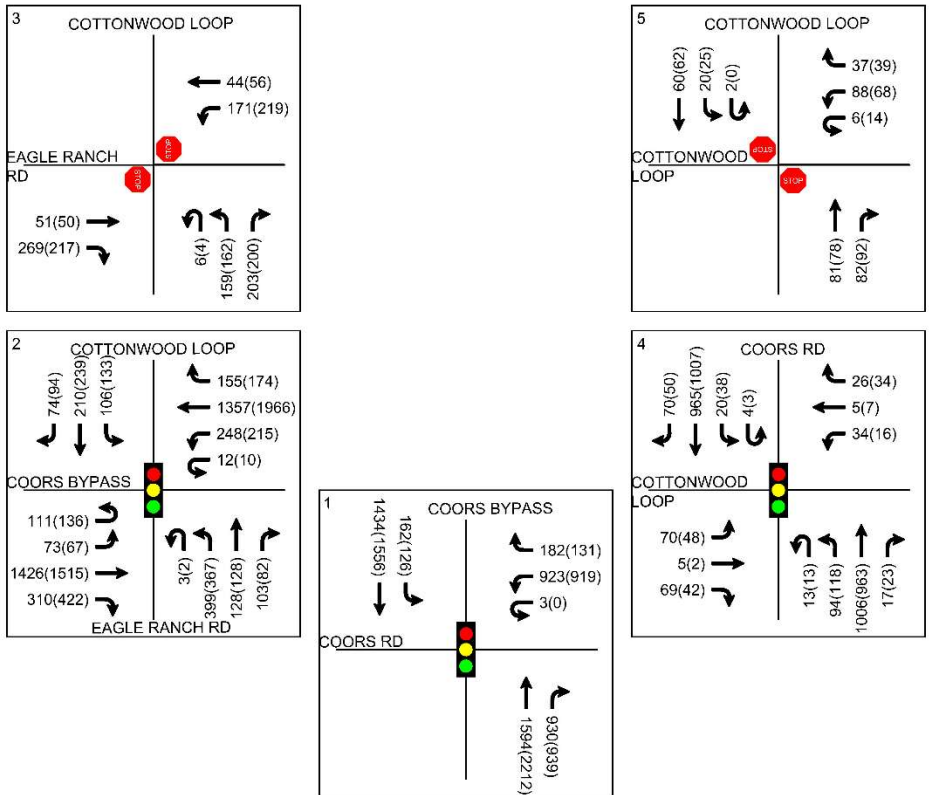
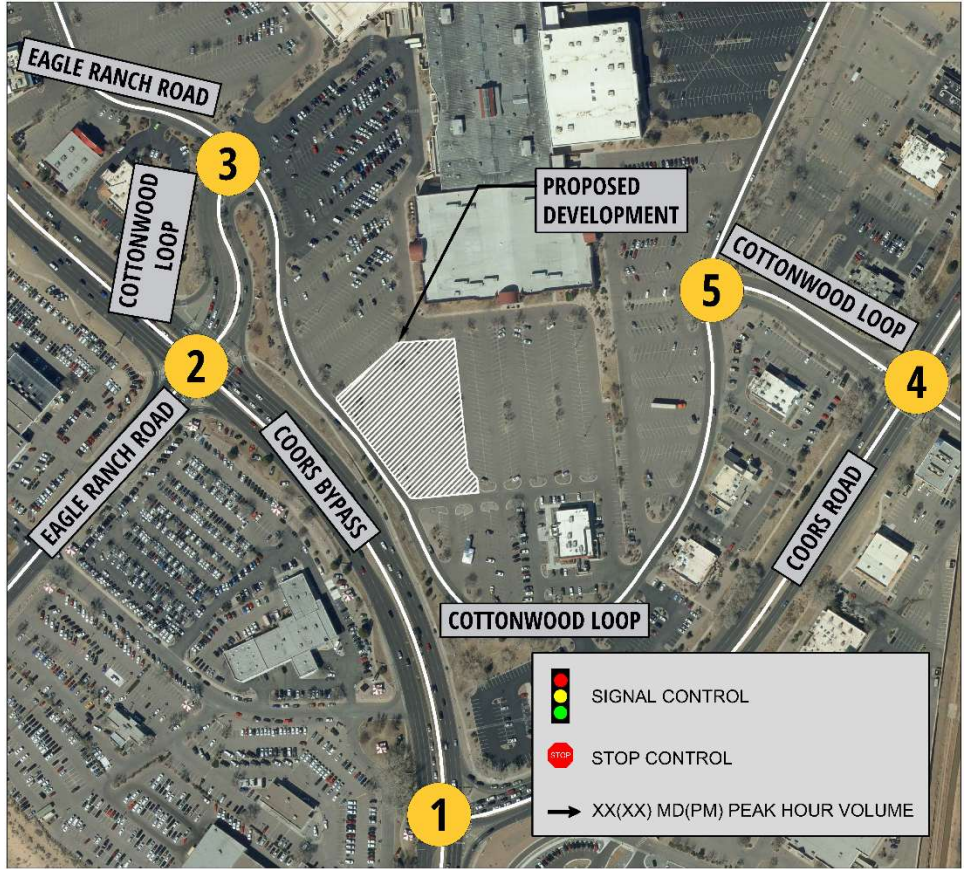


Figure 13: Horizon Year 2037 No Build Volumes

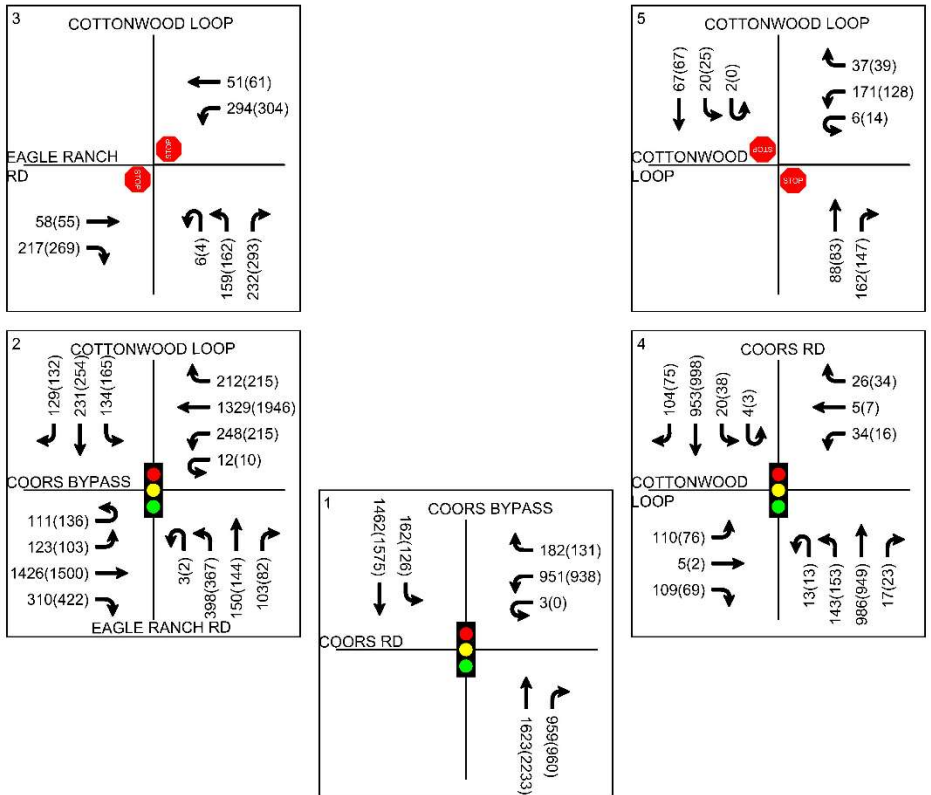


Figure 14: Horizon Year 2037 Full Build Volumes

SITE CONDITIONS AND SITE ANALYSIS

DRIVE THROUGH WINDOW QUEUEING DISCUSSION

DRIVE-THRU DESCRIPTION

Based on the development site plan, the In-N-Out Burger (Cottonwood) Drive-Thru Fast-Food Restaurant will be located on a 64,002-square-foot lot. This includes the 3,887-square-foot building, which features an approximately 24-foot-wide parking lot travel lane, 69 parking spaces located east and north of the building, and a drive-thru queue.

Per the site plan, the provided drive-through lane contains two lanes that merge into one with a total of 600 FT of storage, accommodating a minimum of 30 passenger vehicles. During peak times, both lanes would be open and are assumed to be equal in vehicle distribution, with drivers choosing the shortest line at the time of their arrival. The queue processes counterclockwise around the building and exits into the existing parking lot travel lane adjacent to Cottonwood Loop.

Drive-through queueing is analyzed below using two methods: Queue length calculation based on arrival rates and service times, and surveyed drive-through queueing at existing In-N-Out locations.

METHOD 1 - QUEUEING LENGTH CALCULATION

Queueing variables

Queue extension analysis is presented using the following variables:

- **The Arrival Rate (λ)** is measured in vehicles per hour (vph). This rate determines how many vehicles enter the system in an hour. The value used in this analysis for λ was the In-N-Out Burger Provided Trip Generation MD peak hour ingress volume for land use Fast-Food Restaurant with Drive-Thru Window- ITE 934, presented previously in Table 3.
 - The site includes interior and exterior dining facilities; presumably, some portion of the total inbound traffic would be dining on-site rather than using the drive-through. Entering vehicles were split between drive-through and interior dining with 60% using the drive-through and 40% dining in, based on In-N-Out provided information.
- **Average Time in System (E_v)** is measured in seconds and converted to hours for calculation purposes. The variable represents the average time individual vehicles spend in the queue from entry to exit. It calculates the service rate in conjunction with the arrival rate.
 - The Average Time in System was gathered by a national study conducted in 2024. The Average Time in System of 330 seconds was used for the purposes of this analysis.
- **The Service Rate (μ)** is also measured in vph, the rate at which vehicles are processed through the drive-through. The value for the Service Rate used in this analysis was calculated from the Average Time in System in conjunction with the Arrival Rate based on the Queueing Performance Equations for Random Arrival-Random Service Single Channel Systems presented in Traffic Flow Fundamentals by Adolf D. May.

$$\mu = \lambda + \frac{1}{E_v}$$

Queueing Analysis

The queuing analysis assumed a single-channel queuing model in which arrivals occur according to a Poisson process and service times have an exponential distribution (M/M/1 model). The following M/M/1 queuing equation was used to determine the probability of a certain queue length. The results for the probability of 0 through 35 vehicles are presented in Table 4.

$$\text{Probability of More Than "k" Vehicles in Queue} = \left(\frac{\lambda}{\mu}\right)^{k+1}$$

Table 4: Probability of "k" Vehicles in MD Queue

Number of Vehicles in Queue (k)	Probability of the Number of Vehicles	Cummulative Probability of the Number of Vehicles
0	11%	11%
1	10%	21%
2	9%	30%
3	8%	38%
4	7%	45%
5	6%	51%
6	5%	56%
7	5%	61%
8	4%	66%
9	4%	69%
10	3%	73%
11	3%	76%
12	3%	79%
13	2%	81%
14	2%	83%
15	2%	85%
16	2%	87%
17	1%	88%
18	1%	89%
19	1%	91%
20	1%	92%
21	1%	93%
22	1%	93%
23	1%	94%
24	1%	95%
25	1%	95%
26	1%	96%
27	0%	96%
28	0%	97%
29	0%	97%
30	0%	97%
31	0%	98%
32	0%	98%
33	0%	98%
34	0%	98%
35	0%	99%

Table 4 shows that exceeding the planned storage capacity of 30 vehicles by one or more vehicles is an 97th percentile probability event during the MD peak hour.

The results of the Queuing Analysis for the MD peak hour are further summarized in Table 5.

Table 5: Queuing Analysis Summary

Probability of Exceeding Queue Storage	Probability of Queue Spillback to Cottonwood Loop	MD PH Average Number of Vehicles in Queue
3%	1%	8

METHOD 2 - IN-N-OUT SURVEY

As shown on the site plan, the In-N-Out Burger (Cottonwood) Restaurant is to construct a dual-lane drive-through layout that provides a total queuing capacity for up to approximately 29 vehicles. Surveyed queue data provided by In-N-Out from existing locations shows an average maximum queue of 23 vehicles.

Drive-Through Operational Narrative

The following operational narrative was provided by In-N-Out to detail drive-through operations and measures used to control queues:

During peak operations, In-N-Out associates will monitor the parking lot to ensure that on-site circulation flows smoothly and access to/from parking spaces and the drive-through lane is adequately maintained. The drive-through lane is typically monitored by three to four cameras with video feeds displayed at the manager’s office, cooking grills, and both the pay and pick-up windows. During periods of peak demand, a wireless handheld ordering system is implemented once the drive-through lane queue extends beyond the menu board and ordering speaker. This enables orders to be processed sooner and ensures that the order is ready by the time the vehicle reaches the pick-up window. The associate operating the handheld ordering system will also communicate with management inside the restaurant and can notify them of the need for additional associates to assist in the parking area.

Compared to older In-N-Out locations, the proposed project will provide substantially more vehicular storage capacity in the drive-through lane and will have a larger, more efficient kitchen. Two grills are typically always operated, and a third grill is used during periods of high volume. Activation of the third grill is typically done in response to drive-through demand and enables the restaurant to increase the speed at which drive-through orders are picked up. With the implementation of handheld ordering, combined with the higher capacity kitchen, drive-through orders can be processed at an average of approximately one vehicle every 30-45 seconds during peak periods (order processing time may vary during non-peak periods).

DRIVE THROUGH SUMMARY AND CONCLUSION

As shown in the drive-through queue calculation, the possibility of exceeding the planned storage capacity of 30 vehicles by one or more vehicles is a 97th percentile probability event during the MD peak hour. Surveyed queue data provided by In-N-Out from existing locations shows an average maximum queue of 23 vehicles. Therefore, it is concluded that the planned drive-through storage length is expected to accommodate the estimated drive-through queues. Furthermore, in the event that queues exceed the designated storage, queues would be contained within the shopping center parking lot.

TRAFFIC ANALYSIS

Highway Capacity Software (HCS) was used to analyze the study intersections for Level of Service (LOS) and 95th percentile queuing conditions. Appendix C contains detailed capacity output sheets showing all individual movements.

LOS, CAPACITY, QUEUING, AND SPEED CHANGE LANE ANALYSIS

Per the HCM, LOS is presented as a letter grade (A through F) based on the calculated average delay for an intersection or movement. Delay is calculated as a function of several variables, including signal phasing operations, cycle length, traffic volumes, and opposing traffic volumes, but it is a measurement of the average wait time a driver can expect when moving through an intersection. Factors such as total cycle time (for all movements), queuing restrictions, and vehicle volumes can affect delay measurements, especially for lower-volume movements and side streets. Generally, these factors are only realized when delays reach or exceed LOS E thresholds. In such cases, subsequent sections offer a narrative specific to the individual movement in question.

Tables 1 and 2 below, reproduced from the HCM, show delay thresholds and the associated Level of service assigned to delay ranges for signalized intersections and stop-controlled intersections, respectively. Generally, an LOS of D or better is considered an acceptable level of service.

Table 6: LOS Criteria and Descriptions for Signalized Intersections

Level of service	Average Control Delay (sec/vehicle)	General Description (Signalized Intersections)
A	≤10	Free flow
B	>10 – 20	Stable flow (slight delays)
C	>20 – 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable flow (intolerable delay)
F	>80	Forced flow (jammed)

Table 7: LOS Criteria for Unsignalized Intersections

Level of service	Average Control Delay (sec/vehicle)
A	≤10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

Queuing is reported in feet for all intersections with queue lengths greater than one vehicle, with a base assumption of 25 feet of queue length per vehicle. Queues are reported for queue measurements falling within the 95th percentile. Notably, 95th percentile queues are statistically expected to occur

during only 5% of the peak hour's sign cycles. It is also noted that unreported average queueing at an intersection would statistically be much shorter than 95th-percentile queueing.

The volume-to-capacity (V/C) ratio is a performance measure showing the traffic volume ratio to the lane group capacity. A V/C ratio greater than 1.00 indicates that demand creates a residual queue for the analysis period.

For the purposes of this analysis, acceptable levels of service (LOS) are defined a LOS D or better. Based on procedures outlined in the HCM, intersection delay and level of service for stop-controlled intersections are reported as the delay and level of service for the worst-case movement at each intersection. For all other control types, they are taken for the whole intersection. Detailed output sheets can be found in Appendix C.

The existing turn lanes were analyzed by comparing the available storage to the 95th percentile queue lengths, per the SAMM Chapter 8, Section 1B, Subsection ii. Available storage was measured, including the deceleration length and taper.

DRAFT

TRAFFIC ANALYSIS RESULTS

Table 8 through Table 12 summarizes the intersection delay, level of service, and queuing under individual analysis scenarios.

Table 8: HCM Results for Existing Year (2025) Conditions

Coors Rd & Coors Bypass (Signalized)																																																																																	
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																																																																
	WBL	450	327.0	0.77	50.7	D				17.9	B	WBL	450	374.0	0.83			63.5	E	19.5	B	WBR	---	---	---	0.0	A	NBT	---	467.0	0.61	17.2	B	NBR	570	---	---	0.0	A	SBL	460	209.0	0.84	62.5	E	SBT	---	179.0	0.34	7.4	A																														
Coors Bypass & Eagle Ranch Rd (Signalized)																																																																																	
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																																																																
	EBL	250	118.0	0.74	61.8	E				26.5	C	EBL	250	153.0	0.78			71.3	E	27.3	C	EBT	---	289.0	0.44	17.2	B	EBR	450	---	---	0.0	A	WBL	440	171.0	0.80	60.5	E	WBT	---	254.0	0.40	14.6	B	WBR	280	---	---	0.0	A	NBL	250	269.0	0.87	69.3	E	NBT	---	150.0	0.37	49.7	D	NBR	250	---	---	0.0	A	SBL	375	72.0	0.66	63.3	E	SBT	---	140.0	0.62	59.8	E
Eagle Ranch Rd & Cottonwood Loop (Stop-Controlled)																																																																																	
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																																																																
	EBT	---	10.2	0.11	14.4	B				20.5	C	EBT	---	10.0	0.11			14.3	B	27.0	D	EBR	80	22.5	0.22	10.0	B	WBL	100	52.5	0.41	20.5	C	WBT	---	7.5	0.08	12.9	B	NBL	---	12.6	0.14	8.6	A	NBR	---	---	---	---	---																														
Coors Rd & Cottonwood Loop (Signalized)																																																																																	
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																																																																
	EBL	215	29.0	0.09	33.7	C				11.2	B	EBL	215	22.0	0.13			42.8	D	7.2	A	EBT	---	4.0	0.01	34.8	C	EBR	200	---	---	0.0	A	WBL	100	29.0	0.10	34.5	C	WBT/R	---	27.0	0.11	36.2	D	NBL	280	31.0	0.20	7.8	A	NBT	---	198.0	0.38	9.9	A	NBR	220	6.0	0.02	7.3	A	SBL	170	7.0	0.05	8.4	A	SBT	---	203.0	0.39	11.1	B	SBR	75	---	---	0.0	A
Cottonwood Loop & Cottonwood Loop (Stop-Controlled)																																																																																	
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																																																																
	WBL	---	5.0	0.08	8.4	A				11.8	B	WBL	---	5.0	0.07			8.3	A	11.9	B	WBR	---	---	---	---	---	NBT	---	10.0	0.13	11.7	B	NBR	150	7.5	0.10	9.3	A	SBL	85	2.5	0.03	11.8	B	SBT	---	7.5	0.09	11.4	B																														

Table 9: HCM Results for Build-Out Year (2027) No Build Conditions

Coors Rd & Coors Bypass (Signalized)																		
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	
	WBL	450	343.0	0.78	50.4	D				18.4	B	WBL	450	401.0	0.84			63.7
WBR	---	---	---	0.0	A	WBR	---	---	---			0.0	A					
NBT	---	326.0	0.50	17.6	B	NBT	---	498.0	0.63			18.6	B					
NBR	570	---	---	0.0	A	NBR	570	---	---			0.0	A					
SBL	460	213.0	0.85	62.4	E	SBL	460	206.0	0.84			73.8	E					
SBT	---	192.0	0.36	7.9	A	SBT	---	216.0	0.37			7.5	A					
Coors Bypass & Eagle Ranch Rd (Signalized)																		
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	
	EBL	250	121.0	0.74	61.7	E				26.9	C	EBL	250	157.0	0.78			71.2
EBT	---	299.0	0.45	17.8	B	EBT	---	335.0	0.44			17.3	B					
EBR	450	---	---	0.0	A	EBR	450	---	---			0.0	A					
WBL	440	176.0	0.81	60.4	E	WBL	440	175.0	0.80			70.8	E					
WBT	---	263.0	0.41	15.0	B	WBT	---	437.0	0.57			18.2	B					
WBR	280	---	---	0.0	A	WBR	280	---	---			0.0	A					
NBL	250	276.0	0.87	70.1	E	NBL	250	278.0	0.87			76.2	E					
NBT	---	154.0	0.37	49.4	D	NBT	---	183.0	0.40			58.8	E					
NBR	250	---	---	0.0	A	NBR	250	---	---			0.0	A					
SBL	375	74.0	0.66	63.3	E	SBL	375	108.0	0.73			72.7	E					
SBT	---	143.0	0.63	59.7	E	SBT	---	191.0	0.68			68.9	E					
SBR	240	---	---	0.0	A	SBR	240	---	---			0.0	A					
Eagle Ranch Rd & Cottonwood Loop (Stop-Controlled)																		
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak			Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay
	EBT	---	10.2	0.12	14.7	B				21.5	C	EBT	---	10.0	0.11	14.5	B	
EBR	80	22.5	0.23	10.1	B	EBR	80	30.0	0.28			10.4	B					
WBL	100	55.0	0.43	21.5	C	WBL	100	103.3	0.59			28.9	D					
WBT	---	7.5	0.09	13.1	B	WBT	---	10.0	0.11			13.3	B					
NBL	---	12.6	0.14	8.6	A	NBL	---	12.6	0.14			8.6	A					
NBR	---	---	---	---	---	NBR	---	---	---			---	---					
Coors Rd & Cottonwood Loop (Signalized)																		
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	
	EBL	215	30.0	0.10	33.6	C				11.5	B	EBL	215	23.0	0.13			42.7
EBT	---	5.0	0.02	34.8	C	EBT	---	2.0	0.01			43.2	D					
EBR	200	---	---	0.0	A	EBR	200	---	---			0.0	A					
WBL	100	30.0	0.10	34.4	C	WBL	100	16.0	0.09			43.7	D					
WBT/R	---	29.0	0.11	36.2	D	WBT/R	---	45.0	0.39			47.7	D					
NBL	280	32.0	0.22	8.1	A	NBL	280	24.0	0.23			4.3	A					
NBT	---	210.0	0.41	10.2	B	NBT	---	129.0	0.33			5.5	A					
NBR	220	6.0	0.02	7.4	A	NBR	220	5.0	0.02			4.0	A					
SBL	170	8.0	0.06	8.6	A	SBL	170	8.0	0.07			4.5	A					
SBT	---	217.0	0.41	11.5	B	SBT	---	151.0	0.36			6.4	A					
SBR	75	---	---	0.0	A	SBR	75	---	---			0.0	A					
Cottonwood Loop & Cottonwood Loop (Stop-Controlled)																		
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	
	WBL	---	7.5	0.08	8.4	A				12.0	B	WBL	---	5.0	0.07			8.3
WBR	---	---	---	---	---	WBR	---	---	---			---	---					
NBT	---	10.0	0.13	12.0	B	NBT	---	10.0	0.13			11.8	B					
NBR	150	7.5	0.08	9.3	A	NBR	150	7.5	0.10			9.3	A					
SBL	85	2.5	0.04	12.0	B	SBL	85	2.5	0.05			12.0	B					
SBT	---	7.5	0.09	11.4	B	SBT	---	7.5	0.10			11.3	B					

Table 10: HCM Results for Build-Out Year (2027) Full-Build Conditions

Coors Rd & Coors Bypass (Signalized)																									
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	MD Peak	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS							
		WBL	450	352.0	0.79	50.3					D	18.6	B			WBL			450	410.0	0.85	63.9	E	20.8	C
	WBR	---	---	---	0.0	A			WBR	---	---			---	0.0	A									
	NBT	---	338.0	0.51	18.1	B			NBT	---	510.0			0.64	19.1	B									
	NBR	570	---	---	0.0	A			NBR	570	---			---	0.0	A									
	SBL	460	213.0	0.85	62.4	E			SBL	460	206.0			0.84	73.8	E									
	SBT	---	200.0	0.37	8.2	A			SBT	---	222.0			0.37	7.7	A									
Coors Bypass & Eagle Ranch Rd (Signalized)																									
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	MD Peak	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS							
		EBL	250	85.0	0.68	62.7					E	26.8	C			EBL			250	84.0	0.67	73.1	E	26.9	C
		EBT	---	309.0	0.46	19.4					B					EBT			---	343.0	0.45	18.5	B		
		EBR	450	---	---	0.0					A					EBR			450	---	---	0.0	A		
		WBL	440	168.0	0.80	60.6					E					WBL			440	167.0	0.80	71.0	E		
		WBT	---	263.0	0.41	15.6					B					WBT			---	421.0	0.56	17.3	C		
		WBR	280	---	---	0.0					A					WBR			280	---	---	0.0	A		
		NBL	250	273.0	0.87	69.9					E					NBL			250	276.0	0.87	76.0	E		
		NBT	---	183.0	0.42	48.9					D					NBT			---	204.0	0.44	58.3	E		
		NBR	250	---	---	0.0					A					NBR			250	---	---	0.0	A		
		SBL	375	109.0	0.73	62.3					E					SBL			375	136.0	0.77	72.0	E		
		SBT	---	154.0	0.56	55.8					E					SBT			---	197.0	0.61	65.6	E		
		SBR	240	---	---	0.0					A					SBR			240	---	---	0.0	A		
	Eagle Ranch Rd & Cottonwood Loop (Stop-Controlled)																								
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	MD Peak	PM Peak	Movement			Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS					
		EBT	---	12.7	0.15	16.3					C	44.7	E			EBT	---	12.5			0.14	15.6	C	60.6	F
		EBR	80	22.5	0.23	10.1					B					EBR	80	30.0			0.28	10.4	B		
		WBL	100	217.5	0.78	44.7					E					WBL	100	287.3			0.84	60.6	F		
		WBT	---	7.5	0.10	13.0					B					WBT	---	10.0			0.12	13.2	B		
		NBL	---	12.6	0.13	8.6					A					NBL	---	12.6			0.14	8.6	A		
		NBR	---	---	---	---					---					NBR	---	---			---	---	---		
	NBT	---	---	---	---	---			NBT	---	---			---	---	---									
Coors Rd & Cottonwood Loop (Signalized)																									
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	MD Peak	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS							
		EBL	215	48.0	0.14	32.2					C	12.2	B			EBL			215	37.0	0.19	41.2	D	8.1	A
		EBT	---	5.0	0.01	33.5					C					EBT			---	2.0	0.01	41.9	D		
		EBR	200	---	---	0.0					A					EBR			200	---	---	0.0	A		
		WBL	100	30.0	0.09	34.1					C					WBL			100	16.0	0.08	43.4	D		
		WBT/R	---	29.0	0.11	35.9					D					WBT/R			---	45.0	0.37	47.2	D		
		NBL	280	46.0	0.30	8.8					A					NBL			280	30.0	0.28	4.8	A		
		NBT	---	213.0	0.41	10.9					B					NBT			---	135.0	0.33	6.0	A		
		NBR	220	6.0	0.02	7.9					A					NBR			220	5.0	0.02	4.4	A		
		SBL	170	7.0	0.05	9.6					A					SBL			170	8.0	0.07	5.0	A		
		SBT	---	228.0	0.43	13.0					B					SBT			---	163.0	0.37	7.2	A		
		SBR	75	---	---	0.0					A					SBR			75	---	---	0.0	A		
Cottonwood Loop & Cottonwood Loop (Stop-Controlled)																									
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	MD Peak	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS							
		WBL	---	12.5	0.15	8.6					A	14.7	C			WBL			---	10.0	0.12	8.5	A	14.1	B
		WBR	---	---	---	---					---					WBR			---	---	---	---	---		
		NBT	---	17.5	0.18	14.7					B					NBT			---	15.0	0.17	13.4	B		
		NBR	150	15.0	0.18	9.7					A					NBR			150	15.0	0.17	9.7	A		
		SBL	85	5.0	0.05	15.3					C					SBL			85	5.0	0.06	14.1	B		
	SBT	---	12.5	0.14	13.8	B			SBT	---	10			0.13	12.8	B									

Table 11: HCM Results for Horizon Year (2037) No Build Conditions

Coors Rd & Coors Bypass (Signalized)																						
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	MD Peak	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS				
	WBL	450	374.0	0.80	50.1	D					19.6	B	WBL	450	441.0	0.87			64.6	E	24.7	C
WBR	---	---	---	0.0	A	WBR	---	---	---	0.0			A									
NBT	---	390.0	0.57	20.6	C	NBT	---	647.0	0.75	25.1			C									
NBR	570	---	---	0.0	A	NBR	570	---	---	0.0			A									
SBL	460	231.0	0.86	61.9	E	SBL	460	322.0	0.88	101.4			F									
SBT	---	228.0	0.40	9.1	A	SBT	---	234.0	0.38	8.4			A									
Coors Bypass & Eagle Ranch Rd (Signalized)																						
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	MD Peak	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS				
	EBL	250	134.0	0.76	61.4	E					25.6	C	EBL	250	174.0	0.80			70.8	E	29.9	C
EBT	---	354.0	0.52	20.6	C	EBT	---	398.0	0.51	20.1			C									
EBR	450	---	---	0.0	A	EBR	450	---	---	0.0			A									
WBL	440	193.0	0.82	59.9	E	WBL	440	193.0	0.82	70.3			E									
WBT	---	309.0	0.47	17.3	B	WBT	---	530.0	0.65	21.7			C									
WBR	280	---	---	0.0	A	WBR	280	---	---	0.0			A									
NBL	250	308.0	0.89	74.0	E	NBL	250	308.0	0.88	79.3			E									
NBT	---	167.0	0.38	47.9	D	NBT	---	197.0	0.41	57.4			E									
NBR	250	---	---	0.0	A	NBR	250	---	---	0.0			A									
SBL	375	79.0	0.67	63.1	E	SBL	375	119.0	0.74	72.4			E									
SBT	---	158.0	0.64	59.1	E	SBT	---	205.0	0.70	68.3			E									
SBR	240	---	---	0.0	A	SBR	240	---	---	0.0			A									
Eagle Ranch Rd & Cottonwood Loop (Stop-Controlled)																						
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	MD Peak	PM Peak			Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		
	EBT	---	12.7	0.14	15.6	C					26.5	D	EBT	---	12.5	0.14	15.5	C			44.1	E
EBR	80	25.0	0.25	10.2	B	EBR	80	35.0	0.31	10.7			B									
WBL	100	80.0	0.53	26.5	D	WBL	100	173.9	0.73	44.1			E									
WBT	---	7.5	0.10	13.6	B	WBT	---	10.0	0.13	14.0			B									
NBL	---	12.6	0.15	8.7	A	NBL	---	12.6	0.15	8.7			A									
NBR	---	---	---	---	---	NBR	---	---	---	---			---									
Coors Rd & Cottonwood Loop (Signalized)																						
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	MD Peak	PM Peak			Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		
	EBL	215	33.0	0.10	33.4	C					12.1	B	EBL	215	26.0	0.14	42.5	D			7.8	A
EBT	---	5.0	0.02	34.7	C	EBT	---	2.0	0.01	43.0			D									
EBR	200	---	---	0.0	A	EBR	200	---	---	0.0			A									
WBL	100	33.0	0.11	34.2	C	WBL	100	17.0	0.10	43.6			D									
WBT/R	---	31.0	0.12	36.2	D	WBT/R	---	48.0	0.41	47.9			D									
NBL	280	36.0	0.26	8.7	A	NBL	280	27.0	0.28	4.8			A									
NBT	---	237.0	0.45	10.9	B	NBT	---	151.0	0.37	5.9			A									
NBR	220	7.0	0.02	7.6	A	NBR	220	6.0	0.02	4.2			A									
SBL	170	9.0	0.07	9.1	A	SBL	170	9.0	0.09	4.7			A									
SBT	---	246.0	0.46	12.4	B	SBT	---	178.0	0.41	7.0			A									
SBR	75	---	---	0.0	A	SBR	75	---	---	0.0			A									
Cottonwood Loop & Cottonwood Loop (Stop-Controlled)																						
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	MD Peak	PM Peak			Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		
	WBL	---	7.5	0.09	8.4	A							12.4	B	WBL	---	7.5	0.08				
WBR	---	---	---	---	---	WBR	---	---	---	---	---											
NBT	---	12.5	0.15	12.3	B	NBT	---	12.5	0.15	12.2	B											
NBR	150	7.5	0.09	9.3	A	NBR	150	10	0.11	9.4	A											
SBL	85	2.5	0.04	12.4	B	SBL	85	5.0	0.05	12.4	B											
SBT	---	10.0	0.11	11.7	B	SBT	---	10	0.11	11.6	B											

Table 12: HCM Results for Horizon Year (2037) Full-Build Conditions

Coors Rd & Coors Bypass (Signalized)																						
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	MD Peak	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS				
		WBL	450	382.0	0.81	50.0					D	19.8	B			WBL			450	450.0	0.87	64.9
	WBR	---	---	---	0.0	A			WBR	---	---			---	0.0	A						
	NBT	---	403.0	0.59	21.2	C			NBT	---	627.0			0.73	23.2	C						
	NBR	570	---	---	0.0	A			NBR	570	---			---	0.0	A						
	SBL	460	231.0	0.86	61.9	E			SBL	460	241.0			0.85	86.0	F						
	SBT	---	236.0	0.41	9.4	A			SBT	---	262.0			0.42	8.9	A						
Coors Bypass & Eagle Ranch Rd (Signalized)																						
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	MD Peak	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS				
		EBL	250	90.0	0.69	62.6					E	28.4	C			EBL			250	89.0	0.68	72.9
	EBT	---	363.0	0.53	22.2	C			EBT	---	406.0			0.52	21.4	C						
	EBR	450	---	---	0.0	A			EBR	450	---			---	0.0	A						
	WBL	440	185.0	0.81	60.2	E			WBL	440	185.0			0.81	70.5	E						
	WBT	---	306.0	0.47	17.6	B			WBT	---	506.0			0.63	20.2	C						
	WBR	280	---	---	0.0	A			WBR	280	---			---	0.0	A						
	NBL	250	304.0	0.88	73.5	E			NBL	250	306.0			0.88	79.1	E						
	NBT	---	195.0	0.42	47.8	D			NBT	---	216.0			0.44	57.0	E						
	NBR	250	---	---	0.0	A			NBR	250	---			---	0.0	A						
	SBL	375	117.0	0.74	62.1	E			SBL	375	147.0			0.78	71.9	E						
	SBT	---	168.0	0.56	55.5	E			SBT	---	211.0			0.63	65.1	E						
	SBR	240	---	---	0.0	A			SBR	240	---			---	0.0	A						
Eagle Ranch Rd & Cottonwood Loop (Stop-Controlled)																						
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	MD Peak	PM Peak	Movement			Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		
		EBT	---	15.2	0.18	17.5					C	85.2	F			EBT	---	15.0			0.16	16.8
	EBR	80	25.0	0.25	10.2	B			EBR	80	35.0			0.31	10.7	B						
	WBL	100	375.0	0.91	85.2	F			WBL	100	584.6			1.01	170.4	F						
	WBT	---	10.0	0.12	13.6	B			WBT	---	12.5			0.14	13.9	B						
	NBL	---	12.6	0.15	8.6	A			NBL	---	12.6			0.15	8.7	A						
	NBR	---	---	---	---	---			NBR	---	---			---	---	---						
Coors Rd & Cottonwood Loop (Signalized)																						
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	MD Peak	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS				
		EBL	215	51.0	0.15	32.1					C	12.8	B			EBL			215	40.0	0.20	41.0
	EBT	---	5.0	0.01	33.9	C			EBT	---	2.0			0.01	41.8	D						
	EBR	200	---	---	0.0	A			EBR	200	---			---	0.0	A						
	WBL	100	33.0	0.10	34.0	C			WBL	100	17.0			0.09	43.4	D						
	WBT/R	---	31.0	0.12	36.0	D			WBT/R	---	48.0			0.40	47.7	D						
	NBL	280	50.0	0.35	9.6	A			NBL	280	33.0			0.32	5.2	A						
	NBT	---	240.0	0.45	11.5	B			NBT	---	157.0			0.37	6.4	A						
	NBR	220	7.0	0.02	8.0	A			NBR	220	6.0			0.02	4.5	A						
	SBL	170	8.0	0.06	10.0	A			SBL	170	9.0			0.08	5.2	A						
	SBT	---	258.0	0.48	13.9	B			SBT	---	191.0			0.41	7.7	A						
	SBR	75	---	---	0.0	A			SBR	75	---			---	0.0	A						
Cottonwood Loop & Cottonwood Loop (Stop-Controlled)																						
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	MD Peak	PM Peak	Movement			Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		
		WBL	---	12.5	0.16	8.7					A			16.0	C			WBL			---	10.0
	WBR	---	---	---	---	---			WBR	---	---	---	---			---						
	NBT	---	20.0	0.21	15.3	C			NBT	---	17.5	0.19	13.9			B						
	NBR	150	17.5	0.18	9.8	A			NBR	150	15.0	0.18	9.7			A						
	SBL	85	5.0	0.06	16.0	B			SBL	85	5.0	0.07	14.6			B						
	SBT	---	12.5	0.15	14.2	B			SBT	---	12.5	0.14	13.1			B						

TRAFFIC ANALYSIS NARRATIVE

Existing 2025 Scenario

Delay and LOS Results

At intersections where LOS results are present, all movements operate at acceptable LOS during the MD and PM peak hours, except:

- At the signalized intersection of Coors Road and Coors By-Pass
 - WBL operates at LOS E during the PM peak hour
 - SBL operates at LOS E during the MD and PM peak hours
- At the signalized intersection of Coors By-Pass and Eagle Ranch Road
 - EBL, WBL, NBL, SBL, and SBT operate at LOS E during the MD and PM peak hours
 - NBT operates at LOS E during the PM peak hour

Queuing Results

Existing storage lengths are sufficient to accommodate 95th percentile queue lengths at the intersections where queue length results are present, except:

- At the signalized intersection of Coors By-Pass and Eagle Ranch Road
 - NBL exceeds the available storage during the MD and PM peak hours.

Build-Out Year 2027 No Build Scenario

Delay and LOS Results

At the intersections where LOS results are present, all movements operate at acceptable LOS during the MD and PM peak hours, except:

- At the signalized intersection of Coors Road and Coors By-Pass
 - WBL operates at LOS E during the PM peak hour
 - SBL operates at LOS E during the MD and PM peak hours
- At the signalized intersection of Coors By-Pass and Eagle Ranch Road
 - EBL, WBL, NBL, SBL, and SBT operate at LOS E during the MD and PM peak hours
 - NBT operates at LOS E during the PM peak hour

Queuing Results

Existing storage lengths are sufficient to accommodate 95th percentile queue lengths at the intersections where queue length results are present, except:

- At the signalized intersection of Coors By-Pass and Eagle Ranch Road
 - NBL exceeds the available storage during the MD and PM peak hours.

Build-Out Year 2027 Full Build Scenario

Delay and LOS Results

At the intersections where LOS results are present, all movements operate at acceptable LOS during the MD and PM peak hours, except:

- At the signalized intersection of Coors Road and Coors By-Pass
 - WBL operates at LOS E during the PM peak hour
 - SBL operates at LOS E during the MD and PM peak hours
- At the signalized intersection of Coors By-Pass and Eagle Ranch Road
 - EBL, WBL, NBL, SBL, and SBT operate at LOS E during the MD and PM peak hours
 - NBT operates at LOS E during the PM peak hour
- At the stop-controlled intersection of Eagle Ranch Road and Cottonwood Loop
 - WBL operates at LOS E and LOS F during the MD and PM peak hours, respectively

Queuing Results

Existing storage lengths are sufficient to accommodate 95th percentile queue lengths at the intersections where queue length results are present, except:

- At the signalized intersection of Coors By-Pass and Eagle Ranch Road
 - NBL exceeds the available storage during the MD and PM peak hours.
- At the stop-controlled intersection of Eagle Ranch Road and Cottonwood Loop
 - WBL exceeds the available storage during the MD and PM peak hours.

Horizon Year 2037 No Build Scenario

Delay and LOS Results

At the intersections where LOS results are present, all movements operate at acceptable LOS during the MD and PM peak hours, except:

- At the signalized intersection of Coors Road and Coors By-Pass
 - WBL operates at LOS E during the PM peak hour
 - SBL operates at LOS E and LOS F during the MD and PM peak hours, respectively
- At the signalized intersection of Coors By-Pass and Eagle Ranch Road
 - EBL, WBL, NBL, SBL, and SBT operate at LOS E during the MD and PM peak hours
 - NBT operates at LOS E during the PM peak hour
- At the stop-controlled intersection of Eagle Ranch Road and Cottonwood Loop
 - WBL operates at LOS E during the PM peak hour

Queuing Results

Existing storage lengths are sufficient to accommodate 95th percentile queue lengths at the intersections where queue length results are present, except:

- At the signalized intersection of Coors By-Pass and Eagle Ranch Road
 - NBL exceeds the available storage during the MD and PM peak hours.
- At the stop-controlled intersection of Eagle Ranch Road and Cottonwood Loop
 - WBL exceeds the available storage during the MD and PM peak hours.

Horizon Year 2037 Full Build Scenario

Delay and LOS Results

At the intersections where LOS results are present, all movements operate at acceptable LOS during the MD and PM peak hours, except:

- At the signalized intersection of Coors Road and Coors By-Pass
 - WBL operates at LOS E during the PM peak hour
 - SBL operates at LOS E and LOS F during the MD and PM peak hours, respectively
- At the signalized intersection of Coors By-Pass and Eagle Ranch Road
 - EBL, WBL, NBL, SBL, and SBT operate at LOS E during the MD and PM peak hours
 - NBT operates at LOS E during the PM peak hour
- At the stop-controlled intersection of Eagle Ranch Road and Cottonwood Loop
 - WBL operates at LOS E and LOS F during the MD and PM peak hours, respectively

Queuing Results

Existing storage lengths are sufficient to accommodate 95th percentile queue lengths at the intersections where queue length results are present, except:

- At the signalized intersection of Coors By-Pass and Eagle Ranch Road
 - NBL exceeds the available storage during the MD and PM peak hours.

- At the stop-controlled intersection of Eagle Ranch Road and Cottonwood Loop
 - WBL exceeds the available storage during the MD and PM peak hours.

Traffic Analysis Summary

Coors Road and Coors By-Pass

At the signalized intersection of Coors Road and Coors By-Pass, the WBL and SBL lanes are expected to experience issues with Delay and LOS under all scenarios, noting that these are pre-existing issues.

Coors By-Pass and Eagle Ranch Road

At the signalized intersection of Coors By-Pass and Eagle Ranch Road, the EBL, WBL, NBT, NBL, SBL, and SBT are expected to experience issues with Delay and LOS under all scenarios. The NBL is also expected to experience issues with Queueing under all scenarios, noting that these are pre-existing issues.

Eagle Ranch Road and Cottonwood Loop

At the stop-controlled intersection of Eagle Ranch Road and Cottonwood Loop, the WBL is expected to experience Delay, LOS, and Queueing issues under the Full Build and Horizon No Build scenarios. This indicates that conditions will worsen in the Horizon Year (2045) or with the addition of the development.

Coors Road and Cottonwood Loop

The signalized intersection of Coors Road and Cottonwood Loop is expected to experience no issues with Delay, LOS, or Queueing.

Cottonwood Loop and Cottonwood Loop

The stop-controlled intersection of Cottonwood Loop and Cottonwood Loop is expected to experience no issues with Delay, LOS, or Queueing.

OFF-SITE CAPACITY MITIGATIONS

COORS ROAD AND COORS BY-PASS

MITIGATIONS

The intersection of Coors Road and Coors By-Pass is expected to experience capacity and queueing issues in the Existing, No Build, Full Build, and Horizon scenarios. Signal timing changes are recommended to resolve these issues and account for the added traffic from the Development. Table 13 summarizes the intersection delay, level of service, and queueing under the Existing, No Build, Full Build, Mitigated Full Build, Horizon No Build, and Horizon Full Build conditions. The following conclusions are made for the Mitigated analysis:

Delay and LOS Results

Where LOS results are present, all movements operate at acceptable LOS during the MD and PM peaks except:

- SBL operates at LOS E during the MD and PM peak hours. However, this failure is present in the Existing, No Build, and Full Build scenarios.
- WBL operates at LOS E during the PM peak hours. However, this failure is present in the Existing, No Build, and Full Build scenarios.

Queueing Results

Where queue length results are present, existing storage lengths are sufficient to accommodate 95th percentile queue lengths.

Table 13: Coors Road and Coors By-Pass Summary with Mitigations

Coors Rd & Coors Bypass (Signalized)																	
Existing (2025)																	
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
	WBL	450	327.0	0.77	50.7	D				17.9	B	WBL	450	374.0	0.83		
WBR	---	---	---	0.0	A	WBR	---	---	---			0.0	A				
NBT	---	311.0	0.48	16.6	B	NBT	---	467.0	0.61			17.2	B				
NBR	570	---	---	0.0	A	NBR	570	---	---			0.0	A				
SBL	460	209.0	0.84	62.5	E	SBL	460	202.0	0.84			73.9	E				
SBT	---	179.0	0.34	7.4	A	SBT	---	202.0	0.35			6.9	A				
No Build (2027)																	
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
	WBL	450	343.0	0.78	50.4	D				18.4	B	WBL	450	401.0	0.84		
WBR	---	---	---	0.0	A	WBR	---	---	---			0.0	A				
NBT	---	326.0	0.50	17.6	B	NBT	---	498.0	0.63			18.6	B				
NBR	570	---	---	0.0	A	NBR	570	---	---			0.0	A				
SBL	460	213.0	0.85	62.4	E	SBL	460	206.0	0.84			73.8	E				
SBT	---	192.0	0.36	7.9	A	SBT	---	216.0	0.37			7.5	A				
Full Build (2027)																	
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
	WBL	450	352.0	0.79	50.3	D				18.6	B	WBL	450	410.0	0.85		
WBR	---	---	---	0.0	A	WBR	---	---	---			0.0	A				
NBT	---	338.0	0.51	18.1	B	NBT	---	510.0	0.64			19.1	B				
NBR	570	---	---	0.0	A	NBR	570	---	---			0.0	A				
SBL	460	213.0	0.85	62.4	E	SBL	460	206.0	0.84			73.8	E				
SBT	---	200.0	0.37	8.2	A	SBT	---	222.0	0.37			7.7	A				
Full Build (2027) Optimized																	
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
	WBL	450	348.0	0.77	49.1	D				18.5	B	WBL	450	394.0	0.81		
WBR	---	---	---	0.0	A	WBR	---	---	---			0.0	A				
NBT	---	342.0	0.52	18.5	B	NBT	---	525.0	0.65			20.2	C				
NBR	570	---	---	0.0	A	NBR	570	---	---			0.0	A				
SBL	460	213.0	0.84	62.3	E	SBL	460	206.0	0.84			73.6	E				
SBT	---	203.0	0.37	8.4	A	SBT	---	231.0	0.38			8.3	A				
Horizon No Build (2037)																	
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
	WBL	450	374.0	0.80	50.1	D				19.6	B	WBL	450	441.0	0.87		
WBR	---	---	---	0.0	A	WBR	---	---	---			0.0	A				
NBT	---	390.0	0.57	20.6	C	NBT	---	647.0	0.75			25.1	C				
NBR	570	---	---	0.0	A	NBR	570	---	---			0.0	A				
SBL	460	231.0	0.86	61.9	E	SBL	460	322.0	0.88			101.4	F				
SBT	---	228.0	0.40	9.1	A	SBT	---	234.0	0.38			8.4	A				
Horizon Full Build (2037)																	
MD Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
	WBL	450	384.0	0.81	50.0	D				19.9	B	WBL	450	450.0	0.87		
WBR	---	---	---	0.0	A	WBR	---	---	---			0.0	A				
NBT	---	404.0	0.59	21.3	C	NBT	---	627.0	0.73			23.2	C				
NBR	570	---	---	0.0	A	NBR	570	---	---			0.0	A				
SBL	460	231.0	0.86	61.9	E	SBL	460	241.0	0.85			86.0	F				
SBT	---	237.0	0.41	9.4	A	SBT	---	262.0	0.42			8.9	A				

COORS BY-PASS AND EAGLE RANCH ROAD MITIGATIONS

The intersection of Coors By-Pass and Eagle Ranch Road is expected to experience capacity and queueing issues in the Existing, No Build, Full Build, and Horizon scenarios. It is recommended that signal timing changes be implemented to resolve these issues as well as account for added traffic from the Development. Table 14 summarizes the intersection delay, level of service, and queueing under the Existing, No Build, Full Build, Mitigated Full Build, Horizon No Build, and Horizon Full Build conditions. The following conclusions are made for the Mitigated analysis:

Delay and LOS Results

Where LOS results are present, all movements operate at acceptable LOS during the MD and PM peaks except:

- EBL, WBL, NBL, SBL, and SBT operate at LOS E during the MD and PM peak hours. However, this failure is present in the Existing, No Build and Full Build scenarios.

Queueing Results

Where queue length results are present, existing storage lengths are sufficient to accommodate 95th percentile queue lengths except:

- NBL is expected to exceed available storage in the MD and PM peak hours. However, this failure is present in the Existing, No Build, and Full Build scenarios.

Table 14: Coors By-Pass and Eagle Ranch Road Summary with Mitigations

Coors Bypass & Eagle Ranch Rd (Signalized)																																																																																																																																																																																																							
Existing (2025)																																																																																																																																																																																																							
Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																																																																																																																																																																																								
No Build (2027)																																																																																																																																																																																																							
<table border="1"> <thead> <tr> <th rowspan="2">Movement</th><th rowspan="2">Available Storage (ft)</th><th rowspan="2">95% Queue Length (ft/lane)</th><th rowspan="2">V/C</th><th rowspan="2">Delay (s/veh)</th><th rowspan="2">LOS</th><th rowspan="2">Intersection Delay</th><th rowspan="2">Intersection LOS</th><th rowspan="2">Movement</th><th rowspan="2">Available Storage (ft)</th><th rowspan="2">95% Queue Length (ft/lane)</th><th rowspan="2">V/C</th><th rowspan="2">Delay (s/veh)</th><th rowspan="2">LOS</th><th rowspan="2">Intersection Delay</th><th rowspan="2">Intersection LOS</th></tr> <tr> <th colspan="17"></th></tr> </thead> <tbody> <tr> <td rowspan="10">MD Peak</td><td>EBL</td><td>250</td><td>121.0</td><td>0.74</td><td>61.7</td><td>E</td><td rowspan="10">26.9</td><td rowspan="10">C</td><td rowspan="10">PM Peak</td><td>EBL</td><td>250</td><td>157.0</td><td>0.78</td><td>71.2</td><td>E</td><td rowspan="10">27.8</td><td rowspan="10">C</td></tr> <tr> <td>EBT</td><td>---</td><td>299.0</td><td>0.45</td><td>17.8</td><td>B</td><td>EBT</td><td>---</td><td>335.0</td><td>0.44</td><td>17.3</td><td>B</td></tr> <tr> <td>EBR</td><td>450</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>EBR</td><td>450</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> <tr> <td>WBL</td><td>440</td><td>176.0</td><td>0.81</td><td>60.4</td><td>E</td><td>WBL</td><td>440</td><td>175.0</td><td>0.80</td><td>70.8</td><td>E</td></tr> <tr> <td>WBT</td><td>---</td><td>263.0</td><td>0.41</td><td>15.0</td><td>B</td><td>WBT</td><td>---</td><td>437.0</td><td>0.57</td><td>18.2</td><td>B</td></tr> <tr> <td>WBR</td><td>280</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>WBR</td><td>280</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> <tr> <td>NBL</td><td>250</td><td>276.0</td><td>0.87</td><td>70.1</td><td>E</td><td>NBL</td><td>250</td><td>278.0</td><td>0.87</td><td>76.2</td><td>E</td></tr> <tr> <td>NBT</td><td>---</td><td>154.0</td><td>0.37</td><td>49.4</td><td>D</td><td>NBT</td><td>---</td><td>183.0</td><td>0.40</td><td>58.8</td><td>E</td></tr> <tr> <td>NBR</td><td>250</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>NBR</td><td>250</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> <tr> <td>SBL</td><td>375</td><td>74.0</td><td>0.66</td><td>63.3</td><td>E</td><td>SBL</td><td>375</td><td>108.0</td><td>0.73</td><td>72.7</td><td>E</td></tr> <tr> <td>SBT</td><td>---</td><td>143.0</td><td>0.63</td><td>59.7</td><td>E</td><td>SBT</td><td>---</td><td>191.0</td><td>0.68</td><td>68.9</td><td>E</td></tr> <tr> <td>SBR</td><td>240</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>SBR</td><td>240</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> </tbody> </table>																	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																		MD Peak	EBL	250	121.0	0.74	61.7	E	26.9	C	PM Peak	EBL	250	157.0	0.78	71.2	E	27.8	C	EBT	---	299.0	0.45	17.8	B	EBT	---	335.0	0.44	17.3	B	EBR	450	---	---	0.0	A	EBR	450	---	---	0.0	A	WBL	440	176.0	0.81	60.4	E	WBL	440	175.0	0.80	70.8	E	WBT	---	263.0	0.41	15.0	B	WBT	---	437.0	0.57	18.2	B	WBR	280	---	---	0.0	A	WBR	280	---	---	0.0	A	NBL	250	276.0	0.87	70.1	E	NBL	250	278.0	0.87	76.2	E	NBT	---	154.0	0.37	49.4	D	NBT	---	183.0	0.40	58.8	E	NBR	250	---	---	0.0	A	NBR	250	---	---	0.0	A	SBL	375	74.0	0.66	63.3	E	SBL	375	108.0	0.73	72.7	E	SBT	---	143.0	0.63	59.7	E	SBT	---	191.0	0.68	68.9	E	SBR	240	---	---	0.0	A	SBR	240	---	---	0.0	A
Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																																																																																																																																																																																								
MD Peak	EBL	250	121.0	0.74	61.7	E	26.9	C	PM Peak	EBL	250	157.0	0.78	71.2	E	27.8	C																																																																																																																																																																																						
	EBT	---	299.0	0.45	17.8	B				EBT	---	335.0	0.44	17.3	B																																																																																																																																																																																								
	EBR	450	---	---	0.0	A				EBR	450	---	---	0.0	A																																																																																																																																																																																								
	WBL	440	176.0	0.81	60.4	E				WBL	440	175.0	0.80	70.8	E																																																																																																																																																																																								
	WBT	---	263.0	0.41	15.0	B				WBT	---	437.0	0.57	18.2	B																																																																																																																																																																																								
	WBR	280	---	---	0.0	A				WBR	280	---	---	0.0	A																																																																																																																																																																																								
	NBL	250	276.0	0.87	70.1	E				NBL	250	278.0	0.87	76.2	E																																																																																																																																																																																								
	NBT	---	154.0	0.37	49.4	D				NBT	---	183.0	0.40	58.8	E																																																																																																																																																																																								
	NBR	250	---	---	0.0	A				NBR	250	---	---	0.0	A																																																																																																																																																																																								
	SBL	375	74.0	0.66	63.3	E				SBL	375	108.0	0.73	72.7	E																																																																																																																																																																																								
SBT	---	143.0	0.63	59.7	E	SBT	---	191.0	0.68	68.9	E																																																																																																																																																																																												
SBR	240	---	---	0.0	A	SBR	240	---	---	0.0	A																																																																																																																																																																																												
<table border="1"> <thead> <tr> <th rowspan="2">Movement</th><th rowspan="2">Available Storage (ft)</th><th rowspan="2">95% Queue Length (ft/lane)</th><th rowspan="2">V/C</th><th rowspan="2">Delay (s/veh)</th><th rowspan="2">LOS</th><th rowspan="2">Intersection Delay</th><th rowspan="2">Intersection LOS</th><th rowspan="2">Movement</th><th rowspan="2">Available Storage (ft)</th><th rowspan="2">95% Queue Length (ft/lane)</th><th rowspan="2">V/C</th><th rowspan="2">Delay (s/veh)</th><th rowspan="2">LOS</th><th rowspan="2">Intersection Delay</th><th rowspan="2">Intersection LOS</th></tr> <tr> <th colspan="17"></th></tr> </thead> <tbody> <tr> <td rowspan="10">MD Peak</td><td>EBL</td><td>250</td><td>143.0</td><td>0.77</td><td>61.2</td><td>E</td><td rowspan="10">27.7</td><td rowspan="10">C</td><td rowspan="10">PM Peak</td><td>EBL</td><td>250</td><td>188.0</td><td>0.81</td><td>70.5</td><td>E</td><td rowspan="10">29.2</td><td rowspan="10">C</td></tr> <tr> <td>EBT</td><td>---</td><td>305.0</td><td>0.46</td><td>18.5</td><td>B</td><td>EBT</td><td>---</td><td>346.0</td><td>0.45</td><td>18.7</td><td>B</td></tr> <tr> <td>EBR</td><td>450</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>EBR</td><td>450</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> <tr> <td>WBL</td><td>440</td><td>176.0</td><td>0.81</td><td>60.4</td><td>E</td><td>WBL</td><td>440</td><td>175.0</td><td>0.80</td><td>70.8</td><td>E</td></tr> <tr> <td>WBT</td><td>---</td><td>274.0</td><td>0.42</td><td>16.3</td><td>B</td><td>WBT</td><td>---</td><td>464.0</td><td>0.59</td><td>20.7</td><td>C</td></tr> <tr> <td>WBR</td><td>280</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>WBR</td><td>280</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> <tr> <td>NBL</td><td>250</td><td>276.0</td><td>0.87</td><td>70.1</td><td>E</td><td>NBL</td><td>250</td><td>278.0</td><td>0.87</td><td>76.2</td><td>E</td></tr> <tr> <td>NBT</td><td>---</td><td>186.0</td><td>0.44</td><td>50.3</td><td>D</td><td>NBT</td><td>---</td><td>204.0</td><td>0.44</td><td>58.3</td><td>E</td></tr> <tr> <td>NBR</td><td>250</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>NBR</td><td>250</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> <tr> <td>SBL</td><td>375</td><td>95.0</td><td>0.70</td><td>62.6</td><td>E</td><td>SBL</td><td>375</td><td>136.0</td><td>0.77</td><td>72.0</td><td>E</td></tr> <tr> <td>SBT</td><td>---</td><td>158.0</td><td>0.63</td><td>58.8</td><td>E</td><td>SBT</td><td>---</td><td>197.0</td><td>0.61</td><td>65.6</td><td>E</td></tr> <tr> <td>SBR</td><td>240</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>SBR</td><td>240</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> </tbody> </table>																	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																		MD Peak	EBL	250	143.0	0.77	61.2	E	27.7	C	PM Peak	EBL	250	188.0	0.81	70.5	E	29.2	C	EBT	---	305.0	0.46	18.5	B	EBT	---	346.0	0.45	18.7	B	EBR	450	---	---	0.0	A	EBR	450	---	---	0.0	A	WBL	440	176.0	0.81	60.4	E	WBL	440	175.0	0.80	70.8	E	WBT	---	274.0	0.42	16.3	B	WBT	---	464.0	0.59	20.7	C	WBR	280	---	---	0.0	A	WBR	280	---	---	0.0	A	NBL	250	276.0	0.87	70.1	E	NBL	250	278.0	0.87	76.2	E	NBT	---	186.0	0.44	50.3	D	NBT	---	204.0	0.44	58.3	E	NBR	250	---	---	0.0	A	NBR	250	---	---	0.0	A	SBL	375	95.0	0.70	62.6	E	SBL	375	136.0	0.77	72.0	E	SBT	---	158.0	0.63	58.8	E	SBT	---	197.0	0.61	65.6	E	SBR	240	---	---	0.0	A	SBR	240	---	---	0.0	A
Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																																																																																																																																																																																								
MD Peak	EBL	250	143.0	0.77	61.2	E	27.7	C	PM Peak	EBL	250	188.0	0.81	70.5	E	29.2	C																																																																																																																																																																																						
	EBT	---	305.0	0.46	18.5	B				EBT	---	346.0	0.45	18.7	B																																																																																																																																																																																								
	EBR	450	---	---	0.0	A				EBR	450	---	---	0.0	A																																																																																																																																																																																								
	WBL	440	176.0	0.81	60.4	E				WBL	440	175.0	0.80	70.8	E																																																																																																																																																																																								
	WBT	---	274.0	0.42	16.3	B				WBT	---	464.0	0.59	20.7	C																																																																																																																																																																																								
	WBR	280	---	---	0.0	A				WBR	280	---	---	0.0	A																																																																																																																																																																																								
	NBL	250	276.0	0.87	70.1	E				NBL	250	278.0	0.87	76.2	E																																																																																																																																																																																								
	NBT	---	186.0	0.44	50.3	D				NBT	---	204.0	0.44	58.3	E																																																																																																																																																																																								
	NBR	250	---	---	0.0	A				NBR	250	---	---	0.0	A																																																																																																																																																																																								
	SBL	375	95.0	0.70	62.6	E				SBL	375	136.0	0.77	72.0	E																																																																																																																																																																																								
SBT	---	158.0	0.63	58.8	E	SBT	---	197.0	0.61	65.6	E																																																																																																																																																																																												
SBR	240	---	---	0.0	A	SBR	240	---	---	0.0	A																																																																																																																																																																																												
<table border="1"> <thead> <tr> <th rowspan="2">Movement</th><th rowspan="2">Available Storage (ft)</th><th rowspan="2">95% Queue Length (ft/lane)</th><th rowspan="2">V/C</th><th rowspan="2">Delay (s/veh)</th><th rowspan="2">LOS</th><th rowspan="2">Intersection Delay</th><th rowspan="2">Intersection LOS</th><th rowspan="2">Movement</th><th rowspan="2">Available Storage (ft)</th><th rowspan="2">95% Queue Length (ft/lane)</th><th rowspan="2">V/C</th><th rowspan="2">Delay (s/veh)</th><th rowspan="2">LOS</th><th rowspan="2">Intersection Delay</th><th rowspan="2">Intersection LOS</th></tr> <tr> <th colspan="17"></th></tr> </thead> <tbody> <tr> <td rowspan="10">MD Peak</td><td>EBL</td><td>250</td><td>143.0</td><td>0.77</td><td>61.4</td><td>E</td><td rowspan="10">26.8</td><td rowspan="10">C</td><td rowspan="10">PM Peak</td><td>EBL</td><td>250</td><td>188.0</td><td>0.81</td><td>70.5</td><td>E</td><td rowspan="10">29.2</td><td rowspan="10">C</td></tr> <tr> <td>EBT</td><td>---</td><td>305.0</td><td>0.46</td><td>18.4</td><td>B</td><td>EBT</td><td>---</td><td>344.0</td><td>0.45</td><td>18.6</td><td>B</td></tr> <tr> <td>EBR</td><td>450</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>EBR</td><td>450</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> <tr> <td>WBL</td><td>440</td><td>176.0</td><td>0.81</td><td>60.4</td><td>E</td><td>WBL</td><td>440</td><td>175.0</td><td>0.80</td><td>70.8</td><td>E</td></tr> <tr> <td>WBT</td><td>---</td><td>274.0</td><td>0.42</td><td>16.1</td><td>B</td><td>WBT</td><td>---</td><td>462.0</td><td>0.59</td><td>20.5</td><td>C</td></tr> <tr> <td>WBR</td><td>280</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>WBR</td><td>280</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> <tr> <td>NBL</td><td>250</td><td>276.0</td><td>0.87</td><td>59.6</td><td>E</td><td>NBL</td><td>250</td><td>263.0</td><td>0.86</td><td>68.1</td><td>E</td></tr> <tr> <td>NBT</td><td>---</td><td>186.0</td><td>0.44</td><td>50.6</td><td>D</td><td>NBT</td><td>---</td><td>204.0</td><td>0.44</td><td>58.7</td><td>E</td></tr> <tr> <td>NBR</td><td>250</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>NBR</td><td>250</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> <tr> <td>SBL</td><td>375</td><td>95.0</td><td>0.70</td><td>62.5</td><td>E</td><td>SBL</td><td>375</td><td>136.0</td><td>0.75</td><td>71.7</td><td>E</td></tr> <tr> <td>SBT</td><td>---</td><td>158.0</td><td>0.63</td><td>59.6</td><td>E</td><td>SBT</td><td>---</td><td>198.0</td><td>0.63</td><td>66.2</td><td>E</td></tr> <tr> <td>SBR</td><td>240</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>SBR</td><td>240</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> </tbody> </table>																	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																		MD Peak	EBL	250	143.0	0.77	61.4	E	26.8	C	PM Peak	EBL	250	188.0	0.81	70.5	E	29.2	C	EBT	---	305.0	0.46	18.4	B	EBT	---	344.0	0.45	18.6	B	EBR	450	---	---	0.0	A	EBR	450	---	---	0.0	A	WBL	440	176.0	0.81	60.4	E	WBL	440	175.0	0.80	70.8	E	WBT	---	274.0	0.42	16.1	B	WBT	---	462.0	0.59	20.5	C	WBR	280	---	---	0.0	A	WBR	280	---	---	0.0	A	NBL	250	276.0	0.87	59.6	E	NBL	250	263.0	0.86	68.1	E	NBT	---	186.0	0.44	50.6	D	NBT	---	204.0	0.44	58.7	E	NBR	250	---	---	0.0	A	NBR	250	---	---	0.0	A	SBL	375	95.0	0.70	62.5	E	SBL	375	136.0	0.75	71.7	E	SBT	---	158.0	0.63	59.6	E	SBT	---	198.0	0.63	66.2	E	SBR	240	---	---	0.0	A	SBR	240	---	---	0.0	A
Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																																																																																																																																																																																								
MD Peak	EBL	250	143.0	0.77	61.4	E	26.8	C	PM Peak	EBL	250	188.0	0.81	70.5	E	29.2	C																																																																																																																																																																																						
	EBT	---	305.0	0.46	18.4	B				EBT	---	344.0	0.45	18.6	B																																																																																																																																																																																								
	EBR	450	---	---	0.0	A				EBR	450	---	---	0.0	A																																																																																																																																																																																								
	WBL	440	176.0	0.81	60.4	E				WBL	440	175.0	0.80	70.8	E																																																																																																																																																																																								
	WBT	---	274.0	0.42	16.1	B				WBT	---	462.0	0.59	20.5	C																																																																																																																																																																																								
	WBR	280	---	---	0.0	A				WBR	280	---	---	0.0	A																																																																																																																																																																																								
	NBL	250	276.0	0.87	59.6	E				NBL	250	263.0	0.86	68.1	E																																																																																																																																																																																								
	NBT	---	186.0	0.44	50.6	D				NBT	---	204.0	0.44	58.7	E																																																																																																																																																																																								
	NBR	250	---	---	0.0	A				NBR	250	---	---	0.0	A																																																																																																																																																																																								
	SBL	375	95.0	0.70	62.5	E				SBL	375	136.0	0.75	71.7	E																																																																																																																																																																																								
SBT	---	158.0	0.63	59.6	E	SBT	---	198.0	0.63	66.2	E																																																																																																																																																																																												
SBR	240	---	---	0.0	A	SBR	240	---	---	0.0	A																																																																																																																																																																																												
<table border="1"> <thead> <tr> <th rowspan="2">Movement</th><th rowspan="2">Available Storage (ft)</th><th rowspan="2">95% Queue Length (ft/lane)</th><th rowspan="2">V/C</th><th rowspan="2">Delay (s/veh)</th><th rowspan="2">LOS</th><th rowspan="2">Intersection Delay</th><th rowspan="2">Intersection LOS</th><th rowspan="2">Movement</th><th rowspan="2">Available Storage (ft)</th><th rowspan="2">95% Queue Length (ft/lane)</th><th rowspan="2">V/C</th><th rowspan="2">Delay (s/veh)</th><th rowspan="2">LOS</th><th rowspan="2">Intersection Delay</th><th rowspan="2">Intersection LOS</th></tr> <tr> <th colspan="17"></th></tr> </thead> <tbody> <tr> <td rowspan="10">MD Peak</td><td>EBL</td><td>250</td><td>134.0</td><td>0.76</td><td>61.4</td><td>E</td><td rowspan="10">28.6</td><td rowspan="10">C</td><td rowspan="10">PM Peak</td><td>EBL</td><td>250</td><td>174.0</td><td>0.80</td><td>70.8</td><td>E</td><td rowspan="10">29.9</td><td rowspan="10">C</td></tr> <tr> <td>EBT</td><td>---</td><td>354.0</td><td>0.52</td><td>20.6</td><td>C</td><td>EBT</td><td>---</td><td>398.0</td><td>0.51</td><td>20.1</td><td>C</td></tr> <tr> <td>EBR</td><td>450</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>EBR</td><td>450</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> <tr> <td>WBL</td><td>440</td><td>193.0</td><td>0.82</td><td>59.9</td><td>E</td><td>WBL</td><td>440</td><td>193.0</td><td>0.82</td><td>70.3</td><td>E</td></tr> <tr> <td>WBT</td><td>---</td><td>309.0</td><td>0.47</td><td>17.3</td><td>B</td><td>WBT</td><td>---</td><td>530.0</td><td>0.65</td><td>21.7</td><td>C</td></tr> <tr> <td>WBR</td><td>280</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>WBR</td><td>280</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> <tr> <td>NBL</td><td>250</td><td>308.0</td><td>0.89</td><td>74.0</td><td>E</td><td>NBL</td><td>250</td><td>308.0</td><td>0.88</td><td>79.3</td><td>E</td></tr> <tr> <td>NBT</td><td>---</td><td>167.0</td><td>0.38</td><td>47.9</td><td>D</td><td>NBT</td><td>---</td><td>197.0</td><td>0.41</td><td>57.4</td><td>E</td></tr> <tr> <td>NBR</td><td>250</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>NBR</td><td>250</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> <tr> <td>SBL</td><td>375</td><td>79.0</td><td>0.67</td><td>63.1</td><td>E</td><td>SBL</td><td>375</td><td>119.0</td><td>0.74</td><td>72.4</td><td>E</td></tr> <tr> <td>SBT</td><td>---</td><td>158.0</td><td>0.64</td><td>59.1</td><td>E</td><td>SBT</td><td>---</td><td>205.0</td><td>0.70</td><td>68.3</td><td>E</td></tr> <tr> <td>SBR</td><td>240</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>SBR</td><td>240</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> </tbody> </table>																	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																		MD Peak	EBL	250	134.0	0.76	61.4	E	28.6	C	PM Peak	EBL	250	174.0	0.80	70.8	E	29.9	C	EBT	---	354.0	0.52	20.6	C	EBT	---	398.0	0.51	20.1	C	EBR	450	---	---	0.0	A	EBR	450	---	---	0.0	A	WBL	440	193.0	0.82	59.9	E	WBL	440	193.0	0.82	70.3	E	WBT	---	309.0	0.47	17.3	B	WBT	---	530.0	0.65	21.7	C	WBR	280	---	---	0.0	A	WBR	280	---	---	0.0	A	NBL	250	308.0	0.89	74.0	E	NBL	250	308.0	0.88	79.3	E	NBT	---	167.0	0.38	47.9	D	NBT	---	197.0	0.41	57.4	E	NBR	250	---	---	0.0	A	NBR	250	---	---	0.0	A	SBL	375	79.0	0.67	63.1	E	SBL	375	119.0	0.74	72.4	E	SBT	---	158.0	0.64	59.1	E	SBT	---	205.0	0.70	68.3	E	SBR	240	---	---	0.0	A	SBR	240	---	---	0.0	A
Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																																																																																																																																																																																								
MD Peak	EBL	250	134.0	0.76	61.4	E	28.6	C	PM Peak	EBL	250	174.0	0.80	70.8	E	29.9	C																																																																																																																																																																																						
	EBT	---	354.0	0.52	20.6	C				EBT	---	398.0	0.51	20.1	C																																																																																																																																																																																								
	EBR	450	---	---	0.0	A				EBR	450	---	---	0.0	A																																																																																																																																																																																								
	WBL	440	193.0	0.82	59.9	E				WBL	440	193.0	0.82	70.3	E																																																																																																																																																																																								
	WBT	---	309.0	0.47	17.3	B				WBT	---	530.0	0.65	21.7	C																																																																																																																																																																																								
	WBR	280	---	---	0.0	A				WBR	280	---	---	0.0	A																																																																																																																																																																																								
	NBL	250	308.0	0.89	74.0	E				NBL	250	308.0	0.88	79.3	E																																																																																																																																																																																								
	NBT	---	167.0	0.38	47.9	D				NBT	---	197.0	0.41	57.4	E																																																																																																																																																																																								
	NBR	250	---	---	0.0	A				NBR	250	---	---	0.0	A																																																																																																																																																																																								
	SBL	375	79.0	0.67	63.1	E				SBL	375	119.0	0.74	72.4	E																																																																																																																																																																																								
SBT	---	158.0	0.64	59.1	E	SBT	---	205.0	0.70	68.3	E																																																																																																																																																																																												
SBR	240	---	---	0.0	A	SBR	240	---	---	0.0	A																																																																																																																																																																																												
<table border="1"> <thead> <tr> <th rowspan="2">Movement</th><th rowspan="2">Available Storage (ft)</th><th rowspan="2">95% Queue Length (ft/lane)</th><th rowspan="2">V/C</th><th rowspan="2">Delay (s/veh)</th><th rowspan="2">LOS</th><th rowspan="2">Intersection Delay</th><th rowspan="2">Intersection LOS</th><th rowspan="2">Movement</th><th rowspan="2">Available Storage (ft)</th><th rowspan="2">95% Queue Length (ft/lane)</th><th rowspan="2">V/C</th><th rowspan="2">Delay (s/veh)</th><th rowspan="2">LOS</th><th rowspan="2">Intersection Delay</th><th rowspan="2">Intersection LOS</th></tr> <tr> <th colspan="17"></th></tr> </thead> <tbody> <tr> <td rowspan="10">MD Peak</td><td>EBL</td><td>250</td><td>156.0</td><td>0.78</td><td>60.9</td><td>E</td><td rowspan="10">29.4</td><td rowspan="10">C</td><td rowspan="10">PM Peak</td><td>EBL</td><td>250</td><td>201.0</td><td>0.82</td><td>70.1</td><td>E</td><td rowspan="10">31.4</td><td rowspan="10">C</td></tr> <tr> <td>EBT</td><td>---</td><td>359.0</td><td>0.53</td><td>21.3</td><td>C</td><td>EBT</td><td>---</td><td>410.0</td><td>0.52</td><td>21.7</td><td>C</td></tr> <tr> <td>EBR</td><td>450</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>EBR</td><td>450</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> <tr> <td>WBL</td><td>440</td><td>193.0</td><td>0.82</td><td>59.9</td><td>E</td><td>WBL</td><td>440</td><td>193.0</td><td>0.82</td><td>70.3</td><td>E</td></tr> <tr> <td>WBT</td><td>---</td><td>321.0</td><td>0.49</td><td>18.6</td><td>B</td><td>WBT</td><td>---</td><td>561.0</td><td>0.68</td><td>24.6</td><td>C</td></tr> <tr> <td>WBR</td><td>280</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>WBR</td><td>280</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> <tr> <td>NBL</td><td>250</td><td>306.0</td><td>0.89</td><td>73.8</td><td>E</td><td>NBL</td><td>250</td><td>308.0</td><td>0.88</td><td>79.3</td><td>E</td></tr> <tr> <td>NBT</td><td>---</td><td>197.0</td><td>0.45</td><td>49.0</td><td>D</td><td>NBT</td><td>---</td><td>216.0</td><td>0.44</td><td>56.9</td><td>E</td></tr> <tr> <td>NBR</td><td>250</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>NBR</td><td>250</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> <tr> <td>SBL</td><td>375</td><td>102.0</td><td>0.72</td><td>62.4</td><td>E</td><td>SBL</td><td>375</td><td>147.0</td><td>0.78</td><td>71.9</td><td>E</td></tr> <tr> <td>SBT</td><td>---</td><td>173.0</td><td>0.65</td><td>58.4</td><td>E</td><td>SBT</td><td>---</td><td>211.0</td><td>0.63</td><td>65.1</td><td>E</td></tr> <tr> <td>SBR</td><td>240</td><td>---</td><td>---</td><td>0.0</td><td>A</td><td>SBR</td><td>240</td><td>---</td><td>---</td><td>0.0</td><td>A</td></tr> </tbody> </table>																	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																		MD Peak	EBL	250	156.0	0.78	60.9	E	29.4	C	PM Peak	EBL	250	201.0	0.82	70.1	E	31.4	C	EBT	---	359.0	0.53	21.3	C	EBT	---	410.0	0.52	21.7	C	EBR	450	---	---	0.0	A	EBR	450	---	---	0.0	A	WBL	440	193.0	0.82	59.9	E	WBL	440	193.0	0.82	70.3	E	WBT	---	321.0	0.49	18.6	B	WBT	---	561.0	0.68	24.6	C	WBR	280	---	---	0.0	A	WBR	280	---	---	0.0	A	NBL	250	306.0	0.89	73.8	E	NBL	250	308.0	0.88	79.3	E	NBT	---	197.0	0.45	49.0	D	NBT	---	216.0	0.44	56.9	E	NBR	250	---	---	0.0	A	NBR	250	---	---	0.0	A	SBL	375	102.0	0.72	62.4	E	SBL	375	147.0	0.78	71.9	E	SBT	---	173.0	0.65	58.4	E	SBT	---	211.0	0.63	65.1	E	SBR	240	---	---	0.0	A	SBR	240	---	---	0.0	A
Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																																																																																																																																																																																								
MD Peak	EBL	250	156.0	0.78	60.9	E	29.4	C	PM Peak	EBL	250	201.0	0.82	70.1	E	31.4	C																																																																																																																																																																																						
	EBT	---	359.0	0.53	21.3	C				EBT	---	410.0	0.52	21.7	C																																																																																																																																																																																								
	EBR	450	---	---	0.0	A				EBR	450	---	---	0.0	A																																																																																																																																																																																								
	WBL	440	193.0	0.82	59.9	E				WBL	440	193.0	0.82	70.3	E																																																																																																																																																																																								
	WBT	---	321.0	0.49	18.6	B				WBT	---	561.0	0.68	24.6	C																																																																																																																																																																																								
	WBR	280	---	---	0.0	A				WBR	280	---	---	0.0	A																																																																																																																																																																																								
	NBL	250	306.0	0.89	73.8	E				NBL	250	308.0	0.88	79.3	E																																																																																																																																																																																								
	NBT	---	197.0	0.45	49.0	D				NBT	---	216.0	0.44	56.9	E																																																																																																																																																																																								
	NBR	250	---	---	0.0	A				NBR	250	---	---	0.0	A																																																																																																																																																																																								
	SBL	375	102.0	0.72	62.4	E				SBL	375	147.0	0.78	71.9	E																																																																																																																																																																																								
SBT	---	173.0	0.65	58.4	E	SBT	---	211.0	0.63	65.1	E																																																																																																																																																																																												
SBR	240	---	---	0.0	A	SBR	240	---	---	0.0	A																																																																																																																																																																																												

SUMMARY OF OFF-SITE CAPACITY MITIGATIONS

COORS ROAD AND COORS BY-PASS

The traffic analyses for existing and future year scenarios show that capacity and queueing issues are present during the peak hours at the intersection of Coors Road and Coors By-Pass under existing conditions without the construction of the proposed development. Based on the results of the analysis, signal timing adjustments are recommended to account for shifting traffic patterns to mitigate pre-existing issues.

COORS BY-PASS AND EAGLE RANCH ROAD

The traffic analyses for existing and future year scenarios show that capacity and queueing issues are present during the peak hours at the intersections of Coors By-Pass and Eagle Ranch Road under existing conditions without the construction of the proposed development. Based on the results of the analysis, signal timing adjustments are recommended to account for shifting traffic patterns to mitigate pre-existing issues.

DRAFT

CRASH DATA SUMMARY

At the request of the NMDOT, a crash summary for the major intersections within the study area has been completed. This analysis aims to highlight trends and observations from summarized crash data. Crash data provided by the New Mexico Department of Transportation (NMDOT) for the years 2018 to 2023 is summarized in Table 15.

From the table below, the following observations are made:

- For the intersection of Coors Road and Coors By-Pass
 - Within the years 2018 to 2023, 85 crashes were reported.
 - The most common crash type was Other Vehicle – From Same Direction/Rear End Collision
 - 60% of reported crashes occurred during daylight hours, and 28% occurred under Dark-Lighted or Dark-Not Lighted conditions.
 - No fatal crashes were reported from 2018 to 2023.
 - 16 injury crashes were reported, and 69 crashes were classified as Property Damage Only.
 - There were no pedestrian or bicycle-involved crashes reported.
 - The most common contributing factors were Driver Inattention and Following Too Closely
- For the intersection of Coors By-Pass and Eagle Ranch Road
 - Within the years 2018 to 2023, 129 crashes were reported.
 - The most common crash type was Other Vehicle – From Opposite Direction
 - 80% of reported crashes occurred during daylight hours, and 14% occurred under Dark-Lighted or Dark-Not Lighted conditions.
 - No fatal crashes were reported from 2018 to 2023.
 - 29 injury crashes were reported, and 100 crashes were classified as Property Damage Only.
 - There were no pedestrian or bicyclist-involved crashes reported.
 - The most common contributing factors were Driver Inattention and Failed to Yield Right of Way.
- For the intersection of Coors Road and Cottonwood Loop
 - Within the years 2018 to 2023, 27 crashes were reported.
 - The most common crash type was Other Vehicle – From Opposite Direction
 - 67% of reported crashes occurred during daylight hours, and 19% occurred under Dark-Lighted or Dark-Not Lighted conditions.
 - No fatal crashes were reported from 2018 to 2023.
 - Seven injury crashes were reported, and 20 crashes were classified as Property Damage Only.
 - There was one pedestrian-involved crash reported.
 - The most common contributing factors were Driver Inattention, Disregard Traffic Signal, and Improper Lane Change.

Table 15: Crash Summary

Crash Summary		Coors Rd & Coors By-Pass	Coors By-Pass & Eagle Ranch Rd	Coors Rd & Cottonwood Lp	
Total Crashes		85	129	27	
By Year	2018	15	33	0	
	2019	18	26	3	
	2020	8	17	4	
	2021	16	13	7	
	2022	12	16	6	
	2023	16	24	7	
CONTRIBUTING FACTORS	Avoid No Contact Other	1	0	0	
	Avoid No Contact Vehicle	2	4	2	
	Cell Phone	1	0	0	
	Disregarded Traffic Signal	4	11	3	
	Driver Inattention	45	64	17	
	Drove Left Of Center	3	4	1	
	Excessive Speed	5	5	1	
	Failed To Yield Right Of Way	1	41	2	
	Following Too Closely	10	17	0	
	Improper Lane Change	9	6	3	
	Improper Overtaking	2	3	0	
	Inadequate Brakes	3	1	0	
	Made Improper Turn	3	11	0	
	None	34	56	1	
	Other Improper Driving	6	6	2	
	Other, No Driver Error	44	49	19	
	Speed Too Fast For Conditions	0	3	1	
	Under The Influence Of Alcohol	5	1	0	
	Vehicle Skidded Before Braking	2	1	0	
	Traffic Congestion	0	1	2	
	Debris	1	0	0	
	Low Visibility Due To Glare	1	0	0	
	Driver Distracted By Other Activity	1	0	2	
	Other Visual Obstruction(S)	0	1	0	
Weather Conditions	0	1	0		
	%Driver Inattention	25%	22%	30%	
	%Disregarded Traffic Signal	2%	4%	5%	
	%Failure To Yield Right Of Way	1%	14%	4%	
SEVERITY	Fatal Injury (Killed) (K)	0	0	0	
	Suspected Serious Injury (A)	1	1	0	
	Visible Injury (B)	2	7	3	
	Complaint of Injury (C)	13	21	4	
	Property Damage Only (O)	69	100	20	
	%Property Damage Only (O)	81%	78%	74%	
	%Complaint of Injury (C)	15%	16%	15%	
	%Visible Injury (B)	2%	5%	11%	
LIGHTING CONDITION	Daylight	51	103	18	
	Dusk	4	1	0	
	Dark-Lighted	20	16	5	
	Dark-Not Lighted	3	2	0	
	Left Blank	7	7	4	
		%Daylight	60%	80%	67%
	%Dark-Lighted	24%	12%	19%	
	%Dark-Not Lighted	4%	2%	0%	
BIKE/ PED	Pedestrian Involved	0	0	1	
	Bicyclist Involved	0	0	0	
		%Pedestrian Involved	0%	0%	4%
	%Bicyclist Involved	0%	0%	0%	
CRASH TYPE	Fixed Object	5	1	1	
	Left Blank	70	125	42	
	Invalid Code	9	12	4	
	Other Object - Unknown/Not Stated	0	4	0	
	Other Vehicle - From Same Direction/One Stopped	4	0	0	
	Other Vehicle - From Same Direction/Rear End Collision	22	18	0	
	Other Vehicle - From Same Direction/Sideswipe Collision	2	7	0	
	Other Vehicle - From Same Direction/Both Going Straight	13	9	0	
	Other Vehicle - From Same Direction/All Others	6	0	0	
	Other Vehicle - One Left Turn/Entering At Angle	2	14	0	
	Other Vehicle - One Right Turn/Entering At Angle	4	6	0	
	Other Vehicle - Both Going Straight/Entering At Angle	11	19	0	
	Other Vehicle - From Opposite Direction/All Others	0	2	0	
	Other Vehicle - From Opposite Direction/Both Going Straight	2	3	0	
	Other Vehicle - From Opposite Direction/One Left Turn	0	11	0	
	Other Vehicle - From Opposite Direction	16	21	6	
	Other Vehicle - All Others/Entering At Angle	4	2	0	
		%Other Vehicle - Both Going Straight/Entering At Angle	6%	7%	0%
		%Other Vehicle - From Opposite Direction	9%	8%	11%
	%Other Vehicle - From Same Direction/Rear End Collision	13%	7%	0%	

RECOMMENDED SAFETY COUNTERMEASURES

ADJUST YELLOW CHANGE INTERVALS AND RETIME SIGNALS

Several low-cost countermeasures may improve safety where Coors By-Pass intersects with Eagle Ranch Road and Coors Road and the intersection of Coors Road and Cottonwood Loop. Another enhancement method is to adjust the Yellow Change Intervals and signal timing for current traffic conditions. Appropriately timed yellow change intervals may reduce intersection crashes by up to 14% and red light running by up to 50%¹.

REFLECTIVE SIGNAL HEAD BACKPLATES

A low-cost method to enhance safety at signalized intersections is to add retroreflective borders to the traffic signal head backplates. Signal heads with reflective backplates increase visibility during daylight and dark conditions and may reduce crashes by up to 15%². This countermeasure is recommended at Coors By-Pass and Eagle Ranch Road, Coors By-Pass and Coors Road, and Coors Road and Cottonwood Loop.

DRAFT

¹ NCHRP Report 731: Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections.

² Sayed, T., Leur, P., and Pump, J., "Safety Impact of Increased Traffic Signal Backboards Conspicuity."

SUMMARY OF TRAFFIC ANALYSIS AND RECOMMENDATIONS

The following summarizes the traffic analysis and recommendations included in this report.

CONCLUSIONS

Traffic operation conclusions for the intersection of Coors Road and Coors By-Pass are summarized as follows:

- SBL operates at LOS E during the MD and PM peak hours for all scenarios.
- WBL operates at LOS E during the PM peak hours for all scenarios.
- All other movements operate at acceptable levels of service (LOS) and have adequate storage to accommodate the 95th percentile queue lengths under all scenarios.

Traffic operation conclusions for the intersection of Coors By-Pass and Eagle Ranch Road are summarized as follows:

- EBL, WBL, NBL, SBL, and SBT operate at LOS E during the MD and PM peak hours for all scenarios.
 - NBL is expected not to accommodate the 95th percentile queue lengths during the MD and PM peak hours under all scenarios.
- All other movements operate at acceptable levels of service (LOS) and have adequate storage to accommodate the 95th percentile queue lengths under all scenarios.

Traffic operation for the intersection of Eagle Ranch Road and Cottonwood Loop is summarized as follows:

- WBL operates at
 - LOS E during the MD peak hours for the Build Out Full Build and Horizon Full Build scenarios.
 - LOS E during the PM peak hour for the Horizon No Build scenario.
 - LOS F during the PM peak hours for the Build Out Full Build and Horizon Full Build scenarios.
- WBL is expected not to accommodate the 95th percentile queue lengths during the MD and PM peak hours for the Build Out Full Build, Horizon No Build, and Horizon Full Build scenarios.
 - Although queues could exceed striped storage capacities, queues are contained to the private road, which extends to a two-way left turn lane south of the intersection.
 - Additionally, the northbound approach from Coors Bypass is uncontrolled in order to prevent queueing onto the major arterial. This configuration places all queueing at stop-controlled approaches within the shopping center on private roads.

Traffic operation for the intersection of Coors Road and Cottonwood Loop is summarized as follows:

- All movements operate at acceptable levels of service (LOS) and have adequate storage to accommodate the 95th percentile queue lengths under all scenarios.

Traffic operation for the intersection of Cottonwood Loop and Cottonwood Loop is summarized as follows:

- All movements operate at acceptable levels of service (LOS) and have adequate storage to accommodate the 95th percentile queue lengths under all scenarios.

OFF-SITE INTERSECTION RECOMMENDATIONS

Recommendations for intersections based on pre-existing issues within the study area that do not directly serve the proposed Development and are impacted by multiple developments in the region are provided as follows:

- Coors Road and Coors By-Pass
 - It is recommended that this signal be retimed by a Licensed Professional Traffic Operations Engineer (PTOE) to resolve capacity and queuing issues at this intersection. It is recommended that retiming be performed prior to opening day.
- Coors By-Pass and Eagle Ranch Road
 - It is recommended that this signal be retimed by a Licensed Professional Traffic Operations Engineer (PTOE) to resolve capacity and queuing issues at this intersection. It is recommended that retiming be performed prior to opening day.

Appendix A: Scoping Meeting Notes

Agenda for In-N-Out Burger (Cottonwood) Scoping Meeting

Virtual Meeting

April 1, 2025

-Meeting Notes in Red-

Attendees:

**Margaret Haynes – NMDOT
Curtis Cherne - CABQ**

**~~Brigid Williams – In N-Out Burger~~
Jonathon Kruse – Lee Engineering**

1. Introductions
2. Review of Site Plan
 - a. Site Plan & Land Uses
 - b. Access Review
 - i. Access to Cottonwood Loop
 - ii. Cottonwood Mall
3. Discussion of Scope for TIS
 - a. Study Intersections
 - i. Coors Bypass & Eagle Ranch Rd / Cottonwood Loop
 - ii. Coors Bypass / Coors Blvd & Coors Rd
 - iii. Coors Rd & Cottonwood Loop
 - iv. Cottonwood Loop & Cottonwood Loop (East Entrance)
 - v. Cottonwood Loop & Cottonwood Loop (West Entrance)
 - b. Data Collection
 - i. Existing Study Intersections
 - c. Trip Generation, Pass By, & Internal Capture
 - i. Surveyed Peak Hour Trips
 1. No AM Peak Hour (Restaurant not open)
 2. Mid Day Enter/Exit: 146/140
 3. PM Enter / Exit: 105/97
 - ii. Pass-by trips based on Trip Generation Manual (11th Edition) Quick Service Restaurant with Drive-Through Window
 - iii. No Internal Capture. No capture to/from mall.
 - iv. Trips distributed based on existing traffic patterns
 1. See attached figure
 - d. Known Developments or Pending Improvements in Area
 - i. **Mister car wash**
 - ii. **Panda Express**
 - iii. **Residential east of 7 Bar & Coors Rd**
 - e. Build-out Year and Growth Rate
 - i. Build-Out Year (2027)

1. Will look at Historic Traffic Volumes and calculate growth rate, if less than 1%, will assume 1% growth per year.
- f. Analysis scenarios
 - i. Existing Conditions
 - ii. Opening Year Background (No Build)
 - iii. Opening Year Buildout (Full Build)
 - iv. Opening Year Buildout Optimized (if needed)
 1. All scenarios with existing signal timings except opening year buildout optimized.
 - v. Horizon Year Background – 10 Years from opening
 - vi. Horizon Year Buildout – 10 Years from opening
- g. Required Analysis & Methodology
 - i. LOS Capacity and Queueing analysis based on HCM 6th Edition
 1. Capacity & Queueing for network peak rather than individual intersection peaks
 - ii. Speed Change Lane Analysis for Study Intersections
 - iii. Drive Through Window Queueing
 - iv. Safety (Crash) Summary
 1. Coors Blvd & Coors Rd Intersections
 2. 5 Years
- h. Forms
 - i. Delivered
 1. NMDOT STA
 2. CABQ Traffic Scoping Form
 - ii. To Be Completed
 1. CABQ TIS Scope_2024
 2. CABQ DFT (ABQ Plan)
4. Agency Input (Comments & Issues)
5. Meeting Notes (Distributed by Lee Engineering)



SUMMARY

IN-N-OUT SITE AREA: ±1.47 ACRE (64,002 SF ±)

SITE ADDRESS: SEC COORS BYPASS BLVD. NW & EAGLE RANCH RD. NW

JURISDICTION: CITY OF ALBUQUERQUE, NM

APN: UPC: 1014065036220103

ZONING: MX-M MIXED-USE-MODERATE INTENSITY ZONE DISTRICT

PROPOSED USE: DRIVE-THRU FASTFOOD

CAR STACKING IN DRIVE THRU: 30 CARS MIN.

REQ. SET BUILDING SET BACKS	REQ.	PROV.'D
FRONT:	SOUTH 5'-0"	10'-4"
SIDE:	WEST 0'-0"	8'-3"
SIDE:	EAST 5'-0"	128'-9"
REAR:	NORTH 15'-0"	195'-6"

INO CHECK LIST

MENU BOARD AND SPEAKER AT CAR:	10	
ASSOCIATE WALKWAY SPAN:	CAR 10 TO CAR 18	
DRIVE THRU'S ALLOWED IN ZONING	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
CONDITIONAL USE PERMIT NEED FOR D/T:	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
PATIO CANOPY:	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
WATER MISTERS:	YES <input type="checkbox"/>	NO <input type="checkbox"/>
HEATERS:	YES <input type="checkbox"/>	NO <input type="checkbox"/>
DRIVE THRU CANOPY:	YES <input type="checkbox"/>	NO <input type="checkbox"/>
HEATERS:	YES <input type="checkbox"/>	NO <input type="checkbox"/>
COLD CLIMATE FLY FAN HEATERS:	YES <input type="checkbox"/>	NO <input type="checkbox"/>

BUILDING AREA

IN-N-OUT BUILDING AREA:	URBAN PROTOTYPE	3,887 S.F.
IN-N-OUT SEATING:		
INDOOR:		84 SEATS
OUTDOOR:		28 SEATS

PARKING SUMMARY

	REQ.	PROV.'D
IN-N-OUT BLDG.(@8 SP PER 1000 S.F.)		
AREA 3887 SF :	31	71
OUTDOOR SEATING(8 SP@1000 S.F.)		
9 TABLES*50 EA=450 S.F.:	04	
	35	71

PRELIMINARY SITE PLAN LAYOUT
(SEC COORS BYPASS BLVD. NW & EAGLE RANCH RD NW) ALBUQUERQUE, NM



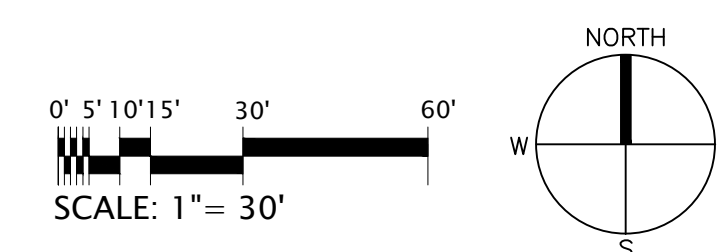
13502 HAMBURGER LANE
BALDWIN PARK, CA 91706

PRELIMINARY SITE PLAN

SHEET OF 1

THE INFORMATION, DRAWINGS AND SPECIFICATIONS SHOWN ARE AND SHALL REMAIN THE PROPERTY OF IN-N-OUT BURGER. THESE DOCUMENTS MAY NOT BE USED WITHOUT THE EXPRESSED WRITTEN CONSENT OF IN-N-OUT BURGER.

ALBUQUERQUE, NM
COTTONWOOD MALL



DATE	REVISIONS

INO_NM_ALBUQUERQUE_SP
(DILLARD'S PAD)



30%

5%

Cottonwood Loop
(Private)

5%

20%

Coors Bypass

In-N-Out

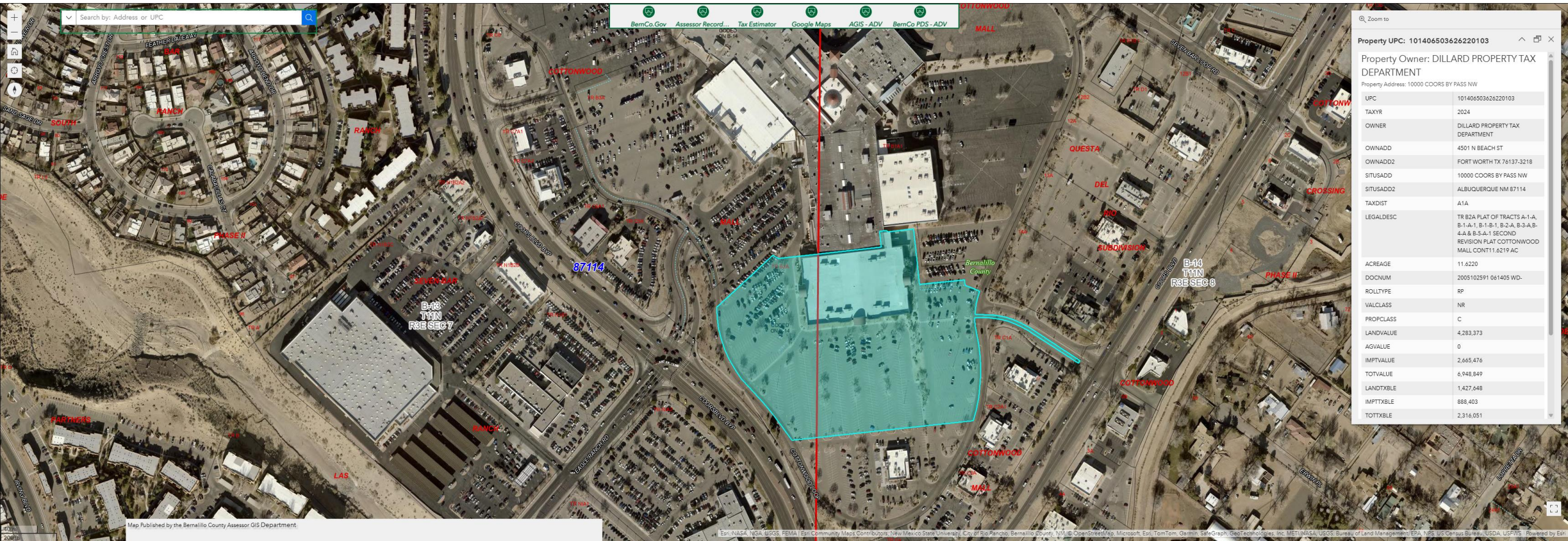
Eagle Ranch Rd

Coors Rd

10%

30%





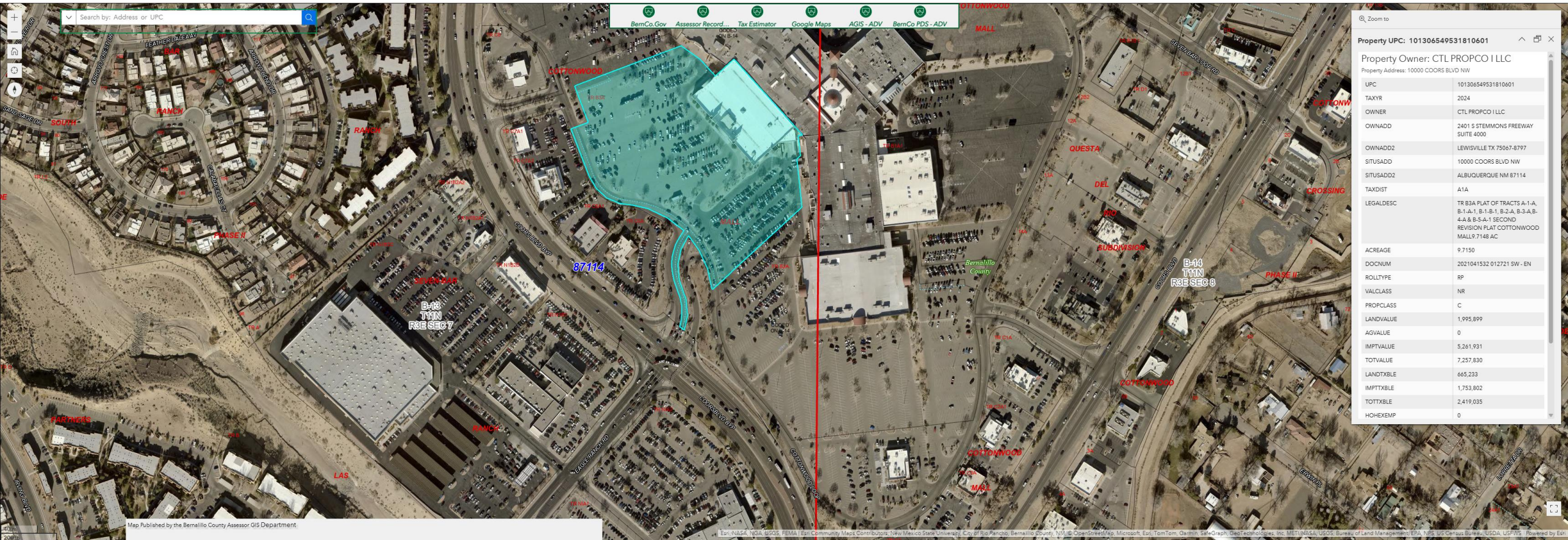
Zoom to

Property UPC: 101406503626220103

Property Owner: DILLARD PROPERTY TAX DEPARTMENT

Property Address: 10000 COORS BY PASS NW

UPC	101406503626220103
TAXYR	2024
OWNER	DILLARD PROPERTY TAX DEPARTMENT
OWNADD	4501 N BEACH ST
OWNADD2	FORT WORTH TX 76137-3218
SITUSADD	10000 COORS BY PASS NW
SITUSADD2	ALBUQUERQUE NM 87114
TAXDIST	A1A
LEGALDESC	TR B2A PLAT OF TRACTS A-1-A, B-1-A-1, B-1-B-1, B-2-A, B-3-A, B-4-A & B-5-A-1 SECOND REVISION PLAT COTTONWOOD MALL CONT11.6219 AC
ACREAGE	11.6220
DOCNUM	2005102591 061405 WD-
ROLLTYPE	RP
VALCLASS	NR
PROPCCLASS	C
LANDVALUE	4,283,373
AGVALUE	0
IMPTVALUE	2,665,476
TOTVALUE	6,948,849
LANDTXBLE	1,427,648
IMPTTXBLE	888,403
TOTTXBLE	2,316,051

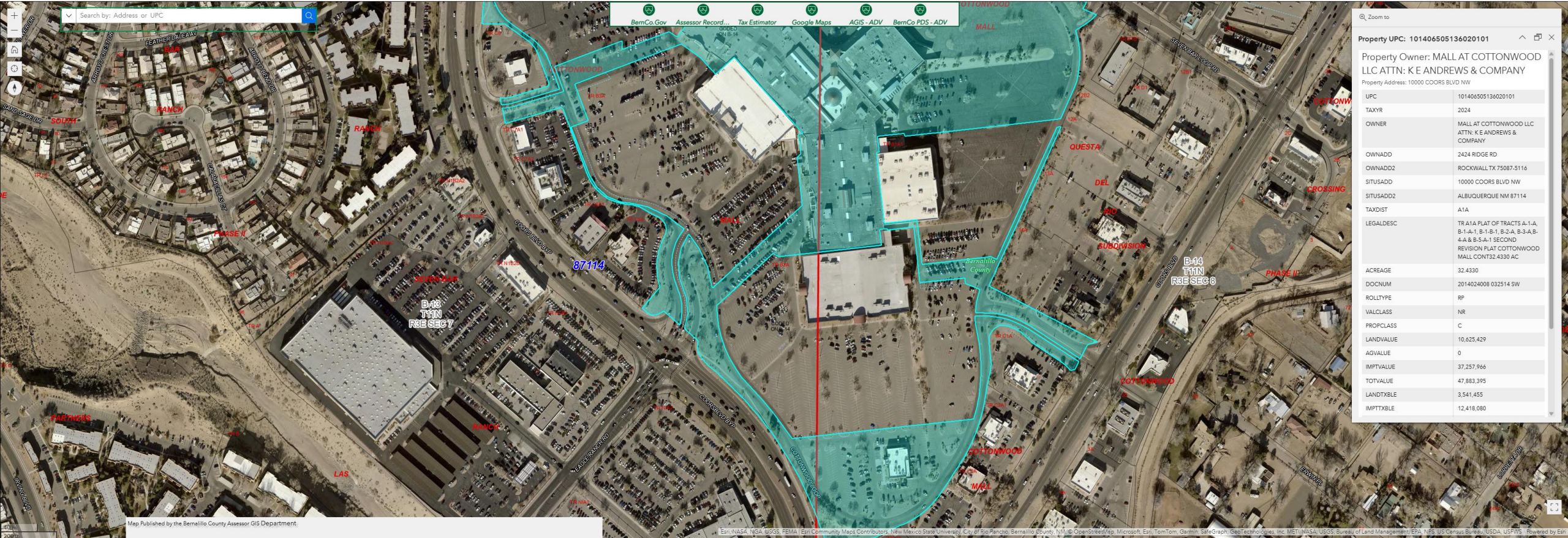


Zoom to

Property UPC: 101306549531810601

Property Owner: CTL PROPCO I LLC
Property Address: 10000 COORS BLVD NW

UPC	101306549531810601
TAXYR	2024
OWNER	CTL PROPCO I LLC
OWNADD	2401 S STEMMONS FREEWAY SUITE 4000
OWNADD2	LEWISVILLE TX 75067-8797
SITUSADD	10000 COORS BLVD NW
SITUSADD2	ALBUQUERQUE NM 87114
TAXDIST	A1A
LEGALDESC	TR B3A PLAT OF TRACTS A-1-A, B-1-A-1, B-1-B-1, B-2-A, B-3-A, B-4-A & B-5-A-1 SECOND REVISION PLAT COTTONWOOD MALL 9.7148 AC
ACREAGE	9.7150
DOCNUM	2021041532 012721 SW - EN
ROLLTYE	RP
VALCLASS	NR
PROPCCLASS	C
LANDVALUE	1,995,899
AGVALUE	0
IMPTVALUE	5,261,931
TOTVALUE	7,257,830
LANDTXBLE	665,233
IMPTTXBLE	1,753,802
TOTTXBLE	2,419,035
HOHEXEMP	0



Appendix B: Turning Movement Counts



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 1

Turning Movement Data

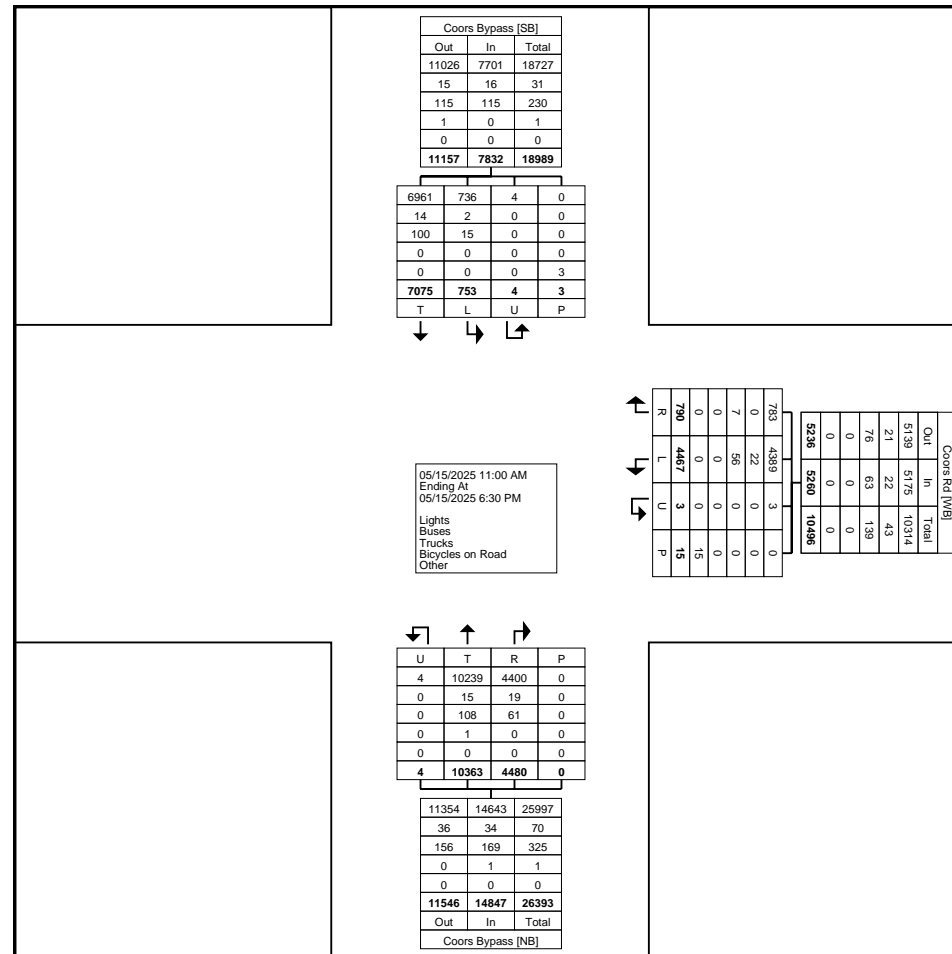
Start Time	Coors Bypass Southbound					Coors Rd Westbound					Coors Bypass Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
11:00 AM	331	38	0	0	369	31	148	0	1	179	161	324	1	0	486	1034
11:15 AM	298	26	2	0	326	24	182	0	0	206	191	316	0	0	507	1039
11:30 AM	298	33	0	0	331	17	162	0	1	179	179	354	0	0	533	1043
11:45 AM	281	34	0	0	315	29	180	0	0	209	171	359	1	0	531	1055
Hourly Total	1208	131	2	0	1341	101	672	0	2	773	702	1353	2	0	2057	4171
12:00 PM	298	39	0	0	337	40	183	0	1	223	207	351	0	0	558	1118
12:15 PM	368	29	0	0	397	34	217	0	0	251	200	349	0	0	549	1197
12:30 PM	327	41	0	0	368	43	205	0	5	248	204	377	0	0	581	1197
12:45 PM	279	34	0	0	313	44	184	2	0	230	188	337	0	0	525	1068
Hourly Total	1272	143	0	0	1415	161	789	2	6	952	799	1414	0	0	2213	4580
1:00 PM	266	26	0	0	292	33	176	0	2	209	166	375	0	0	541	1042
1:15 PM	278	49	0	0	327	36	197	0	0	233	178	396	0	0	574	1134
1:30 PM	271	33	0	0	304	29	205	0	0	234	188	408	0	0	596	1134
1:45 PM	291	42	0	1	333	35	203	0	2	238	174	426	0	0	600	1171
Hourly Total	1106	150	0	1	1256	133	781	0	4	914	706	1605	0	0	2311	4481
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:30 PM	351	29	0	0	380	36	198	0	0	234	217	515	0	0	732	1346
3:45 PM	328	34	0	0	362	25	179	0	1	204	208	533	0	0	741	1307
Hourly Total	679	63	0	0	742	61	377	0	1	438	425	1048	0	0	1473	2653
4:00 PM	356	21	0	2	377	29	200	0	0	229	196	499	0	0	695	1301
4:15 PM	345	27	0	0	372	26	194	0	0	220	159	416	0	0	575	1167
4:30 PM	341	26	1	0	368	40	189	0	0	229	167	469	1	0	637	1234
4:45 PM	247	44	0	0	291	26	183	0	1	209	168	447	0	0	615	1115
Hourly Total	1289	118	1	2	1408	121	766	0	1	887	690	1831	1	0	2522	4817
5:00 PM	275	27	0	0	302	44	196	0	0	240	193	453	1	0	647	1189
5:15 PM	266	17	0	0	283	44	176	0	1	220	190	491	0	0	681	1184
5:30 PM	270	25	0	0	295	32	197	0	0	229	153	576	0	0	729	1253
5:45 PM	231	27	1	0	259	27	160	0	0	187	200	520	0	0	720	1166
Hourly Total	1042	96	1	0	1139	147	729	0	1	876	736	2040	1	0	2777	4792
6:00 PM	254	18	0	0	272	36	166	0	0	202	209	558	0	0	767	1241
6:15 PM	225	34	0	0	259	30	187	1	0	218	213	514	0	0	727	1204
Grand Total	7075	753	4	3	7832	790	4467	3	15	5260	4480	10363	4	0	14847	27939
Approach %	90.3	9.6	0.1	-	-	15.0	84.9	0.1	-	-	30.2	69.8	0.0	-	-	-
Total %	25.3	2.7	0.0	-	28.0	2.8	16.0	0.0	-	18.8	16.0	37.1	0.0	-	53.1	-
Lights	6961	736	4	-	7701	783	4389	3	-	5175	4400	10239	4	-	14643	27519
% Lights	98.4	97.7	100.0	-	98.3	99.1	98.3	100.0	-	98.4	98.2	98.8	100.0	-	98.6	98.5

Buses	14	2	0	-	16	0	22	0	-	22	19	15	0	-	34	72
% Buses	0.2	0.3	0.0	-	0.2	0.0	0.5	0.0	-	0.4	0.4	0.1	0.0	-	0.2	0.3
Trucks	100	15	0	-	115	7	56	0	-	63	61	108	0	-	169	347
% Trucks	1.4	2.0	0.0	-	1.5	0.9	1.3	0.0	-	1.2	1.4	1.0	0.0	-	1.1	1.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	13.3	-	-	-	-	-	-	-
Pedestrians	-	-	-	3	-	-	-	-	13	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	86.7	-	-	-	-	-	-	-



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 3

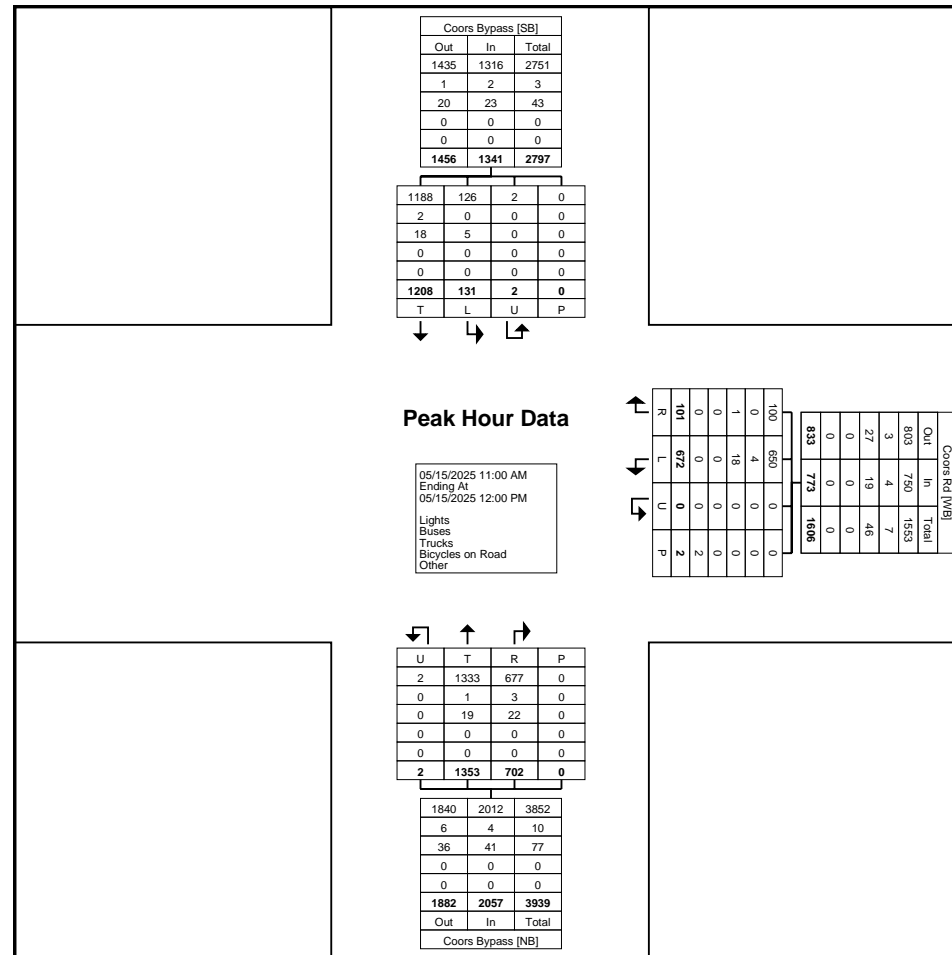


Turning Movement Data Plot



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 5



Turning Movement Peak Hour Data Plot (11:00 AM)



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 6

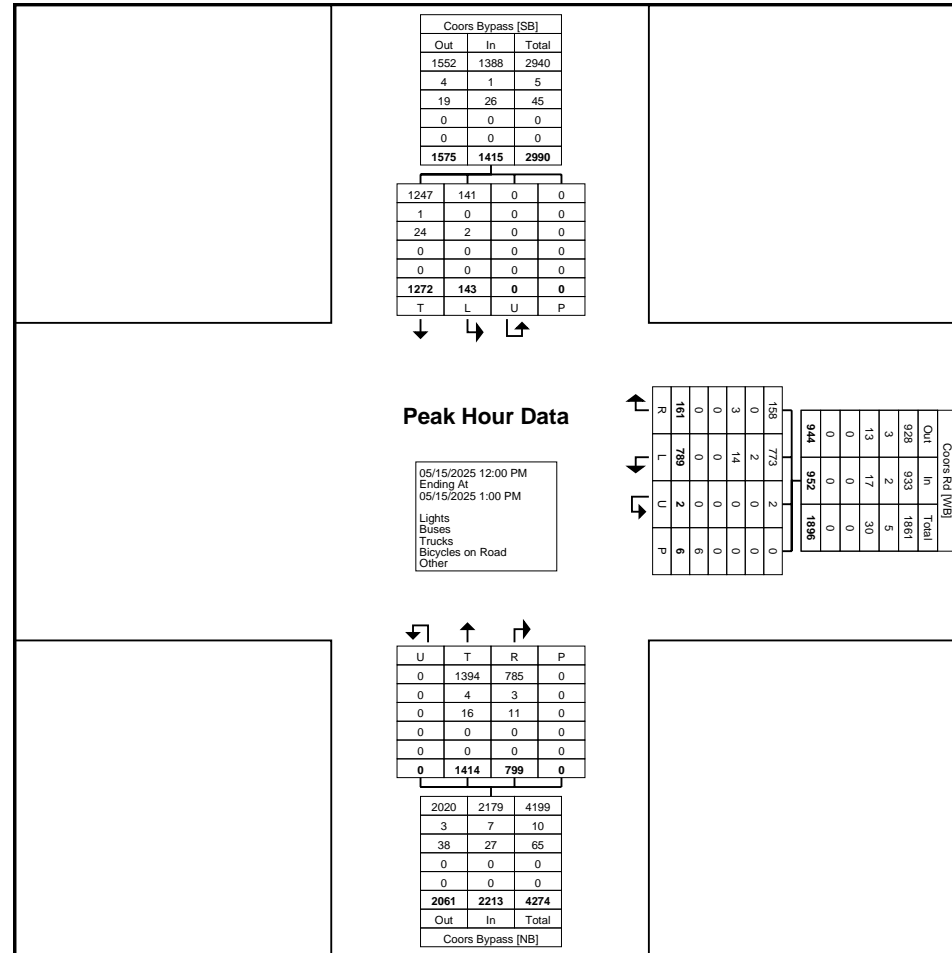
Turning Movement Peak Hour Data (12:00 PM)

Start Time	Coors Bypass Southbound					Coors Rd Westbound					Coors Bypass Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
12:00 PM	298	39	0	0	337	40	183	0	1	223	207	351	0	0	558	1118
12:15 PM	368	29	0	0	397	34	217	0	0	251	200	349	0	0	549	1197
12:30 PM	327	41	0	0	368	43	205	0	5	248	204	377	0	0	581	1197
12:45 PM	279	34	0	0	313	44	184	2	0	230	188	337	0	0	525	1068
Total	1272	143	0	0	1415	161	789	2	6	952	799	1414	0	0	2213	4580
Approach %	89.9	10.1	0.0	-	-	16.9	82.9	0.2	-	-	36.1	63.9	0.0	-	-	-
Total %	27.8	3.1	0.0	-	30.9	3.5	17.2	0.0	-	20.8	17.4	30.9	0.0	-	48.3	-
PHF	0.864	0.872	0.000	-	0.891	0.915	0.909	0.250	-	0.948	0.965	0.938	0.000	-	0.952	0.957
Lights	1247	141	0	-	1388	158	773	2	-	933	785	1394	0	-	2179	4500
% Lights	98.0	98.6	-	-	98.1	98.1	98.0	100.0	-	98.0	98.2	98.6	-	-	98.5	98.3
Buses	1	0	0	-	1	0	2	0	-	2	3	4	0	-	7	10
% Buses	0.1	0.0	-	-	0.1	0.0	0.3	0.0	-	0.2	0.4	0.3	-	-	0.3	0.2
Trucks	24	2	0	-	26	3	14	0	-	17	11	16	0	-	27	70
% Trucks	1.9	1.4	-	-	1.8	1.9	1.8	0.0	-	1.8	1.4	1.1	-	-	1.2	1.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	6	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 7



Turning Movement Peak Hour Data Plot (12:00 PM)



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 8

Turning Movement Peak Hour Data (3:30 PM)

Start Time	Coors Bypass Southbound					Coors Rd Westbound					Coors Bypass Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
3:30 PM	351	29	0	0	380	36	198	0	0	234	217	515	0	0	732	1346
3:45 PM	328	34	0	0	362	25	179	0	1	204	208	533	0	0	741	1307
4:00 PM	356	21	0	2	377	29	200	0	0	229	196	499	0	0	695	1301
4:15 PM	345	27	0	0	372	26	194	0	0	220	159	416	0	0	575	1167
Total	1380	111	0	2	1491	116	771	0	1	887	780	1963	0	0	2743	5121
Approach %	92.6	7.4	0.0	-	-	13.1	86.9	0.0	-	-	28.4	71.6	0.0	-	-	-
Total %	26.9	2.2	0.0	-	29.1	2.3	15.1	0.0	-	17.3	15.2	38.3	0.0	-	53.6	-
PHF	0.969	0.816	0.000	-	0.981	0.806	0.964	0.000	-	0.948	0.899	0.921	0.000	-	0.925	0.951
Lights	1366	106	0	-	1472	115	761	0	-	876	766	1944	0	-	2710	5058
% Lights	99.0	95.5	-	-	98.7	99.1	98.7	-	-	98.8	98.2	99.0	-	-	98.8	98.8
Buses	5	1	0	-	6	0	4	0	-	4	3	4	0	-	7	17
% Buses	0.4	0.9	-	-	0.4	0.0	0.5	-	-	0.5	0.4	0.2	-	-	0.3	0.3
Trucks	9	4	0	-	13	1	6	0	-	7	11	15	0	-	26	46
% Trucks	0.7	3.6	-	-	0.9	0.9	0.8	-	-	0.8	1.4	0.8	-	-	0.9	0.9
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	2	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 1

Turning Movement Data

Start Time	Coors Bypass Southbound						Cottonwood Loop Westbound						Coors Bypass Northbound						Eagle Ranch Rd Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	68	321	16	26	0	431	7	29	12	0	0	48	26	252	48	2	2	328	28	31	84	0	0	143	950
11:15 AM	61	309	14	32	0	416	12	43	22	0	0	77	29	251	31	1	1	312	19	23	85	0	0	127	932
11:30 AM	62	303	23	30	2	418	14	39	20	0	0	73	26	259	49	3	0	337	17	26	90	0	1	133	961
11:45 AM	64	289	20	34	0	407	15	34	18	0	0	67	39	294	43	6	0	382	26	29	91	0	0	146	1002
Hourly Total	255	1222	73	122	2	1672	48	145	72	0	0	265	120	1056	171	12	3	1359	90	109	350	0	1	549	3845
12:00 PM	63	287	17	16	0	383	18	46	27	0	1	91	35	289	55	2	1	381	23	14	77	0	1	114	969
12:15 PM	62	325	16	26	0	429	14	46	25	0	0	85	36	279	54	4	0	373	23	35	89	1	0	148	1035
12:30 PM	67	355	15	25	0	462	19	47	18	0	0	84	40	329	53	0	0	422	28	35	99	1	0	163	1131
12:45 PM	83	298	16	31	0	428	14	47	24	0	0	85	26	307	58	4	0	395	17	29	88	0	0	134	1042
Hourly Total	275	1265	64	98	0	1702	65	186	94	0	1	345	137	1204	220	10	1	1571	91	113	353	2	1	559	4177
1:00 PM	69	271	18	32	0	390	16	58	24	0	0	98	33	291	52	4	1	380	12	27	72	0	1	111	979
1:15 PM	66	286	33	27	0	412	15	47	17	0	0	79	30	300	49	5	0	384	23	29	67	0	0	119	994
1:30 PM	64	293	12	18	0	387	15	48	26	0	0	89	33	292	48	4	0	377	19	23	96	0	0	138	991
1:45 PM	70	285	13	28	0	396	21	54	26	0	0	101	26	284	45	2	1	357	22	41	89	0	0	152	1006
Hourly Total	269	1135	76	105	0	1585	67	207	93	0	0	367	122	1167	194	15	2	1498	76	120	324	0	1	520	3970
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:30 PM	90	320	17	19	0	446	21	40	29	0	0	90	44	449	49	0	0	542	14	26	76	0	1	116	1194
3:45 PM	93	362	14	38	1	507	21	54	32	0	0	107	24	490	56	1	0	571	24	32	87	1	1	144	1329
Hourly Total	183	682	31	57	1	953	42	94	61	0	0	197	68	939	105	1	0	1113	38	58	163	1	2	260	2523
4:00 PM	86	279	14	28	0	407	24	61	31	0	0	116	46	433	44	2	0	525	18	22	95	0	0	135	1183
4:15 PM	105	383	14	35	0	537	17	57	26	0	0	100	40	372	41	5	0	458	16	33	67	0	0	116	1211
4:30 PM	87	308	15	21	2	431	18	53	29	0	0	100	37	408	39	2	0	486	15	41	80	0	0	136	1153
4:45 PM	72	294	16	26	1	408	19	56	29	0	0	104	31	406	43	3	4	483	26	36	78	0	0	140	1135
Hourly Total	350	1264	59	110	3	1783	78	227	115	0	0	420	154	1619	167	12	4	1952	75	132	320	0	0	527	4682
5:00 PM	67	315	17	14	0	413	29	62	28	1	0	120	28	407	54	1	0	490	15	34	95	0	0	144	1167
5:15 PM	82	301	19	13	0	415	22	42	21	0	0	85	39	437	56	0	0	532	13	36	88	0	0	137	1169
5:30 PM	68	269	19	22	0	378	17	44	17	0	1	78	27	453	65	2	0	547	17	33	67	0	0	117	1120
5:45 PM	52	197	15	17	0	281	25	43	31	0	0	99	46	443	40	0	0	529	18	38	70	0	0	126	1035
Hourly Total	269	1082	70	66	0	1487	93	191	97	1	1	382	140	1740	215	3	0	2098	63	141	320	0	0	524	4491
6:00 PM	49	209	16	19	0	293	30	58	23	0	1	111	50	427	46	1	0	524	14	31	70	0	0	115	1043
6:15 PM	38	156	16	22	1	232	25	41	23	0	0	89	61	402	49	0	0	512	14	43	61	0	0	118	951
Grand Total	1688	7015	405	599	7	9707	448	1149	578	1	3	2176	852	8554	1167	54	10	10627	461	747	1961	3	5	3172	25682
Approach %	17.4	72.3	4.2	6.2	-	-	20.6	52.8	26.6	0.0	-	-	8.0	80.5	11.0	0.5	-	-	14.5	23.5	61.8	0.1	-	-	-
Total %	6.6	27.3	1.6	2.3	-	37.8	1.7	4.5	2.3	0.0	-	8.5	3.3	33.3	4.5	0.2	-	41.4	1.8	2.9	7.6	0.0	-	12.4	-
Lights	1671	6872	401	599	-	9543	443	1145	577	1	-	2166	845	8456	1152	54	-	10507	456	746	1946	3	-	3151	25367

% Lights	99.0	98.0	99.0	100.0	-	98.3	98.9	99.7	99.8	100.0	-	99.5	99.2	98.9	98.7	100.0	-	98.9	98.9	99.9	99.2	100.0	-	99.3	98.8
Buses	4	17	0	0	-	21	2	0	1	0	-	3	4	15	0	0	-	19	0	0	0	0	-	0	43
% Buses	0.2	0.2	0.0	0.0	-	0.2	0.4	0.0	0.2	0.0	-	0.1	0.5	0.2	0.0	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	0.2
Trucks	13	126	4	0	-	143	3	4	0	0	-	7	1	83	15	0	-	99	5	1	15	0	-	21	270
% Trucks	0.8	1.8	1.0	0.0	-	1.5	0.7	0.3	0.0	0.0	-	0.3	0.1	1.0	1.3	0.0	-	0.9	1.1	0.1	0.8	0.0	-	0.7	1.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	0	-	2	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	40.0	-	-	-	-	-	20.0	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	6	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	60.0	-	-	-	-	-	80.0	-	-



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 4

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Coors Bypass Southbound						Cottonwood Loop Westbound						Coors Bypass Northbound						Eagle Ranch Rd Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	68	321	16	26	0	431	7	29	12	0	0	48	26	252	48	2	2	328	28	31	84	0	0	143	950
11:15 AM	61	309	14	32	0	416	12	43	22	0	0	77	29	251	31	1	1	312	19	23	85	0	0	127	932
11:30 AM	62	303	23	30	2	418	14	39	20	0	0	73	26	259	49	3	0	337	17	26	90	0	1	133	961
11:45 AM	64	289	20	34	0	407	15	34	18	0	0	67	39	294	43	6	0	382	26	29	91	0	0	146	1002
Total	255	1222	73	122	2	1672	48	145	72	0	0	265	120	1056	171	12	3	1359	90	109	350	0	1	549	3845
Approach %	15.3	73.1	4.4	7.3	-	-	18.1	54.7	27.2	0.0	-	-	8.8	77.7	12.6	0.9	-	-	16.4	19.9	63.8	0.0	-	-	-
Total %	6.6	31.8	1.9	3.2	-	43.5	1.2	3.8	1.9	0.0	-	6.9	3.1	27.5	4.4	0.3	-	35.3	2.3	2.8	9.1	0.0	-	14.3	-
PHF	0.938	0.952	0.793	0.897	-	0.970	0.800	0.843	0.818	0.000	-	0.860	0.769	0.898	0.872	0.500	-	0.889	0.804	0.879	0.962	0.000	-	0.940	0.959
Lights	252	1191	70	122	-	1635	47	143	72	0	-	262	119	1042	166	12	-	1339	88	108	346	0	-	542	3778
% Lights	98.8	97.5	95.9	100.0	-	97.8	97.9	98.6	100.0	-	-	98.9	99.2	98.7	97.1	100.0	-	98.5	97.8	99.1	98.9	-	-	98.7	98.3
Buses	0	5	0	0	-	5	0	0	0	0	-	0	1	3	0	0	-	4	0	0	0	0	-	0	9
% Buses	0.0	0.4	0.0	0.0	-	0.3	0.0	0.0	0.0	-	-	0.0	0.8	0.3	0.0	0.0	-	0.3	0.0	0.0	0.0	-	-	0.0	0.2
Trucks	3	26	3	0	-	32	1	2	0	0	-	3	0	11	5	0	-	16	2	1	4	0	-	7	58
% Trucks	1.2	2.1	4.1	0.0	-	1.9	2.1	1.4	0.0	-	-	1.1	0.0	1.0	2.9	0.0	-	1.2	2.2	0.9	1.1	-	-	1.3	1.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 6

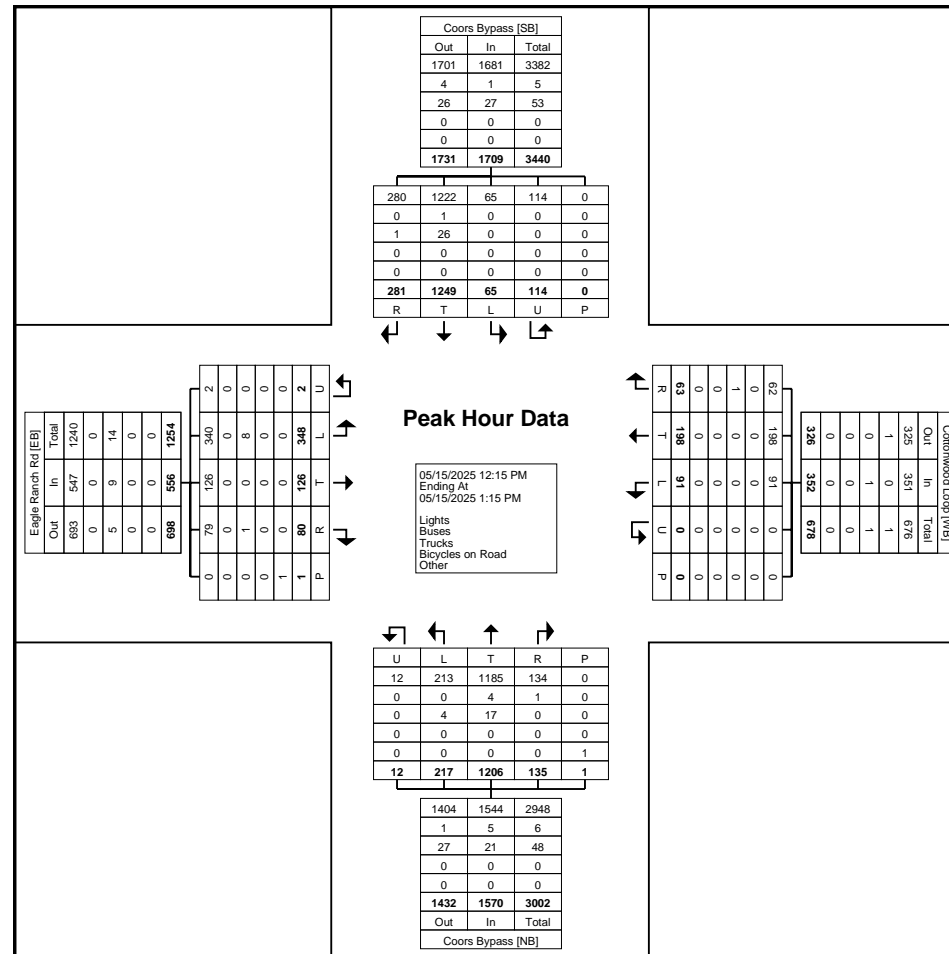
Turning Movement Peak Hour Data (12:15 PM)

Start Time	Coors Bypass Southbound						Cottonwood Loop Westbound						Coors Bypass Northbound						Eagle Ranch Rd Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:15 PM	62	325	16	26	0	429	14	46	25	0	0	85	36	279	54	4	0	373	23	35	89	1	0	148	1035
12:30 PM	67	355	15	25	0	462	19	47	18	0	0	84	40	329	53	0	0	422	28	35	99	1	0	163	1131
12:45 PM	83	298	16	31	0	428	14	47	24	0	0	85	26	307	58	4	0	395	17	29	88	0	0	134	1042
1:00 PM	69	271	18	32	0	390	16	58	24	0	0	98	33	291	52	4	1	380	12	27	72	0	1	111	979
Total	281	1249	65	114	0	1709	63	198	91	0	0	352	135	1206	217	12	1	1570	80	126	348	2	1	556	4187
Approach %	16.4	73.1	3.8	6.7	-	-	17.9	56.3	25.9	0.0	-	-	8.6	76.8	13.8	0.8	-	-	14.4	22.7	62.6	0.4	-	-	-
Total %	6.7	29.8	1.6	2.7	-	40.8	1.5	4.7	2.2	0.0	-	8.4	3.2	28.8	5.2	0.3	-	37.5	1.9	3.0	8.3	0.0	-	13.3	-
PHF	0.846	0.880	0.903	0.891	-	0.925	0.829	0.853	0.910	0.000	-	0.898	0.844	0.916	0.935	0.750	-	0.930	0.714	0.900	0.879	0.500	-	0.853	0.926
Lights	280	1222	65	114	-	1681	62	198	91	0	-	351	134	1185	213	12	-	1544	79	126	340	2	-	547	4123
% Lights	99.6	97.8	100.0	100.0	-	98.4	98.4	100.0	100.0	-	-	99.7	99.3	98.3	98.2	100.0	-	98.3	98.8	100.0	97.7	100.0	-	98.4	98.5
Buses	0	1	0	0	-	1	0	0	0	0	-	0	1	4	0	0	-	5	0	0	0	0	-	0	6
% Buses	0.0	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	-	-	0.0	0.7	0.3	0.0	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	0.1
Trucks	1	26	0	0	-	27	1	0	0	0	-	1	0	17	4	0	-	21	1	0	8	0	-	9	58
% Trucks	0.4	2.1	0.0	0.0	-	1.6	1.6	0.0	0.0	-	-	0.3	0.0	1.4	1.8	0.0	-	1.3	1.3	0.0	2.3	0.0	-	1.6	1.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 7



Turning Movement Peak Hour Data Plot (12:15 PM)



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 8

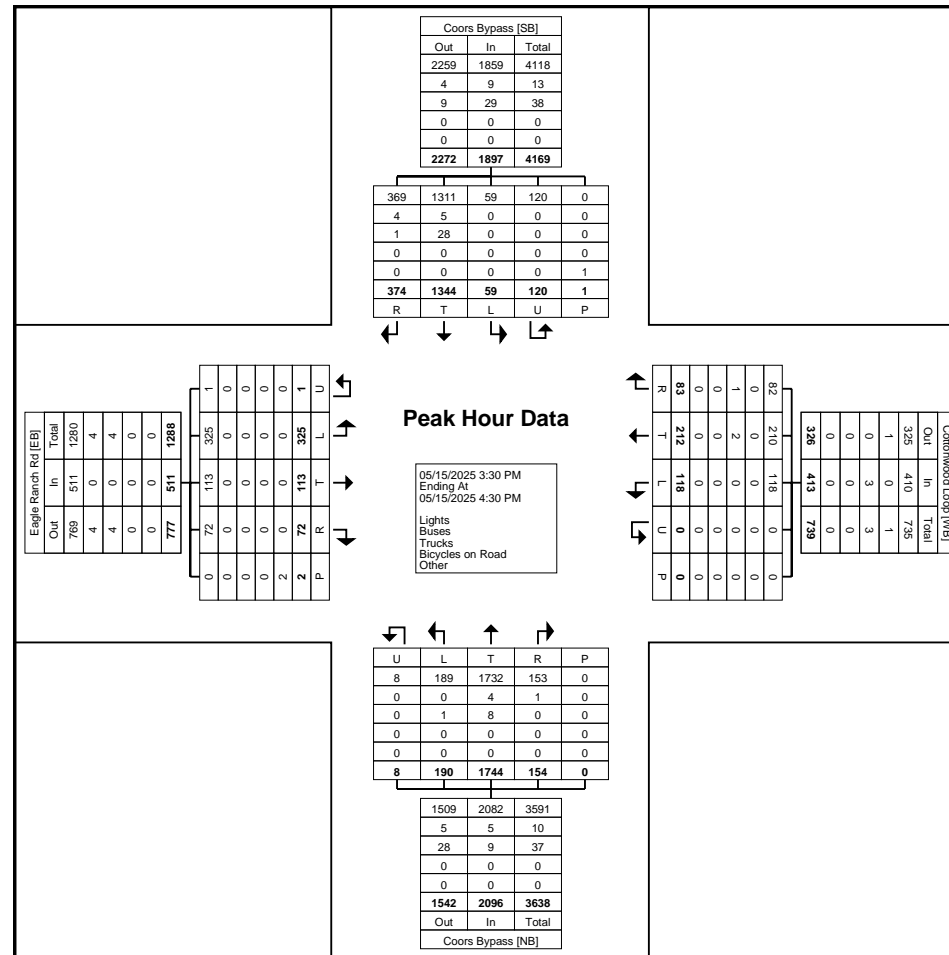
Turning Movement Peak Hour Data (3:30 PM)

Start Time	Coors Bypass Southbound						Cottonwood Loop Westbound						Coors Bypass Northbound						Eagle Ranch Rd Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:30 PM	90	320	17	19	0	446	21	40	29	0	0	90	44	449	49	0	0	542	14	26	76	0	1	116	1194
3:45 PM	93	362	14	38	1	507	21	54	32	0	0	107	24	490	56	1	0	571	24	32	87	1	1	144	1329
4:00 PM	86	279	14	28	0	407	24	61	31	0	0	116	46	433	44	2	0	525	18	22	95	0	0	135	1183
4:15 PM	105	383	14	35	0	537	17	57	26	0	0	100	40	372	41	5	0	458	16	33	67	0	0	116	1211
Total	374	1344	59	120	1	1897	83	212	118	0	0	413	154	1744	190	8	0	2096	72	113	325	1	2	511	4917
Approach %	19.7	70.8	3.1	6.3	-	-	20.1	51.3	28.6	0.0	-	-	7.3	83.2	9.1	0.4	-	-	14.1	22.1	63.6	0.2	-	-	-
Total %	7.6	27.3	1.2	2.4	-	38.6	1.7	4.3	2.4	0.0	-	8.4	3.1	35.5	3.9	0.2	-	42.6	1.5	2.3	6.6	0.0	-	10.4	-
PHF	0.890	0.877	0.868	0.789	-	0.883	0.865	0.869	0.922	0.000	-	0.890	0.837	0.890	0.848	0.400	-	0.918	0.750	0.856	0.855	0.250	-	0.887	0.925
Lights	369	1311	59	120	-	1859	82	210	118	0	-	410	153	1732	189	8	-	2082	72	113	325	1	-	511	4862
% Lights	98.7	97.5	100.0	100.0	-	98.0	98.8	99.1	100.0	-	-	99.3	99.4	99.3	99.5	100.0	-	99.3	100.0	100.0	100.0	100.0	-	100.0	98.9
Buses	4	5	0	0	-	9	0	0	0	0	-	0	1	4	0	0	-	5	0	0	0	0	-	0	14
% Buses	1.1	0.4	0.0	0.0	-	0.5	0.0	0.0	0.0	-	-	0.0	0.6	0.2	0.0	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	0.3
Trucks	1	28	0	0	-	29	1	2	0	0	-	3	0	8	1	0	-	9	0	0	0	0	-	0	41
% Trucks	0.3	2.1	0.0	0.0	-	1.5	1.2	0.9	0.0	-	-	0.7	0.0	0.5	0.5	0.0	-	0.4	0.0	0.0	0.0	0.0	-	0.0	0.8
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 9



Turning Movement Peak Hour Data Plot (3:30 PM)



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 1

Turning Movement Data

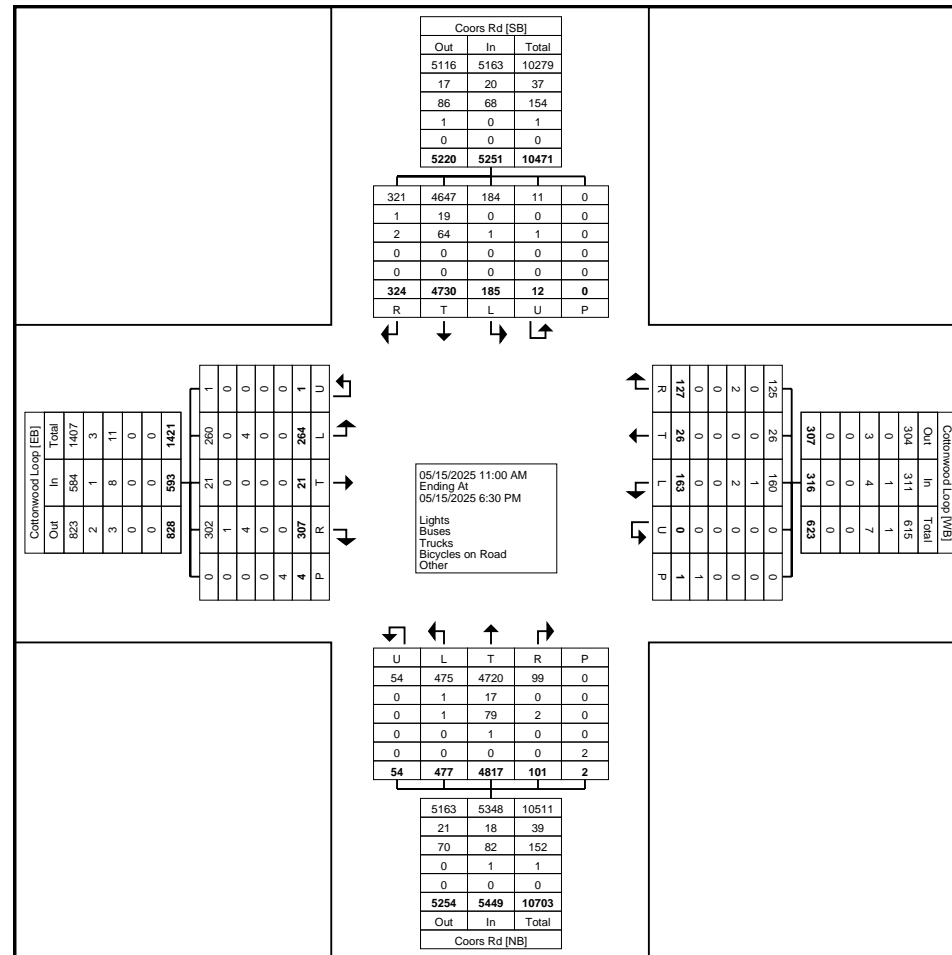
Start Time	Coors Rd Southbound						Cottonwood Loop Westbound						Coors Rd Northbound						Cottonwood Loop Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	8	170	7	1	0	186	5	1	6	0	0	12	2	173	14	4	0	193	1	0	7	0	0	8	399
11:15 AM	17	179	5	0	0	201	5	0	5	0	0	10	5	209	18	2	0	234	5	0	3	0	0	8	453
11:30 AM	12	156	3	0	0	171	8	1	7	0	0	16	8	205	16	5	0	234	11	2	10	0	0	23	444
11:45 AM	12	174	5	0	0	191	2	0	6	0	0	8	4	206	15	4	0	229	14	1	8	0	1	23	451
Hourly Total	49	679	20	1	0	749	20	2	24	0	0	46	19	793	63	15	0	890	31	3	28	0	1	62	1747
12:00 PM	16	195	3	1	0	215	5	0	6	0	0	11	4	231	20	2	0	257	9	4	16	0	1	29	512
12:15 PM	13	222	4	0	0	239	5	2	11	0	0	18	4	215	18	1	0	238	14	0	16	0	0	30	525
12:30 PM	15	216	4	2	0	237	8	2	7	0	0	17	4	222	21	4	0	251	20	0	17	0	0	37	542
12:45 PM	18	193	6	0	0	217	5	0	6	0	0	11	3	198	24	4	0	229	18	0	13	0	0	31	488
Hourly Total	62	826	17	3	0	908	23	4	30	0	0	57	15	866	83	11	0	975	61	4	62	0	1	127	2067
1:00 PM	11	195	8	1	0	215	5	0	0	0	0	5	0	185	13	2	0	200	18	2	8	0	0	28	448
1:15 PM	14	197	4	1	0	216	2	0	6	0	0	8	6	218	11	2	0	237	14	1	12	0	0	27	488
1:30 PM	9	220	5	0	0	234	6	0	8	0	0	14	3	209	15	3	1	230	22	0	12	1	0	35	513
1:45 PM	13	226	8	0	0	247	5	1	11	0	0	17	4	203	18	1	0	226	15	0	9	0	0	24	514
Hourly Total	47	838	25	2	0	912	18	1	25	0	0	44	13	815	57	8	1	893	69	3	41	1	0	114	1963
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:30 PM	11	211	9	0	0	231	9	2	3	0	0	14	6	230	33	3	0	272	8	0	7	0	0	15	532
3:45 PM	15	210	6	1	0	232	9	2	4	0	0	15	6	225	22	3	0	256	16	0	16	0	0	32	535
Hourly Total	26	421	15	1	0	463	18	4	7	0	0	29	12	455	55	6	0	528	24	0	23	0	0	47	1067
4:00 PM	9	208	10	0	0	227	6	1	5	0	0	12	3	191	31	3	0	228	7	0	9	0	1	16	483
4:15 PM	9	220	8	1	0	238	6	1	2	0	0	9	5	155	18	2	0	180	6	1	10	0	0	17	444
4:30 PM	16	207	14	0	0	237	6	1	12	0	0	19	5	175	14	2	0	196	15	0	12	0	0	27	479
4:45 PM	20	197	9	0	0	226	2	3	3	0	0	8	12	181	26	1	1	220	16	3	15	0	1	34	488
Hourly Total	54	832	41	1	0	928	20	6	22	0	0	48	25	702	89	8	1	824	44	4	46	0	2	94	1894
5:00 PM	16	223	7	1	0	247	1	0	4	0	0	5	2	195	22	2	0	221	17	0	15	0	0	32	505
5:15 PM	13	196	10	0	0	219	4	0	5	0	0	9	4	190	25	2	0	221	14	1	12	0	0	27	476
5:30 PM	10	190	14	1	0	215	4	0	14	0	0	18	2	170	18	1	0	191	11	3	14	0	0	28	452
5:45 PM	9	167	17	1	0	194	8	4	12	0	1	24	4	212	19	0	0	235	13	1	5	0	0	19	472
Hourly Total	48	776	48	3	0	875	17	4	35	0	1	56	12	767	84	5	0	868	55	5	46	0	0	106	1905
6:00 PM	18	190	8	0	0	216	6	2	10	0	0	18	3	201	26	1	0	231	4	0	8	0	0	12	477
6:15 PM	20	168	11	1	0	200	5	3	10	0	0	18	2	218	20	0	0	240	19	2	10	0	0	31	489
Grand Total	324	4730	185	12	0	5251	127	26	163	0	1	316	101	4817	477	54	2	5449	307	21	264	1	4	593	11609
Approach %	6.2	90.1	3.5	0.2	-	-	40.2	8.2	51.6	0.0	-	-	1.9	88.4	8.8	1.0	-	-	51.8	3.5	44.5	0.2	-	-	-
Total %	2.8	40.7	1.6	0.1	-	45.2	1.1	0.2	1.4	0.0	-	2.7	0.9	41.5	4.1	0.5	-	46.9	2.6	0.2	2.3	0.0	-	5.1	-
Lights	321	4647	184	11	-	5163	125	26	160	0	-	311	99	4720	475	54	-	5348	302	21	260	1	-	584	11406

% Lights	99.1	98.2	99.5	91.7	-	98.3	98.4	100.0	98.2	-	-	98.4	98.0	98.0	99.6	100.0	-	98.1	98.4	100.0	98.5	100.0	-	98.5	98.3
Buses	1	19	0	0	-	20	0	0	1	0	-	1	0	17	1	0	-	18	1	0	0	0	-	1	40
% Buses	0.3	0.4	0.0	0.0	-	0.4	0.0	0.0	0.6	-	-	0.3	0.0	0.4	0.2	0.0	-	0.3	0.3	0.0	0.0	0.0	-	0.2	0.3
Trucks	2	64	1	1	-	68	2	0	2	0	-	4	2	79	1	0	-	82	4	0	4	0	-	8	162
% Trucks	0.6	1.4	0.5	8.3	-	1.3	1.6	0.0	1.2	-	-	1.3	2.0	1.6	0.2	0.0	-	1.5	1.3	0.0	1.5	0.0	-	1.3	1.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 3



Turning Movement Data Plot



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 4

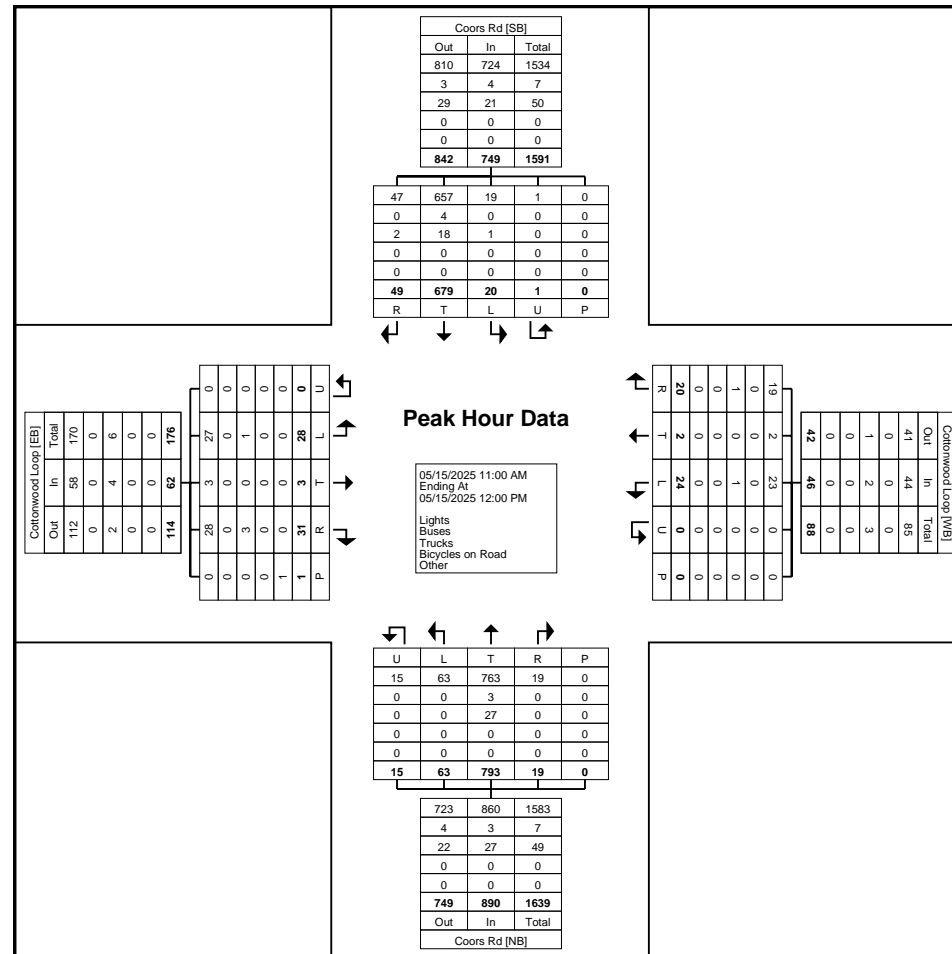
Turning Movement Peak Hour Data (11:00 AM)

Start Time	Coors Rd Southbound						Cottonwood Loop Westbound						Coors Rd Northbound						Cottonwood Loop Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	8	170	7	1	0	186	5	1	6	0	0	12	2	173	14	4	0	193	1	0	7	0	0	8	399
11:15 AM	17	179	5	0	0	201	5	0	5	0	0	10	5	209	18	2	0	234	5	0	3	0	0	8	453
11:30 AM	12	156	3	0	0	171	8	1	7	0	0	16	8	205	16	5	0	234	11	2	10	0	0	23	444
11:45 AM	12	174	5	0	0	191	2	0	6	0	0	8	4	206	15	4	0	229	14	1	8	0	1	23	451
Total	49	679	20	1	0	749	20	2	24	0	0	46	19	793	63	15	0	890	31	3	28	0	1	62	1747
Approach %	6.5	90.7	2.7	0.1	-	-	43.5	4.3	52.2	0.0	-	-	2.1	89.1	7.1	1.7	-	-	50.0	4.8	45.2	0.0	-	-	-
Total %	2.8	38.9	1.1	0.1	-	42.9	1.1	0.1	1.4	0.0	-	2.6	1.1	45.4	3.6	0.9	-	50.9	1.8	0.2	1.6	0.0	-	3.5	-
PHF	0.721	0.948	0.714	0.250	-	0.932	0.625	0.500	0.857	0.000	-	0.719	0.594	0.949	0.875	0.750	-	0.951	0.554	0.375	0.700	0.000	-	0.674	0.964
Lights	47	657	19	1	-	724	19	2	23	0	-	44	19	763	63	15	-	860	28	3	27	0	-	58	1686
% Lights	95.9	96.8	95.0	100.0	-	96.7	95.0	100.0	95.8	-	-	95.7	100.0	96.2	100.0	100.0	-	96.6	90.3	100.0	96.4	-	-	93.5	96.5
Buses	0	4	0	0	-	4	0	0	0	0	-	0	0	3	0	0	-	3	0	0	0	0	-	0	7
% Buses	0.0	0.6	0.0	0.0	-	0.5	0.0	0.0	0.0	-	-	0.0	0.0	0.4	0.0	0.0	-	0.3	0.0	0.0	0.0	-	-	0.0	0.4
Trucks	2	18	1	0	-	21	1	0	1	0	-	2	0	27	0	0	-	27	3	0	1	0	-	4	54
% Trucks	4.1	2.7	5.0	0.0	-	2.8	5.0	0.0	4.2	-	-	4.3	0.0	3.4	0.0	0.0	-	3.0	9.7	0.0	3.6	-	-	6.5	3.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States 87113
5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
(Cottonwood) TIS
Site Code:
Start Date: 05/15/2025
Page No: 5



Turning Movement Peak Hour Data Plot (11:00 AM)



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 6

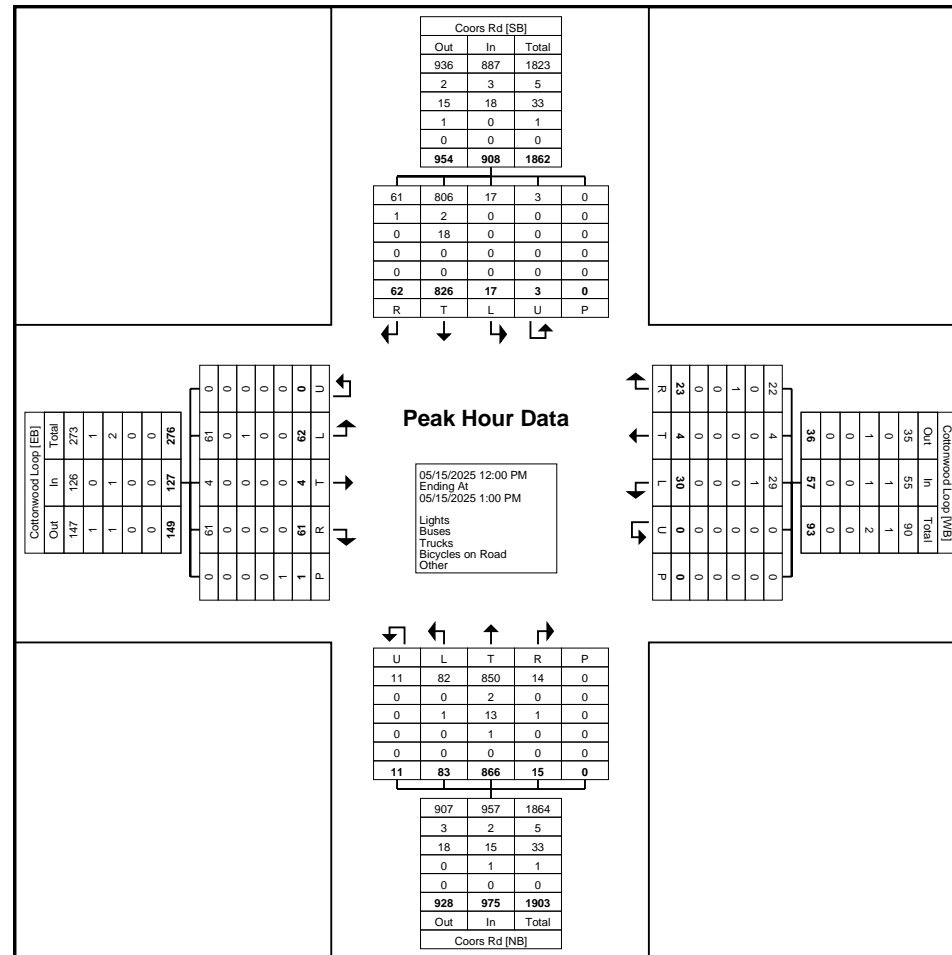
Turning Movement Peak Hour Data (12:00 PM)

Start Time	Coors Rd Southbound						Cottonwood Loop Westbound						Coors Rd Northbound						Cottonwood Loop Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	16	195	3	1	0	215	5	0	6	0	0	11	4	231	20	2	0	257	9	4	16	0	1	29	512
12:15 PM	13	222	4	0	0	239	5	2	11	0	0	18	4	215	18	1	0	238	14	0	16	0	0	30	525
12:30 PM	15	216	4	2	0	237	8	2	7	0	0	17	4	222	21	4	0	251	20	0	17	0	0	37	542
12:45 PM	18	193	6	0	0	217	5	0	6	0	0	11	3	198	24	4	0	229	18	0	13	0	0	31	488
Total	62	826	17	3	0	908	23	4	30	0	0	57	15	866	83	11	0	975	61	4	62	0	1	127	2067
Approach %	6.8	91.0	1.9	0.3	-	-	40.4	7.0	52.6	0.0	-	-	1.5	88.8	8.5	1.1	-	-	48.0	3.1	48.8	0.0	-	-	-
Total %	3.0	40.0	0.8	0.1	-	43.9	1.1	0.2	1.5	0.0	-	2.8	0.7	41.9	4.0	0.5	-	47.2	3.0	0.2	3.0	0.0	-	6.1	-
PHF	0.861	0.930	0.708	0.375	-	0.950	0.719	0.500	0.682	0.000	-	0.792	0.938	0.937	0.865	0.688	-	0.948	0.763	0.250	0.912	0.000	-	0.858	0.953
Lights	61	806	17	3	-	887	22	4	29	0	-	55	14	850	82	11	-	957	61	4	61	0	-	126	2025
% Lights	98.4	97.6	100.0	100.0	-	97.7	95.7	100.0	96.7	-	-	96.5	93.3	98.2	98.8	100.0	-	98.2	100.0	100.0	98.4	-	-	99.2	98.0
Buses	1	2	0	0	-	3	0	0	1	0	-	1	0	2	0	0	-	2	0	0	0	0	-	0	6
% Buses	1.6	0.2	0.0	0.0	-	0.3	0.0	0.0	3.3	-	-	1.8	0.0	0.2	0.0	0.0	-	0.2	0.0	0.0	0.0	-	-	0.0	0.3
Trucks	0	18	0	0	-	18	1	0	0	0	-	1	1	13	1	0	-	15	0	0	1	0	-	1	35
% Trucks	0.0	2.2	0.0	0.0	-	2.0	4.3	0.0	0.0	-	-	1.8	6.7	1.5	1.2	0.0	-	1.5	0.0	0.0	1.6	-	-	0.8	1.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 7



Turning Movement Peak Hour Data Plot (12:00 PM)



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 8

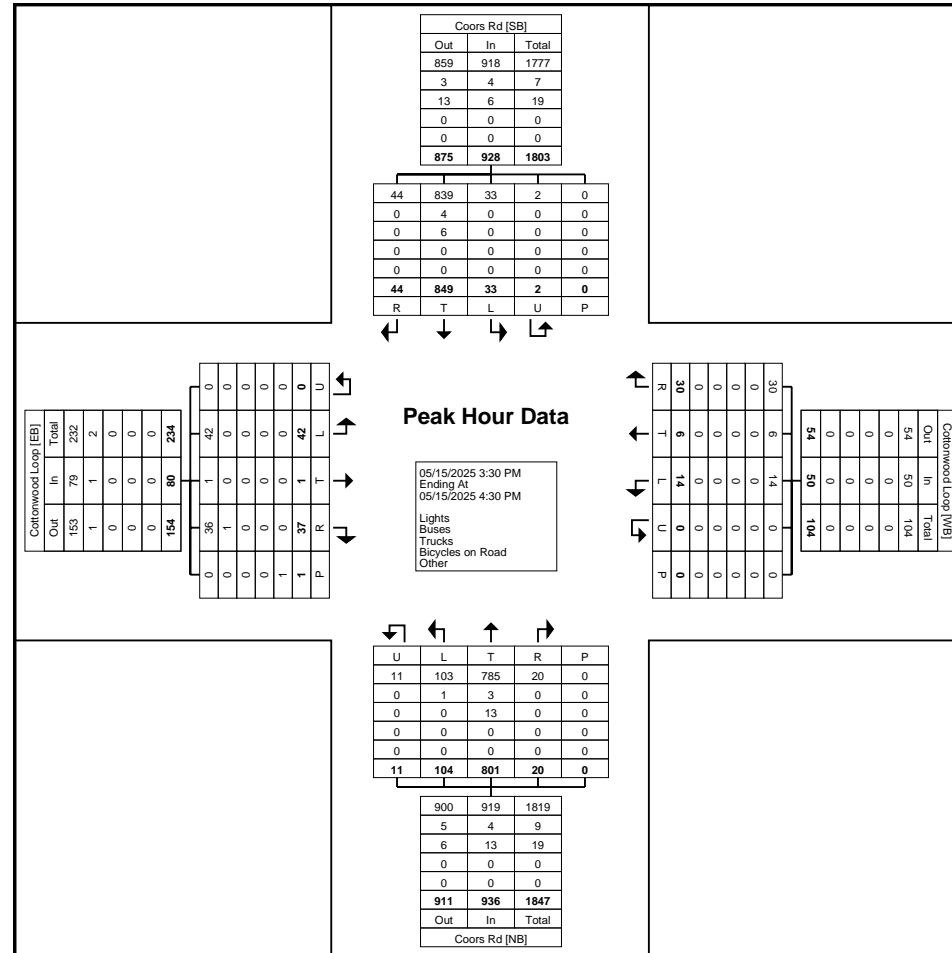
Turning Movement Peak Hour Data (3:30 PM)

Start Time	Coors Rd Southbound						Cottonwood Loop Westbound						Coors Rd Northbound						Cottonwood Loop Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:30 PM	11	211	9	0	0	231	9	2	3	0	0	14	6	230	33	3	0	272	8	0	7	0	0	15	532
3:45 PM	15	210	6	1	0	232	9	2	4	0	0	15	6	225	22	3	0	256	16	0	16	0	0	32	535
4:00 PM	9	208	10	0	0	227	6	1	5	0	0	12	3	191	31	3	0	228	7	0	9	0	1	16	483
4:15 PM	9	220	8	1	0	238	6	1	2	0	0	9	5	155	18	2	0	180	6	1	10	0	0	17	444
Total	44	849	33	2	0	928	30	6	14	0	0	50	20	801	104	11	0	936	37	1	42	0	1	80	1994
Approach %	4.7	91.5	3.6	0.2	-	-	60.0	12.0	28.0	0.0	-	-	2.1	85.6	11.1	1.2	-	-	46.3	1.3	52.5	0.0	-	-	-
Total %	2.2	42.6	1.7	0.1	-	46.5	1.5	0.3	0.7	0.0	-	2.5	1.0	40.2	5.2	0.6	-	46.9	1.9	0.1	2.1	0.0	-	4.0	-
PHF	0.733	0.965	0.825	0.500	-	0.975	0.833	0.750	0.700	0.000	-	0.833	0.833	0.871	0.788	0.917	-	0.860	0.578	0.250	0.656	0.000	-	0.625	0.932
Lights	44	839	33	2	-	918	30	6	14	0	-	50	20	785	103	11	-	919	36	1	42	0	-	79	1966
% Lights	100.0	98.8	100.0	100.0	-	98.9	100.0	100.0	100.0	-	-	100.0	100.0	98.0	99.0	100.0	-	98.2	97.3	100.0	100.0	-	-	98.8	98.6
Buses	0	4	0	0	-	4	0	0	0	0	-	0	0	3	1	0	-	4	1	0	0	0	-	1	9
% Buses	0.0	0.5	0.0	0.0	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.4	1.0	0.0	-	0.4	2.7	0.0	0.0	-	-	1.3	0.5
Trucks	0	6	0	0	-	6	0	0	0	0	-	0	0	13	0	0	-	13	0	0	0	0	-	0	19
% Trucks	0.0	0.7	0.0	0.0	-	0.6	0.0	0.0	0.0	-	-	0.0	0.0	1.6	0.0	0.0	-	1.4	0.0	0.0	0.0	-	-	0.0	1.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 9



Turning Movement Peak Hour Data Plot (3:30 PM)

EAST SIDE MALL ENTRANCE TOTAL

Date	Time	Southbound						Westbound						Northbound						Eastbound					
		U Turns	Left Turns	Straight Through	Right Turns	EB Crosswalk Crossings	WB Crosswalk Crossings	U Turns	Left Turns	Straight Through	Right Turns	NB Crosswalk Crossings	SB Crosswalk Crossings	U Turns	Left Turns	Straight Through	Right Turns	EB Crosswalk Crossings	WB Crosswalk Crossings	U Turns	Left Turns	Straight Through	Right Turns	NB Crosswalk Crossings	SB Crosswalk Crossings
5/20/2025	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00	0	1	8	0	0	0	3	9	0	16	0	0	0	5	5	0	0	0	0	0	0	0	0	0
	11:15	0	2	9	0	0	0	0	11	0	8	0	0	0	11	13	0	0	0	0	0	0	0	0	0
	11:30	0	4	15	0	0	0	1	24	0	5	0	0	0	13	13	0	0	0	0	0	0	0	0	0
	11:45	0	4	9	0	0	0	2	25	0	9	0	0	0	12	12	0	0	0	0	0	0	0	0	0
	12:00	0	1	11	0	0	0	0	27	0	12	0	0	0	19	13	0	0	0	0	0	0	0	0	0
	12:15	0	6	14	0	0	0	0	18	0	6	0	0	0	18	17	0	0	0	0	0	0	0	0	0
	12:30	0	7	11	0	0	0	2	20	0	4	0	0	0	17	19	0	0	0	0	0	0	0	0	0
	12:45	1	3	17	0	0	0	3	13	0	10	0	0	0	17	23	0	0	0	0	0	0	0	0	0
	13:00	0	10	13	0	0	0	7	18	0	9	0	0	0	21	11	0	0	0	0	0	0	0	0	0
	13:15	0	8	28	0	0	0	4	26	0	11	0	0	0	18	13	0	0	0	0	0	0	0	0	0
	13:30	0	10	20	0	0	0	3	16	0	10	0	0	0	24	22	0	0	0	0	0	0	0	0	0
	13:45	0	11	20	0	0	0	4	11	0	20	0	0	0	16	19	0	0	0	0	0	0	0	0	0
	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14:30	0	5	17	0	0	0	1	8	0	13	0	0	0	14	16	0	0	0	0	0	0	0	0	0
	14:45	0	8	12	0	0	0	4	15	0	8	0	0	0	15	24	0	0	0	0	0	0	0	0	0
	15:00	0	18	14	0	0	0	2	17	0	14	0	0	0	18	12	0	0	0	0	0	0	0	0	0
	15:15	0	3	12	0	0	0	0	22	0	13	0	0	0	24	16	0	0	0	0	0	0	0	0	0
	15:30	0	6	14	0	0	0	2	19	0	6	0	0	0	20	17	0	0	0	0	0	0	0	0	0
	15:45	0	5	12	0	0	0	4	14	0	8	0	0	0	19	28	0	0	0	0	0	0	0	0	0
	16:00	0	5	18	0	0	0	3	16	0	12	0	0	0	17	21	0	0	0	0	0	0	0	0	0
	16:15	0	6	11	0	0	0	3	11	0	8	0	0	0	13	15	0	0	0	0	0	0	0	0	0
	16:30	0	8	8	0	0	0	3	19	0	12	0	0	0	19	27	0	0	0	0	0	0	0	0	0
	16:45	0	5	20	0	0	0	1	21	0	9	0	0	0	23	10	0	0	0	0	0	0	0	0	0
	17:00	0	3	17	0	0	0	2	12	0	14	0	0	0	20	21	0	0	0	0	0	0	0	0	0
	17:15	0	11	13	0	0	0	2	20	0	5	0	0	0	18	12	0	0	0	0	0	0	0	0	0
	17:30	1	7	13	0	0	0	2	31	0	6	0	0	0	7	18	0	0	0	0	0	0	0	0	0
	17:45	0	3	10	0	0	0	2	19	0	4	0	0	0	11	10	0	0	0	0	0	0	0	0	0
	18:00	0	6	10	0	0	0	1	19	0	11	0	0	0	20	20	0	2	0	0	0	0	0	0	0



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 1

Turning Movement Data

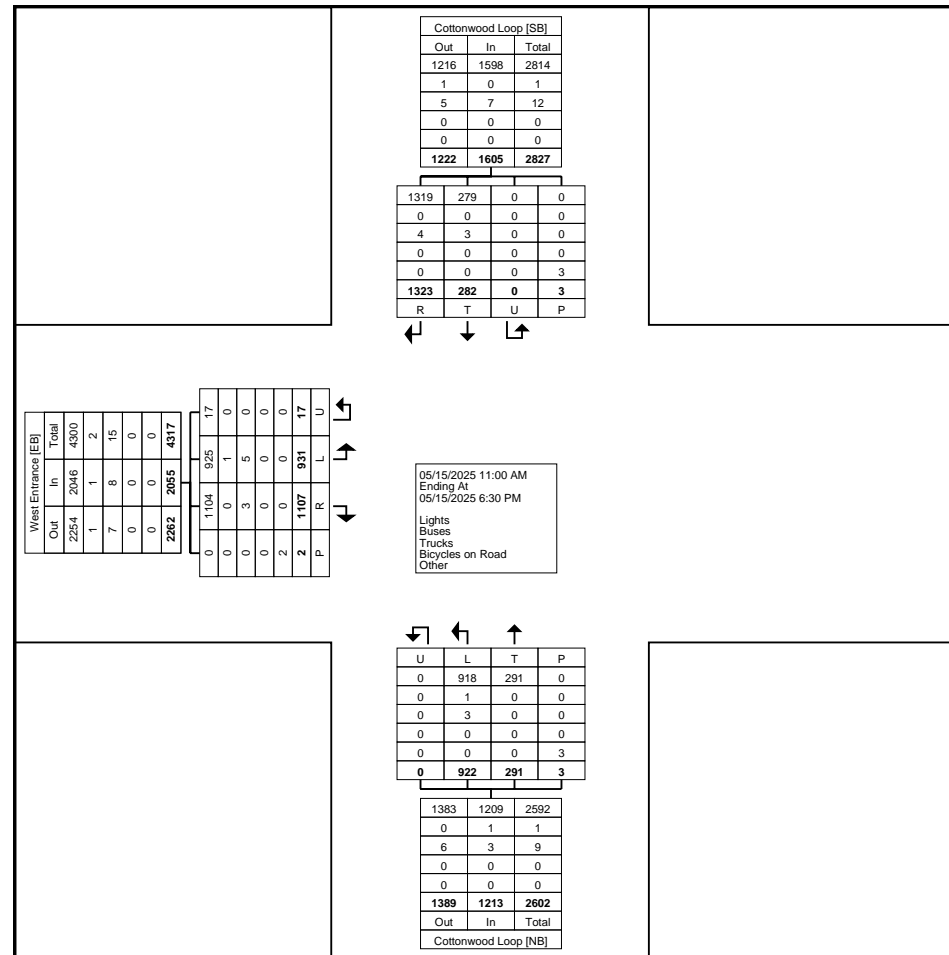
Start Time	Cottonwood Loop Southbound					Cottonwood Loop Northbound					West Entrance Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
11:00 AM	29	13	0	1	42	9	16	0	0	25	46	29	0	0	75	142
11:15 AM	44	10	0	0	54	7	31	0	0	38	28	35	0	0	63	155
11:30 AM	47	9	0	1	56	11	22	0	0	33	48	30	0	0	78	167
11:45 AM	34	18	0	0	52	14	42	0	0	56	57	40	0	0	97	205
Hourly Total	154	50	0	2	204	41	111	0	0	152	179	134	0	0	313	669
12:00 PM	55	13	0	0	68	13	36	0	0	49	30	34	2	0	66	183
12:15 PM	46	13	0	0	59	5	32	0	0	37	54	39	1	0	94	190
12:30 PM	41	9	0	0	50	16	48	0	0	64	54	34	0	0	88	202
12:45 PM	50	10	0	0	60	5	35	0	0	40	42	34	2	0	78	178
Hourly Total	192	45	0	0	237	39	151	0	0	190	180	141	5	0	326	753
1:00 PM	62	10	0	0	72	7	41	0	0	48	39	33	2	0	74	194
1:15 PM	53	16	0	0	69	13	31	0	0	44	52	37	0	0	89	202
1:30 PM	61	11	0	0	72	16	31	0	0	47	37	35	0	0	72	191
1:45 PM	52	11	0	0	63	14	55	0	0	69	53	42	0	0	95	227
Hourly Total	228	48	0	0	276	50	158	0	0	208	181	147	2	0	330	814
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:30 PM	62	8	0	0	70	14	47	0	0	61	45	34	0	0	79	210
3:45 PM	66	6	0	0	72	14	42	0	0	56	35	34	2	0	71	199
Hourly Total	128	14	0	0	142	28	89	0	0	117	80	68	2	0	150	409
4:00 PM	59	14	0	0	73	11	58	0	0	69	46	40	1	0	87	229
4:15 PM	51	16	0	0	67	10	47	0	0	57	51	35	0	0	86	210
4:30 PM	75	10	0	0	85	13	33	0	3	46	50	42	0	2	92	223
4:45 PM	69	8	0	0	77	13	38	0	0	51	43	45	0	0	88	216
Hourly Total	254	48	0	0	302	47	176	0	3	223	190	162	1	2	353	878
5:00 PM	75	6	0	0	81	7	49	0	0	56	38	34	1	0	73	210
5:15 PM	46	14	0	0	60	15	37	0	0	52	46	46	2	0	94	206
5:30 PM	57	15	0	0	72	8	27	0	0	35	45	44	0	0	89	196
5:45 PM	66	9	0	0	75	23	36	0	0	59	58	47	2	0	107	241
Hourly Total	244	44	0	0	288	53	149	0	0	202	187	171	5	0	363	853
6:00 PM	65	14	0	0	79	18	49	0	0	67	47	54	0	0	101	247
6:15 PM	58	19	0	1	77	15	39	0	0	54	63	54	2	0	119	250
Grand Total	1323	282	0	3	1605	291	922	0	3	1213	1107	931	17	2	2055	4873
Approach %	82.4	17.6	0.0	-	-	24.0	76.0	0.0	-	-	53.9	45.3	0.8	-	-	-
Total %	27.1	5.8	0.0	-	32.9	6.0	18.9	0.0	-	24.9	22.7	19.1	0.3	-	42.2	-
Lights	1319	279	0	-	1598	291	918	0	-	1209	1104	925	17	-	2046	4853
% Lights	99.7	98.9	-	-	99.6	100.0	99.6	-	-	99.7	99.7	99.4	100.0	-	99.6	99.6

Buses	0	0	0	-	0	0	1	0	-	1	0	1	0	-	1	2
% Buses	0.0	0.0	-	-	0.0	0.0	0.1	-	-	0.1	0.0	0.1	0.0	-	0.0	0.0
Trucks	4	3	0	-	7	0	3	0	-	3	3	5	0	-	8	18
% Trucks	0.3	1.1	-	-	0.4	0.0	0.3	-	-	0.2	0.3	0.5	0.0	-	0.4	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	3	-	-	-	-	3	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 3

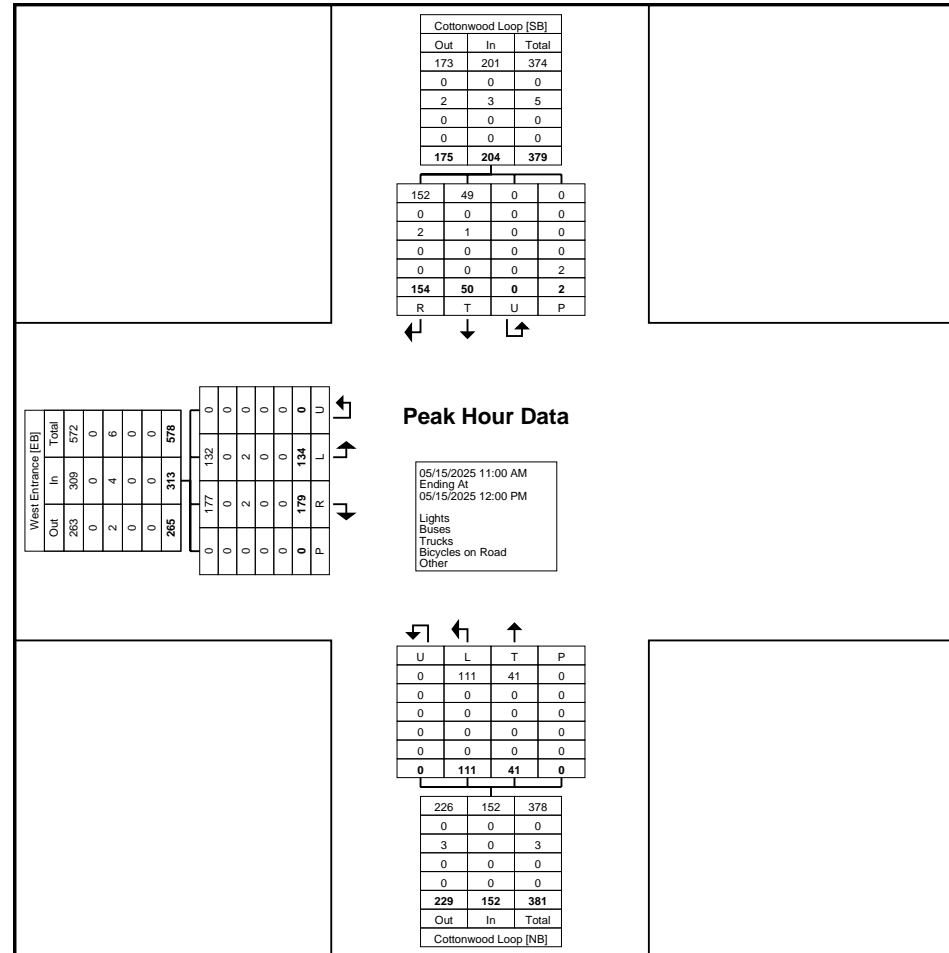


Turning Movement Data Plot



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 5

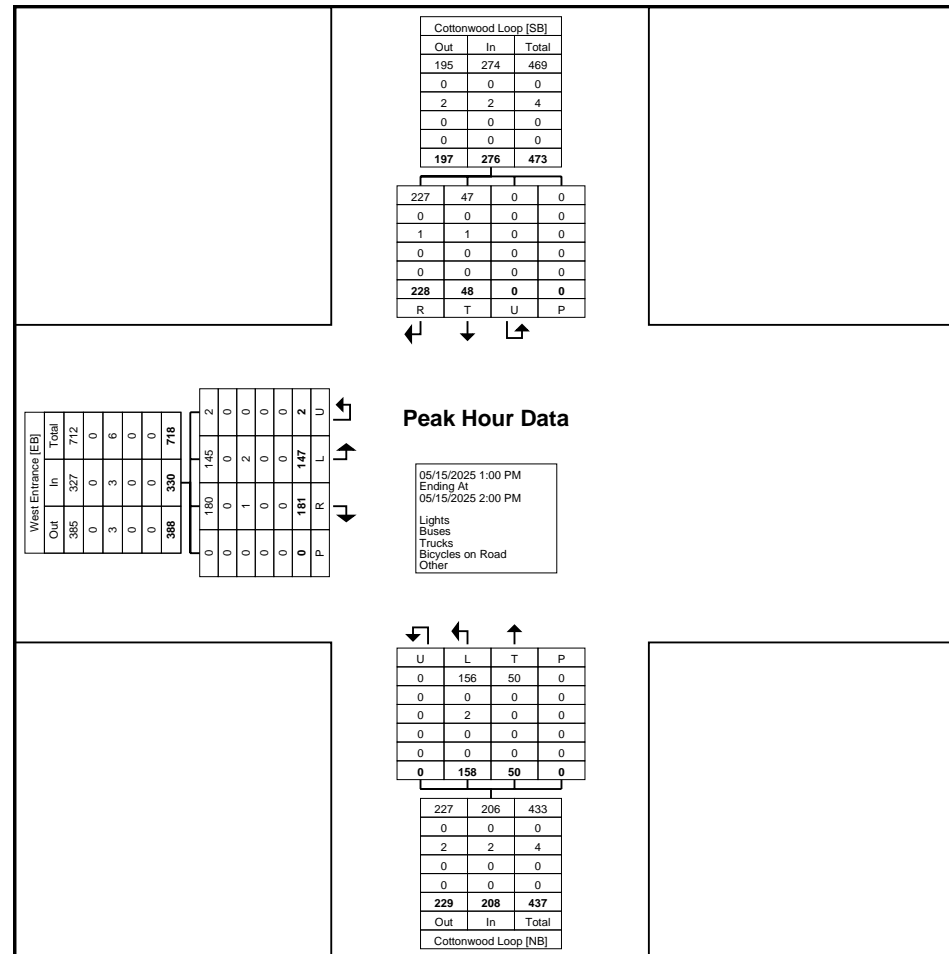


Turning Movement Peak Hour Data Plot (11:00 AM)



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 7

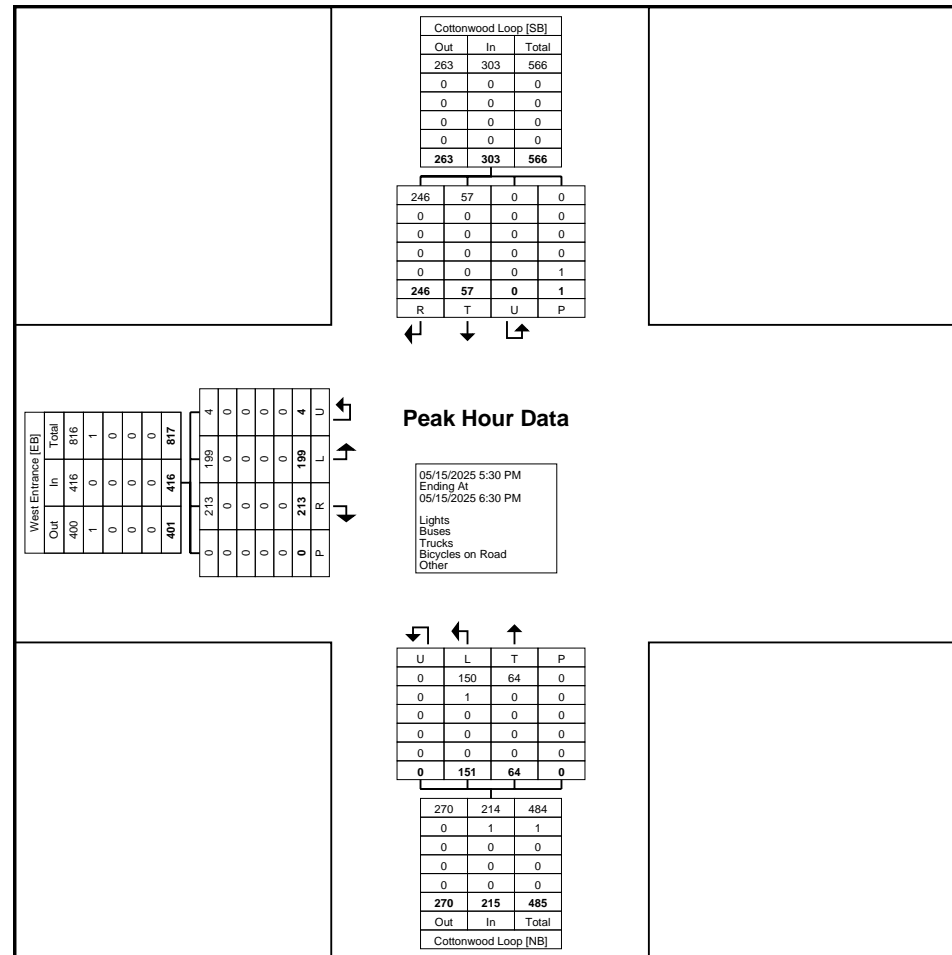


Turning Movement Peak Hour Data Plot (1:00 PM)



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States 87113
 5053380988 ebarricklow@lee-eng.com

Count Name: NM384.04 - In-N-Out Burger
 (Cottonwood) TIS
 Site Code:
 Start Date: 05/15/2025
 Page No: 9

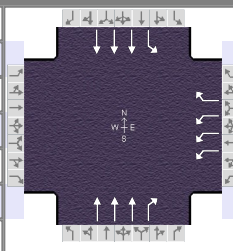


Turning Movement Peak Hour Data Plot (5:30 PM)

Appendix C: HCS Summary Reports

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Lee Engineering			Duration, h	1.000		
Analyst	EG	Analysis Date	6/25/2025	Area Type	Other		
Jurisdiction	CABQ	Time Period	MD	PHF	1.00		
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 12:00		
Intersection	Coors Rd & Coors Bypass	File Name	1 - Coors Rd & Coors Bypass Full Build MD - Opti...				
Project Description	Full Build MD Peak Hour (12:00 PM) Optimized						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				864		165		1472	871	146	1326	

Signal Information															
Cycle, s	130.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	No	Simult. Gap E/W	On	Green	12.3	72.6	28.2	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	4.5	4.0	0.0	0.0	0.0					
				Red	1.0	1.0	2.0	0.0	0.0	0.0					

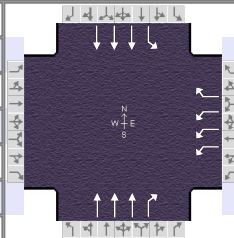
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				34.2		78.1	17.8	95.8
Change Period, (Y+R _c), s				6.0		5.5	5.5	5.5
Max Allow Headway (MAH), s				4.2		0.0	2.5	0.0
Queue Clearance Time (g _s), s				22.4			12.2	
Green Extension Time (g _e), s				5.0		0.0	0.2	0.0
Phase Call Probability				1.00			0.99	
Max Out Probability				0.01			0.00	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1		6
Adjusted Flow Rate (v), veh/h				864		165		1472	871	146		1326
Adjusted Saturation Flow Rate (s), veh/h/ln				1724				1706		1833		1734
Queue Service Time (g _s), s				20.4				23.2		10.2		13.6
Cycle Queue Clearance Time (g _c), s				20.4				23.2		10.2		13.6
Green Ratio (g/C)				0.22				0.56		0.09		0.69
Capacity (c), veh/h				1120				2857		173		3614
Volume-to-Capacity Ratio (X)				0.771				0.515		0.843		0.367
Back of Queue (Q), ft/ln (95 th percentile)				348				342		213		203
Back of Queue (Q), veh/ln (95 th percentile)				13.7				13.6		8.4		8.0
Queue Storage Ratio (RQ) (95 th percentile)				0.77				0.00		0.46		0.00
Uniform Delay (d ₁), s/veh				47.9				17.8		57.9		8.1
Incremental Delay (d ₂), s/veh				1.2				0.7		4.4		0.3
Initial Queue Delay (d ₃), s/veh				0.0				0.0		0.0		0.0
Control Delay (d), s/veh				49.1		0.0		18.5	0.0	62.3		8.4
Level of Service (LOS)				D		A		B	A	E		A
Approach Delay, s/veh / LOS	0.0			41.2		D		11.6	B	13.8		B
Intersection Delay, s/veh / LOS				18.5						B		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.61	C	2.32	B	0.67	A
Bicycle LOS Score / LOS				F	1.78	B	1.30	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Lee Engineering			Duration, h	1.000		
Analyst	EG	Analysis Date	6/25/2025	Area Type	Other		
Jurisdiction	CABQ	Time Period	MD	PHF	1.00		
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 12:00		
Intersection	Coors Rd & Coors Bypass	File Name	1 - Coors Rd & Coors Bypass Full Build MD.xus				
Project Description	Full Build MD Peak Hour (12:00 PM)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				864		165		1472	871	146	1326	

Signal Information													
Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	12.3	73.1	27.6	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	4.5	4.0	0.0	0.0	0.0			
				Red	1.0	1.0	2.0	0.0	0.0	0.0			

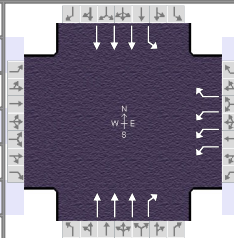
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				33.6		78.6	17.8	96.4
Change Period, (Y+R _c), s				6.0		5.5	5.5	5.5
Max Allow Headway (MAH), s				4.2		0.0	2.5	0.0
Queue Clearance Time (g _s), s				22.5			12.2	
Green Extension Time (g _e), s				4.4		0.0	0.1	0.0
Phase Call Probability				1.00			0.99	
Max Out Probability				0.10			0.00	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1		6
Adjusted Flow Rate (v), veh/h				864		165		1472	871	146		1326
Adjusted Saturation Flow Rate (s), veh/h/ln				1724				1706		1833		1734
Queue Service Time (g _s), s				20.5				23.0		10.2		13.4
Cycle Queue Clearance Time (g _c), s				20.5				23.0		10.2		13.4
Green Ratio (g/C)				0.21				0.56		0.09		0.70
Capacity (c), veh/h				1099				2879		173		3636
Volume-to-Capacity Ratio (X)				0.786				0.511		0.845		0.365
Back of Queue (Q), ft/ln (95 th percentile)				352				338		213		200
Back of Queue (Q), veh/ln (95 th percentile)				13.9				13.4		8.4		7.9
Queue Storage Ratio (RQ) (95 th percentile)				0.78				0.00		0.46		0.00
Uniform Delay (d ₁), s/veh				48.4				17.5		57.9		7.9
Incremental Delay (d ₂), s/veh				1.9				0.7		4.5		0.3
Initial Queue Delay (d ₃), s/veh				0.0				0.0		0.0		0.0
Control Delay (d), s/veh				50.3		0.0		18.1	0.0	62.4		8.2
Level of Service (LOS)				D		A		B	A	E		A
Approach Delay, s/veh / LOS	0.0			42.3		D	11.4		B	13.6		B
Intersection Delay, s/veh / LOS				18.6						B		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.61	C	2.32	B	0.67	A
Bicycle LOS Score / LOS				F	1.78	B	1.30	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Lee Engineering			Duration, h	1.000		
Analyst	EG	Analysis Date	6/25/2025	Area Type	Other		
Jurisdiction	CABQ	Time Period	MD	PHF	1.00		
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 12:00		
Intersection	Coors Rd & Coors Bypass	File Name	1 - Coors Rd & Coors Bypass Horizon FB MD.xus				
Project Description	Horizon FB MD Peak Hour (12:00 PM)						



Demand Information	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Demand (v), veh/h				951		182			1623	959	162	1462	

Signal Information													
Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	13.4	69.9	29.7	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	4.5	4.0	0.0	0.0	0.0			
				Red	1.0	1.0	2.0	0.0	0.0	0.0			

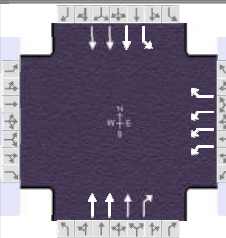
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				35.7		75.4	18.9	94.3
Change Period, (Y+R _c), s				6.0		5.5	5.5	5.5
Max Allow Headway (MAH), s				4.2		0.0	2.5	0.0
Queue Clearance Time (g _s), s				24.6			13.3	
Green Extension Time (g _e), s				4.6		0.0	0.1	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.19			0.00	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement				3		18		2	12	1		6
Adjusted Flow Rate (v), veh/h				951		182		1623	959	162		1462
Adjusted Saturation Flow Rate (s), veh/h/ln				1724				1706		1833		1734
Queue Service Time (g _s), s				22.6				27.9		11.3		16.1
Cycle Queue Clearance Time (g _c), s				22.6				27.9		11.3		16.1
Green Ratio (g/C)				0.23				0.54		0.10		0.68
Capacity (c), veh/h				1180				2754		189		3554
Volume-to-Capacity Ratio (X)				0.806				0.589		0.858		0.411
Back of Queue (Q), ft/ln (95 th percentile)				382				403		231		236
Back of Queue (Q), veh/ln (95 th percentile)				15.1				16.0		9.2		9.3
Queue Storage Ratio (RQ) (95 th percentile)				0.85				0.00		0.50		0.00
Uniform Delay (d ₁), s/veh				47.4				20.3		57.4		9.1
Incremental Delay (d ₂), s/veh				2.6				0.9		4.5		0.4
Initial Queue Delay (d ₃), s/veh				0.0				0.0		0.0		0.0
Control Delay (d), s/veh				50.0		0.0		21.2	0.0	61.9		9.4
Level of Service (LOS)				D		A		C	A	E		A
Approach Delay, s/veh / LOS	0.0			42.0		D		13.4	B	14.7		B
Intersection Delay, s/veh / LOS				19.8						B		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.61	C	2.32	B	0.67	A
Bicycle LOS Score / LOS				F	1.91	B	1.38	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Lee Engineering			Duration, h	1.000		
Analyst	EG	Analysis Date	6/25/2025	Area Type	Other		
Jurisdiction	CABQ	Time Period	MD	PHF	1.00		
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 12:00		
Intersection	Coors Rd & Coors Bypass	File Name	1 - Coors Rd & Coors Bypass Horizon NB MD.xus				
Project Description	Horizon NB MD Peak Hour (12:00 PM)						



Demand Information	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Demand (v), veh/h				926		182			1594	930	162	1434	

Signal Information														
Cycle, s	130.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	13.4	70.5	29.1	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	4.5	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	2.0	0.0	0.0	0.0				

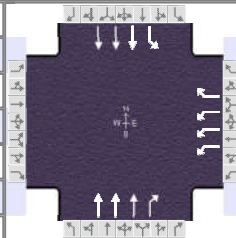
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				35.1		76.0	18.9	94.9
Change Period, (Y+R _c), s				6.0		5.5	5.5	5.5
Max Allow Headway (MAH), s				4.2		0.0	2.5	0.0
Queue Clearance Time (g _s), s				24.0			13.3	
Green Extension Time (g _e), s				4.5		0.0	0.1	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.16			0.00	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1		6
Adjusted Flow Rate (v), veh/h				926		182		1594	930	162		1434
Adjusted Saturation Flow Rate (s), veh/h/ln				1724				1706		1833		1734
Queue Service Time (g _s), s				22.0				26.9		11.3		15.5
Cycle Queue Clearance Time (g _c), s				22.0				26.9		11.3		15.5
Green Ratio (g/C)				0.22				0.54		0.10		0.69
Capacity (c), veh/h				1158				2776		189		3576
Volume-to-Capacity Ratio (X)				0.800				0.574		0.858		0.401
Back of Queue (Q), ft/ln (95 th percentile)				374				390		231		228
Back of Queue (Q), veh/ln (95 th percentile)				14.7				15.5		9.2		9.0
Queue Storage Ratio (RQ) (95 th percentile)				0.83				0.00		0.50		0.00
Uniform Delay (d ₁), s/veh				47.7				19.8		57.4		8.8
Incremental Delay (d ₂), s/veh				2.4				0.9		4.5		0.3
Initial Queue Delay (d ₃), s/veh				0.0				0.0		0.0		0.0
Control Delay (d), s/veh				50.1		0.0		20.6	0.0	61.9		9.1
Level of Service (LOS)				D		A		C	A	E		A
Approach Delay, s/veh / LOS	0.0			41.9		D	13.0		B	14.5		B
Intersection Delay, s/veh / LOS				19.6						B		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.61	C	2.32	B	0.67	A
Bicycle LOS Score / LOS				F	1.88	B	1.37	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Lee Engineering			Duration, h	1.000		
Analyst	EG	Analysis Date	6/25/2025	Area Type	Other		
Jurisdiction	CABQ	Time Period	MD	PHF	1.00		
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 12:00		
Intersection	Coors Rd & Coors Bypass	File Name	1 - Coors Rd & Coors Bypass No Build MD.xus				
Project Description	No Build MD Peak Hour (12:00 PM)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				839		165	1443	842	146	1298		

Signal Information														
Cycle, s	130.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	12.3	73.7	27.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	4.5	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	2.0	0.0	0.0	0.0				

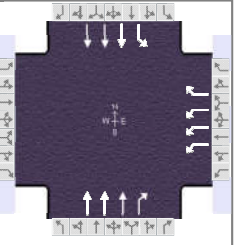
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				33.0		79.2	17.8	97.0
Change Period, ($Y+R_c$), s				6.0		5.5	5.5	5.5
Max Allow Headway (MAH), s				4.2		0.0	2.5	0.0
Queue Clearance Time (g_s), s				21.9			12.2	
Green Extension Time (g_e), s				4.3		0.0	0.1	0.0
Phase Call Probability				1.00			0.99	
Max Out Probability				0.08			0.00	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18	2	12	1	6		
Adjusted Flow Rate (v), veh/h				839		165	1443	842	146	1298		
Adjusted Saturation Flow Rate (s), veh/h/ln				1724			1706		1833	1734		
Queue Service Time (g_s), s				19.9			22.1		10.2	12.8		
Cycle Queue Clearance Time (g_c), s				19.9			22.1		10.2	12.8		
Green Ratio (g/C)				0.21			0.57		0.09	0.70		
Capacity (c), veh/h				1076			2903		173	3659		
Volume-to-Capacity Ratio (X)				0.780			0.497		0.845	0.355		
Back of Queue (Q), ft/ln (95 th percentile)				343			326		213	192		
Back of Queue (Q), veh/ln (95 th percentile)				13.5			12.9		8.4	7.6		
Queue Storage Ratio (RQ) (95 th percentile)				0.76			0.00		0.46	0.00		
Uniform Delay (d_1), s/veh				48.7			17.0		57.9	7.6		
Incremental Delay (d_2), s/veh				1.8			0.6		4.5	0.3		
Initial Queue Delay (d_3), s/veh				0.0			0.0		0.0	0.0		
Control Delay (d), s/veh				50.4		0.0	17.6	0.0	62.4	7.9		
Level of Service (LOS)				D		A	B	A	E	A		
Approach Delay, s/veh / LOS	0.0			42.1		D	11.1	B	13.4		B	
Intersection Delay, s/veh / LOS				18.4					B			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.61	C	2.32	B	0.67	A
Bicycle LOS Score / LOS				F	1.74	B	1.28	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Lee Engineering			Duration, h	1.000		
Analyst	EG	Analysis Date	6/25/2025	Area Type	Other		
Jurisdiction	CABQ	Time Period	PM	PHF	1.00		
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 15:30		
Intersection	Coors Rd & Coors Bypass	File Name	1 - Coors Rd & Coors Bypass Existing PM.xus				
Project Description	Existing PM Peak Hour (3:30 PM)						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				771		116	1963	799	111	1380		

Signal Information				EB				WB				NB				SB			
Cycle, s	150.0	Reference Phase	2	Green	11.2	95.1	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Offset, s	0	Reference Point	End	Yellow	4.5	4.5	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On																

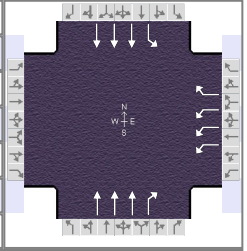
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				32.7		100.6	16.7	117.3
Change Period, ($Y+R_c$), s				6.0		5.5	5.5	5.5
Max Allow Headway (MAH), s				4.2		0.0	2.5	0.0
Queue Clearance Time (g_s), s				23.4			11.3	
Green Extension Time (g_e), s				3.2		0.0	0.1	0.0
Phase Call Probability				1.00			0.99	
Max Out Probability				0.19			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18	2	12	1	6		
Adjusted Flow Rate (v), veh/h				771		116	1963	799	111	1380		
Adjusted Saturation Flow Rate (s), veh/h/ln				1738			1706		1776	1747		
Queue Service Time (g_s), s				21.4			34.2		9.3	13.7		
Cycle Queue Clearance Time (g_c), s				21.4			34.2		9.3	13.7		
Green Ratio (g/C)				0.18			0.63		0.07	0.75		
Capacity (c), veh/h				929			3244		133	3906		
Volume-to-Capacity Ratio (X)				0.830			0.605		0.836	0.353		
Back of Queue (Q), ft/ln (95 th percentile)				374			467		202	202		
Back of Queue (Q), veh/ln (95 th percentile)				14.9			18.5		7.8	8.0		
Queue Storage Ratio (RQ) (95 th percentile)				0.83			0.00		0.44	0.00		
Uniform Delay (d_1), s/veh				59.4			16.3		68.5	6.6		
Incremental Delay (d_2), s/veh				4.1			0.8		5.4	0.3		
Initial Queue Delay (d_3), s/veh				0.0			0.0		0.0	0.0		
Control Delay (d), s/veh				63.5		0.0	17.2	0.0	73.9	6.9		
Level of Service (LOS)				E		A	B	A	E	A		
Approach Delay, s/veh / LOS	0.0			55.2		E	12.2	B	11.9		B	
Intersection Delay, s/veh / LOS				19.5					B			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.62	C	2.32	B	0.66	A
Bicycle LOS Score / LOS				F	2.01	B	1.31	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Lee Engineering			Duration, h	1.000		
Analyst	EG	Analysis Date	6/25/2025	Area Type	Other		
Jurisdiction	CABQ	Time Period	PM	PHF	1.00		
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 15:30		
Intersection	Coors Rd & Coors Bypass	File Name	1 - Coors Rd & Coors Bypass Full Build PM - Opti...				
Project Description	Full Build PM Peak Hour (3:30 PM) Optimized						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				851		119		2024	871	114	1427	

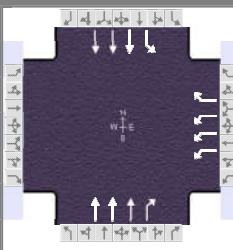
Signal Information													
Cycle, s	150.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	11.5	91.2	30.3	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	4.5	4.0	0.0	0.0	0.0			
				Red	1.0	1.0	2.0	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				36.3		96.7	17.0	113.7
Change Period, ($Y+R_c$), s				6.0		5.5	5.5	5.5
Max Allow Headway (MAH), s				4.2		0.0	2.5	0.0
Queue Clearance Time (g_s), s				25.3			11.5	
Green Extension Time (g_e), s				4.9		0.0	0.1	0.0
Phase Call Probability				1.00			0.99	
Max Out Probability				0.00			0.00	

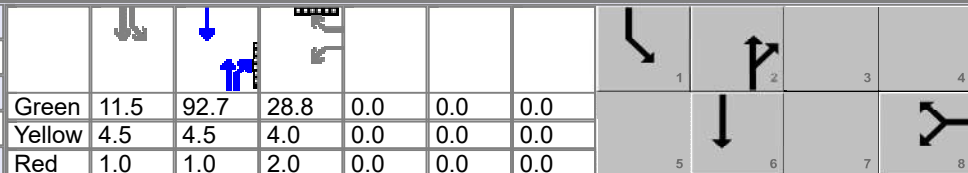
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement				3		18		2	12	1		6
Adjusted Flow Rate (v), veh/h				851		119		2024	871	114		1427
Adjusted Saturation Flow Rate (s), veh/h/ln				1738				1706		1776		1747
Queue Service Time (g_s), s				23.3				38.5		9.5		15.6
Cycle Queue Clearance Time (g_c), s				23.3				38.5		9.5		15.6
Green Ratio (g/C)				0.20				0.61		0.08		0.72
Capacity (c), veh/h				1054				3111		136		3780
Volume-to-Capacity Ratio (X)				0.807				0.651		0.836		0.377
Back of Queue (Q), ft/ln (95 th percentile)				394				525		206		231
Back of Queue (Q), veh/ln (95 th percentile)				15.6				20.8		7.9		9.2
Queue Storage Ratio (RQ) (95 th percentile)				0.88				0.00		0.45		0.00
Uniform Delay (d_1), s/veh				57.1				19.1		68.3		8.0
Incremental Delay (d_2), s/veh				1.5				1.1		5.3		0.3
Initial Queue Delay (d_3), s/veh				0.0				0.0		0.0		0.0
Control Delay (d), s/veh				58.6		0.0		20.2	0.0	73.6		8.3
Level of Service (LOS)				E		A		C	A	E		A
Approach Delay, s/veh / LOS	0.0			51.4		D		14.1	B	13.1		B
Intersection Delay, s/veh / LOS				20.5						C		

Multimodal Results	EB		WB		NB		SB	
	Pedestrian LOS Score / LOS	2.62	C	2.62	C	2.32	B	0.67
Bicycle LOS Score / LOS				F	2.08	B	1.34	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Lee Engineering			Duration, h	1.000	
Analyst	EG	Analysis Date	6/25/2025	Area Type	Other	
Jurisdiction	CABQ	Time Period	PM	PHF	1.00	
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 15:30	
Intersection	Coors Rd & Coors Bypass	File Name	1 - Coors Rd & Coors Bypass Full Build PM.xus			
Project Description	Full Build PM Peak Hour (3:30 PM)					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				851		119		2024	871	114	1427	

Signal Information														
Cycle, s	150.0	Reference Phase	2	Green	11.5	92.7	28.8	0.0	0.0	0.0				
Offset, s	0	Reference Point	End	Yellow	4.5	4.5	4.0	0.0	0.0	0.0				
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	2.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

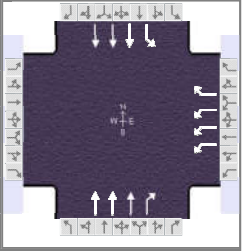
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				34.8		98.2	17.0	115.2
Change Period, ($Y+R_c$), s				6.0		5.5	5.5	5.5
Max Allow Headway (MAH), s				4.2		0.0	2.5	0.0
Queue Clearance Time (g_s), s				25.6			11.5	
Green Extension Time (g_e), s				3.1		0.0	0.1	0.0
Phase Call Probability				1.00			0.99	
Max Out Probability				0.36			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1		6
Adjusted Flow Rate (v), veh/h				851		119		2024	871	114		1427
Adjusted Saturation Flow Rate (s), veh/h/ln				1738				1706		1776		1747
Queue Service Time (g_s), s				23.6				37.5		9.5		15.1
Cycle Queue Clearance Time (g_c), s				23.6				37.5		9.5		15.1
Green Ratio (g/C)				0.19				0.62		0.08		0.73
Capacity (c), veh/h				1002				3163		136		3832
Volume-to-Capacity Ratio (X)				0.849				0.640		0.840		0.372
Back of Queue (Q), ft/ln (95 th percentile)				410				510		206		222
Back of Queue (Q), veh/ln (95 th percentile)				16.3				20.2		7.9		8.8
Queue Storage Ratio (RQ) (95 th percentile)				0.91				0.00		0.45		0.00
Uniform Delay (d_1), s/veh				58.5				18.1		68.4		7.5
Incremental Delay (d_2), s/veh				5.4				1.0		5.5		0.3
Initial Queue Delay (d_3), s/veh				0.0				0.0		0.0		0.0
Control Delay (d), s/veh				63.9		0.0		19.1	0.0	73.8		7.7
Level of Service (LOS)				E		A		B	A	E		A
Approach Delay, s/veh / LOS	0.0			56.0		E	13.4		B	12.6		B
Intersection Delay, s/veh / LOS				20.8						C		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.62	C	2.32	B	0.67	A
Bicycle LOS Score / LOS				F	2.08	B	1.34	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Lee Engineering			Duration, h	1.000		
Analyst	EG	Analysis Date	6/25/2025	Area Type	Other		
Jurisdiction	CABQ	Time Period	PM	PHF	1.00		
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 15:30		
Intersection	Coors Rd & Coors Bypass	File Name	1 - Coors Rd & Coors Bypass Horizon FB PM.xus				
Project Description	Horizon FB PM Peak Hour (3:30 PM)						



Demand Information	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Demand (v), veh/h				938		131			2233	960	126	1575	

Signal Information													
Cycle, s	150.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	12.5	89.6	30.9	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	4.5	4.0	0.0	0.0	0.0			
				Red	1.0	1.0	2.0	0.0	0.0	0.0			

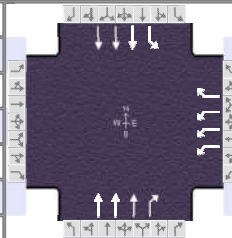
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				36.9		95.1	18.0	113.1
Change Period, ($Y+R_c$), s				6.0		5.5	5.5	5.5
Max Allow Headway (MAH), s				4.2		0.0	2.5	0.0
Queue Clearance Time (g_s), s				28.1			12.5	
Green Extension Time (g_e), s				2.7		0.0	0.1	0.0
Phase Call Probability				1.00			0.99	
Max Out Probability				0.65			0.02	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1		6
Adjusted Flow Rate (v), veh/h				938		131		2233	960	126		1575
Adjusted Saturation Flow Rate (s), veh/h/ln				1738				1706		1776		1747
Queue Service Time (g_s), s				26.1				46.7		10.5		18.2
Cycle Queue Clearance Time (g_c), s				26.1				46.7		10.5		18.2
Green Ratio (g/C)				0.21				0.60		0.08		0.72
Capacity (c), veh/h				1075				3057		148		3759
Volume-to-Capacity Ratio (X)				0.872				0.730		0.852		0.419
Back of Queue (Q), ft/ln (95 th percentile)				450				627		241		262
Back of Queue (Q), veh/ln (95 th percentile)				17.9				24.9		9.3		10.4
Queue Storage Ratio (RQ) (95 th percentile)				1.00				0.00		0.52		0.00
Uniform Delay (d_1), s/veh				57.6				21.6		67.8		8.6
Incremental Delay (d_2), s/veh				7.3				1.6		18.1		0.3
Initial Queue Delay (d_3), s/veh				0.0				0.0		0.0		0.0
Control Delay (d), s/veh				64.9		0.0		23.2	0.0	86.0		8.9
Level of Service (LOS)				E		A		C	A	F		A
Approach Delay, s/veh / LOS	0.0			57.0		E	16.2		B	14.6		B
Intersection Delay, s/veh / LOS				23.1						C		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.62	C	2.32	B	0.67	A
Bicycle LOS Score / LOS				F	2.24	B	1.42	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Lee Engineering			Duration, h	1.000		
Analyst	EG	Analysis Date	6/25/2025	Area Type	Other		
Jurisdiction	CABQ	Time Period	PM	PHF	1.00		
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 15:30		
Intersection	Coors Rd & Coors Bypass	File Name	1 - Coors Rd & Coors Bypass Horizon NB PM.xus				
Project Description	Horizon NB PM Peak Hour (3:30 PM)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				919		131		2212	939	162	1434	

Signal Information													
Cycle, s	150.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	15.5	87.0	30.5	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	4.5	4.0	0.0	0.0	0.0			
				Red	1.0	1.0	2.0	0.0	0.0	0.0			

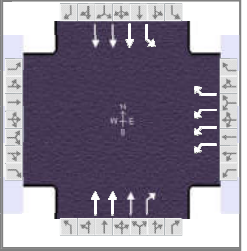
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				36.5		92.5	21.0	113.5
Change Period, (Y+R _c), s				6.0		5.5	5.5	5.5
Max Allow Headway (MAH), s				4.2		0.0	2.5	0.0
Queue Clearance Time (g _s), s				27.6			15.5	
Green Extension Time (g _e), s				2.9		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.58			1.00	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1		6
Adjusted Flow Rate (v), veh/h				919		131		2212	939	162		1434
Adjusted Saturation Flow Rate (s), veh/h/ln				1738				1706		1776		1747
Queue Service Time (g _s), s				25.6				48.0		13.5		15.8
Cycle Queue Clearance Time (g _c), s				25.6				48.0		13.5		15.8
Green Ratio (g/C)				0.20				0.58		0.10		0.72
Capacity (c), veh/h				1060				2968		184		3774
Volume-to-Capacity Ratio (X)				0.867				0.745		0.882		0.380
Back of Queue (Q), ft/ln (95 th percentile)				441				647		322		234
Back of Queue (Q), veh/ln (95 th percentile)				17.5				25.7		12.4		9.3
Queue Storage Ratio (RQ) (95 th percentile)				0.98				0.00		0.70		0.00
Uniform Delay (d ₁), s/veh				57.8				23.3		66.3		8.1
Incremental Delay (d ₂), s/veh				6.8				1.8		35.0		0.3
Initial Queue Delay (d ₃), s/veh				0.0				0.0		0.0		0.0
Control Delay (d), s/veh				64.6		0.0		25.1	0.0	101.4		8.4
Level of Service (LOS)				E		A		C	A	F		A
Approach Delay, s/veh / LOS	0.0			56.5		E	17.6		B	17.8		B
Intersection Delay, s/veh / LOS				24.7						C		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.62	C	2.32	B	0.67	A
Bicycle LOS Score / LOS				F	2.22	B	1.37	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Lee Engineering			Duration, h	1.000		
Analyst	EG	Analysis Date	6/25/2025	Area Type	Other		
Jurisdiction	CABQ	Time Period	PM	PHF	1.00		
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 15:30		
Intersection	Coors Rd & Coors Bypass	File Name	1 - Coors Rd & Coors Bypass No Build PM.xus				
Project Description	No Build PM Peak Hour (3:30 PM)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				832		119		2003	850	114	1408	

Signal Information				Signal Timing (s)								Signal Phases						
Cycle, s	150.0	Reference Phase	2															
Offset, s	0	Reference Point	End	Green	11.5	93.2	28.4	0.0	0.0	0.0								
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	4.5	4.0	0.0	0.0	0.0								
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	2.0	0.0	0.0	0.0								

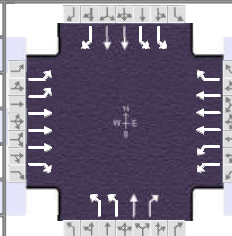
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				34.4		98.7	17.0	115.6
Change Period, ($Y+R_c$), s				6.0		5.5	5.5	5.5
Max Allow Headway (MAH), s				4.2		0.0	2.5	0.0
Queue Clearance Time (g_s), s				25.1			11.5	
Green Extension Time (g_e), s				3.1		0.0	0.1	0.0
Phase Call Probability				1.00			0.99	
Max Out Probability				0.31			0.00	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1		6
Adjusted Flow Rate (v), veh/h				832		119		2003	850	114		1408
Adjusted Saturation Flow Rate (s), veh/h/ln				1738				1706		1776		1747
Queue Service Time (g_s), s				23.1				36.5		9.5		14.6
Cycle Queue Clearance Time (g_c), s				23.1				36.5		9.5		14.6
Green Ratio (g/C)				0.19				0.62		0.08		0.73
Capacity (c), veh/h				986				3180		136		3849
Volume-to-Capacity Ratio (X)				0.844				0.630		0.840		0.366
Back of Queue (Q), ft/ln (95 th percentile)				401				498		206		216
Back of Queue (Q), veh/ln (95 th percentile)				15.9				19.8		7.9		8.6
Queue Storage Ratio (RQ) (95 th percentile)				0.89				0.00		0.45		0.00
Uniform Delay (d_1), s/veh				58.7				17.7		68.4		7.2
Incremental Delay (d_2), s/veh				5.1				1.0		5.5		0.3
Initial Queue Delay (d_3), s/veh				0.0				0.0		0.0		0.0
Control Delay (d), s/veh				63.7		0.0		18.6	0.0	73.8		7.5
Level of Service (LOS)				E		A		B	A	E		A
Approach Delay, s/veh / LOS	0.0			55.8		E		13.1	B	12.5		B
Intersection Delay, s/veh / LOS				20.5						C		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.62	C	2.32	B	0.67	A
Bicycle LOS Score / LOS				F	2.06	B	1.32	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Lee Engineering			Duration, h	1.000		
Analyst	EG	Analysis Date	Jun 25, 2025	Area Type	Other		
Jurisdiction	CABQ	Time Period	Existing MD	PHF	1.00		
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 12:00		
Intersection	Coors Bypass & Eagle...	File Name	2 - Coors Bypass & Eagle Ranch Rd Existing MD....				
Project Description	Existing MD Peak Hour (12:00 PM)						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	162	1265	275	230	1204	137	355	113	91	94	186	65

Signal Information													
Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		8.0	4.4	72.6	5.4	5.9	10.8				
		Yellow		3.0	0.0	4.5	3.0	3.0	4.0				
		Red		0.8	0.0	1.0	0.8	0.8	2.0				

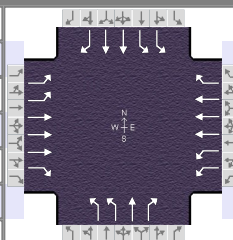
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	11.8	78.1	16.2	82.5	18.9	26.6	9.2	16.8
Change Period, (Y+R _c), s	3.8	5.5	5.3	5.5	3.8	6.0	3.8	6.0
Max Allow Headway (MAH), s	2.5	0.0	2.5	0.0	2.6	4.3	2.9	4.3
Queue Clearance Time (g _s), s	7.8		10.6		14.8	8.8	5.5	8.5
Green Extension Time (g _e), s	0.2	0.0	0.3	0.0	0.2	1.9	0.1	1.9
Phase Call Probability	1.00		1.00		1.00	1.00	0.97	1.00
Max Out Probability	0.00		0.00		0.40	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	162	1265	275	230	1204	137	355	113	91	94	186	65
Adjusted Saturation Flow Rate (s), veh/h/ln	1793	1734		1710	1693		1766	1939		1735	1786	
Queue Service Time (g _s), s	5.8	18.5		8.6	16.5		12.8	6.8		3.5	6.5	
Cycle Queue Clearance Time (g _c), s	5.8	18.5		8.6	16.5		12.8	6.8		3.5	6.5	
Green Ratio (g/C)	0.06	0.56		0.08	0.59		0.12	0.16		0.04	0.08	
Capacity (c), veh/h	220	2903		287	3008		410	307		143	298	
Volume-to-Capacity Ratio (X)	0.736	0.436		0.801	0.400		0.866	0.368		0.656	0.624	
Back of Queue (Q), ft/ln (95 th percentile)	118	289		171	254		269	150		72	140	
Back of Queue (Q), veh/ln (95 th percentile)	4.7	11.4		6.7	10.0		10.6	6.0		2.9	5.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.47	0.00		0.39	0.00		1.07	0.00		0.19	0.00	
Uniform Delay (d ₁), s/veh	60.0	16.8		58.5	14.2		56.5	48.9		61.4	57.6	
Incremental Delay (d ₂), s/veh	1.8	0.5		2.0	0.4		12.8	0.7		1.9	2.2	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	61.8	17.2	0.0	60.5	14.6	0.0	69.3	49.7	0.0	63.3	59.8	0.0
Level of Service (LOS)	E	B	A	E	B	A	E	D	A	E	E	A
Approach Delay, s/veh / LOS	18.7		B	20.0		C	54.0		D	49.5		D
Intersection Delay, s/veh / LOS	26.5						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.47		B	2.61		C	2.87		C	2.87		C
Bicycle LOS Score / LOS	1.42		A	1.35		A	1.41		A	0.77		A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Lee Engineering			Duration, h	1.000
Analyst	EG	Analysis Date	Jun 25, 2025	Area Type	Other
Jurisdiction	CABQ	Time Period	MD	PHF	1.00
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 12:00
Intersection	Coors Bypass & Eagle...	File Name	2 - Coors Bypass & Eagle Ranch Rd Full Build M...		
Project Description	Full Build MD Peak Hour (12:00 PM) Optimized				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	116	1271	281	225	1201	197	361	138	93	143	211	122

Signal Information				Signal Timing Diagram											
Cycle, s	130.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
		Green		6.1	0.8	69.5	7.5	4.3	13.7						
		Yellow		3.0	4.5	4.5	3.0	3.0	4.0						
		Red		0.8	0.8	1.0	0.8	0.8	2.0						

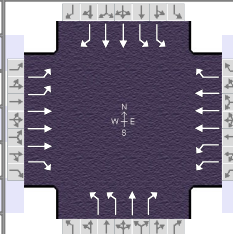
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	9.9	75.0	16.0	81.1	19.3	27.7	11.3	19.7
Change Period, (Y+R _c), s	3.8	5.5	5.3	5.5	3.8	6.0	3.8	6.0
Max Allow Headway (MAH), s	2.5	0.0	2.5	0.0	2.6	4.3	2.9	4.3
Queue Clearance Time (g _s), s	6.1		10.4		15.0	10.3	7.3	11.7
Green Extension Time (g _e), s	0.1	0.0	0.3	0.0	0.5	2.2	0.2	1.7
Phase Call Probability	0.98		1.00		1.00	1.00	0.99	1.00
Max Out Probability	0.00		0.00		0.00	0.01	0.00	0.20

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	116	1271	281	225	1201	197	361	138	93	143	211	122
Adjusted Saturation Flow Rate (s), veh/h/ln	1793	1734		1710	1693		1766	1939		1735	1786	
Queue Service Time (g _s), s	4.1	19.6		8.4	16.9		13.0	8.3		5.3	7.3	
Cycle Queue Clearance Time (g _c), s	4.1	19.6		8.4	16.9		13.0	8.3		5.3	7.3	
Green Ratio (g/C)	0.05	0.53		0.08	0.58		0.12	0.17		0.06	0.11	
Capacity (c), veh/h	169	2780		282	2952		421	324		199	376	
Volume-to-Capacity Ratio (X)	0.685	0.457		0.797	0.407		0.857	0.426		0.718	0.561	
Back of Queue (Q), ft/ln (95 th percentile)	85	307		168	261		253	184		109	155	
Back of Queue (Q), veh/ln (95 th percentile)	3.4	12.1		6.5	10.3		10.0	7.4		4.4	6.2	
Queue Storage Ratio (RQ) (95 th percentile)	0.34	0.00		0.38	0.00		1.01	0.00		0.29	0.00	
Uniform Delay (d ₁), s/veh	61.0	18.6		58.6	14.9		56.2	48.5		60.2	55.3	
Incremental Delay (d ₂), s/veh	1.8	0.5		2.0	0.4		3.3	0.9		1.8	1.3	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	62.8	19.2	0.0	60.6	15.3	0.0	59.5	49.4	0.0	62.1	56.6	0.0
Level of Service (LOS)	E	B	A	E	B	A	E	D	A	E	E	A
Approach Delay, s/veh / LOS	19.0		B	19.7		B	47.8		D	43.7		D
Intersection Delay, s/veh / LOS	25.9						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.47		B	2.61		C	2.87		C	2.87		C
Bicycle LOS Score / LOS	1.41		A	1.38		A	1.46		A	0.88		A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Lee Engineering			Duration, h	1.000		
Analyst	EG	Analysis Date	Jun 25, 2025	Area Type	Other		
Jurisdiction	CABQ	Time Period	Existing MD	PHF	1.00		
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 12:00		
Intersection	Coors Bypass & Eagle...	File Name	2 - Coors Bypass & Eagle Ranch Rd Full Build M...				
Project Description	Full Build MD Peak Hour (12:00 PM)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	116	1271	281	225	1201	197	361	138	93	143	211	122

Signal Information				Signal Timing Diagram											
Cycle, s	130.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
		Green		6.2	0.7	69.1	7.4	4.1	14.3						
		Yellow		3.0	4.5	4.5	3.0	3.0	4.0						
		Red		0.8	0.8	1.0	0.8	0.8	2.0						

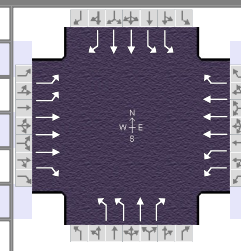
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	10.0	74.6	16.0	80.6	19.1	28.2	11.2	20.3
Change Period, (Y+R _c), s	3.8	5.5	5.3	5.5	3.8	6.0	3.8	6.0
Max Allow Headway (MAH), s	2.5	0.0	2.5	0.0	2.6	4.3	2.9	4.3
Queue Clearance Time (g _s), s	6.1		10.4		15.1	10.3	7.3	11.6
Green Extension Time (g _e), s	0.2	0.0	0.3	0.0	0.2	2.4	0.1	2.4
Phase Call Probability	0.98		1.00		1.00	1.00	0.99	1.00
Max Out Probability	0.00		0.00		0.51	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	116	1271	281	225	1201	197	361	138	93	143	211	122
Adjusted Saturation Flow Rate (s), veh/h/ln	1793	1734		1710	1693		1766	1939		1735	1786	
Queue Service Time (g _s), s	4.1	19.7		8.4	17.0		13.1	8.3		5.3	7.3	
Cycle Queue Clearance Time (g _c), s	4.1	19.7		8.4	17.0		13.1	8.3		5.3	7.3	
Green Ratio (g/C)	0.05	0.53		0.08	0.58		0.12	0.17		0.06	0.11	
Capacity (c), veh/h	171	2764		282	2934		415	332		197	394	
Volume-to-Capacity Ratio (X)	0.679	0.460		0.799	0.409		0.869	0.416		0.727	0.536	
Back of Queue (Q), ft/ln (95 th percentile)	85	309		168	263		273	183		109	154	
Back of Queue (Q), veh/ln (95 th percentile)	3.4	12.2		6.5	10.4		10.8	7.3		4.4	6.1	
Queue Storage Ratio (RQ) (95 th percentile)	0.34	0.00		0.38	0.00		1.09	0.00		0.29	0.00	
Uniform Delay (d ₁), s/veh	60.9	18.9		58.6	15.2		56.4	48.1		60.3	54.7	
Incremental Delay (d ₂), s/veh	1.8	0.6		2.0	0.4		13.5	0.8		1.9	1.1	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	62.7	19.4	0.0	60.6	15.6	0.0	69.9	48.9	0.0	62.3	55.8	0.0
Level of Service (LOS)	E	B	A	E	B	A	E	D	A	E	E	A
Approach Delay, s/veh / LOS	19.2		B	20.0		B	54.0		D	43.5		D
Intersection Delay, s/veh / LOS	26.8						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.47		B	2.61		C	2.87		C	2.87		C
Bicycle LOS Score / LOS	1.41		A	1.38		A	1.46		A	0.88		A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Lee Engineering			Duration, h	1.000
Analyst	EG	Analysis Date	Jun 25, 2025	Area Type	Other
Jurisdiction	CABQ	Time Period	MD	PHF	1.00
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 12:00
Intersection	Coors Bypass & Eagle...	File Name	2 - Coors Bypass & Eagle Ranch Rd Horizon FB...		
Project Description	Horizon FB MD Peak Hour (12:00 PM)				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	123	1406	310	248	1329	212	398	150	103	153	231	129

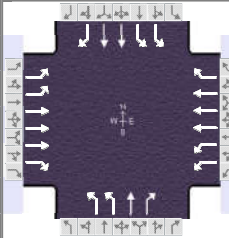
Signal Information				Signal Timing (s)									
Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	6.5	1.3	66.2	7.8	5.0	15.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.5	4.5	3.0	3.0	4.0			
				Red	0.8	0.8	1.0	0.8	0.8	2.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	10.3	71.7	16.9	78.3	20.4	29.9	11.6	21.0
Change Period, (Y+R _c), s	3.8	5.5	5.3	5.5	3.8	6.0	3.8	6.0
Max Allow Headway (MAH), s	2.5	0.0	2.5	0.0	2.6	4.3	2.9	4.3
Queue Clearance Time (g _s), s	6.4		11.3		16.4	10.9	7.6	12.1
Green Extension Time (g _e), s	0.2	0.0	0.3	0.0	0.2	2.7	0.1	2.6
Phase Call Probability	0.99		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.00	0.00	0.00

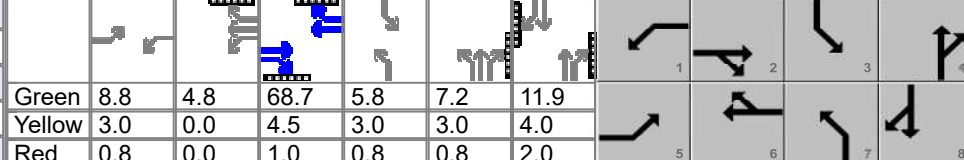
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	123	1406	310	248	1329	212	398	150	103	153	231	129
Adjusted Saturation Flow Rate (s), veh/h/ln	1793	1734		1710	1693		1766	1939		1735	1786	
Queue Service Time (g _s), s	4.4	23.6		9.3	20.3		14.4	8.9		5.6	7.9	
Cycle Queue Clearance Time (g _c), s	4.4	23.6		9.3	20.3		14.4	8.9		5.6	7.9	
Green Ratio (g/C)	0.05	0.51		0.09	0.56		0.13	0.18		0.06	0.12	
Capacity (c), veh/h	178	2648		305	2845		450	356		207	413	
Volume-to-Capacity Ratio (X)	0.689	0.531		0.813	0.467		0.884	0.421		0.739	0.559	
Back of Queue (Q), ft/ln (95 th percentile)	90	363		185	306		304	195		117	168	
Back of Queue (Q), veh/ln (95 th percentile)	3.6	14.3		7.2	12.0		12.0	7.8		4.7	6.7	
Queue Storage Ratio (RQ) (95 th percentile)	0.36	0.00		0.42	0.00		1.22	0.00		0.31	0.00	
Uniform Delay (d ₁), s/veh	60.8	21.5		58.1	17.0		55.8	47.0		60.1	54.3	
Incremental Delay (d ₂), s/veh	1.8	0.8		2.0	0.6		17.7	0.8		2.0	1.2	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	62.6	22.2	0.0	60.2	17.6	0.0	73.5	47.8	0.0	62.1	55.5	0.0
Level of Service (LOS)	E	C	A	E	B	A	E	D	A	E	E	A
Approach Delay, s/veh / LOS	21.2		C	21.4		C	55.9		E	43.5		D
Intersection Delay, s/veh / LOS	28.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.61	C	2.87	C	2.87	C
Bicycle LOS Score / LOS	1.50	A	1.47	A	1.56	B	0.91	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Lee Engineering			Duration, h	1.000	
Analyst	EG	Analysis Date	Jun 25, 2025	Area Type	Other	
Jurisdiction	CABQ	Time Period	MD	PHF	1.00	
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 12:00	
Intersection	Coors Bypass & Eagle...	File Name	2 - Coors Bypass & Eagle Ranch Rd Horizon NB...			
Project Description	Horizon NB MD Peak Hour (12:00 PM)					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	184	1426	310	260	1357	155	403	128	103	103	210	74

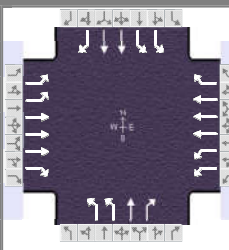
Signal Information																								
Cycle, s	130.0	Reference Phase	2	Green	8.8	4.8	68.7	5.8	7.2	11.9	Yellow	3.0	0.0	4.5	3.0	3.0	4.0	Red	0.8	0.0	1.0	0.8	0.8	2.0
Offset, s	0	Reference Point	End	Uncoordinated	No	Simult. Gap E/W	On	Force Mode	Fixed	Simult. Gap N/S	On													

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	12.6	74.2	17.4	79.0	20.5	28.9	9.6	17.9
Change Period, (Y+R _c), s	3.8	5.5	5.3	5.5	3.8	6.0	3.8	6.0
Max Allow Headway (MAH), s	2.5	0.0	2.5	0.0	2.6	4.3	2.9	4.3
Queue Clearance Time (g _s), s	8.6		11.7		16.6	9.6	5.8	9.4
Green Extension Time (g _e), s	0.3	0.0	0.4	0.0	0.2	2.2	0.1	2.1
Phase Call Probability	1.00		1.00		1.00	1.00	0.98	1.00
Max Out Probability	0.00		0.00		1.00	0.00	0.00	0.00

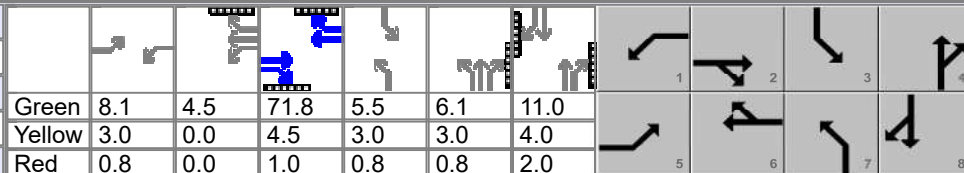
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	184	1426	310	260	1357	155	403	128	103	103	210	74
Adjusted Saturation Flow Rate (s), veh/h/ln	1793	1734		1710	1693		1766	1939		1735	1786	
Queue Service Time (g _s), s	6.6	23.2		9.7	20.6		14.6	7.6		3.8	7.4	
Cycle Queue Clearance Time (g _c), s	6.6	23.2		9.7	20.6		14.6	7.6		3.8	7.4	
Green Ratio (g/C)	0.07	0.53		0.09	0.57		0.13	0.18		0.04	0.09	
Capacity (c), veh/h	243	2748		317	2870		455	342		154	327	
Volume-to-Capacity Ratio (X)	0.758	0.519		0.819	0.473		0.886	0.375		0.670	0.642	
Back of Queue (Q), ft/ln (95 th percentile)	134	354		193	309		308	167		79	158	
Back of Queue (Q), veh/ln (95 th percentile)	5.4	13.9		7.6	12.2		12.1	6.7		3.2	6.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.54	0.00		0.44	0.00		1.23	0.00		0.21	0.00	
Uniform Delay (d ₁), s/veh	59.6	19.9		57.9	16.8		55.7	47.2		61.2	57.0	
Incremental Delay (d ₂), s/veh	1.9	0.7		2.0	0.6		18.3	0.7		1.9	2.1	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	61.4	20.6	0.0	59.9	17.3	0.0	74.0	47.9	0.0	63.1	59.1	0.0
Level of Service (LOS)	E	C	A	E	B	A	E	D	A	E	E	A
Approach Delay, s/veh / LOS	21.2		C	22.1		C	56.7		E	48.9		D
Intersection Delay, s/veh / LOS	28.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.61	C	2.87	C	2.87	C
Bicycle LOS Score / LOS	1.54	B	1.46	A	1.53	B	0.81	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Lee Engineering			Duration, h	1.000	
Analyst	EG	Analysis Date	Jun 25, 2025	Area Type	Other	
Jurisdiction	CABQ	Time Period	Existing MD	PHF	1.00	
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 12:00	
Intersection	Coors Bypass & Eagle...	File Name	2 - Coors Bypass & Eagle Ranch Rd No Build MD...			
Project Description	No Build MD Peak Hour (12:00 PM)					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	166	1291	281	236	1229	140	364	116	93	96	190	67

Signal Information																								
Cycle, s	130.0	Reference Phase	2	Green	8.1	4.5	71.8	5.5	6.1	11.0	Yellow	3.0	0.0	4.5	3.0	3.0	4.0	Red	0.8	0.0	1.0	0.8	0.8	2.0
Offset, s	0	Reference Point	End	Uncoordinated	No	Simult. Gap E/W	On	Force Mode	Fixed	Simult. Gap N/S	On													

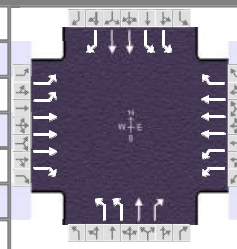
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	11.9	77.3	16.4	81.9	19.2	27.0	9.3	17.0
Change Period, (Y+R _c), s	3.8	5.5	5.3	5.5	3.8	6.0	3.8	6.0
Max Allow Headway (MAH), s	2.5	0.0	2.5	0.0	2.6	4.3	2.9	4.3
Queue Clearance Time (g _s), s	7.9		10.8		15.2	8.9	5.5	8.7
Green Extension Time (g _e), s	0.2	0.0	0.3	0.0	0.2	2.0	0.1	1.9
Phase Call Probability	1.00		1.00		1.00	1.00	0.97	1.00
Max Out Probability	0.00		0.00		0.58	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	166	1291	281	236	1229	140	364	116	93	96	190	67
Adjusted Saturation Flow Rate (s), veh/h/ln	1793	1734		1710	1693		1766	1939		1735	1786	
Queue Service Time (g _s), s	5.9	19.2		8.8	17.1		13.2	6.9		3.5	6.7	
Cycle Queue Clearance Time (g _c), s	5.9	19.2		8.8	17.1		13.2	6.9		3.5	6.7	
Green Ratio (g/C)	0.06	0.55		0.09	0.59		0.12	0.16		0.04	0.08	
Capacity (c), veh/h	224	2874		293	2983		418	313		146	303	
Volume-to-Capacity Ratio (X)	0.740	0.449		0.805	0.412		0.870	0.371		0.659	0.627	
Back of Queue (Q), ft/ln (95 th percentile)	121	299		176	263		276	154		74	143	
Back of Queue (Q), veh/ln (95 th percentile)	4.8	11.8		6.9	10.4		10.9	6.2		2.9	5.7	
Queue Storage Ratio (RQ) (95 th percentile)	0.48	0.00		0.40	0.00		1.10	0.00		0.20	0.00	
Uniform Delay (d ₁), s/veh	59.9	17.3		58.4	14.6		56.3	48.6		61.4	57.5	
Incremental Delay (d ₂), s/veh	1.8	0.5		2.0	0.4		13.8	0.7		1.9	2.2	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	61.7	17.8	0.0	60.4	15.0	0.0	70.1	49.4	0.0	63.3	59.7	0.0
Level of Service (LOS)	E	B	A	E	B	A	E	D	A	E	E	A
Approach Delay, s/veh / LOS	19.1		B	20.4		C	54.5		D	49.3		D
Intersection Delay, s/veh / LOS	26.9						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.47		B	2.61		C	2.87		C	2.87		C
Bicycle LOS Score / LOS	1.44		A	1.37		A	1.43		A	0.78		A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Lee Engineering			Duration, h	1.000		
Analyst	EG	Analysis Date	Jun 25, 2025	Area Type	Other		
Jurisdiction	CABQ	Time Period	Existing PM	PHF	1.00		
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 15:30		
Intersection	Coors Bypass & Eagle...	File Name	2 - Coors Bypass & Eagle Ranch Rd Existing PM....				
Project Description	Existing PM Peak Hour (3:30 PM)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	179	1344	374	198	1744	154	326	113	72	118	212	83

Signal Information												
Cycle, s	150.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	9.6	2.6	89.9	7.1	4.9	13.1		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	0.0	4.5	3.0	3.0	4.0		
				Red	0.8	0.0	1.0	0.8	0.8	2.0		

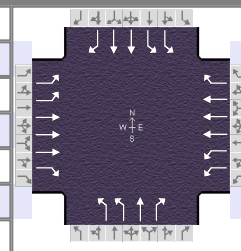
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	13.4	95.4	16.0	97.9	19.5	27.8	10.9	19.1
Change Period, ($Y+R_c$), s	3.8	5.5	5.3	5.5	3.8	6.0	3.8	6.0
Max Allow Headway (MAH), s	2.5	0.0	2.5	0.0	2.6	4.3	2.9	4.3
Queue Clearance Time (g_s), s	9.4		10.4		15.4	9.9	7.0	10.6
Green Extension Time (g_e), s	0.3	0.0	0.3	0.0	0.3	2.1	0.1	2.0
Phase Call Probability	1.00		1.00		1.00	1.00	0.99	1.00
Max Out Probability	0.00		0.00		0.01	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	179	1344	374	198	1744	154	326	113	72	118	212	83
Adjusted Saturation Flow Rate (s), veh/h/ln	1793	1734		1738	1706		1793	1939		1735	1786	
Queue Service Time (g_s), s	7.4	21.0		8.4	29.7		13.4	7.9		5.0	8.6	
Cycle Queue Clearance Time (g_c), s	7.4	21.0		8.4	29.7		13.4	7.9		5.0	8.6	
Green Ratio (g/C)	0.06	0.60		0.07	0.62		0.10	0.15		0.05	0.09	
Capacity (c), veh/h	230	3116		248	3155		376	281		164	312	
Volume-to-Capacity Ratio (X)	0.778	0.431		0.799	0.553		0.866	0.402		0.720	0.680	
Back of Queue (Q), ft/ln (95 th percentile)	153	323		171	419		271	179		105	187	
Back of Queue (Q), veh/ln (95 th percentile)	6.1	12.7		6.8	16.6		10.8	7.2		4.2	7.5	
Queue Storage Ratio (RQ) (95 th percentile)	0.61	0.00		0.39	0.00		1.08	0.00		0.28	0.00	
Uniform Delay (d_1), s/veh	69.1	16.3		68.6	16.8		66.1	58.2		70.5	66.4	
Incremental Delay (d_2), s/veh	2.2	0.4		2.3	0.7		9.4	0.9		2.3	2.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	71.3	16.7	0.0	70.9	17.5	0.0	75.5	59.1	0.0	72.7	69.1	0.0
Level of Service (LOS)	E	B	A	E	B	A	E	E	A	E	E	A
Approach Delay, s/veh / LOS	18.6		B	21.2		C	61.2		E	56.2		E
Intersection Delay, s/veh / LOS	27.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.62	C	2.87	C	2.87	C
Bicycle LOS Score / LOS	1.53	B	1.64	B	1.33	A	0.83	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Lee Engineering			Duration, h	1.000		
Analyst	EG	Analysis Date	Jun 25, 2025	Area Type	Other		
Jurisdiction	CABQ	Time Period	PM	PHF	1.00		
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 15:30		
Intersection	Coors Bypass & Eagle...	File Name	2 - Coors Bypass & Eagle Ranch Rd Full Build P...				
Project Description	Full Build PM Peak Hour (3:30 PM) Optimized						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	97	1357	382	194	1760	199	332	132	74	153	232	123

Signal Information				Signal Timing (s)									
Cycle, s	150.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	6.0	0.7	87.2	8.8	3.6	15.6			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.5	4.5	3.0	3.0	4.0			
				Red	0.8	0.8	1.0	0.8	0.8	2.0			

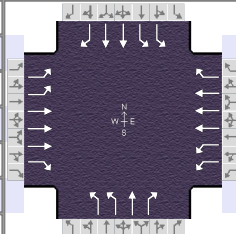
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	9.8	92.7	15.8	98.7	19.9	28.9	12.6	21.6
Change Period, ($Y+R_c$), s	3.8	5.5	5.3	5.5	3.8	6.0	3.8	6.0
Max Allow Headway (MAH), s	2.5	0.0	2.5	0.0	2.6	4.3	2.9	4.3
Queue Clearance Time (g_s), s	6.0		10.2		15.7	11.3	8.5	13.3
Green Extension Time (g_e), s	0.1	0.0	0.3	0.0	0.5	2.3	0.3	1.9
Phase Call Probability	0.98		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.08

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	97	1357	382	194	1760	199	332	132	74	153	232	123
Adjusted Saturation Flow Rate (s), veh/h/ln	1793	1734		1738	1706		1793	1939		1735	1786	
Queue Service Time (g_s), s	4.0	22.2		8.2	29.8		13.7	9.3		6.5	9.3	
Cycle Queue Clearance Time (g_c), s	4.0	22.2		8.2	29.8		13.7	9.3		6.5	9.3	
Green Ratio (g/C)	0.04	0.58		0.07	0.62		0.11	0.15		0.06	0.10	
Capacity (c), veh/h	144	3022		244	3179		386	297		203	371	
Volume-to-Capacity Ratio (X)	0.672	0.449		0.795	0.554		0.861	0.445		0.754	0.625	
Back of Queue (Q), ft/ln (95 th percentile)	84	342		167	419		262	204		136	198	
Back of Queue (Q), veh/ln (95 th percentile)	3.3	13.4		6.6	16.6		10.5	8.2		5.4	7.9	
Queue Storage Ratio (RQ) (95 th percentile)	0.33	0.00		0.38	0.00		1.05	0.00		0.36	0.00	
Uniform Delay (d_1), s/veh	71.0	17.8		68.7	16.4		65.8	57.7		69.6	64.4	
Incremental Delay (d_2), s/veh	2.0	0.5		2.3	0.7		2.3	1.1		2.2	1.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	73.0	18.3	0.0	71.0	17.1	0.0	68.1	58.8	0.0	71.7	66.2	0.0
Level of Service (LOS)	E	B	A	E	B	A	E	E	A	E	E	A
Approach Delay, s/veh / LOS	17.4		B	20.4		C	56.5		E	51.8		D
Intersection Delay, s/veh / LOS	26.3						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.48		B	2.62		C	2.87		C	2.87		C
Bicycle LOS Score / LOS	1.50		A	1.67		B	1.38		A	0.91		A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Lee Engineering			Duration, h	1.000		
Analyst	EG	Analysis Date	Jun 25, 2025	Area Type	Other		
Jurisdiction	CABQ	Time Period	PM	PHF	1.00		
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 15:30		
Intersection	Coors Bypass & Eagle...	File Name	2 - Coors Bypass & Eagle Ranch Rd Full Build P...				
Project Description	Full Build PM Peak Hour (3:30 PM)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	97	1357	382	194	1760	199	332	132	74	153	232	123

Signal Information				Signal Timing Diagram									
Cycle, s	150.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		6.0	0.7	86.9	8.6	3.6	16.0				
		Yellow		3.0	4.5	4.5	3.0	3.0	4.0				
		Red		0.8	0.8	1.0	0.8	0.8	2.0				

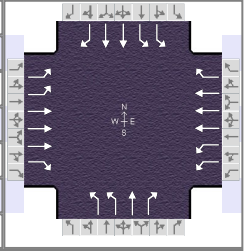
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	9.8	92.4	15.8	98.4	19.8	29.4	12.4	22.0
Change Period, (Y+R _c), s	3.8	5.5	5.3	5.5	3.8	6.0	3.8	6.0
Max Allow Headway (MAH), s	2.5	0.0	2.5	0.0	2.6	4.3	2.9	4.3
Queue Clearance Time (g _s), s	6.0		10.2		15.7	11.2	8.5	13.3
Green Extension Time (g _e), s	0.1	0.0	0.3	0.0	0.3	2.5	0.1	2.4
Phase Call Probability	0.98		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.02	0.00	0.02	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	97	1357	382	194	1760	199	332	132	74	153	232	123
Adjusted Saturation Flow Rate (s), veh/h/ln	1793	1734		1738	1706		1793	1939		1735	1786	
Queue Service Time (g _s), s	4.0	22.3		8.2	29.9		13.7	9.2		6.5	9.3	
Cycle Queue Clearance Time (g _c), s	4.0	22.3		8.2	29.9		13.7	9.2		6.5	9.3	
Green Ratio (g/C)	0.04	0.58		0.07	0.62		0.11	0.16		0.06	0.11	
Capacity (c), veh/h	144	3012		244	3169		382	302		200	381	
Volume-to-Capacity Ratio (X)	0.673	0.450		0.796	0.555		0.868	0.437		0.766	0.608	
Back of Queue (Q), ft/ln (95 th percentile)	84	343		167	421		276	204		136	197	
Back of Queue (Q), veh/ln (95 th percentile)	3.3	13.5		6.6	16.7		11.0	8.2		5.5	7.9	
Queue Storage Ratio (RQ) (95 th percentile)	0.33	0.00		0.38	0.00		1.10	0.00		0.36	0.00	
Uniform Delay (d ₁), s/veh	71.0	18.0		68.7	16.6		66.0	57.4		69.7	64.0	
Incremental Delay (d ₂), s/veh	2.1	0.5		2.3	0.7		10.0	1.0		2.3	1.6	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	73.1	18.5	0.0	71.0	17.3	0.0	76.0	58.3	0.0	72.0	65.6	0.0
Level of Service (LOS)	E	B	A	E	B	A	E	E	A	E	E	A
Approach Delay, s/veh / LOS	17.5		B	20.5		C	61.2		E	51.6		D
Intersection Delay, s/veh / LOS	26.9						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.48		B	2.62		C	2.87		C	2.87		C
Bicycle LOS Score / LOS	1.50		A	1.67		B	1.38		A	0.91		A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Lee Engineering			Duration, h	1.000		
Analyst	EG	Analysis Date	Jun 25, 2025	Area Type	Other		
Jurisdiction	CABQ	Time Period	PM	PHF	1.00		
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 15:30		
Intersection	Coors Bypass & Eagle...	File Name	2 - Coors Bypass & Eagle Ranch Rd Horizon FB...				
Project Description	Horizon FB PM Peak Hour (3:30 PM)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	103	1500	422	215	1946	215	367	144	82	165	254	132

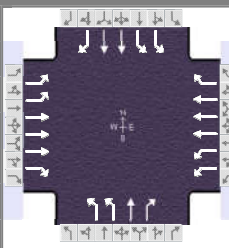
Signal Information				Phase Diagram									
Cycle, s	150.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		6.3	1.3	83.5	9.2	4.5	17.0				
		Yellow		3.0	4.5	4.5	3.0	3.0	4.0				
		Red		0.8	0.8	1.0	0.8	0.8	2.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	10.1	89.0	16.7	95.7	21.2	31.3	13.0	23.0
Change Period, ($Y+R_c$), s	3.8	5.5	5.3	5.5	3.8	6.0	3.8	6.0
Max Allow Headway (MAH), s	2.5	0.0	2.5	0.0	2.6	4.3	2.9	4.3
Queue Clearance Time (g_s), s	6.2		11.1		17.1	12.0	9.0	14.1
Green Extension Time (g_e), s	0.1	0.0	0.3	0.0	0.3	2.7	0.1	2.6
Phase Call Probability	0.99		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.12	0.00	0.05	0.00

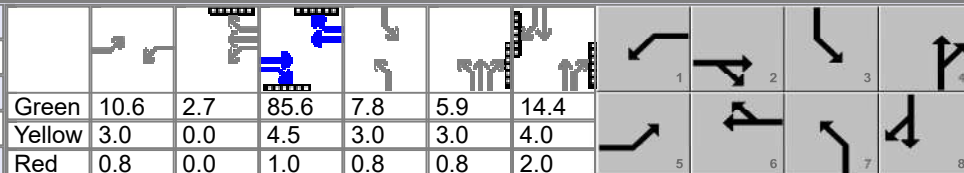
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	103	1500	422	215	1946	215	367	144	82	165	254	132
Adjusted Saturation Flow Rate (s), veh/h/ln	1793	1734		1738	1706		1793	1939		1735	1786	
Queue Service Time (g_s), s	4.2	26.9		9.1	36.7		15.1	10.0		7.0	10.2	
Cycle Queue Clearance Time (g_c), s	4.2	26.9		9.1	36.7		15.1	10.0		7.0	10.2	
Green Ratio (g/C)	0.04	0.56		0.08	0.60		0.12	0.17		0.06	0.11	
Capacity (c), veh/h	151	2897		265	3078		417	327		212	405	
Volume-to-Capacity Ratio (X)	0.684	0.518		0.811	0.632		0.881	0.441		0.779	0.627	
Back of Queue (Q), ft/ln (95 th percentile)	89	406		185	506		306	216		147	211	
Back of Queue (Q), veh/ln (95 th percentile)	3.5	16.0		7.4	20.1		12.2	8.7		5.9	8.4	
Queue Storage Ratio (RQ) (95 th percentile)	0.35	0.00		0.42	0.00		1.22	0.00		0.39	0.00	
Uniform Delay (d_1), s/veh	70.9	20.7		68.2	19.2		65.3	56.0		69.4	63.5	
Incremental Delay (d_2), s/veh	2.1	0.7		2.3	1.0		13.9	0.9		2.5	1.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	72.9	21.4	0.0	70.5	20.2	0.0	79.1	57.0	0.0	71.9	65.1	0.0
Level of Service (LOS)	E	C	A	E	C	A	E	E	A	E	E	A
Approach Delay, s/veh / LOS	19.5		B	23.0		C	62.8		E	51.5		D
Intersection Delay, s/veh / LOS	28.8						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.48		B	2.62		C	2.87		C	2.87		C
Bicycle LOS Score / LOS	1.60		B	1.79		B	1.47		A	0.94		A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Lee Engineering			Duration, h	1.000	
Analyst	EG	Analysis Date	Jun 25, 2025	Area Type	Other	
Jurisdiction	CABQ	Time Period	PM	PHF	1.00	
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 15:30	
Intersection	Coors Bypass & Eagle...	File Name	2 - Coors Bypass & Eagle Ranch Rd Horizon NB...			
Project Description	Horizon NB PM Peak Hour (3:30 PM)					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	203	1515	422	225	1966	174	369	128	82	133	239	94

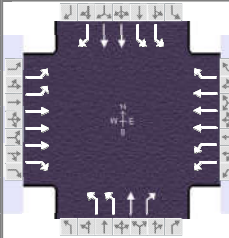
Signal Information																								
Cycle, s	150.0	Reference Phase	2	Green	10.6	2.7	85.6	7.8	5.9	14.4	Yellow	3.0	0.0	4.5	3.0	3.0	4.0	Red	0.8	0.0	1.0	0.8	0.8	2.0
Offset, s	0	Reference Point	End	Uncoordinated	No	Simult. Gap E/W	On	Force Mode	Fixed	Simult. Gap N/S	On													

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	14.4	91.1	17.2	93.8	21.3	30.2	11.6	20.4
Change Period, (Y+R _c), s	3.8	5.5	5.3	5.5	3.8	6.0	3.8	6.0
Max Allow Headway (MAH), s	2.5	0.0	2.5	0.0	2.6	4.3	2.9	4.3
Queue Clearance Time (g _s), s	10.4		11.6		17.2	10.9	7.7	11.7
Green Extension Time (g _e), s	0.3	0.0	0.3	0.0	0.3	2.4	0.1	2.3
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.13	0.00	0.00	0.00

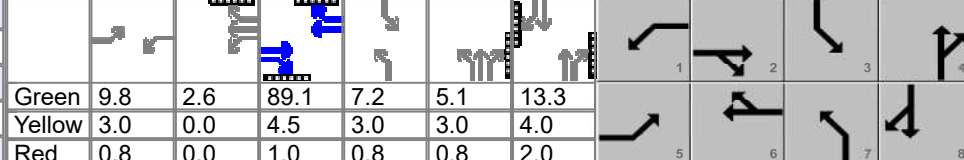
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	203	1515	422	225	1966	174	369	128	82	133	239	94
Adjusted Saturation Flow Rate (s), veh/h/ln	1793	1734		1738	1706		1793	1939		1735	1786	
Queue Service Time (g _s), s	8.4	26.5		9.6	38.4		15.2	8.9		5.7	9.7	
Cycle Queue Clearance Time (g _c), s	8.4	26.5		9.6	38.4		15.2	8.9		5.7	9.7	
Green Ratio (g/C)	0.07	0.57		0.08	0.59		0.12	0.16		0.05	0.10	
Capacity (c), veh/h	255	2968		275	3015		418	312		179	343	
Volume-to-Capacity Ratio (X)	0.797	0.510		0.817	0.652		0.882	0.410		0.741	0.696	
Back of Queue (Q), ft/ln (95 th percentile)	174	398		193	530		308	197		119	205	
Back of Queue (Q), veh/ln (95 th percentile)	6.9	15.7		7.7	21.0		12.3	7.9		4.7	8.2	
Queue Storage Ratio (RQ) (95 th percentile)	0.69	0.00		0.44	0.00		1.23	0.00		0.32	0.00	
Uniform Delay (d ₁), s/veh	68.6	19.5		68.0	20.6		65.2	56.5		70.1	65.7	
Incremental Delay (d ₂), s/veh	2.2	0.6		2.3	1.1		14.1	0.9		2.3	2.6	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	70.8	20.1	0.0	70.3	21.7	0.0	79.3	57.4	0.0	72.4	68.3	0.0
Level of Service (LOS)	E	C	A	E	C	A	E	E	A	E	E	A
Approach Delay, s/veh / LOS	21.0		C	24.7		C	63.2		E	55.7		E
Intersection Delay, s/veh / LOS	29.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.62	C	2.87	C	2.87	C
Bicycle LOS Score / LOS	1.66	B	1.79	B	1.44	A	0.87	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Lee Engineering			Duration, h	1.000	
Analyst	EG	Analysis Date	Jun 25, 2025	Area Type	Other	
Jurisdiction	CABQ	Time Period	PM	PHF	1.00	
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 15:30	
Intersection	Coors Bypass & Eagle...	File Name	2 - Coors Bypass & Eagle Ranch Rd No Build PM...			
Project Description	No Build PM Peak Hour (3:30 PM)					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	184	1372	382	203	1780	158	334	116	74	121	217	85

Signal Information																								
Cycle, s	150.0	Reference Phase	2	Green	9.8	2.6	89.1	7.2	5.1	13.3	Yellow	3.0	0.0	4.5	3.0	3.0	4.0	Red	0.8	0.0	1.0	0.8	0.8	2.0
Offset, s	0	Reference Point	End	Uncoordinated	No	Simult. Gap E/W	On	Force Mode	Fixed	Simult. Gap N/S	On													

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	13.6	94.6	16.2	97.1	19.9	28.2	11.0	19.3
Change Period, (Y+R _c), s	3.8	5.5	5.3	5.5	3.8	6.0	3.8	6.0
Max Allow Headway (MAH), s	2.5	0.0	2.5	0.0	2.6	4.3	2.9	4.3
Queue Clearance Time (g _s), s	9.6		10.6		15.8	10.1	7.2	10.8
Green Extension Time (g _e), s	0.3	0.0	0.3	0.0	0.3	2.1	0.1	2.1
Phase Call Probability	1.00		1.00		1.00	1.00	0.99	1.00
Max Out Probability	0.00		0.00		0.02	0.00	0.00	0.00

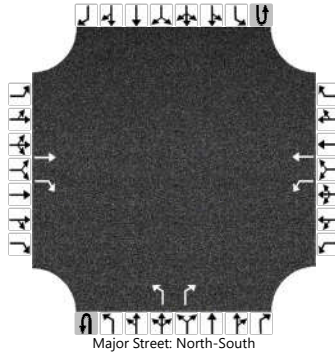
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	184	1372	382	203	1780	158	334	116	74	121	217	85
Adjusted Saturation Flow Rate (s), veh/h/ln	1793	1734		1738	1706		1793	1939		1735	1786	
Queue Service Time (g _s), s	7.6	21.8		8.6	31.1		13.8	8.1		5.2	8.8	
Cycle Queue Clearance Time (g _c), s	7.6	21.8		8.6	31.1		13.8	8.1		5.2	8.8	
Green Ratio (g/C)	0.07	0.59		0.07	0.61		0.11	0.15		0.05	0.09	
Capacity (c), veh/h	235	3088		253	3128		384	287		167	318	
Volume-to-Capacity Ratio (X)	0.782	0.444		0.803	0.569		0.869	0.404		0.725	0.683	
Back of Queue (Q), ft/ln (95 th percentile)	157	335		175	437		278	183		108	191	
Back of Queue (Q), veh/ln (95 th percentile)	6.3	13.2		7.0	17.3		11.1	7.3		4.3	7.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.63	0.00		0.40	0.00		1.11	0.00		0.29	0.00	
Uniform Delay (d ₁), s/veh	69.0	16.8		68.5	17.4		65.9	57.9		70.4	66.3	
Incremental Delay (d ₂), s/veh	2.2	0.5		2.3	0.8		10.3	0.9		2.3	2.6	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	71.2	17.3	0.0	70.8	18.2	0.0	76.2	58.8	0.0	72.7	68.9	0.0
Level of Service (LOS)	E	B	A	E	B	A	E	E	A	E	E	A
Approach Delay, s/veh / LOS	19.0		B	21.8		C	61.6		E	56.1		E
Intersection Delay, s/veh / LOS	27.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.62	C	2.87	C	2.87	C
Bicycle LOS Score / LOS	1.55	B	1.67	B	1.35	A	0.84	A

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	EG			Intersection	Eagle Ranch Rd & Cottonwood Loop (West...		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	6/26/2025			East/West Street	Eagle Ranch Rd		
Analysis Year	2025			North/South Street	Cottonwood Loop		
Time Analyzed	Existing MD Peak 12:00 PM			Peak Hour Factor	0.93		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	In-N-Out Cottonwood TIS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		1	1	0	0	1	0	1	0	0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			45	192		151	39			146		180				
Percent Heavy Vehicles (%)			2	0		0	0			1						
Proportion Time Blocked																
Percent Grade (%)		-1			2											
Right Turn Channelized		No								No						
Median Type Storage					Left + Thru								1			

Critical and Follow-up Headways

Base Critical Headway (sec)			6.5	7.1		6.4	6.5			5.3						
Critical Headway (sec)			6.34	7.00		6.80	6.90			5.32						
Base Follow-Up Headway (sec)			4.0	3.9		3.8	4.0			3.1						
Follow-Up Headway (sec)			4.02	3.90		3.80	4.00			3.11						

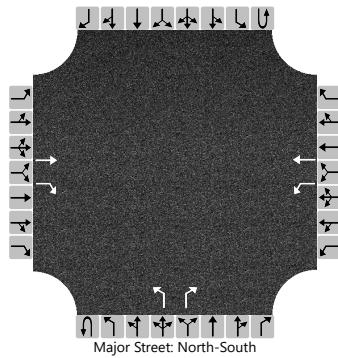
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			48	206		162	42			157						
Capacity, c (veh/h)			429	923		393	496			1158						
v/c Ratio			0.11	0.22		0.41	0.08			0.14						
95% Queue Length, Q ₉₅ (veh)			0.4	0.9		2.1	0.3			0.5						
95% Queue Length, Q ₉₅ (ft)			10.2	22.5		52.5	7.5			12.6						
Control Delay (s/veh)			14.4	10.0		20.5	12.9			8.6						
Level of Service (LOS)			B	B		C	B			A						
Approach Delay (s/veh)		10.9			19.0					3.9						
Approach LOS		B			C					A						

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EG	Intersection	Eagle Ranch Rd & Cottonwood Loop (West...
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	6/26/2025	East/West Street	Eagle Ranch Rd
Analysis Year	2025	North/South Street	Cottonwood Loop
Time Analyzed	Full Build MD Peak 12 PM	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	In-N-Out Cottonwood TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	1		1	1	0	0	1	0	1	0	0	0	0	
Configuration			T	R		L	T			L		R					
Volume (veh/h)			53	196		278	47			144		313					
Percent Heavy Vehicles (%)			2	0		0	0			1							
Proportion Time Blocked																	
Percent Grade (%)		-1				2											
Right Turn Channelized		No									No						
Median Type Storage		Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)			6.5	7.1		6.4	6.5			5.3						
Critical Headway (sec)			6.34	7.00		6.80	6.90			5.32						
Base Follow-Up Headway (sec)			4.0	3.9		3.8	4.0			3.1						
Follow-Up Headway (sec)			4.02	3.90		3.80	4.00			3.11						

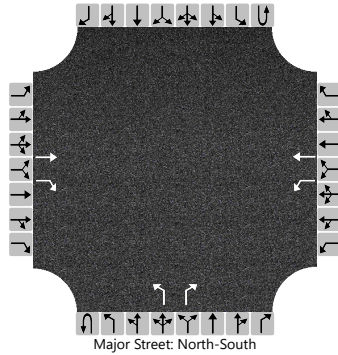
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			57	211		299	51			155						
Capacity, c (veh/h)			374	923		385	500			1158						
v/c Ratio			0.15	0.23		0.78	0.10			0.13						
95% Queue Length, Q ₉₅ (veh)			0.5	0.9		8.7	0.3			0.5						
95% Queue Length, Q ₉₅ (ft)			12.7	22.5		217.5	7.5			12.6						
Control Delay (s/veh)			16.3	10.1		44.7	13.0			8.6						
Level of Service (LOS)			C	B		E	B			A						
Approach Delay (s/veh)		11.4				40.1				2.7						
Approach LOS		B				E				A						

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EG	Intersection	Eagle Ranch Rd & Cottonwood Loop (West...
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	6/26/2025	East/West Street	Eagle Ranch Rd
Analysis Year	2025	North/South Street	Cottonwood Loop
Time Analyzed	Horizon FB MD Peak 12 PM	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	In-N-Out Cottonwood TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	1		1	1	0	0	1	0	1	0	0	0	0	
Configuration			T	R		L	T			L		R					
Volume (veh/h)			58	217		294	51			159		332					
Percent Heavy Vehicles (%)			2	0		0	0			1							
Proportion Time Blocked																	
Percent Grade (%)		-1				2											
Right Turn Channelized		No								No							
Median Type Storage		Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)			6.5	7.1		6.4	6.5			5.3						
Critical Headway (sec)			6.34	7.00		6.80	6.90			5.32						
Base Follow-Up Headway (sec)			4.0	3.9		3.8	4.0			3.1						
Follow-Up Headway (sec)			4.02	3.90		3.80	4.00			3.11						

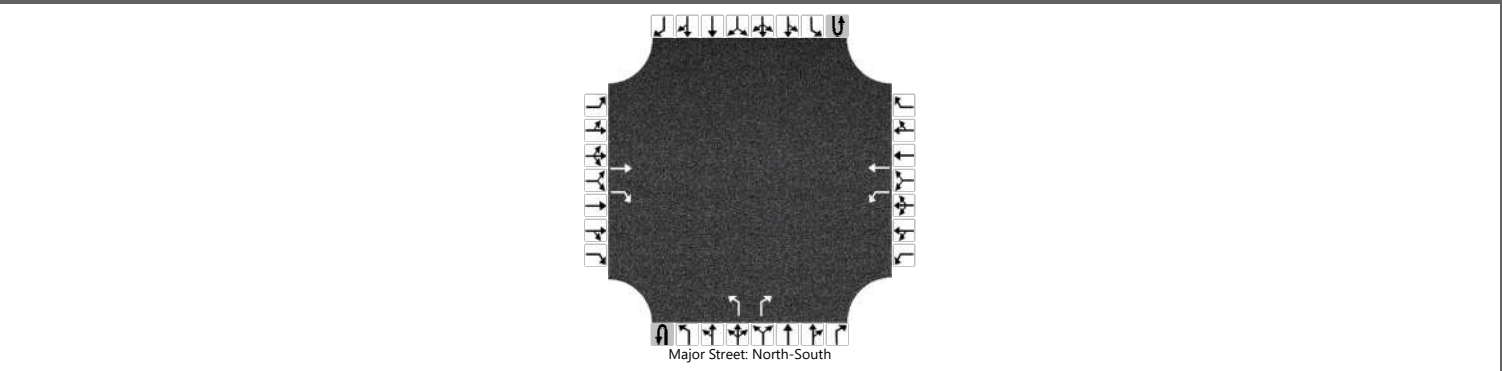
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			62	233		316	55			171						
Capacity, c (veh/h)			349	923		349	474			1158						
v/c Ratio			0.18	0.25		0.91	0.12			0.15						
95% Queue Length, Q ₉₅ (veh)			0.6	1.0		15.0	0.4			0.5						
95% Queue Length, Q ₉₅ (ft)			15.2	25.0		375.0	10.0			12.6						
Control Delay (s/veh)			17.5	10.2		85.2	13.6			8.6						
Level of Service (LOS)			C	B		F	B			A						
Approach Delay (s/veh)		11.8				74.6				2.8						
Approach LOS		B				F				A						

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	EG			Intersection	Eagle Ranch Rd & Cottonwood Loop (West...		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	6/26/2025			East/West Street	Eagle Ranch Rd		
Analysis Year	2025			North/South Street	Cottonwood Loop		
Time Analyzed	Horizon NB MD Peak 12 PM			Peak Hour Factor	0.93		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	In-N-Out Cottonwood TIS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	1	1		1	1	0	0	1	0	1	0	0	0	0		
Configuration			T	R		L	T			L		R						
Volume (veh/h)			51	217		171	44			165		203						
Percent Heavy Vehicles (%)			2	0		0	0			1								
Proportion Time Blocked																		
Percent Grade (%)		-1				2												
Right Turn Channelized		No										No						
Median Type Storage		Left + Thru									1							

Critical and Follow-up Headways

Base Critical Headway (sec)			6.5	7.1		6.4	6.5			5.3						
Critical Headway (sec)			6.34	7.00		6.80	6.90			5.32						
Base Follow-Up Headway (sec)			4.0	3.9		3.8	4.0			3.1						
Follow-Up Headway (sec)			4.02	3.90		3.80	4.00			3.11						

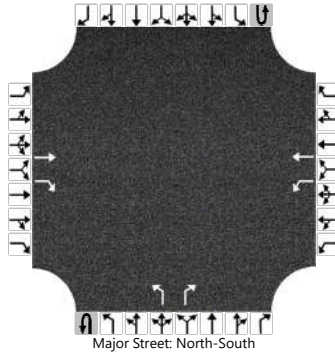
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			55	233		184	47			177							
Capacity, c (veh/h)			394	923		350	464			1158							
v/c Ratio			0.14	0.25		0.53	0.10			0.15							
95% Queue Length, Q ₉₅ (veh)			0.5	1.0		3.2	0.3			0.5							
95% Queue Length, Q ₉₅ (ft)			12.7	25.0		80.0	7.5			12.6							
Control Delay (s/veh)			15.6	10.2		26.5	13.6			8.7							
Level of Service (LOS)			C	B		D	B			A							
Approach Delay (s/veh)		11.2				23.9				3.9							
Approach LOS		B				C				A							

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	EG			Intersection	Eagle Ranch Rd & Cottonwood Loop (West...		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	6/26/2025			East/West Street	Eagle Ranch Rd		
Analysis Year	2025			North/South Street	Cottonwood Loop		
Time Analyzed	No Build MD Peak 12:00 PM			Peak Hour Factor	0.93		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	In-N-Out Cottonwood TIS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		1	1	0	0	1	0	1	0	0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			46	196		155	40			150		184				
Percent Heavy Vehicles (%)			2	0		0	0			1						
Proportion Time Blocked																
Percent Grade (%)		-1			2											
Right Turn Channelized		No								No						
Median Type Storage			Left + Thru								1					

Critical and Follow-up Headways

Base Critical Headway (sec)			6.5	7.1		6.4	6.5			5.3						
Critical Headway (sec)			6.34	7.00		6.80	6.90			5.32						
Base Follow-Up Headway (sec)			4.0	3.9		3.8	4.0			3.1						
Follow-Up Headway (sec)			4.02	3.90		3.80	4.00			3.11						

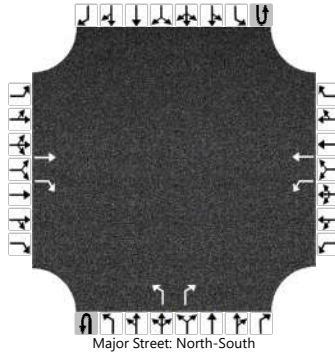
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			49	211		167	43			161						
Capacity, c (veh/h)			422	923		385	489			1158						
v/c Ratio			0.12	0.23		0.43	0.09			0.14						
95% Queue Length, Q ₉₅ (veh)			0.4	0.9		2.2	0.3			0.5						
95% Queue Length, Q ₉₅ (ft)			10.2	22.5		55.0	7.5			12.6						
Control Delay (s/veh)			14.7	10.1		21.5	13.1			8.6						
Level of Service (LOS)			B	B		C	B			A						
Approach Delay (s/veh)		10.9				19.7				3.9						
Approach LOS		B				C				A						

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	EG			Intersection	Eagle Ranch Rd & Cottonwood Loop (West...		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	6/26/2025			East/West Street	Eagle Ranch Rd		
Analysis Year	2025			North/South Street	Cottonwood Loop		
Time Analyzed	Existing PM Peak 3:30 PM			Peak Hour Factor	0.93		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	In-N-Out Cottonwood TIS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		1	1	0	0	1	0	1	0	0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			44	238		194	49			146		177				
Percent Heavy Vehicles (%)			0	0		1	0			1						
Proportion Time Blocked																
Percent Grade (%)		-1			2											
Right Turn Channelized		No								No						
Median Type Storage					Left + Thru								1			

Critical and Follow-up Headways

Base Critical Headway (sec)			6.5	7.1		6.4	6.5			5.3						
Critical Headway (sec)			6.30	7.00		6.82	6.90			5.32						
Base Follow-Up Headway (sec)			4.0	3.9		3.8	4.0			3.1						
Follow-Up Headway (sec)			4.00	3.90		3.81	4.00			3.11						

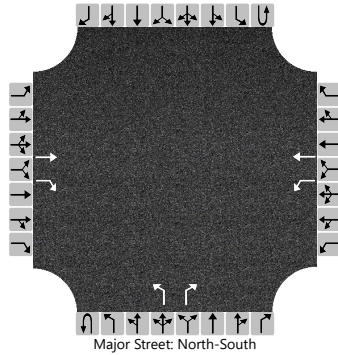
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			47	256		209	53			157						
Capacity, c (veh/h)			435	923		371	496			1158						
v/c Ratio			0.11	0.28		0.56	0.11			0.14						
95% Queue Length, Q ₉₅ (veh)			0.4	1.1		3.7	0.4			0.5						
95% Queue Length, Q ₉₅ (ft)			10.0	27.5		93.2	10.0			12.6						
Control Delay (s/veh)			14.3	10.4		27.0	13.1			8.6						
Level of Service (LOS)			B	B		D	B			A						
Approach Delay (s/veh)		11.0				24.2				3.9						
Approach LOS		B				C				A						

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EG	Intersection	Eagle Ranch Rd & Cottonwood Loop (West...
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	6/26/2025	East/West Street	Eagle Ranch Rd
Analysis Year	2025	North/South Street	Cottonwood Loop
Time Analyzed	Full Build PM Peak 3:30	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	In-N-Out Cottonwood TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		1	1	0	0	1	0	1	0	0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			50	243		283	55			146		274				
Percent Heavy Vehicles (%)			0	0		1	0			1						
Proportion Time Blocked																
Percent Grade (%)		-1			2											
Right Turn Channelized		No								No						
Median Type Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)			6.5	7.1		6.4	6.5			5.3						
Critical Headway (sec)			6.30	7.00		6.82	6.90			5.32						
Base Follow-Up Headway (sec)			4.0	3.9		3.8	4.0			3.1						
Follow-Up Headway (sec)			4.00	3.90		3.81	4.00			3.11						

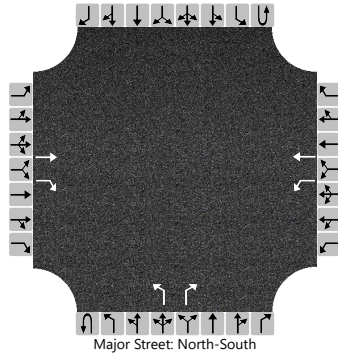
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			54	261		304	59			157						
Capacity, c (veh/h)			392	923		362	496			1158						
v/c Ratio			0.14	0.28		0.84	0.12			0.14						
95% Queue Length, Q ₉₅ (veh)			0.5	1.2		11.4	0.4			0.5						
95% Queue Length, Q ₉₅ (ft)			12.5	30.0		287.3	10.0			12.6						
Control Delay (s/veh)			15.6	10.4		60.6	13.2			8.6						
Level of Service (LOS)			C	B		F	B			A						
Approach Delay (s/veh)		11.3				52.9			3.0							
Approach LOS		B				F			A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EG	Intersection	Eagle Ranch Rd & Cottonwood Loop (West...
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	6/26/2025	East/West Street	Eagle Ranch Rd
Analysis Year	2025	North/South Street	Cottonwood Loop
Time Analyzed	Horizon FB PM Peak 3:30	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	In-N-Out Cottonwood TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	1		1	1	0	0	1	0	1	0	0	0	0	
Configuration			T	R		L	T			L		R					
Volume (veh/h)			55	269		304	61			162		293					
Percent Heavy Vehicles (%)			0	0		1	0			1							
Proportion Time Blocked																	
Percent Grade (%)		-1				2											
Right Turn Channelized		No								No							
Median Type Storage		Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)			6.5	7.1		6.4	6.5			5.3						
Critical Headway (sec)			6.30	7.00		6.82	6.90			5.32						
Base Follow-Up Headway (sec)			4.0	3.9		3.8	4.0			3.1						
Follow-Up Headway (sec)			4.00	3.90		3.81	4.00			3.11						

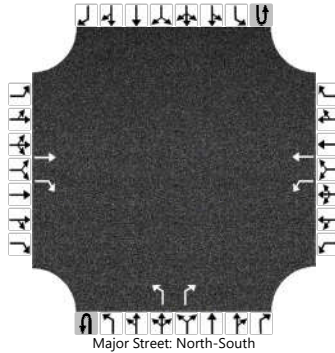
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			59	289		327	66			174						
Capacity, c (veh/h)			365	923		323	469			1158						
v/c Ratio			0.16	0.31		1.01	0.14			0.15						
95% Queue Length, Q ₉₅ (veh)			0.6	1.4		23.2	0.5			0.5						
95% Queue Length, Q ₉₅ (ft)			15.0	35.0		584.6	12.5			12.6						
Control Delay (s/veh)			16.8	10.7		170.4	13.9			8.7						
Level of Service (LOS)			C	B		F	B			A						
Approach Delay (s/veh)		11.7				144.2				3.1						
Approach LOS		B				F				A						

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	EG			Intersection	Eagle Ranch Rd & Cottonwood Loop (West...		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	6/26/2025			East/West Street	Eagle Ranch Rd		
Analysis Year	2025			North/South Street	Cottonwood Loop		
Time Analyzed	Horizon NB PM Peak 3:30			Peak Hour Factor	0.93		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	In-N-Out Cottonwood TIS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	1		1	1	0	0	1	0	1	0	0	0	0	
Configuration			T	R		L	T			L		R					
Volume (veh/h)			50	269		219	56			166		200					
Percent Heavy Vehicles (%)			0	0		1	0			1							
Proportion Time Blocked																	
Percent Grade (%)		-1				2											
Right Turn Channelized		No								No							
Median Type Storage		Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)			6.5	7.1		6.4	6.5			5.3						
Critical Headway (sec)			6.30	7.00		6.82	6.90			5.32						
Base Follow-Up Headway (sec)			4.0	3.9		3.8	4.0			3.1						
Follow-Up Headway (sec)			4.00	3.90		3.81	4.00			3.11						

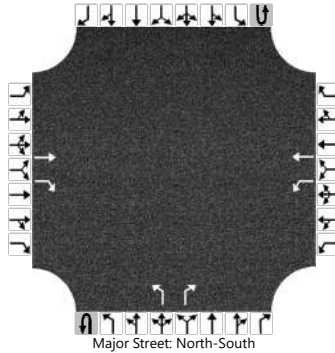
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			54	289		235	60			178						
Capacity, c (veh/h)			398	923		324	462			1158						
v/c Ratio			0.14	0.31		0.73	0.13			0.15						
95% Queue Length, Q ₉₅ (veh)			0.5	1.4		6.9	0.4			0.5						
95% Queue Length, Q ₉₅ (ft)			12.5	35.0		173.9	10.0			12.6						
Control Delay (s/veh)			15.5	10.7		44.1	14.0			8.7						
Level of Service (LOS)			C	B		E	B			A						
Approach Delay (s/veh)		11.4				38.0				3.9						
Approach LOS		B				E				A						

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	EG			Intersection	Eagle Ranch Rd & Cottonwood Loop (West...		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	6/26/2025			East/West Street	Eagle Ranch Rd		
Analysis Year	2025			North/South Street	Cottonwood Loop		
Time Analyzed	No Build PM Peak 3:30 PM			Peak Hour Factor	0.93		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	In-N-Out Cottonwood TIS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		1	1	0	0	1	0	1	0	0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			45	243		198	50			150		181				
Percent Heavy Vehicles (%)			0	0		1	0			1						
Proportion Time Blocked																
Percent Grade (%)		-1			2											
Right Turn Channelized		No								No						
Median Type Storage			Left + Thru								1					

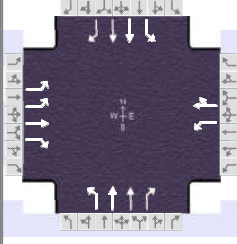
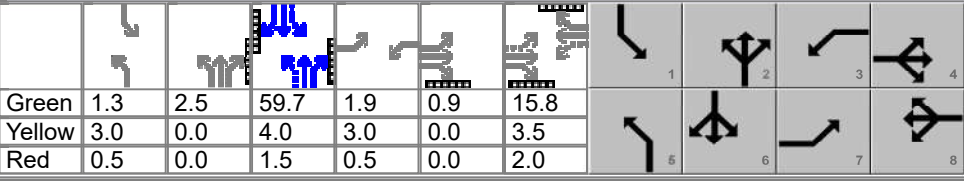
Critical and Follow-up Headways

Base Critical Headway (sec)			6.5	7.1		6.4	6.5			5.3						
Critical Headway (sec)			6.30	7.00		6.82	6.90			5.32						
Base Follow-Up Headway (sec)			4.0	3.9		3.8	4.0			3.1						
Follow-Up Headway (sec)			4.00	3.90		3.81	4.00			3.11						

Delay, Queue Length, and Level of Service

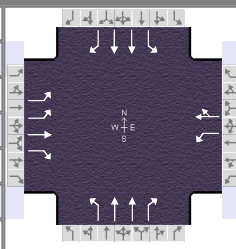
Flow Rate, v (veh/h)			48	261		213	54			161						
Capacity, c (veh/h)			427	923		362	489			1158						
v/c Ratio			0.11	0.28		0.59	0.11			0.14						
95% Queue Length, Q ₉₅ (veh)			0.4	1.2		4.1	0.4			0.5						
95% Queue Length, Q ₉₅ (ft)			10.0	30.0		103.3	10.0			12.6						
Control Delay (s/veh)			14.5	10.4		28.9	13.3			8.6						
Level of Service (LOS)			B	B		D	B			A						
Approach Delay (s/veh)		11.1				25.7				3.9						
Approach LOS		B				D				A						

HCS Signalized Intersection Results Summary

General Information					Intersection Information								
Agency	Lee Engineering				Duration, h	1.000							
Analyst	EG	Analysis Date	Jun 26, 2025		Area Type	Other							
Jurisdiction	CABQ	Time Period	Existing MD Peak Hour		PHF	1.00							
Urban Street	Coors Rd	Analysis Year	2025		Analysis Period	1 > 12:00							
Intersection	Coors Rd & Cottonwood...	File Name	4 - Coors Rd & Cottonwood Loop Existing MD.xus										
Project Description	Existing MD Peak Hour												
Demand Information		EB			WB			NB			SB		
Approach Movement		L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		62	4	61	30	4	23	94	866	15	20	826	62
Signal Information													
Cycle, s	100.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green	1.3	2.5	59.7	1.9	0.9	15.8					
		Yellow	3.0	0.0	4.0	3.0	0.0	3.5					
		Red	0.5	0.0	1.5	0.5	0.0	2.0					
Timer Results		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase		7	4	3	8	5	2	1	6				
Case Number		1.1	3.0	1.1	4.0	1.1	3.0	1.1	3.0				
Phase Duration, s		6.3	22.2	5.4	21.3	7.2	67.6	4.8	65.2				
Change Period, (Y+R _c), s		3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5				
Max Allow Headway (MAH), s		2.9	4.6	2.9	4.6	2.6	0.0	2.6	0.0				
Queue Clearance Time (g _s), s		3.4	5.1	3.4	3.4	3.9		2.4					
Green Extension Time (g _e), s		0.0	0.4	0.0	0.4	0.1	0.0	0.0	0.0				
Phase Call Probability		0.82	0.99	0.57	0.97	0.93		0.43					
Max Out Probability		0.00	0.00	0.00	0.00	0.00		0.00					
Movement Group Results		EB			WB			NB			SB		
Approach Movement		L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		62	4	61	30	27		94	866	15	20	826	62
Adjusted Saturation Flow Rate (s), veh/h/ln		1838	2018		1745	1627		1833	1818	1522	1804	1775	
Queue Service Time (g _s), s		1.4	0.2		1.4	1.4		1.9	11.8	0.4	0.4	12.2	
Cycle Queue Clearance Time (g _c), s		1.4	0.2		1.4	1.4		1.9	11.8	0.4	0.4	12.2	
Green Ratio (g/C)		0.19	0.17		0.18	0.16		0.64	0.62	0.62	0.61	0.60	
Capacity (c), veh/h		671	336		307	257		464	2258	946	407	2118	
Volume-to-Capacity Ratio (X)		0.092	0.012		0.098	0.105		0.203	0.384	0.016	0.049	0.390	
Back of Queue (Q), ft/ln (95 th percentile)		29	4		29	27		31	198	6	7	203	
Back of Queue (Q), veh/ln (95 th percentile)		1.2	0.2		1.1	1.1		1.2	7.8	0.2	0.3	8.0	
Queue Storage Ratio (RQ) (95 th percentile)		0.14	0.00		0.29	0.00		0.11	0.00	0.03	0.04	0.00	
Uniform Delay (d ₁), s/veh		33.7	34.8		34.4	36.1		7.7	9.4	7.3	8.4	10.6	
Incremental Delay (d ₂), s/veh		0.0	0.0		0.1	0.2		0.1	0.5	0.0	0.0	0.5	
Initial Queue Delay (d ₃), s/veh		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		33.7	34.8	0.0	34.5	36.2		7.8	9.9	7.3	8.4	11.1	0.0
Level of Service (LOS)		C	C	A	C	D		A	A	A	A	B	A
Approach Delay, s/veh / LOS		17.6		B	35.3		D	9.7		A	10.3		B
Intersection Delay, s/veh / LOS		11.2						B					
Multimodal Results		EB			WB			NB			SB		
Pedestrian LOS Score / LOS		2.46		B	2.46		B	1.95		B	2.30		B
Bicycle LOS Score / LOS		0.70		A	0.58		A	1.29		A	1.24		A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Lee Engineering			Duration, h	1.000		
Analyst	EG	Analysis Date	Jun 26, 2025	Area Type	Other		
Jurisdiction	CABQ	Time Period	MD	PHF	1.00		
Urban Street	Coors Rd	Analysis Year	2025	Analysis Period	1 > 12:00		
Intersection	Coors Rd & Cottonwood...	File Name	4 - Coors Rd & Cottonwood Loop Full Build MD.xus				
Project Description	Full Build MD Peak Hour						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	104	5	103	31	5	24	134	890	16	18	862	98

Signal Information				Signal Timing Diagram											
Cycle, s	100.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
		Green		1.2	0.2	56.8	2.0	2.1	16.2						
		Yellow		3.0	3.0	4.0	3.0	0.0	3.5						
		Red		0.5	0.5	1.5	0.5	0.0	2.0						

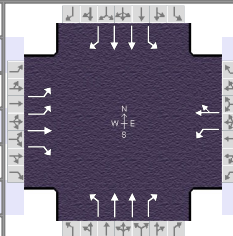
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	7.6	23.8	5.5	21.7	8.4	66.0	4.7	62.3
Change Period, (Y+R _c), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	2.9	4.6	2.9	4.6	2.6	0.0	2.6	0.0
Queue Clearance Time (g _s), s	4.3	7.2	3.5	3.5	4.9		2.4	
Green Extension Time (g _e), s	0.1	0.6	0.0	0.6	0.1	0.0	0.0	0.0
Phase Call Probability	0.94	1.00	0.58	0.99	0.98		0.39	
Max Out Probability	0.00	0.00	0.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	104	5	103	31	29		134	890	16	18	862	98
Adjusted Saturation Flow Rate (s), veh/h/ln	1838	2018		1745	1633		1833	1818	1522	1804	1775	
Queue Service Time (g _s), s	2.3	0.2		1.5	1.5		2.9	12.8	0.4	0.4	13.9	
Cycle Queue Clearance Time (g _c), s	2.3	0.2		1.5	1.5		2.9	12.8	0.4	0.4	13.9	
Green Ratio (g/C)	0.21	0.18		0.18	0.16		0.64	0.61	0.61	0.58	0.57	
Capacity (c), veh/h	727	369		330	264		445	2200	921	382	2016	
Volume-to-Capacity Ratio (X)	0.143	0.014		0.094	0.110		0.301	0.405	0.017	0.047	0.427	
Back of Queue (Q), ft/ln (95 th percentile)	48	5		30	29		46	213	6	7	228	
Back of Queue (Q), veh/ln (95 th percentile)	1.9	0.2		1.2	1.1		1.8	8.4	0.2	0.3	9.0	
Queue Storage Ratio (RQ) (95 th percentile)	0.22	0.00		0.30	0.00		0.16	0.00	0.03	0.04	0.00	
Uniform Delay (d ₁), s/veh	32.2	33.5		34.1	35.8		8.7	10.3	7.9	9.6	12.3	
Incremental Delay (d ₂), s/veh	0.0	0.0		0.0	0.2		0.1	0.6	0.0	0.0	0.7	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	32.2	33.5	0.0	34.1	35.9		8.8	10.9	7.9	9.6	13.0	0.0
Level of Service (LOS)	C	C	A	C	D		A	B	A	A	B	A
Approach Delay, s/veh / LOS	16.6		B	35.0		D	10.6		B	11.6		B
Intersection Delay, s/veh / LOS	12.2						B					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.46		B	2.46		B	1.95		B	2.30		B
Bicycle LOS Score / LOS	0.84		A	0.59		A	1.35		A	1.29		A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Lee Engineering			Duration, h	1.000
Analyst	EG	Analysis Date	Jun 26, 2025	Area Type	Other
Jurisdiction	CABQ	Time Period	MD	PHF	1.00
Urban Street	Coors Rd	Analysis Year	2025	Analysis Period	1 > 12:00
Intersection	Coors Rd & Cottonwood...	File Name	4 - Coors Rd & Cottonwood Loop Horizon FB MD....		
Project Description	Horizon FB MD Peak Hour				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	110	5	109	34	5	26	143	986	17	20	953	104

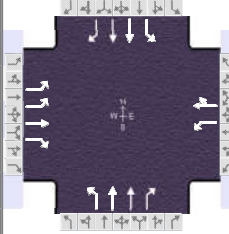
Signal Information				Signal Timing Diagram											
Cycle, s	100.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
		Green		1.3	0.4	56.3	2.2	2.1	16.2						
		Yellow		3.0	3.0	4.0	3.0	0.0	3.5						
		Red		0.5	0.5	1.5	0.5	0.0	2.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	7.8	23.8	5.7	21.7	8.6	65.7	4.8	61.8
Change Period, (Y+R _c), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	2.9	4.6	2.9	4.6	2.6	0.0	2.6	0.0
Queue Clearance Time (g _s), s	4.4	7.6	3.6	3.6	5.1		2.5	
Green Extension Time (g _e), s	0.1	0.6	0.0	0.6	0.2	0.0	0.0	0.0
Phase Call Probability	0.95	1.00	0.61	0.99	0.98		0.43	
Max Out Probability	0.01	0.00	0.00	0.00	0.00		0.00	

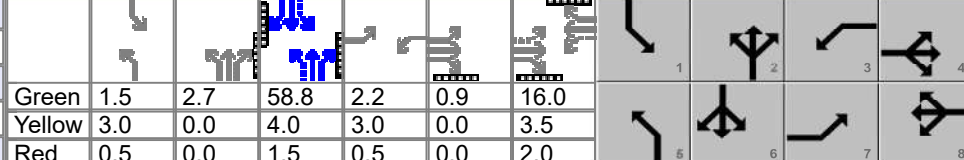
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	110	5	109	34	31		143	986	17	20	953	104
Adjusted Saturation Flow Rate (s), veh/h/ln	1838	2018		1745	1630		1833	1818	1522	1804	1775	
Queue Service Time (g _s), s	2.4	0.2		1.6	1.6		3.1	14.8	0.4	0.5	16.0	
Cycle Queue Clearance Time (g _c), s	2.4	0.2		1.6	1.6		3.1	14.8	0.4	0.5	16.0	
Green Ratio (g/C)	0.21	0.18		0.18	0.16		0.63	0.60	0.60	0.58	0.56	
Capacity (c), veh/h	730	369		333	264		410	2189	917	346	2000	
Volume-to-Capacity Ratio (X)	0.151	0.014		0.102	0.117		0.348	0.451	0.019	0.058	0.477	
Back of Queue (Q), ft/ln (95 th percentile)	51	5		33	31		50	240	7	8	258	
Back of Queue (Q), veh/ln (95 th percentile)	2.0	0.2		1.3	1.2		2.0	9.4	0.3	0.3	10.2	
Queue Storage Ratio (RQ) (95 th percentile)	0.24	0.00		0.33	0.00		0.18	0.00	0.03	0.05	0.00	
Uniform Delay (d ₁), s/veh	32.1	33.5		33.9	35.8		9.4	10.9	8.0	10.0	13.0	
Incremental Delay (d ₂), s/veh	0.0	0.0		0.0	0.2		0.2	0.7	0.0	0.0	0.8	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	32.1	33.5	0.0	34.0	36.0		9.6	11.5	8.0	10.0	13.9	0.0
Level of Service (LOS)	C	C	A	C	D		A	B	A	A	B	A
Approach Delay, s/veh / LOS	16.5		B	34.9		C	11.2		B	12.4		B
Intersection Delay, s/veh / LOS	12.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.46	B	1.95	B	2.30	B
Bicycle LOS Score / LOS	0.86	A	0.59	A	1.43	A	1.38	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Lee Engineering			Duration, h	1.000	
Analyst	EG	Analysis Date	Jun 26, 2025	Area Type	Other	
Jurisdiction	CABQ	Time Period	MD	PHF	1.00	
Urban Street	Coors Rd	Analysis Year	2025	Analysis Period	1 > 12:00	
Intersection	Coors Rd & Cottonwood...	File Name	4 - Coors Rd & Cottonwood Loop Horizon NB MD...			
Project Description	Horizon NB MD Peak Hour (12:00 PM)					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	70	5	69	34	5	26	107	1006	17	24	965	70

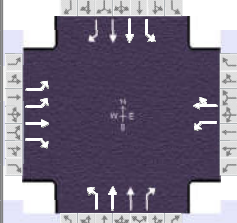
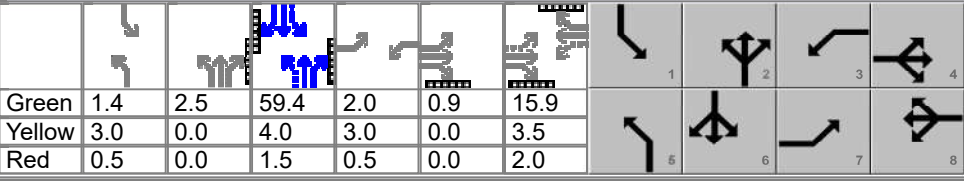
Signal Information																								
Cycle, s	100.0	Reference Phase	2	Green	1.5	2.7	58.8	2.2	0.9	16.0	Yellow	3.0	0.0	4.0	3.0	0.0	3.5	Red	0.5	0.0	1.5	0.5	0.0	2.0
Offset, s	0	Reference Point	End	Uncoordinated	No	Simult. Gap E/W	On	Force Mode	Fixed	Simult. Gap N/S	On													

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	6.6	22.4	5.7	21.5	7.6	66.9	5.0	64.3
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	2.9	4.6	2.9	4.6	2.6	0.0	2.6	0.0
Queue Clearance Time (g_s), s	3.6	5.9	3.6	3.6	4.2		2.5	
Green Extension Time (g_e), s	0.0	0.4	0.0	0.4	0.1	0.0	0.0	0.0
Phase Call Probability	0.86	0.99	0.61	0.98	0.95		0.49	
Max Out Probability	0.00	0.00	0.00	0.00	0.00		0.00	

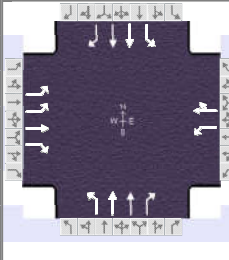
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	70	5	69	34	31		107	1006	17	24	965	70
Adjusted Saturation Flow Rate (s), veh/h/ln	1838	2018		1745	1630		1833	1818	1522	1804	1775	
Queue Service Time (g_s), s	1.6	0.2		1.6	1.6		2.2	14.8	0.4	0.5	15.4	
Cycle Queue Clearance Time (g_c), s	1.6	0.2		1.6	1.6		2.2	14.8	0.4	0.5	15.4	
Green Ratio (g/C)	0.19	0.17		0.18	0.16		0.64	0.61	0.61	0.60	0.59	
Capacity (c), veh/h	679	340		314	261		407	2234	936	352	2087	
Volume-to-Capacity Ratio (X)	0.103	0.015		0.108	0.119		0.263	0.450	0.018	0.068	0.462	
Back of Queue (Q), ft/ln (95 th percentile)	33	5		33	31		36	237	7	9	246	
Back of Queue (Q), veh/ln (95 th percentile)	1.3	0.2		1.3	1.2		1.4	9.3	0.3	0.4	9.7	
Queue Storage Ratio (RQ) (95 th percentile)	0.15	0.00		0.33	0.00		0.13	0.00	0.03	0.05	0.00	
Uniform Delay (d_1), s/veh	33.4	34.6		34.1	36.0		8.5	10.3	7.5	9.0	11.7	
Incremental Delay (d_2), s/veh	0.0	0.0		0.1	0.2		0.1	0.7	0.0	0.0	0.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	33.4	34.7	0.0	34.2	36.2		8.7	10.9	7.6	9.1	12.4	0.0
Level of Service (LOS)	C	C	A	C	D		A	B	A	A	B	A
Approach Delay, s/veh / LOS	17.4		B	35.1		D	10.7		B	11.5		B
Intersection Delay, s/veh / LOS	12.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.46	B	1.95	B	2.30	B
Bicycle LOS Score / LOS	0.73	A	0.59	A	1.42	A	1.36	A

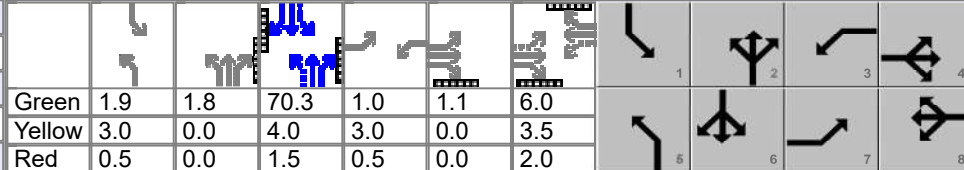
HCS Signalized Intersection Results Summary

General Information					Intersection Information								
Agency	Lee Engineering				Duration, h	1.000							
Analyst	EG	Analysis Date	Jun 26, 2025		Area Type	Other							
Jurisdiction	CABQ	Time Period	Existing MD Peak Hour		PHF	1.00							
Urban Street	Coors Rd	Analysis Year	2025		Analysis Period	1 > 12:00							
Intersection	Coors Rd & Cottonwood...	File Name	4 - Coors Rd & Cottonwood Loop No Build MD.xus										
Project Description	No Build MD Peak Hour (12:00 PM)												
Demand Information		EB			WB			NB			SB		
Approach Movement		L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		64	5	63	31	5	24	97	910	16	22	874	64
Signal Information													
Cycle, s	100.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
Green		1.4	2.5	59.4	2.0	0.9	15.9						
Yellow		3.0	0.0	4.0	3.0	0.0	3.5						
Red		0.5	0.0	1.5	0.5	0.0	2.0						
Timer Results		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase		7	4	3	8	5	2	1	6				
Case Number		1.1	3.0	1.1	4.0	1.1	3.0	1.1	3.0				
Phase Duration, s		6.4	22.2	5.5	21.4	7.3	67.4	4.9	64.9				
Change Period, (Y+R _c), s		3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5				
Max Allow Headway (MAH), s		2.9	4.6	2.9	4.6	2.6	0.0	2.6	0.0				
Queue Clearance Time (g _s), s		3.4	5.2	3.5	3.5	4.0		2.5					
Green Extension Time (g _e), s		0.0	0.4	0.0	0.4	0.1	0.0	0.0	0.0				
Phase Call Probability		0.83	0.99	0.58	0.97	0.93		0.46					
Max Out Probability		0.00	0.00	0.00	0.00	0.00		0.00					
Movement Group Results		EB			WB			NB			SB		
Approach Movement		L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		64	5	63	31	29		97	910	16	22	874	64
Adjusted Saturation Flow Rate (s), veh/h/ln		1838	2018		1745	1633		1833	1818	1522	1804	1775	
Queue Service Time (g _s), s		1.4	0.2		1.5	1.5		2.0	12.7	0.4	0.5	13.3	
Cycle Queue Clearance Time (g _c), s		1.4	0.2		1.5	1.5		2.0	12.7	0.4	0.5	13.3	
Green Ratio (g/C)		0.19	0.17		0.18	0.16		0.64	0.62	0.62	0.61	0.59	
Capacity (c), veh/h		672	338		308	259		443	2249	942	389	2109	
Volume-to-Capacity Ratio (X)		0.095	0.015		0.101	0.112		0.219	0.405	0.017	0.057	0.414	
Back of Queue (Q), ft/ln (95 th percentile)		30	5		30	29		32	210	6	8	217	
Back of Queue (Q), veh/ln (95 th percentile)		1.2	0.2		1.2	1.1		1.3	8.3	0.2	0.3	8.5	
Queue Storage Ratio (RQ) (95 th percentile)		0.14	0.00		0.30	0.00		0.11	0.00	0.03	0.05	0.00	
Uniform Delay (d ₁), s/veh		33.6	34.7		34.3	36.0		8.0	9.7	7.3	8.6	10.9	
Incremental Delay (d ₂), s/veh		0.0	0.0		0.1	0.2		0.1	0.5	0.0	0.0	0.6	
Initial Queue Delay (d ₃), s/veh		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		33.6	34.8	0.0	34.4	36.2		8.1	10.2	7.4	8.6	11.5	0.0
Level of Service (LOS)		C	C	A	C	D		A	B	A	A	B	A
Approach Delay, s/veh / LOS		17.6		B	35.3		D	10.0		A	10.7		B
Intersection Delay, s/veh / LOS		11.5						B					
Multimodal Results		EB			WB			NB			SB		
Pedestrian LOS Score / LOS		2.46		B	2.46		B	1.95		B	2.30		B
Bicycle LOS Score / LOS		0.71		A	0.59		A	1.33		A	1.28		A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Lee Engineering			Duration, h	1.000	
Analyst	EG	Analysis Date	Jun 26, 2025	Area Type	Other	
Jurisdiction	CABQ	Time Period	Existing MD Peak Hour	PHF	1.00	
Urban Street	Coors Rd	Analysis Year	2025	Analysis Period	1 > 15:30	
Intersection	Coors Rd & Cottonwood...	File Name	4 - Coors Rd & Cottonwood Loop Existing PM.xus			
Project Description	Existing PM Peak Hour 3:30 PM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	42	1	37	14	6	30	115	801	20	35	849	44

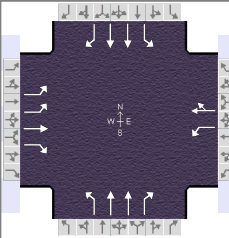
Signal Information																								
Cycle, s	100.0	Reference Phase	2	Green	1.9	1.8	70.3	1.0	1.1	6.0	Yellow	3.0	0.0	4.0	3.0	0.0	3.5	Red	0.5	0.0	1.5	0.5	0.0	2.0
Offset, s	0	Reference Point	End	Uncoordinated	No	Simult. Gap E/W	On	Force Mode	Float	Simult. Gap N/S	On													

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	5.6	12.6	4.5	11.5	7.2	77.6	5.4	75.8
Change Period, (Y+R _c), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	2.9	4.6	2.9	4.6	2.6	0.0	2.6	0.0
Queue Clearance Time (g _s), s	3.0	4.1	2.7	4.1	3.7		2.6	
Green Extension Time (g _e), s	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.0
Phase Call Probability	0.69	0.96	0.32	0.91	0.96		0.62	
Max Out Probability	0.00	1.00	0.00	1.00	0.00		0.00	

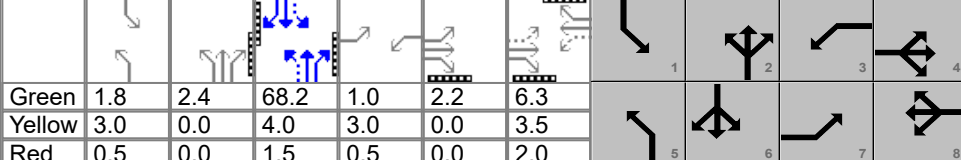
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	42	1	37	14	36		115	801	20	35	849	44
Adjusted Saturation Flow Rate (s), veh/h/ln	1866	2018		1787	1632		1833	1818	1644	1804	1789	
Queue Service Time (g _s), s	1.0	0.0		0.7	2.1		1.7	7.9	0.3	0.6	9.2	
Cycle Queue Clearance Time (g _c), s	1.0	0.0		0.7	2.1		1.7	7.9	0.3	0.6	9.2	
Green Ratio (g/C)	0.08	0.07		0.07	0.06		0.74	0.72	0.72	0.72	0.70	
Capacity (c), veh/h	336	143		161	97		547	2620	1185	533	2514	
Volume-to-Capacity Ratio (X)	0.125	0.007		0.087	0.371		0.210	0.306	0.017	0.066	0.338	
Back of Queue (Q), ft/ln (95 th percentile)	22	1		15	42		23	114	5	8	136	
Back of Queue (Q), veh/ln (95 th percentile)	0.9	0.0		0.6	1.7		0.9	4.5	0.2	0.3	5.4	
Queue Storage Ratio (RQ) (95 th percentile)	0.10	0.00		0.15	0.00		0.08	0.00	0.02	0.04	0.00	
Uniform Delay (d ₁), s/veh	42.8	43.2		43.7	45.2		4.1	5.0	3.9	4.3	5.8	
Incremental Delay (d ₂), s/veh	0.1	0.0		0.1	2.4		0.1	0.3	0.0	0.0	0.4	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	42.8	43.2	0.0	43.8	47.6		4.2	5.3	4.0	4.3	6.2	0.0
Level of Service (LOS)	D	D	A	D	D		A	A	A	A	A	A
Approach Delay, s/veh / LOS	23.0		C	46.5		D	5.1		A	5.8		A
Intersection Delay, s/veh / LOS	7.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.46	B	1.95	B	2.30	B
Bicycle LOS Score / LOS	0.62	A	0.57	A	1.26	A	1.25	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Lee Engineering			Duration, h	1.000	
Analyst	EG	Analysis Date	Jun 26, 2025	Area Type	Other	
Jurisdiction	CABQ	Time Period	PM	PHF	1.00	
Urban Street	Coors Rd	Analysis Year	2025	Analysis Period	1 > 15:30	
Intersection	Coors Rd & Cottonwood...	File Name	4 - Coors Rd & Cottonwood Loop Full Build PM.xus			
Project Description	Full Build PM Peak Hour 3:30 PM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	71	2	65	15	7	31	142	858	21	34	902	70

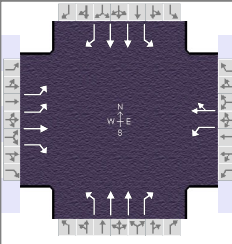
Signal Information																		
Cycle, s	100.0	Reference Phase	2	Green	1.8	2.4	68.2	1.0	2.2	6.3	Red	0.5	0.0	1.5	0.5	0.0	2.0	
Offset, s	0	Reference Point	End	Yellow	3.0	0.0	4.0	3.0	0.0	3.5	Uncoordinated	No	Simult. Gap E/W	On	Force Mode	Float	Simult. Gap N/S	On

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	6.8	14.0	4.5	11.8	7.8	76.2	5.3	73.7
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	2.9	4.6	2.9	4.6	2.6	0.0	2.6	0.0
Queue Clearance Time (g_s), s	3.7	5.6	2.8	4.2	4.2		2.6	
Green Extension Time (g_e), s	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.0
Phase Call Probability	0.86	0.99	0.34	0.96	0.98		0.61	
Max Out Probability	0.00	1.00	0.00	1.00	0.00		0.00	

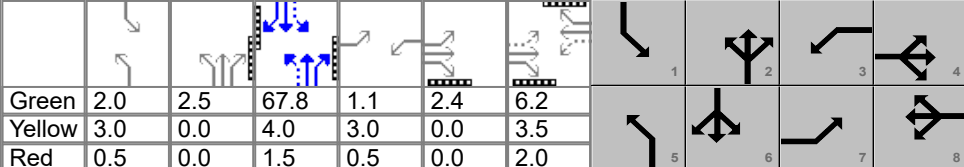
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	71	2	65	15	38		142	858	21	34	902	70
Adjusted Saturation Flow Rate (s), veh/h/ln	1866	2018		1787	1636		1833	1818	1644	1804	1789	
Queue Service Time (g_s), s	1.7	0.1		0.8	2.2		2.2	9.1	0.4	0.6	10.7	
Cycle Queue Clearance Time (g_c), s	1.7	0.1		0.8	2.2		2.2	9.1	0.4	0.6	10.7	
Green Ratio (g/C)	0.10	0.08		0.07	0.06		0.73	0.71	0.71	0.70	0.68	
Capacity (c), veh/h	384	171		179	102		516	2569	1161	494	2441	
Volume-to-Capacity Ratio (X)	0.185	0.012		0.084	0.371		0.275	0.334	0.018	0.069	0.370	
Back of Queue (Q), ft/ln (95 th percentile)	37	2		16	45		30	135	5	8	163	
Back of Queue (Q), veh/ln (95 th percentile)	1.5	0.1		0.6	1.8		1.2	5.3	0.2	0.3	6.5	
Queue Storage Ratio (RQ) (95 th percentile)	0.17	0.00		0.16	0.00		0.11	0.00	0.02	0.05	0.00	
Uniform Delay (d_1), s/veh	41.1	41.9		43.4	45.0		4.7	5.6	4.4	5.0	6.8	
Incremental Delay (d_2), s/veh	0.1	0.0		0.1	2.2		0.1	0.4	0.0	0.0	0.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	41.2	41.9	0.0	43.4	47.2		4.8	6.0	4.4	5.0	7.2	0.0
Level of Service (LOS)	D	D	A	D	D		A	A	A	A	A	A
Approach Delay, s/veh / LOS	21.8		C	46.2		D	5.8		A	6.6		A
Intersection Delay, s/veh / LOS	8.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.46	B	1.95	B	2.30	B
Bicycle LOS Score / LOS	0.72	A	0.58	A	1.33	A	1.32	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Lee Engineering			Duration, h	1.000	
Analyst	EG	Analysis Date	Jun 26, 2025	Area Type	Other	
Jurisdiction	CABQ	Time Period	PM	PHF	1.00	
Urban Street	Coors Rd	Analysis Year	2025	Analysis Period	1 > 15:30	
Intersection	Coors Rd & Cottonwood...	File Name	4 - Coors Rd & Cottonwood Loop Horizon FB PM....			
Project Description	Horizon FB PM Peak Hour (3:30 PM)					

Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	76	2	69	16	7	34	153	949	23	38	998	75

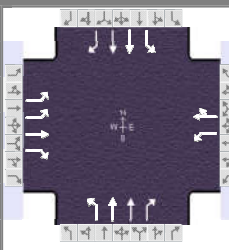
Signal Information																	
Cycle, s	100.0	Reference Phase	2	Green	2.0	2.5	67.8	1.1	2.4	6.2	Red	0.5	0.0	1.5	0.5	0.0	2.0
Offset, s	0	Reference Point	End	Yellow	3.0	0.0	4.0	3.0	0.0	3.5							
Uncoordinated	No	Simult. Gap E/W	On	Force Mode	Float	Simult. Gap N/S	On										

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	6.9	14.1	4.6	11.7	8.0	75.9	5.5	73.3
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	2.9	4.6	2.9	4.6	2.6	0.0	2.6	0.0
Queue Clearance Time (g_s), s	3.9	5.9	2.8	4.4	4.4		2.7	
Green Extension Time (g_e), s	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.0
Phase Call Probability	0.88	0.99	0.36	0.97	0.99		0.65	
Max Out Probability	0.01	1.00	0.00	1.00	0.00		0.00	

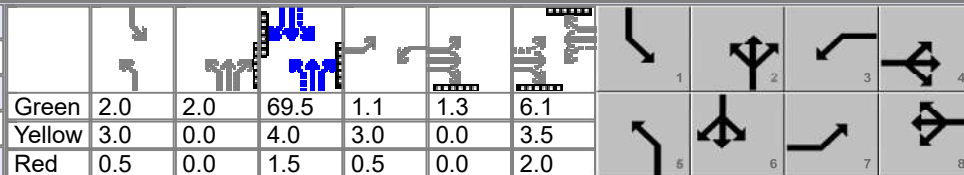
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	76	2	69	16	41		153	949	23	38	998	75
Adjusted Saturation Flow Rate (s), veh/h/ln	1866	2018		1787	1633		1833	1818	1644	1804	1789	
Queue Service Time (g_s), s	1.9	0.1		0.8	2.4		2.4	10.5	0.4	0.7	12.4	
Cycle Queue Clearance Time (g_c), s	1.9	0.1		0.8	2.4		2.4	10.5	0.4	0.7	12.4	
Green Ratio (g/C)	0.11	0.09		0.07	0.06		0.73	0.70	0.70	0.70	0.68	
Capacity (c), veh/h	385	173		180	102		476	2558	1157	454	2427	
Volume-to-Capacity Ratio (X)	0.198	0.012		0.089	0.403		0.321	0.371	0.020	0.084	0.411	
Back of Queue (Q), ft/ln (95 th percentile)	40	2		17	48		33	157	6	9	191	
Back of Queue (Q), veh/ln (95 th percentile)	1.6	0.1		0.7	1.9		1.3	6.2	0.2	0.4	7.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.18	0.00		0.17	0.00		0.12	0.00	0.03	0.05	0.00	
Uniform Delay (d_1), s/veh	40.9	41.8		43.3	45.1		5.1	5.9	4.4	5.2	7.2	
Incremental Delay (d_2), s/veh	0.1	0.0		0.1	2.6		0.1	0.4	0.0	0.0	0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	41.0	41.8	0.0	43.4	47.7		5.2	6.4	4.5	5.2	7.7	0.0
Level of Service (LOS)	D	D	A	D	D		A	A	A	A	A	A
Approach Delay, s/veh / LOS	21.8		C	46.5		D	6.2		A	7.1		A
Intersection Delay, s/veh / LOS	8.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.46	B	1.95	B	2.30	B
Bicycle LOS Score / LOS	0.73	A	0.58	A	1.42	A	1.40	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Lee Engineering			Duration, h	1.000	
Analyst	EG	Analysis Date	Jun 26, 2025	Area Type	Other	
Jurisdiction	CABQ	Time Period	MD	PHF	1.00	
Urban Street	Coors Rd	Analysis Year	2025	Analysis Period	1 > 15:30	
Intersection	Coors Rd & Cottonwood...	File Name	4 - Coors Rd & Cottonwood Loop Horizon NB PM...			
Project Description	Horizon NB PM Peak Hour (3:30 PM)					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	48	2	42	16	7	34	131	963	23	41	1007	50

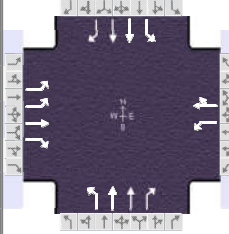
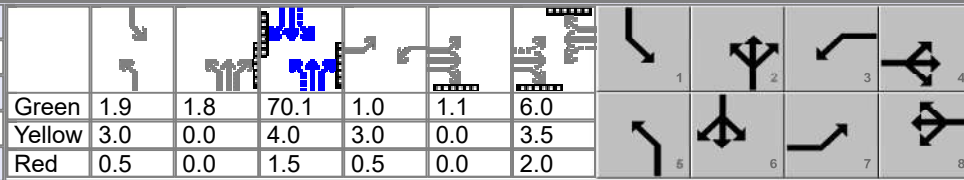
Signal Information																								
Cycle, s	100.0	Reference Phase	2	Green	2.0	2.0	69.5	1.1	1.3	6.1	Yellow	3.0	0.0	4.0	3.0	0.0	3.5	Red	0.5	0.0	1.5	0.5	0.0	2.0
Offset, s	0	Reference Point	End	Uncoordinated	No	Simult. Gap E/W	On	Force Mode	Float	Simult. Gap N/S	On													

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	5.9	12.9	4.6	11.6	7.5	77.0	5.5	75.0
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	2.9	4.6	2.9	4.6	2.6	0.0	2.6	0.0
Queue Clearance Time (g_s), s	3.2	4.3	2.8	4.4	4.0		2.7	
Green Extension Time (g_e), s	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.0
Phase Call Probability	0.74	0.98	0.36	0.94	0.97		0.68	
Max Out Probability	0.00	1.00	0.00	1.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	48	2	42	16	41		131	963	23	41	1007	50
Adjusted Saturation Flow Rate (s), veh/h/ln	1866	2018		1787	1633		1833	1818	1644	1804	1789	
Queue Service Time (g_s), s	1.2	0.1		0.8	2.4		2.0	10.3	0.4	0.7	11.9	
Cycle Queue Clearance Time (g_c), s	1.2	0.1		0.8	2.4		2.0	10.3	0.4	0.7	11.9	
Green Ratio (g/C)	0.08	0.07		0.07	0.06		0.74	0.71	0.71	0.72	0.70	
Capacity (c), veh/h	341	149		167	100		477	2599	1175	458	2487	
Volume-to-Capacity Ratio (X)	0.141	0.013		0.096	0.411		0.275	0.371	0.020	0.089	0.405	
Back of Queue (Q), ft/ln (95 th percentile)	26	2		17	48		27	151	6	9	178	
Back of Queue (Q), veh/ln (95 th percentile)	1.0	0.1		0.7	1.9		1.1	5.9	0.2	0.4	7.1	
Queue Storage Ratio (RQ) (95 th percentile)	0.12	0.00		0.17	0.00		0.10	0.00	0.02	0.05	0.00	
Uniform Delay (d_1), s/veh	42.5	42.9		43.5	45.2		4.6	5.5	4.1	4.7	6.5	
Incremental Delay (d_2), s/veh	0.1	0.0		0.1	2.7		0.1	0.4	0.0	0.0	0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	42.5	43.0	0.0	43.6	47.9		4.8	5.9	4.2	4.7	7.0	0.0
Level of Service (LOS)	D	D	A	D	D		A	A	A	A	A	A
Approach Delay, s/veh / LOS	23.1		C	46.7		D	5.8		A	6.6		A
Intersection Delay, s/veh / LOS	7.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.46	B	1.95	B	2.30	B
Bicycle LOS Score / LOS	0.64	A	0.58	A	1.41	A	1.39	A

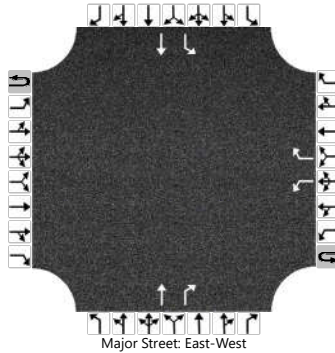
HCS Signalized Intersection Results Summary

General Information						Intersection Information									
Agency		Lee Engineering				Duration, h		1.000							
Analyst		EG		Analysis Date		Jun 26, 2025		Area Type		Other					
Jurisdiction		CABQ		Time Period		PM		PHF		1.00					
Urban Street		Coors Rd		Analysis Year		2025		Analysis Period		1 > 15:30					
Intersection		Coors Rd & Cottonwood...		File Name		4 - Coors Rd & Cottonwood Loop No Build PM.xus									
Project Description		No Build PM Peak Hour (3:30 PM)													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				43	2	38	15	7	31	119	872	21	37	911	45
Signal Information															
Cycle, s	100.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Float	Simult. Gap N/S	On												
Green	1.9	1.8	70.1	1.0	1.1	6.0									
Yellow	3.0	0.0	4.0	3.0	0.0	3.5									
Red	0.5	0.0	1.5	0.5	0.0	2.0									
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				7	4	3	8	5	2	1	6				
Case Number				1.1	3.0	1.1	4.0	1.1	3.0	1.1	3.0				
Phase Duration, s				5.7	12.6	4.5	11.5	7.3	77.4	5.4	75.6				
Change Period, (Y+R _c), s				3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5				
Max Allow Headway (MAH), s				2.9	4.6	2.9	4.6	2.6	0.0	2.6	0.0				
Queue Clearance Time (g _s), s				3.1	4.1	2.8	4.2	3.8		2.6					
Green Extension Time (g _e), s				0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.0				
Phase Call Probability				0.70	0.97	0.34	0.92	0.96		0.64					
Max Out Probability				0.00	1.00	0.00	1.00	0.00		0.00					
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h				43	2	38	15	38		119	872	21	37	911	45
Adjusted Saturation Flow Rate (s), veh/h/ln				1866	2018		1787	1636		1833	1818	1644	1804	1789	
Queue Service Time (g _s), s				1.1	0.1		0.8	2.2		1.8	8.9	0.4	0.6	10.2	
Cycle Queue Clearance Time (g _c), s				1.1	0.1		0.8	2.2		1.8	8.9	0.4	0.6	10.2	
Green Ratio (g/C)				0.08	0.07		0.07	0.06		0.74	0.72	0.72	0.72	0.70	
Capacity (c), veh/h				336	144		162	98		518	2614	1182	499	2507	
Volume-to-Capacity Ratio (X)				0.128	0.014		0.093	0.386		0.230	0.334	0.018	0.074	0.363	
Back of Queue (Q), ft/ln (95 th percentile)				23	2		16	45		24	129	5	8	151	
Back of Queue (Q), veh/ln (95 th percentile)				0.9	0.1		0.6	1.8		0.9	5.1	0.2	0.3	6.0	
Queue Storage Ratio (RQ) (95 th percentile)				0.11	0.00		0.16	0.00		0.08	0.00	0.02	0.05	0.00	
Uniform Delay (d ₁), s/veh				42.7	43.1		43.6	45.2		4.3	5.2	4.0	4.4	6.0	
Incremental Delay (d ₂), s/veh				0.1	0.0		0.1	2.5		0.1	0.3	0.0	0.0	0.4	
Initial Queue Delay (d ₃), s/veh				0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh				42.7	43.2	0.0	43.7	47.7		4.3	5.5	4.0	4.5	6.4	0.0
Level of Service (LOS)				D	D	A	D	D		A	A	A	A	A	A
Approach Delay, s/veh / LOS				23.2		C	46.6		D	5.4		A	6.1		A
Intersection Delay, s/veh / LOS				7.4						A					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.46		B	2.46		B	1.95		B	2.30		B
Bicycle LOS Score / LOS				0.62		A	0.58		A	1.32		A	1.31		A

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	EG			Intersection	Cottonwood Loop & Cottonwood Loop (East...		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	6/26/2025			East/West Street	Cottonwood Loop		
Analysis Year	2025			North/South Street	Cottonwood Loop		
Time Analyzed	Existing MD Peak 12:00 PM			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	In-N-Out Cottonwood TIS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	1	0	1		0	1	1		1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)							83		32			71	72		17	53
Percent Heavy Vehicles (%)							0					0	0		0	0
Proportion Time Blocked																
Percent Grade (%)											2				2	
Right Turn Channelized							No				No					
Median Type Storage							Left + Thru									1

Critical and Follow-up Headways

Base Critical Headway (sec)						5.3					6.5	7.1		6.4	6.5	
Critical Headway (sec)						5.30					6.90	7.30		6.80	6.90	
Base Follow-Up Headway (sec)						3.1					4.0	3.9		3.8	4.0	
Follow-Up Headway (sec)						3.10					4.00	3.90		3.80	4.00	

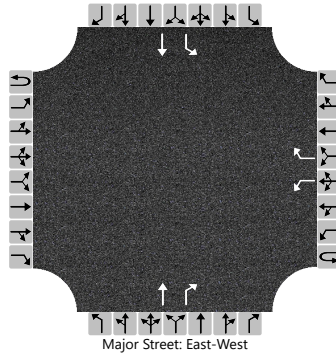
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						87					75	76		18	56	
Capacity, c (veh/h)						1161					601	923		546	623	
v/c Ratio						0.08					0.12	0.08		0.03	0.09	
95% Queue Length, Q ₉₅ (veh)						0.2					0.4	0.3		0.1	0.3	
95% Queue Length, Q ₉₅ (ft)						5.0					10.0	7.5		2.5	7.5	
Control Delay (s/veh)						8.4					11.8	9.2		11.8	11.4	
Level of Service (LOS)						A					B	A		B	B	
Approach Delay (s/veh)							6.0				10.5			11.5		
Approach LOS							A				B			B		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EG	Intersection	Cottonwood Loop & Cottonwood Loop (East...
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	6/26/2025	East/West Street	Cottonwood Loop
Analysis Year	2025	North/South Street	Cottonwood Loop
Time Analyzed	Full Build MD Peak 12 PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	In-N-Out Cottonwood TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	1	0	1		0	1	1		1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						163		33			80	154		18	62	
Percent Heavy Vehicles (%)						0					0	0		0	0	
Proportion Time Blocked																
Percent Grade (%)										2				2		
Right Turn Channelized						No					No					
Median Type Storage					Left + Thru								1			

Critical and Follow-up Headways

Base Critical Headway (sec)						5.3					6.5	7.1		6.4	6.5	
Critical Headway (sec)						5.30					6.90	7.30		6.80	6.90	
Base Follow-Up Headway (sec)						3.1					4.0	3.9		3.8	4.0	
Follow-Up Headway (sec)						3.10					4.00	3.90		3.80	4.00	

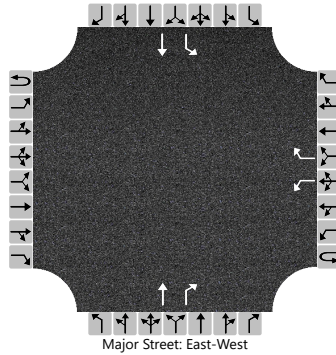
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						172					84	162		19	65	
Capacity, c (veh/h)						1161					457	923		367	473	
v/c Ratio						0.15					0.18	0.18		0.05	0.14	
95% Queue Length, Q ₉₅ (veh)						0.5					0.7	0.6		0.2	0.5	
95% Queue Length, Q ₉₅ (ft)						12.5					17.5	15.0		5.0	12.5	
Control Delay (s/veh)						8.6					14.7	9.7		15.3	13.8	
Level of Service (LOS)						A					B	A		C	B	
Approach Delay (s/veh)						7.2					11.4			14.2		
Approach LOS						A					B			B		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EG	Intersection	Cottonwood Loop & Cottonwood Loop (East...
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	6/26/2025	East/West Street	Cottonwood Loop
Analysis Year	2025	North/South Street	Cottonwood Loop
Time Analyzed	Horizon FB MD Peak 12 PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	In-N-Out Cottonwood TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	0	0	0	1	0	1	0	1	1		1	1	0	
Configuration						L		R			T	R		L	T	
Volume (veh/h)						171		37			88	162		20	67	
Percent Heavy Vehicles (%)						0					0	0		0	0	
Proportion Time Blocked																
Percent Grade (%)										2				2		
Right Turn Channelized							No			No						
Median Type Storage												1				

Critical and Follow-up Headways

Base Critical Headway (sec)						5.3					6.5	7.1		6.4	6.5	
Critical Headway (sec)						5.30					6.90	7.30		6.80	6.90	
Base Follow-Up Headway (sec)						3.1					4.0	3.9		3.8	4.0	
Follow-Up Headway (sec)						3.10					4.00	3.90		3.80	4.00	

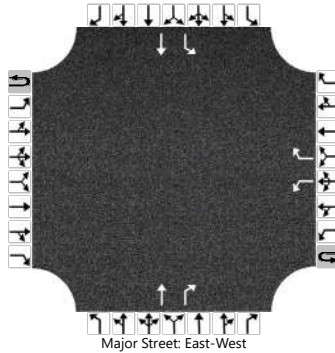
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						180					93	171		21	71	
Capacity, c (veh/h)						1161					442	923		347	460	
v/c Ratio						0.16					0.21	0.18		0.06	0.15	
95% Queue Length, Q ₉₅ (veh)						0.5					0.8	0.7		0.2	0.5	
95% Queue Length, Q ₉₅ (ft)						12.5					20.0	17.5		5.0	12.5	
Control Delay (s/veh)						8.7					15.3	9.8		16.0	14.2	
Level of Service (LOS)						A					C	A		C	B	
Approach Delay (s/veh)							7.1					11.7			14.7	
Approach LOS							A					B			B	

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	EG			Intersection	Cottonwood Loop & Cottonwood Loop (East...		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	6/26/2025			East/West Street	Cottonwood Loop		
Analysis Year	2025			North/South Street	Cottonwood Loop		
Time Analyzed	Horizon NB MD Peak 12 PM			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	In-N-Out Cottonwood TIS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	0	0	0	0	1	0	1		0	1	1		1	1	0	
Configuration						L		R			T	R		L	T		
Volume (veh/h)						94		37			81	82		20	60		
Percent Heavy Vehicles (%)						0					0	0		0	0		
Proportion Time Blocked																	
Percent Grade (%)										2				2			
Right Turn Channelized						No				No							
Median Type Storage					Left + Thru				1								

Critical and Follow-up Headways

Base Critical Headway (sec)						5.3					6.5	7.1		6.4	6.5	
Critical Headway (sec)						5.30					6.90	7.30		6.80	6.90	
Base Follow-Up Headway (sec)						3.1					4.0	3.9		3.8	4.0	
Follow-Up Headway (sec)						3.10					4.00	3.90		3.80	4.00	

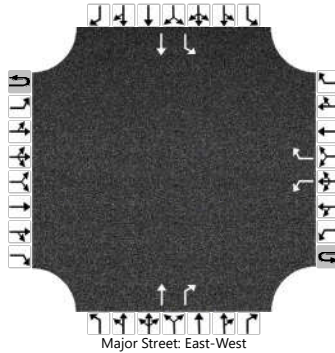
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					99					85	86		21	63		
Capacity, c (veh/h)					1161					575	923		510	600		
v/c Ratio					0.09					0.15	0.09		0.04	0.11		
95% Queue Length, Q ₉₅ (veh)					0.3					0.5	0.3		0.1	0.4		
95% Queue Length, Q ₉₅ (ft)					7.5					12.5	7.5		2.5	10.0		
Control Delay (s/veh)					8.4					12.3	9.3		12.4	11.7		
Level of Service (LOS)					A					B	A		B	B		
Approach Delay (s/veh)					6.0				10.8				11.9			
Approach LOS					A				B				B			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	EG			Intersection	Cottonwood Loop & Cottonwood Loop (East...		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	6/26/2025			East/West Street	Cottonwood Loop		
Analysis Year	2025			North/South Street	Cottonwood Loop		
Time Analyzed	No Build MD Peak 12:00 PM			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	In-N-Out Cottonwood TIS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	1	0	1		0	1	1		1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)							86		33			73	74		20	55
Percent Heavy Vehicles (%)							0					0	0		0	0
Proportion Time Blocked																
Percent Grade (%)											2				2	
Right Turn Channelized							No				No					
Median Type Storage							Left + Thru									1

Critical and Follow-up Headways

Base Critical Headway (sec)						5.3					6.5	7.1		6.4	6.5	
Critical Headway (sec)						5.30					6.90	7.30		6.80	6.90	
Base Follow-Up Headway (sec)						3.1					4.0	3.9		3.8	4.0	
Follow-Up Headway (sec)						3.10					4.00	3.90		3.80	4.00	

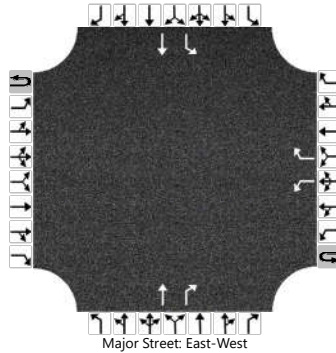
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					91					77	78		21	58	
Capacity, c (veh/h)					1161					594	923		537	616	
v/c Ratio					0.08					0.13	0.08		0.04	0.09	
95% Queue Length, Q ₉₅ (veh)					0.3					0.4	0.3		0.1	0.3	
95% Queue Length, Q ₉₅ (ft)					7.5					10.0	7.5		2.5	7.5	
Control Delay (s/veh)					8.4					12.0	9.3		12.0	11.4	
Level of Service (LOS)					A					B	A		B	B	
Approach Delay (s/veh)						6.0				10.6			11.6		
Approach LOS						A				B			B		

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	EG			Intersection	Cottonwood Loop & Cottonwood Loop (East...		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	6/26/2025			East/West Street	Cottonwood Loop		
Analysis Year	2025			North/South Street	Cottonwood Loop		
Time Analyzed	Existing PM Peak 3:30 PM			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	In-N-Out Cottonwood TIS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	1	0	1		0	1	1		1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)							72		34			69	81		22	55
Percent Heavy Vehicles (%)							0					0	0		0	0
Proportion Time Blocked																
Percent Grade (%)											2				2	
Right Turn Channelized							No				No					
Median Type Storage							Left + Thru								1	

Critical and Follow-up Headways

Base Critical Headway (sec)						5.3					6.5	7.1		6.4	6.5	
Critical Headway (sec)						5.30					6.90	7.30		6.80	6.90	
Base Follow-Up Headway (sec)						3.1					4.0	3.9		3.8	4.0	
Follow-Up Headway (sec)						3.10					4.00	3.90		3.80	4.00	

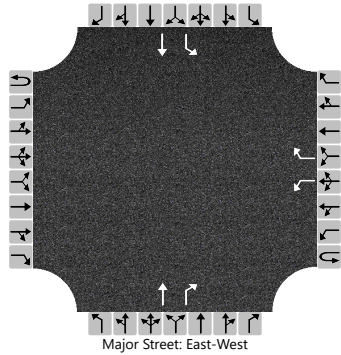
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					80					77	90		24	61		
Capacity, c (veh/h)					1161					612	923		550	638		
v/c Ratio					0.07					0.13	0.10		0.04	0.10		
95% Queue Length, Q ₉₅ (veh)					0.2					0.4	0.3		0.1	0.3		
95% Queue Length, Q ₉₅ (ft)					5.0					10.0	7.5		2.5	7.5		
Control Delay (s/veh)					8.3					11.7	9.3		11.9	11.2		
Level of Service (LOS)					A					B	A		B	B		
Approach Delay (s/veh)						5.7				10.4			11.4			
Approach LOS						A				B			B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EG	Intersection	Cottonwood Loop & Cottonwood Loop (East...
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	6/26/2025	East/West Street	Cottonwood Loop
Analysis Year	2025	North/South Street	Cottonwood Loop
Time Analyzed	Full Build PM Peak 3:30	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	In-N-Out Cottonwood TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	0	0	0	1	0	1	0	1	1		1	1	0	
Configuration						L		R			T	R		L	T	
Volume (veh/h)						122		35			76	138		23	62	
Percent Heavy Vehicles (%)						0					0	0		0	0	
Proportion Time Blocked																
Percent Grade (%)										2				2		
Right Turn Channelized							No			No						
Median Type Storage												1				

Critical and Follow-up Headways

Base Critical Headway (sec)						5.3					6.5	7.1		6.4	6.5	
Critical Headway (sec)						5.30					6.90	7.30		6.80	6.90	
Base Follow-Up Headway (sec)						3.1					4.0	3.9		3.8	4.0	
Follow-Up Headway (sec)						3.10					4.00	3.90		3.80	4.00	

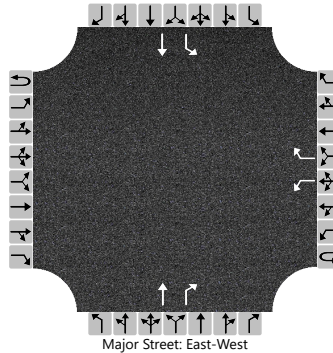
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						136					84	153		26	69	
Capacity, c (veh/h)						1161					511	923		422	532	
v/c Ratio						0.12					0.17	0.17		0.06	0.13	
95% Queue Length, Q ₉₅ (veh)						0.4					0.6	0.6		0.2	0.4	
95% Queue Length, Q ₉₅ (ft)						10.0					15.0	15.0		5.0	10.0	
Control Delay (s/veh)						8.5					13.4	9.7		14.1	12.8	
Level of Service (LOS)						A					B	A		B	B	
Approach Delay (s/veh)							6.6					11.0			13.1	
Approach LOS							A					B			B	

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EG	Intersection	Cottonwood Loop & Cottonwood Loop (East...
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	6/26/2025	East/West Street	Cottonwood Loop
Analysis Year	2025	North/South Street	Cottonwood Loop
Time Analyzed	Horizon FB PM Peak 3:30	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	In-N-Out Cottonwood TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	0	0	0	1	0	1	0	1	1		1	1	0	
Configuration						L		R			T	R		L	T	
Volume (veh/h)						128		39			83	147		25	67	
Percent Heavy Vehicles (%)						0					0	0		0	0	
Proportion Time Blocked																
Percent Grade (%)											2				2	
Right Turn Channelized							No				No					
Median Type Storage							Left + Thru					1				

Critical and Follow-up Headways

Base Critical Headway (sec)						5.3					6.5	7.1		6.4	6.5	
Critical Headway (sec)						5.30					6.90	7.30		6.80	6.90	
Base Follow-Up Headway (sec)						3.1					4.0	3.9		3.8	4.0	
Follow-Up Headway (sec)						3.10					4.00	3.90		3.80	4.00	

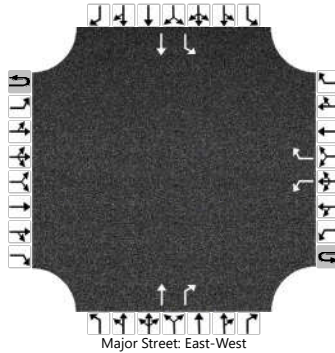
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						142					92	163		28	74	
Capacity, c (veh/h)						1161					498	923		402	521	
v/c Ratio						0.12					0.19	0.18		0.07	0.14	
95% Queue Length, Q ₉₅ (veh)						0.4					0.7	0.6		0.2	0.5	
95% Queue Length, Q ₉₅ (ft)						10.0					17.5	15.0		5.0	12.5	
Control Delay (s/veh)						8.5					13.9	9.7		14.6	13.1	
Level of Service (LOS)						A					B	A		B	B	
Approach Delay (s/veh)							6.5					11.2			13.5	
Approach LOS							A					B			B	

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	EG			Intersection	Cottonwood Loop & Cottonwood Loop (East...		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	6/26/2025			East/West Street	Cottonwood Loop		
Analysis Year	2025			North/South Street	Cottonwood Loop		
Time Analyzed	Horizon NB PM Peak 3:30			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	In-N-Out Cottonwood TIS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	1	0	1		0	1	1		1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)							82		39			78	92		25	62
Percent Heavy Vehicles (%)							0					0	0		0	0
Proportion Time Blocked																
Percent Grade (%)											2				2	
Right Turn Channelized							No				No					
Median Type Storage							Left + Thru						1			

Critical and Follow-up Headways

Base Critical Headway (sec)						5.3					6.5	7.1		6.4	6.5	
Critical Headway (sec)						5.30					6.90	7.30		6.80	6.90	
Base Follow-Up Headway (sec)						3.1					4.0	3.9		3.8	4.0	
Follow-Up Headway (sec)						3.10					4.00	3.90		3.80	4.00	

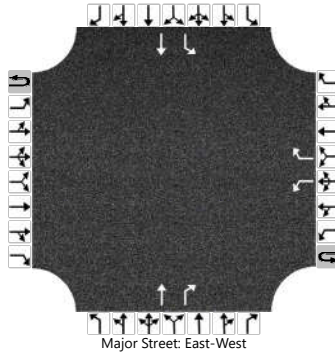
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					91					87	102		28	69	
Capacity, c (veh/h)					1161					587	923		514	615	
v/c Ratio					0.08					0.15	0.11		0.05	0.11	
95% Queue Length, Q ₉₅ (veh)					0.3					0.5	0.4		0.2	0.4	
95% Queue Length, Q ₉₅ (ft)					7.5					12.5	10.0		5.0	10.0	
Control Delay (s/veh)					8.4					12.2	9.4		12.4	11.6	
Level of Service (LOS)					A					B	A		B	B	
Approach Delay (s/veh)						5.7				10.7				11.8	
Approach LOS						A				B				B	

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EG	Intersection	Cottonwood Loop & Cottonwood Loop (East...
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	6/26/2025	East/West Street	Cottonwood Loop
Analysis Year	2025	North/South Street	Cottonwood Loop
Time Analyzed	No Build PM Peak 3:30 PM	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	In-N-Out Cottonwood TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	0	0	0	0	1	0	1		0	1	1		1	1	0	
Configuration						L		R			T	R		L	T		
Volume (veh/h)						75		35			71	83		23	57		
Percent Heavy Vehicles (%)						0					0	0		0	0		
Proportion Time Blocked																	
Percent Grade (%)										2				2			
Right Turn Channelized						No				No							
Median Type Storage					Left + Thru				1								

Critical and Follow-up Headways

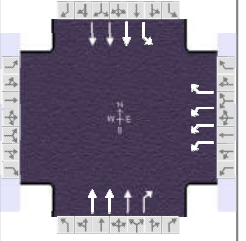
Base Critical Headway (sec)						5.3					6.5	7.1		6.4	6.5	
Critical Headway (sec)						5.30					6.90	7.30		6.80	6.90	
Base Follow-Up Headway (sec)						3.1					4.0	3.9		3.8	4.0	
Follow-Up Headway (sec)						3.10					4.00	3.90		3.80	4.00	

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					83					79	92		26	63		
Capacity, c (veh/h)					1161					605	923		541	631		
v/c Ratio					0.07					0.13	0.10		0.05	0.10		
95% Queue Length, Q ₉₅ (veh)					0.2					0.4	0.3		0.1	0.3		
95% Queue Length, Q ₉₅ (ft)					5.0					10.0	7.5		2.5	7.5		
Control Delay (s/veh)					8.3					11.8	9.3		12.0	11.3		
Level of Service (LOS)					A					B	A		B	B		
Approach Delay (s/veh)					5.7				10.5				11.5			
Approach LOS					A				B				B			

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Lee Engineering			Duration, h	1.000		
Analyst	EG	Analysis Date	6/25/2025	Area Type	Other		
Jurisdiction	CABQ	Time Period	MD	PHF	1.00		
Urban Street	Coors Bypass	Analysis Year	2025	Analysis Period	1 > 12:00		
Intersection	Coors Rd & Coors Bypass	File Name	1 - Coors Rd & Coors Bypass Existing MD.xus				
Project Description	Existing MD Peak Hour (12:00 PM)						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h				791		161		1414	799	143	1272	

Signal Information														
Cycle, s	130.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	12.0	75.1	25.9	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	4.5	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	2.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				31.9		80.6	17.5	98.1
Change Period, (Y+R _c), s				6.0		5.5	5.5	5.5
Max Allow Headway (MAH), s				4.2		0.0	2.5	0.0
Queue Clearance Time (g _s), s				20.8			12.0	
Green Extension Time (g _e), s				4.1		0.0	0.1	0.0
Phase Call Probability				1.00			0.99	
Max Out Probability				0.05			0.00	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1		6
Adjusted Flow Rate (v), veh/h				791		161		1414	799	143		1272
Adjusted Saturation Flow Rate (s), veh/h/ln				1724				1706		1833		1734
Queue Service Time (g _s), s				18.8				21.0		10.0		12.1
Cycle Queue Clearance Time (g _c), s				18.8				21.0		10.0		12.1
Green Ratio (g/C)				0.20				0.58		0.09		0.71
Capacity (c), veh/h				1030				2957		170		3705
Volume-to-Capacity Ratio (X)				0.768				0.478		0.843		0.343
Back of Queue (Q), ft/ln (95 th percentile)				327				311		209		179
Back of Queue (Q), veh/ln (95 th percentile)				12.9				12.3		8.3		7.0
Queue Storage Ratio (RQ) (95 th percentile)				0.73				0.00		0.46		0.00
Uniform Delay (d ₁), s/veh				49.2				16.0		58.0		7.1
Incremental Delay (d ₂), s/veh				1.4				0.6		4.5		0.3
Initial Queue Delay (d ₃), s/veh				0.0				0.0		0.0		0.0
Control Delay (d), s/veh				50.7		0.0		16.6	0.0	62.5		7.4
Level of Service (LOS)				D		A		B	A	E		A
Approach Delay, s/veh / LOS	0.0			42.1		D		10.6	B	12.9		B
Intersection Delay, s/veh / LOS				17.9						B		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.61	C	2.32	B	0.67	A
Bicycle LOS Score / LOS				F	1.70	B	1.27	A