

Coffee Shop – Brayton Rd Albuquerque, NM

Traffic Impact Study

Prepared for:
Diversified Real Estate

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I. EXECUTIVE SUMMARY

Diversified Real; Estate is proposing a development on a parcel located on the southeast corner of Coors Blvd and Brayton Rd NW in Albuquerque, New Mexico. The proposed development is a 928 sf drive thru only coffee shop. There is a second portion of this site slated for future, but as yet unknown, development. For the purposes of this study, a 2,400 sf Fast Food Restaurant with Drive Thru was assumed. The site contains approximately 0.94 acres.

The purpose of this study is to evaluate the impact of the vehicular trips projected to be generated by the proposed development on the study area intersections and roadway system

The study area encompasses the existing roadway system in the vicinity of the project site. Specifically, the following existing intersections were evaluated, as specified by NMDOT and the City of Albuquerque:

- Coors Blvd NW / Hanover Rd NW
- Coors Blvd NW / Brayton Rd NW
- Coors Blvd NW / Fortuna Rd NW
- Brayton Rd NW / 59th St NW
- Hanover Rd NW / Two Taco Bell Access Points
- Hanover Rd NW / Dolores Dr NW

The following table summarizes the proposed Trip Generation for the site:

Nearby Starbucks Counts	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation		39	58	97	46	41	87
Pass-By Trips (50%)		19	19	38	23	23	46
NET	179	20	39	59	23	18	41

LU 934 - Fast Food Rest. with Drive-Thru	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation		55	52	107	41	38	89
Pass-By Trips (50%)		27	27	54	20	20	40
NET	467	28	25	53	21	18	49

Summary of Findings

The proposed 928 sf drive-thru only coffee shop and 2,400 sf fast food restaurant development will not have a significant impact on the adjacent road system. LOS will not change at study area intersections with the addition of traffic from the development. Delay will increase slightly on some intersection movements due to site traffic. The one exception is the southbound left turn movement on Coors Blvd at Brayton. Analysis shows LOS dropping to "E" in the peak hours in 2032 with site traffic. This is not an uncommon situation on major roads and queues will not extend past the available storage. Also, the HCM7 methodology used for unsignalized

intersections does not account for gaps created by adjacent traffic signals. Actual LOS should be better than indicated.

Recommendations and Mitigation Measures

Based on the analyses contained herein, the following roadway or multi-modal improvements are recommended to the study area intersections:

Intersection	Recommendations	Responsible	Timing
Coors / Fortuna	- Consider adding a separate westbound right turn lane to fix the existing LOS issue - Lengthen the northbound left turn lane and the southbound left and right turn lanes to meet SAMM deceleration requirements	NMDOT	When deemed needed
Coors / Hanover	- Lengthen the southbound left turn lane to meet SAMM deceleration requirements - Lengthen the northbound left turn lane to maximum extent possible	NMDOT	When deemed needed
Coors / Brayton	- Construct a northbound right turn deceleration lane 100' long	Developer	By Opening
59 th St / Site Access	- Install a "stop" sign on the eastbound exiting approach - One lane exiting will be sufficient - No separate left or right turn lanes are needed on 59th Street	Developer	By Opening

II. INTRODUCTION

A. Purpose of Study

Diversified Real Estate is proposing a development on a parcel located on the southeast corner of Coors Blvd and Brayton Rd NW in Albuquerque, New Mexico. The proposed development is a 928 sf drive thru only coffee shop. There is a second portion of this site slated for future, but as yet unknown, development. For the purposes of this study, a 2,400 sf Fast Food Restaurant with Drive Thru was assumed. The site contains approximately 0.94 acres. The purpose of this study is to evaluate the impact of the vehicular trips projected to be generated by the proposed development on the study area intersections and roadway system.

B. Study Procedures

Information Sources – Traffic count data from a nearby drive thru only coffee shop was used for trip generation estimates. Information from the MRCOG website was used to estimate an annual traffic growth rate. The MRCOG website and internet searches were used to identify population densities, other coffee shop locations in the region, locations of transit routes and pedestrian/bicycle facilities.

Scope – The study area encompasses the existing roadway system in the vicinity of the project site and was approved by NMDOT and the City Traffic Engineering during the scoping process. The study includes 2022 (year of anticipated site build) plus 2032 analysis horizons. Figure 1 illustrates the location of the study area intersections. Specifically, the following existing intersections were evaluated:

- Coors Blvd NW / Hanover Rd NW
- Coors Blvd NW / Brayton Rd NW
- Coors Blvd NW / Fortuna Rd NW
- Brayton Rd NW / 59th St NW
- Hanover Rd NW / Two Taco Bell Access Points
- Hanover Rd NW / Dolores Dr NW

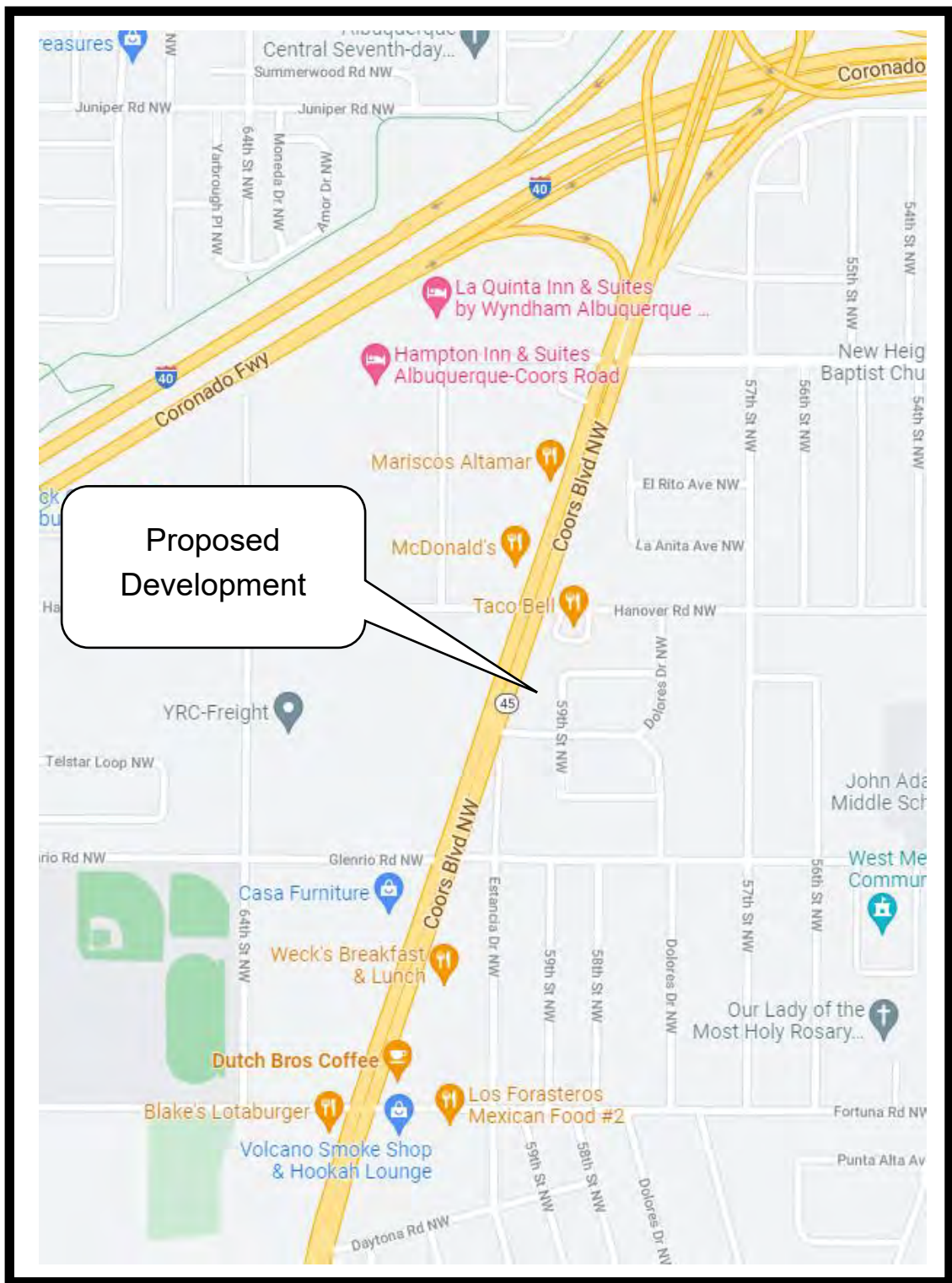
Level of Service (LOS) – According to the “ABC Comprehensive Plan” - 2017 update, this area around Coors Blvd NW / Brayton Rd NW does not have a special economic development designation. Coors Blvd NW is designated a Major Transit Corridor. Using Table 7.5.81 in the “Development Process Manual”, 2020, LOS D is considered acceptable in the study area.

III. EXISTING CONDITIONS

A. General Area Characteristics

Figure 1 illustrates the location of the development site.

Existing land uses around the site consist of a mix of retail/commercial and residential. The site is zoned MX-L which can include a wide array of low-intensity retail, commercial, institutional and residential uses. The proposed site plan is included in Figure 2. It shows the proposed access location – one to 59th Street NW.



Diversified Real Estate, Albuquerque, NM

Vicinity Map

Figure 1



B. Area Street Network

The existing transportation network in the vicinity of the proposed development is illustrated in Figure 1. All roads in the study area are under the jurisdiction of the City of Albuquerque, except for Coors Blvd NW which is under the jurisdiction of NMDOT. The study area roads include the following:

Study Area Roadways:

- **Coors Blvd NW** – Coors Blvd NW is a Principal Arterial and part of the National Highway System. By the site, the roadway section consists of three travel lanes in each direction with a raised median and left and right turn lanes on some approaches at intersections. There are detached sidewalks on both sides. The posted speed limit is 45 mph.
- **Hanover Rd NW** – Hanover Rd NW is a major collector east of Coors Blvd and a local street to the west. By the site, the roadway section consists of one travel lane in each direction. There are attached sidewalks on both sides. The speed limit is 30 mph.
- **Brayton Rd NW** – Brayton Rd ENW is a local roadway, consisting of one travel lane per direction with sidewalks on both sides. The speed limit is 30 mph.
- **Fortuna Rd NW** – Fortuna Rd NE is a local roadway, consisting of one travel lane per direction with sidewalks on both sides. The speed limit is 30 mph.
- **59th St NW** – 59th St NW is a local roadway, consisting of one travel lane per direction with sidewalks on both sides. The speed limit is 30 mph.
- **Dolores Dr NW** – Dolores Dr NW is a local roadway, consisting of one travel lane per direction with sidewalks on both sides. The speed limit is 30 mph.

Study Area Intersections:

- **Coors Blvd NW / Hanover Rd NW** – The Coors Blvd NW / Hanover Rd NW intersection is a signalized four-legged intersection, with protected/permitted left turn signal phases on all approaches. The northbound leg of the intersection has one left turn lane, three through lanes and one right turn lane. The left turn lane has approximately 160 feet of storage, while the right turn lane has approximately 150 feet of storage. The southbound leg has one left turn lane, two through lanes, and one shared through/right turn lane. The left turn lane has approximately 210 feet of storage. The westbound leg has one left turn lane, one through lane and one right turn lane. The left and right turn lanes each have approximately 125 feet of storage. The eastbound leg has one left turn lane and one shared through-right turn lane.
- **Coors Blvd NW / Brayton Rd NW** – The Coors Blvd NW / Brayton Rd NW intersection is an unsignalized three-legged intersection, with “stop” sign control on the westbound approach. The northbound and southbound legs each consist of two through lanes. Southbound, there is one left turn lane with approximately 125 feet of storage. The westbound leg consists of one right turn lane.
- **Coors Blvd NW / Fortuna Rd NW** – The Coors Blvd NW / Fortuna Rd NW intersection is a four-legged intersection controlled by a traffic signal. Protected/permitted left turn

phase exists on the northbound, southbound and eastbound approaches. Left turns on the westbound approach are permitted-only. The southbound leg of the intersection has one left turn lane, three through lanes and one right turn lane. The left turn lane has approximately 175 feet of storage, while the right turn lane has approximately 200 feet of storage. The northbound leg has one left turn lane, two through lanes, and one shared through/right turn lane. The left turn lane has approximately 210 feet of storage. The westbound leg has one left turn lane, and one shared through/right turn lane. The eastbound leg has one left turn lane and one shared through-right turn lane. The left turn lane has approximately 200 feet of storage.

- **Hanover Rd NW / Dolores Dr NW** – The Hanover Road NW / Dolores Dr NW intersection is a three-legged intersection with “stop” sign control on the northbound approach. Each approach consists of one lane per direction.
- **Brayton Rd NW / 59th St NW** – The Brayton Rd NW/59th St NW intersection is a four-legged intersection with “stop” sign control on the north and south legs. Each approach consists of one lane per direction.
- **Hanover Rd NW / Taco Bell Access Points** – Both the western and eastern Taco Bell Access Points to Hanover Rd NW consist of one lane northbound. There are no separate striped westbound left turn lanes, although at the western access, the westbound left turn lane for the Coors Blvd NW intersection serves as a left turn lane for the access.

C. Existing Traffic Volumes

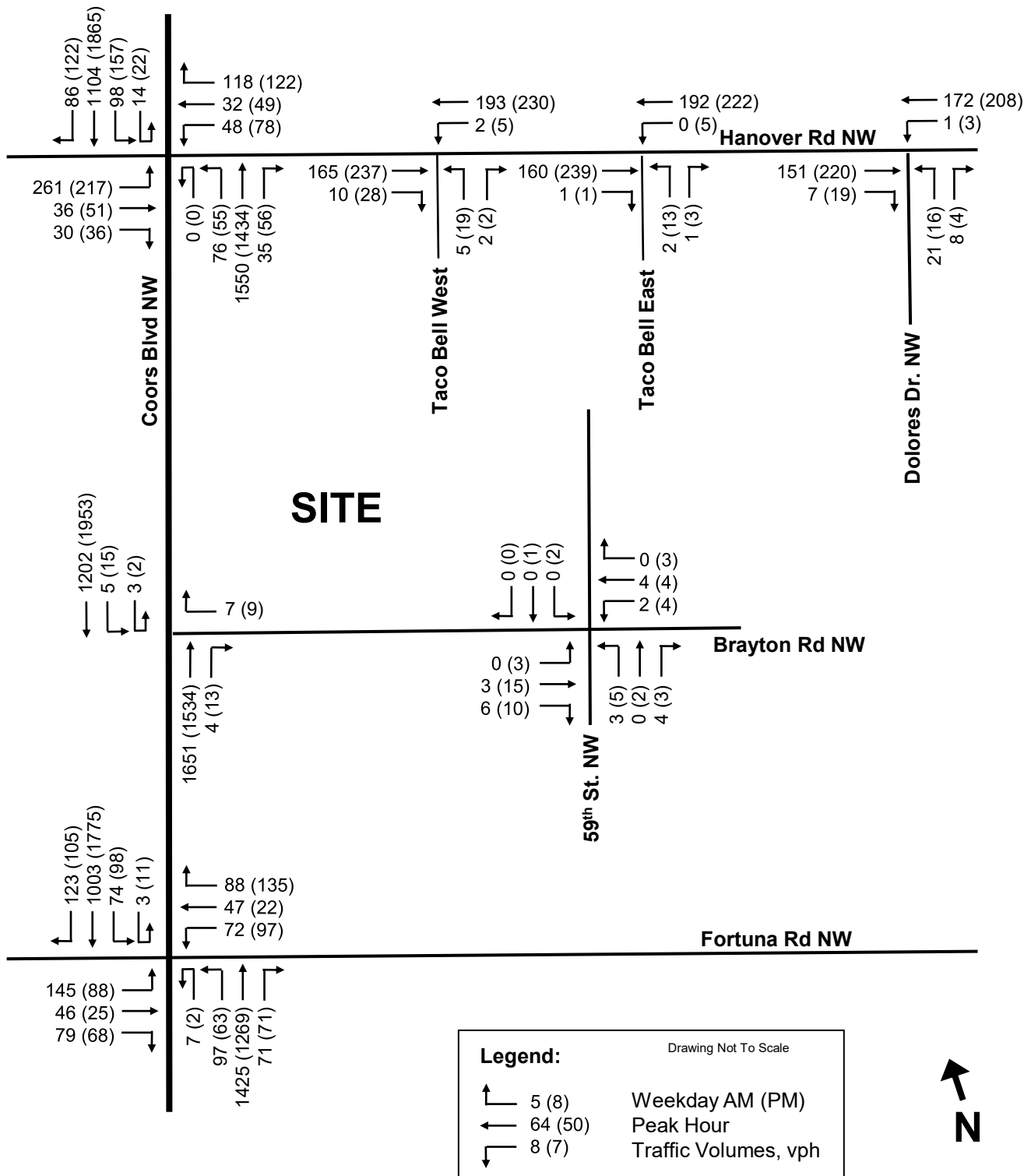
Existing (2021) peak period intersection turning movement traffic volume counts were collected for this study at the following intersections on Wednesday, December 1, 2021:

- Coors Blvd NW / Hanover Rd NW
- Coors Blvd NW / Brayton Rd NW
- Coors Blvd NW / Fortuna Rd NW
- Brayton Rd NW / 59th St NW
- Hanover Rd NW / Two Taco Bell Access Points
- Hanover Rd NW / Dolores Dr NW

A summary of the existing peak hour intersection turning movement traffic volume counts are illustrated in Figure 3. Detailed traffic count data is provided in Appendix “A”.

D. Existing Levels of Service

The capacity analyses in this study utilized the methodologies contained in the Highway Capacity Manual (HCM) employing “HCS7” software and resulted in a qualitative measure of the operational characteristics of each intersection described by a letter designation ranging from “A” to “F” known as “Level of Service” (LOS). LOS “A” represents free-flow operating conditions, whereas LOS “F” represents excessive congestion and delay. Unsignalized intersection capacity analysis reports a LOS designation for each impeded intersection movement. Signalized intersection capacity analysis reports state the overall LOS designation for the intersection as well as for each lane group and approach. According to the State Access Management Manual (SAMM), LOS “D” is considered acceptable on Coors Blvd.



Capacity analysis was conducted for both the AM and PM peak hours using the 2021 Existing Traffic Volumes, shown in Figure 3. The calculated LOS, by movement and for the overall intersections, are shown in Table 4 and on Figure 13. Review indicates that the westbound right turn movement at Coors & Hanover experiences LOS “E” during both the morning and evening peak hours. Right turns on red are permitted for this movement, so actual LOS is likely better. At Coors & Fortuna, the westbound left turning operates a LOS “E” during the evening peak hour. Also westbound, the through/right turn movement operates at LOS “E” during the morning and evening peak hours. This delay is caused by some congestion, but mostly by the long traffic signal cycle lengths. When cycle lengths are longer (which is typical on arterial roads), vehicles waiting to make mainline left turns and on the side streets must wait longer at red lights. Mitigations for this are to either increase the amount of green time for the movements or reduce the cycle length. Both solutions will degrade the traffic signal progression and are not recommended. Adding a separate westbound right turn lane would also improve the westbound through/right LOS.

E. Existing Transit Service

Regular ABQ Ride Bus Route 155 travels north-south along Coors Blvd. There are bus stops with shelters in the study area, but no bus pull-outs.

F. Bicycle and Pedestrian Considerations

Pedestrians – Attached and detached sidewalks are present along both sides of each of the study area roads. Pedestrian crosswalks, ADA ramps, signal heads and push buttons exist for all approaches of the intersections of Coors Blvd with Hanover, Fortuna and Brayton. Hanover has some ADA ramps but no marked crosswalks. The intersection of Brayton and 59th St has no ADA ramps. There are no existing or proposed pedestrian trails in or near the study area. There is a bridge across Coors Blvd, just north of Fortuna, for pedestrians to use.

Bicycles – Fortuna Blvd to the west has a designated bike lane. Fortuna Blvd to the east is a designated bike route where bikes and cars share the road. There is a bridge across Coors Blvd, just north of Fortuna, for bicycles to use. The MRCOG long range bike plan identifies Coors Blvd. as a bike route.

G. Safety Evaluation/Crash Data

Crash data was provided for the study area intersections from MRCOG, for the years 2015 – 2019. The data was reviewed to see if there were any obvious patterns or crash causes that could be mitigated through traffic engineering improvements. Table 1 presents a summary of the data. Overall, 366 crashes occurred during this period. Weather and lighting did not appear to be significant factors. There were 80 hit and run crashes and 4 involving trucks, plus 9 involving alcohol or drugs. There were 4 crashes involving a pedestrian and 3 involving a bicyclist. Most of the crashes occurred at Coors/Hanover and Coors/Fortuna. Crash data is presented in Appendix C.

Review of the crash statistics show a higher-than-expected number of injury crashes, which makes sense given the higher number of head-on and right angle/turning crashes, which tend to be more severe. Sideswipe crashes are also higher than expected. Left turn signal phasing at

Coors/Hanover and Coors/Fortuna is permitted/protected. It is recommended that a detailed study be conducted to see if protected-only left turn phasing would reduce the number of turn crashes and their severity, which still maintaining acceptable traffic operations. Site-generated traffic is not anticipated to have a significant effect on crash rates or patterns.

**TABLE 1
SUMMARY OF CRASH DATA**

Intersec. of Coors with:							Type						Cause										Weather			Lighting																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	</	
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IV. PROPOSED SITE TRAFFIC CHARACTERISTICS

A. Site Development Characteristics

The proposed development will consist of a 928 sf drive-thru only coffee shop. There is a second portion of this site slated for future, but as yet unknown, development. For the purposes of this study, a 2,400 sf Fast Food Restaurant with Drive Thru was assumed. There are a few parking spaces proposed for employees only, with space for 11 vehicles to queue in the drive-thru lane, with additional storage on-site for an additional 20+ cars. There is only one development phase and the coffee shop is anticipated to be in operation in 2022. The site will have one access point to 59th St NW.

B. Trip Generation

Normally, Trip Generation, 11th Edition, by ITE is used for trip generation estimates for a coffee shop. However, the coffee shop land use with a drive-thru only used a small sample size. As such, entering and exiting traffic counts were collected on December 1, 2021, at a nearby Starbucks with a drive-thru only, located on NM 528 / Eastlake Dr. These counts were used as a trip generation estimate for this proposed site. ITE Trip Generation, 11th Edition, Land Use 938 – Coffee / Donut Shop with Drive Thru and No Indoor Seating was used for the daily trips figure. For the second future site building, Land Use 934 – Fast Food Restaurant with Drive Thru was used. As indicated in ITE Trip Generation Handbook, 3rd edition, 50% pass-by trips were assumed. Trip generation projections are provided in Table 2.

TABLE 2 - SITE TRIP GENERATION

Nearby Starbucks Counts	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation		39	58	97	46	41	87
Pass-By Trips (50%)		19	19	38	23	23	46
NET	179	20	39	59	23	18	41

LU 934 - Fast Food Rest. with Drive-Thru	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation		55	52	107	41	38	89
Pass-By Trips (50%)		27	27	54	20	20	40
NET	467	28	25	53	21	18	49

C. Trip Distribution

The distribution of the projected vehicle trips generated by the development was established based on an examination of population locations within a 2-mile radius of the site. Figure 4 illustrates the population census tracts and approach routes for the site. Locations of other coffee shops are shown in Figure 5. The red star is the project site. The census tract map and population statistics were obtained from the MRCOG website. There are several other coffee shops in the area, mostly located to the east and south. There is an unserved population area

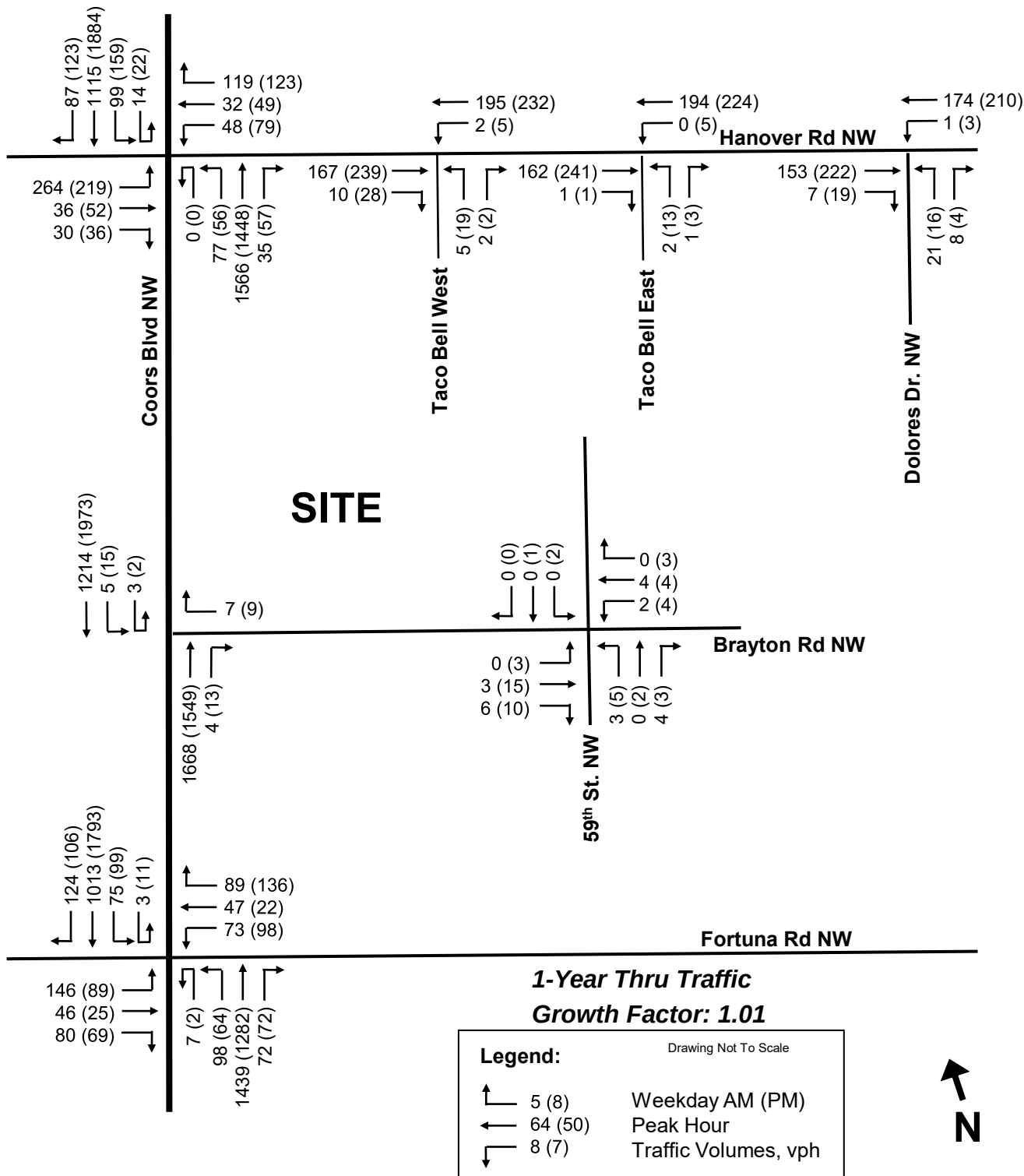
mainly to the north and west of the site. It is assumed that the proposed Fast Food restaurant will follow a similar distribution. Table 3 presents the gravity model used to determine the trip distribution. Figure 6 illustrates the new trip distribution patterns for the development.

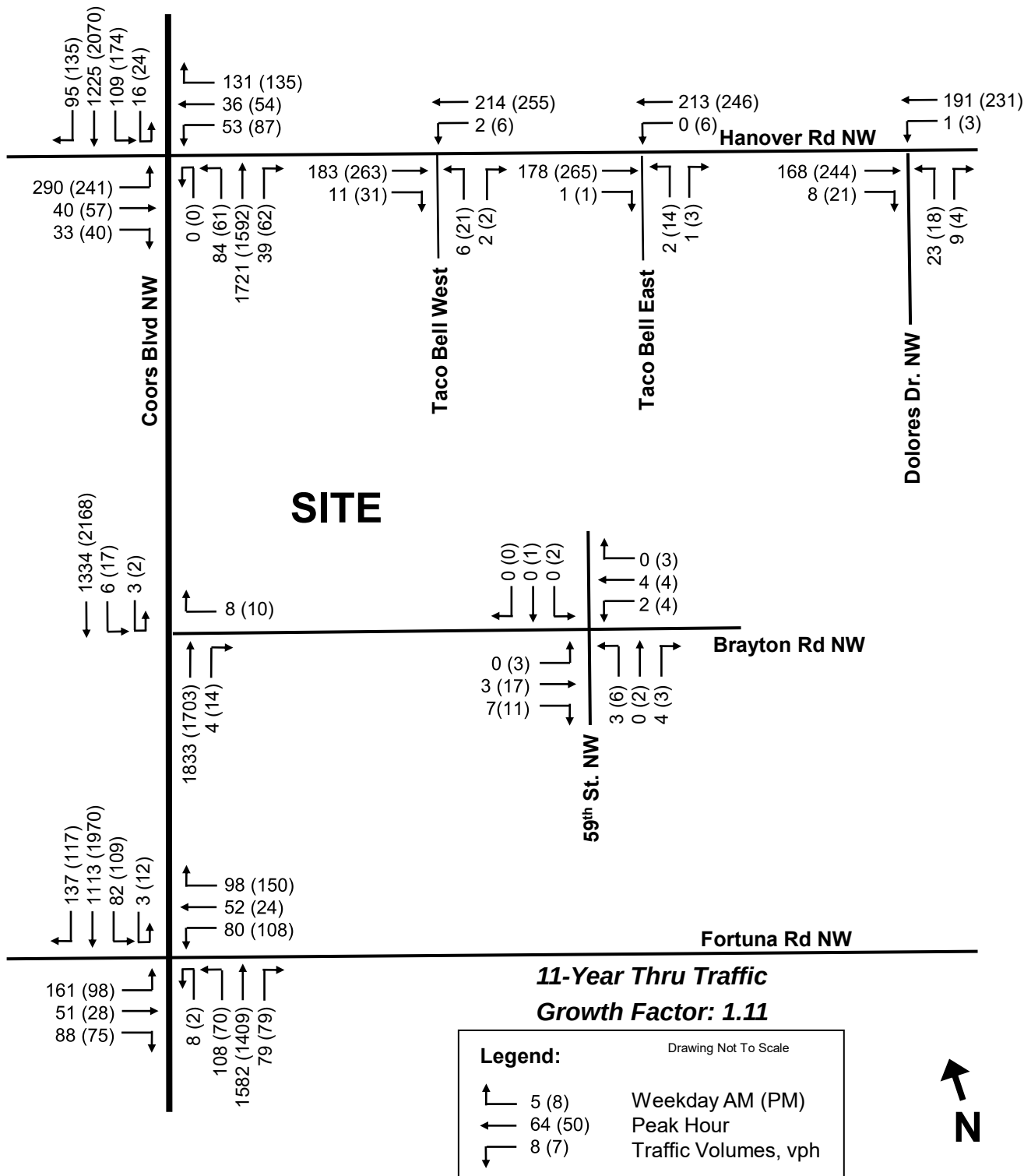
TABLE 3
TRIP DISTRIBUTION GRAVITY MODEL

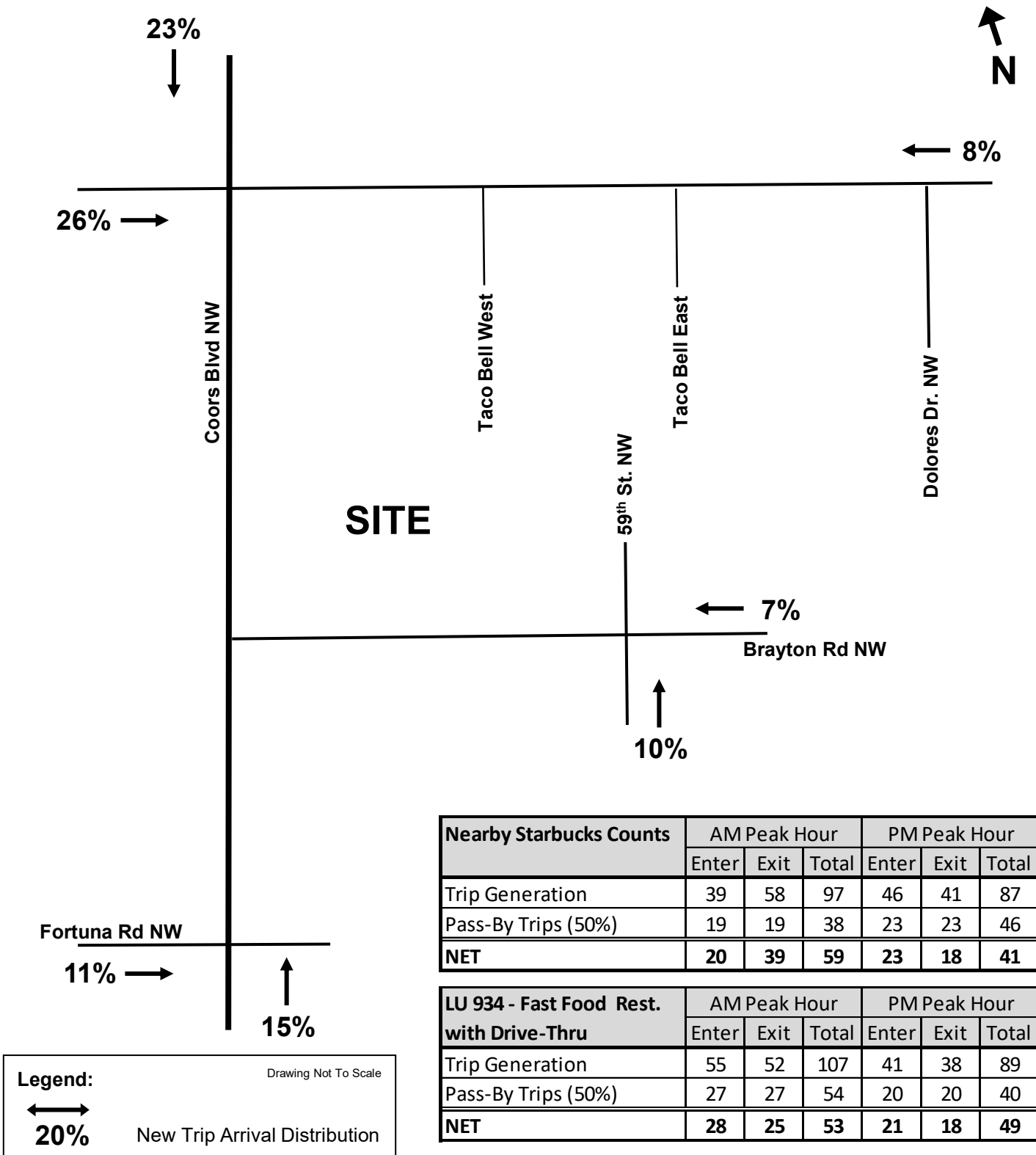
Route / Census Tract / %	2010 Population	Intervening Opportunities	Population Used	Distance to Site (mi)	P / D	% of Trips Attracted
<u>Prospect EB</u>						
2.08 / .1	274	40%	110	0.5	219.20	1.1%
					219.20	1.0%
<u>Menaul EB</u>						
2.08 / .7	1915	30%	575	0.6	957.50	4.8%
2.05 / .3	969	30%	291	1.1	264.27	1.3%
34 / .1	453	30%	136	1.3	104.54	0.5%
3 / .3	1786	30%	536	1.3	412.15	2.1%
4.01 / .3	1314	30%	394	0.9	438.00	2.2%
					2176.47	11.0%
<u>Menaul WB</u>						
2.07 / .8	2706	40%	1,082	0.6	1804.00	9.1%
2.06 / .2	598	40%	239	1.1	217.45	1.1%
1.19 / .2	184	40%	74	1.4	52.57	0.3%
1.22 / .4	1635	40%	654	1.3	503.08	2.5%
1.24 / .4	1457	40%	583	1.2	485.67	2.5%
6.01 / .1	1154	40%	462	1.3	355.08	1.8%
					3417.85	17.0%
<u>San Mateo SB</u>						
2.04 / .7	2300	85%	1,955	1.3	1503.85	7.6%
2.03 / .7	1367	85%	1,162	1.3	893.81	4.5%
2.05 / .7	2260	85%	1,921	0.8	2401.25	12.1%
2.06 / .8	2393	85%	2,034	0.8	2542.56	12.9%
2.07 / .1	338	85%	287	0.3	957.67	4.8%
2.08 / .2	547	85%	465	0.3	1549.83	7.8%
					9848.97	50.0%
<u>San Mateo NB</u>						
2.07 / .1	338	50%	169	0.3	563.33	2.8%
4.01 / .7	3065	50%	1,533	0.8	1915.63	9.7%
4.02 / .9	3074	50%	1,537	1.3	1182.31	6.0%
6.01 / .3	1154	50%	577	1.3	443.85	2.2%
					4105.11	21.0%
Total					19767.59	100.0%

D. Trip Assignment

Figure 7 illustrates the proposed new site trips, while Figure 8 presents the pass-by trips.







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V. FUTURE TRAFFIC CONDITIONS AND ANALYSIS YEARS

A. Project Implementation Year

The project development is forecast to open and be operating in 2022.

B. Growth in Through Traffic

No-build traffic volume forecasts for the 2022 and 2032 analysis horizons were developed by applying a 1% annual growth rate, as approved by the City of Albuquerque Traffic Engineer.

C. Other Planned Development

No other planned developments were specified by the City Traffic Engineer for inclusion in this study. Figure 9 illustrates the projected no-build traffic volumes for the 2022 analysis horizon, and Figure 10 for the 2032 horizon.

D. Consideration of Planned Roadway Improvements

No planned roadway improvements were specified by the City Traffic Engineer for the study area. Plans call for an eventual fourth lane in each direction on Coors Blvd., plus a bike lane, but the timeframe for these projects is unknown.

E. Build Future Traffic

The site generated new and pass-by trips were added to the no build volumes to form the build future traffic volumes. Figure 11 presents the 2022 build traffic volumes, and Figure 12 presents the 2032 build traffic volumes.

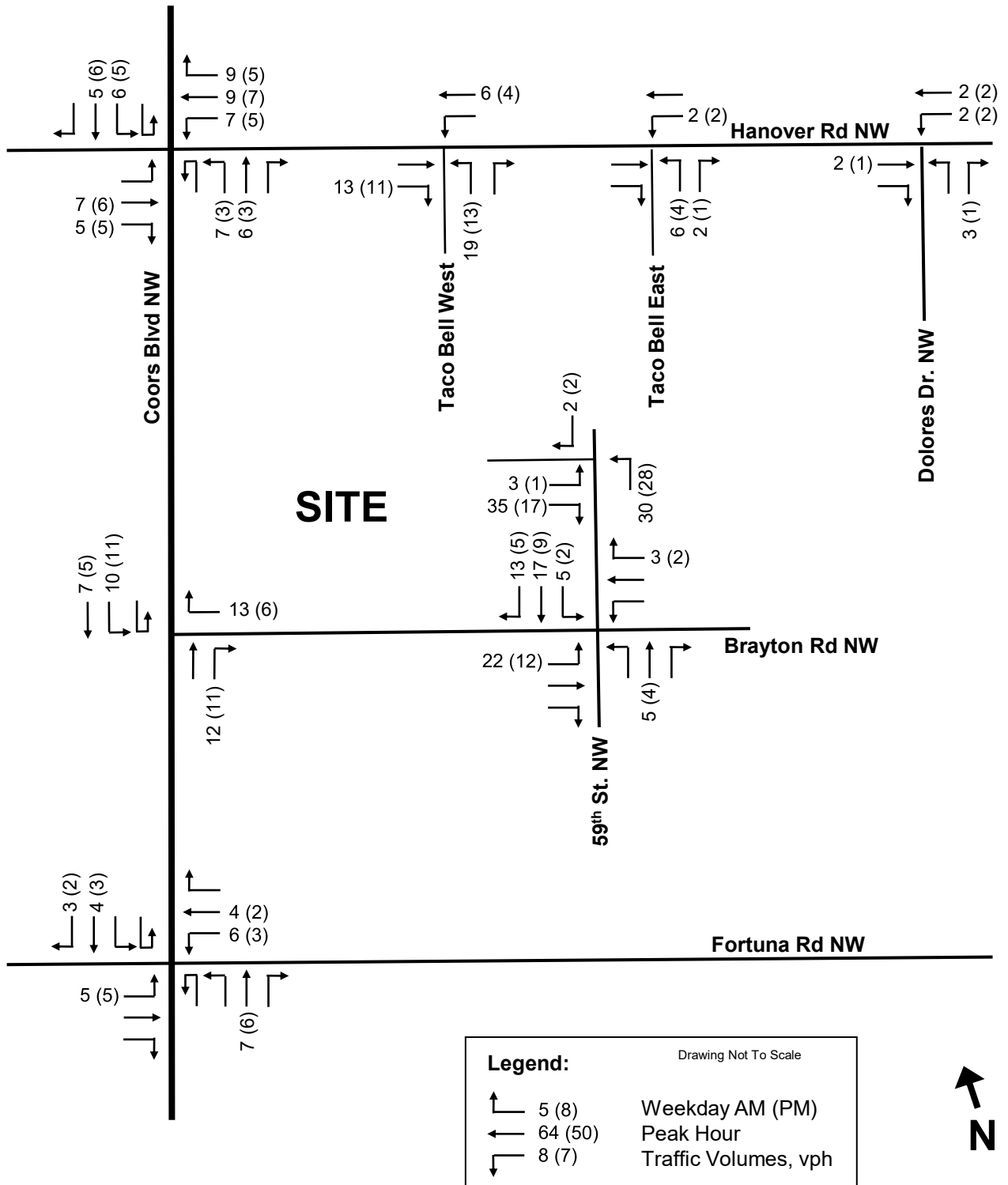
VI. TRAFFIC ANALYSIS

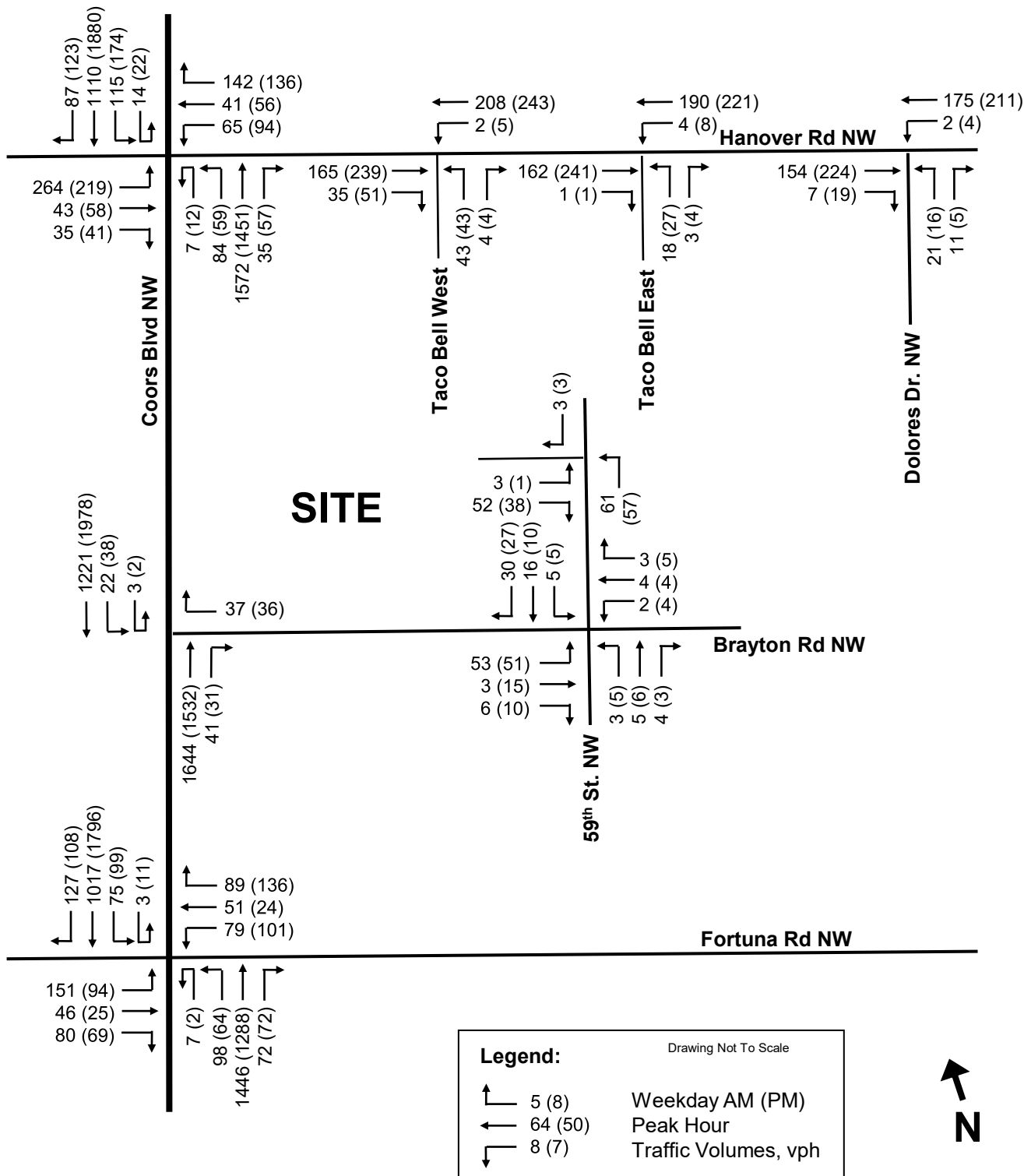
All traffic scenarios (AM and PM peaks, existing, no-build and build volumes) were analyzed to assess the traffic effects of the proposed coffee shop.

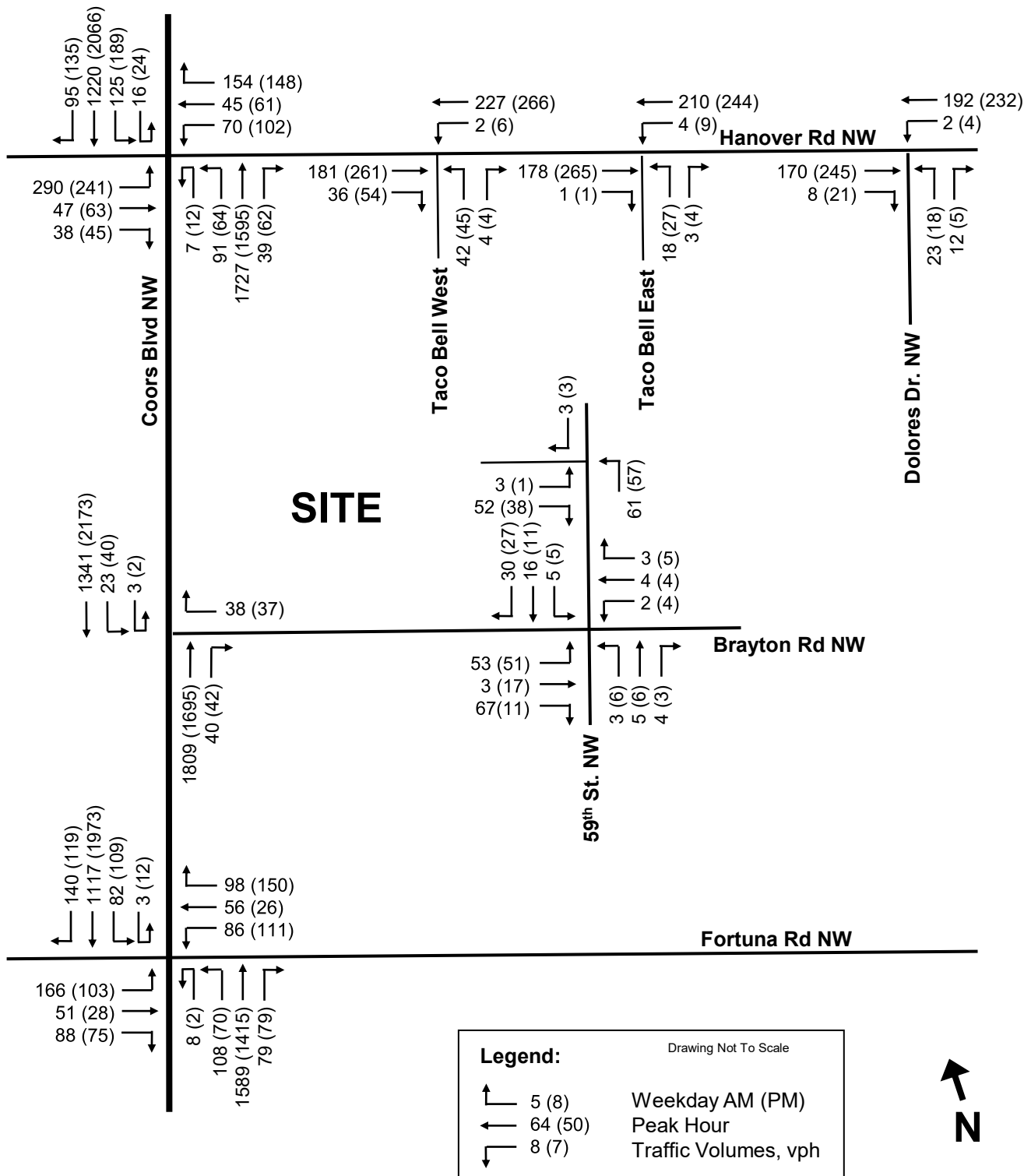
A. Intersection and Roadway Analysis

In order to establish a base condition from which to evaluate the impact of the traffic generated by the proposed development on the study area intersections, peak hour capacity analyses were performed for the 2021 existing and 2022 and 2032 analysis horizons no-build traffic conditions. Existing signal timing data was provided by the City Traffic Engineer and used in all analysis scenarios.

Traffic operational conditions for the 2021 existing, 2022 no-build and 2032 no-build scenarios are illustrated in Figures 13, 14 and 15, respectively, plus summarized in Table 4. Analysis indicates that existing overall intersection LOS will be maintained at acceptable levels with the traffic growth to 2032, as will most individual movements. Movements that are currently operating at LOS "E" will remain at that level with forecast growth.







To evaluate the traffic impacts of the proposed development on the study area roadway system, peak hour intersection capacity analyses for build traffic conditions were performed for the 2022 and 2032 analysis horizons at each of the study area intersections

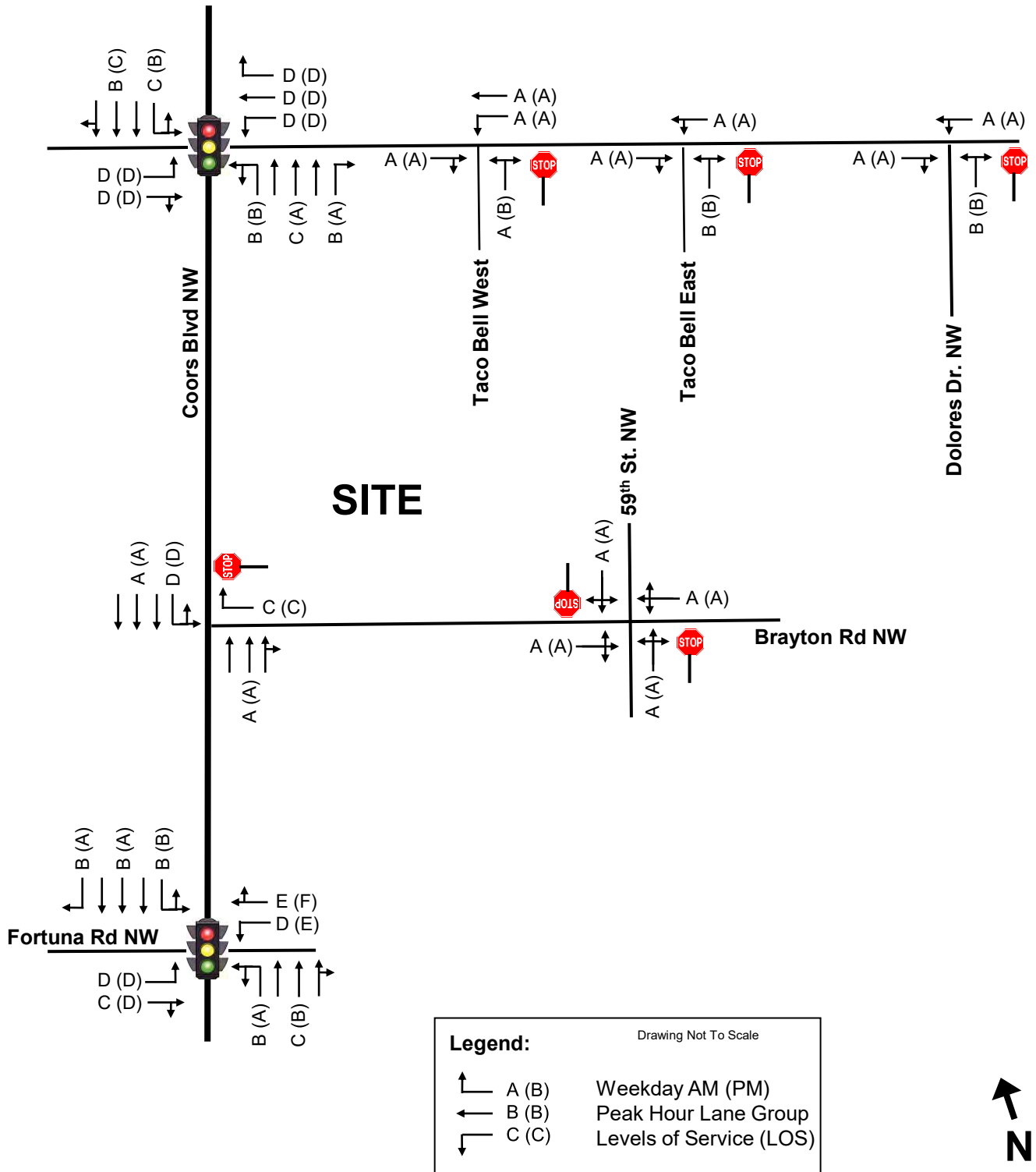
A narrative summary of the analyses and comparison to no-build traffic conditions for the 2022 and 2032 analysis horizons is provided below. The results of the build traffic operational analysis are summarized graphically for the 2022 analysis horizon in Figure 16, and on Figure 17 for the 2032 build scenario. A summary of the results of the intersection capacity analysis is provided in Table 4 and detailed “HCS7” software intersection capacity analysis reports are provided in Appendix “B”. For link analysis, a saturation flow rate of 1,900 vehicles per lane was assumed.

Study Area Intersections – Summary of Results:

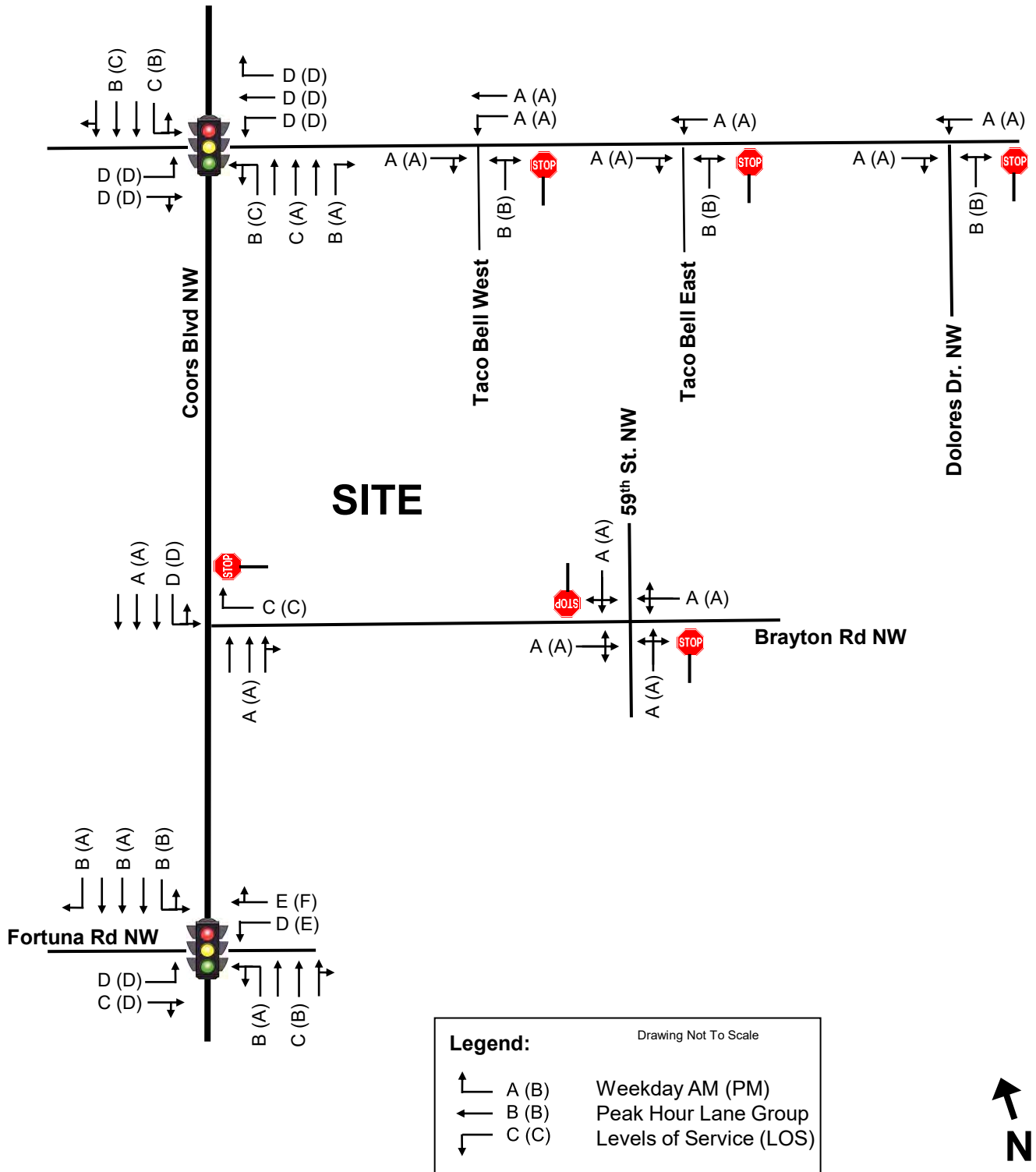
- **Coors Blvd NW / Hanover Rd NW** – Analysis indicates that all movements will continue to operate at acceptable levels in 2022 and 2032 with the addition of background growth and site traffic. The exception is the westbound right turn which is forecast to remain at LOS “E” with site traffic. Since right turns on red are permitted for this movement, actual LOS is likely to be better than LOS “E”.
- **Coors Blvd NW / Brayton Rd NW** – Under all scenarios, analysis indicates the southbound left and westbound right turn movements will operate at acceptable LOS. The exception is in the 2032 build scenario, where the southbound left is forecast to drop to LOS “E”. It should be noted that the HCM methodology for unsignalized intersections does not account for gaps created by adjacent traffic signals. Actual LOS will likely be better than indicated.
- **Coors Blvd NW / Fortuna Rd NW** – Under all scenarios, analysis indicates that the westbound left turn movement operates at LOS “E” in the PM peak hour, the westbound through/right movement operates at LOS “E” during both the AM and PM peak hours. With the additional of site traffic, LOS for all movements will remain unchanged.
- **59th St NW / Brayton Rd NW** – All movements are forecast to operate at LOS “A” or “B” during both AM and PM peak hour conditions under all scenarios, including with site traffic.
- **Hanover Rd NW / Dolores Dr NW** – All movements are forecast to operate at LOS “A” or “B” during both AM and PM peak hour conditions under all scenarios, including with site traffic.
- **Hanover Rd NW / Taco Bell Access Points** – All movements are forecast to operate at LOS “A” or “B” during both AM and PM peak hour conditions under all scenarios, including with site traffic.
- **59th St NW / Site Access Point** – All movements are forecast to operate at LOS “A” during both AM and PM peak hour conditions under the Build scenarios.

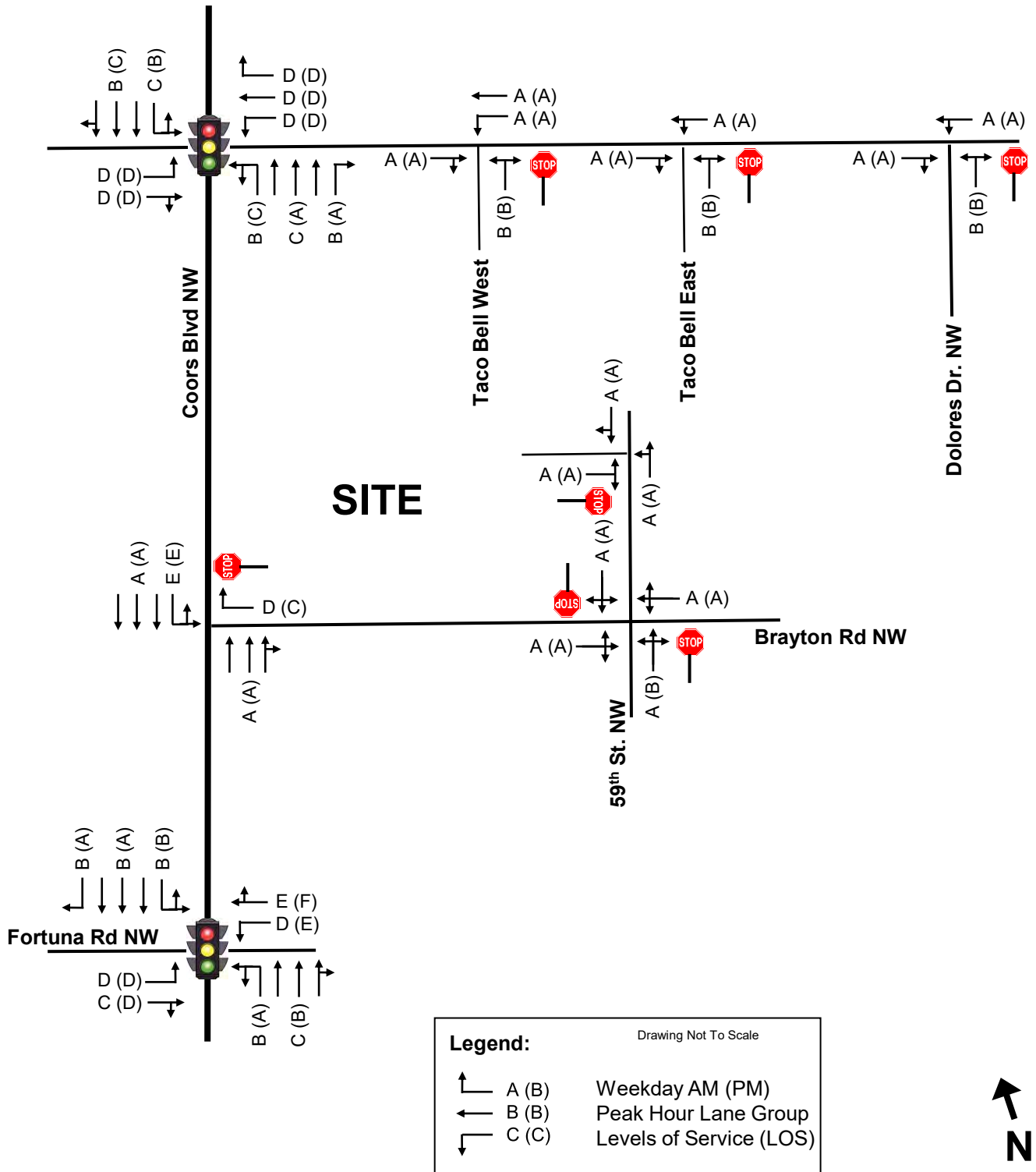
TABLE 4
SUMMARY OF RESULTS – INTERSECTION/LINK CAPACITY ANALYSIS

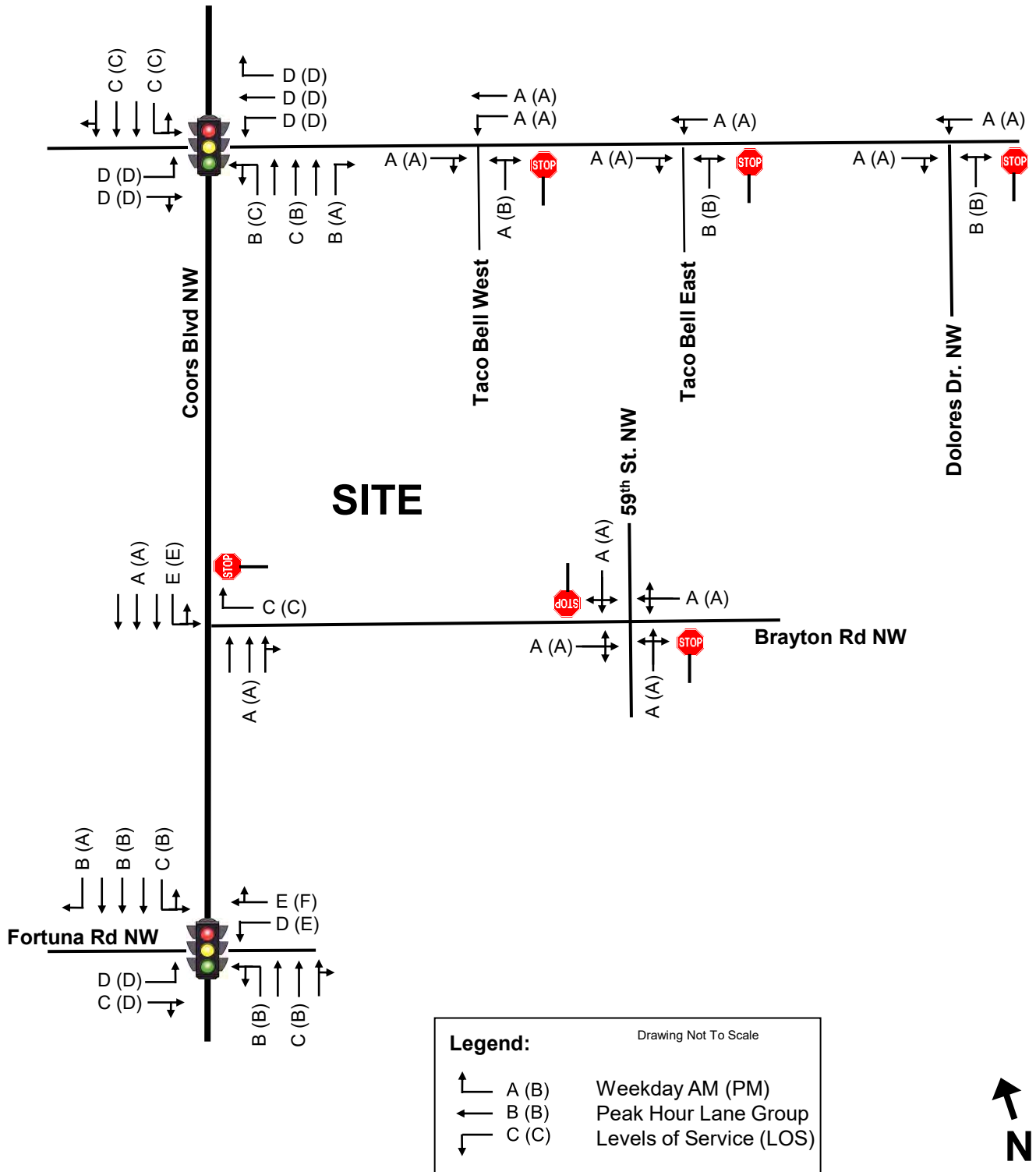
INTERSECTION	INTERSECTION CONTROL	2021 EXISTING TRAFFIC		2022 NO BUILD TRAFFIC		2022 BUILD TRAFFIC		2032 NO BUILD TRAFFIC		2032 BUILD TRAFFIC	
		AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS
1. Coors & Hanover	Signal										
a. NB L		B (12)	B (14)	B (12)	B (14)	B (13)	B (16)	B (13)	B (19)	B (15)	C (22)
b. NB T		C (22)	C (21)	C (22)	C (21)	C (24)	C (23)	C (24)	C (25)	C (27)	C (28)
c. NB R		B (16)	B (17)	B (16)	B (17)	B (17)	B (18)	B (17)	B (19)	B (18)	C (21)
d. SB L		B (17)	B (17)	B (18)	B (18)	C (20)	C (20)	C (23)	C (26)	C (25)	C (32)
e. SB TR		A (10)	B (10)	B (10)	B (10)	B (11)	B (12)	B (11)	B (14)	B (12)	B (14)
f. EB L		D (41)	D (46)	D (41)	D (46)	D (39)	D (44)	D (43)	D (47)	D (40)	D (46)
g. EB TR		D (38)	D (47)	D (38)	D (47)	D (38)	D (48)	D (38)	D (47)	D (38)	D (48)
h. WB L		D (46)	D (48)	D (46)	D (48)	D (44)	D (47)	D (45)	D (47)	D (43)	D (46)
i. WB T		D (50)	D (55)	D (49)	D (54)	D (48)	D (54)	D (49)	D (54)	D (47)	D (53)
j. WB R		E (61)	E (66)	E (61)	E (66)	E (60)	E (65)	E (61)	E (65)	E (60)	E (64)
k. INTERSECTION		C (21)	B (19)	C (21)	B (20)	C (23)	C (21)	C (23)	C (23)	C (25)	C (25)
2. Coors & Brayton	1-Way Stop										
a. WB R		C (21)	C (19)	C (21)	C (19)	C (24)	C (21)	C (23)	C (22)	D (27)	C (25)
b. SB L		D (25)	D (26)	D (26)	D (27)	D (33)	D (32)	D (31)	D (33)	E (41)	E (42)
3. Coors & Fortuna	Signal										
a. NB L		A (9)	A (9)	A (9)	A (9)	A (9)	A (10)	A (9)	B (11)	A (10)	B (12)
b. NB TR		A (7)	A (6)	A (7)	A (6)	A (7)	A (6)	A (7)	A (7)	A (8)	A (7)
c. SB L		A (10)	A (9)	A (7)	A (9)	A (7)	A (9)	A (9)	B (10)	A (9)	B (11)
d. SB T		A (7)	A (4)	A (10)	A (4)	A (10)	A (5)	B (11)	A (5)	B (12)	A (5)
e. SB R		A (5)	A (2)	A (6)	A (2)	A (7)	A (2)	A (7)	A (2)	A (7)	A (2)
f. EB L		D (46)	D (47)	D (46)	D (47)	D (46)	D (46)	D (48)	D (45)	D (49)	D (45)
g. EB TR		D (39)	D (43)	D (39)	D (43)	D (39)	D (42)	D (38)	D (41)	D (38)	D (41)
h. WB L		D (51)	E (55)	D (51)	E (55)	D (52)	E (55)	D (51)	D (54)	D (51)	D (54)
i. WB TR		E (59)	E (64)	E (59)	E (64)	E (59)	E (64)	E (58)	E (63)	E (58)	E (63)
j. INTERSECTION		B (13)	B (10)	B (13)	B (10)	B (13)	B (11)	B (14)	B (11)	B (14)	B (12)
4. Hanover & Taco Bell West	1-Way Stop										
a. WB LT		A (8)	A (8)	A (8)	A (8)	A (8)	A (8)	A (8)	A (8)	A (8)	A (8)
b. NB LR		A (10)	B (12)	B (10)	B (12)	B (11)	B (13)	B (10)	B (13)	B (11)	B (12)
5. Hanover & Taco Bell East	1-Way Stop										
a. WB LT		A (0)	A (8)	A (0)	A (8)	A (0)	A (8)	A (0)	A (8)	A (8)	A (8)
b. NB LR		B (11)	B (12)	B (11)	B (12)	B (11)	B (13)	B (11)	B (13)	B (12)	B (13)
6. Hanover & Dolores	1-Way Stop										
a. WB LT		A (8)	A (8)	A (8)	A (8)	A (8)	A (8)	A (8)	A (8)	A (8)	A (8)
b. NB LR		B (11)	B (12)	B (11)	B (12)	B (11)	B (12)	B (11)	B (12)	B (11)	B (12)
7. Brayton & 59th	2-Way Stop										
a. EB LTR		A (0)	A (7)	A (0)	A (7)	A (8)	A (7)	A (0)	A (7)	A (7)	A (7)
b. WB LTR		A (7)	A (7)	A (7)	A (7)	A (7)	A (7)	A (7)	A (7)	A (8)	A (7)
c. NB LTR		A (9)	A (9)	A (0)	A (9)	B (10)	B (10)	A (9)	A (9)	B (11)	B (11)
d. SB LTR		A (0)	A (9)	A (0)	A (9)	B (10)	A (10)	A (0)	A (9)	B (11)	A (10)
8. 59th & Site Access	1-Way Stop										
a. EB IR		-	-	-	-	A (9)	A (9)	-	-	A (9)	A (9)
b. NB LT		-	-	-	-	A (8)	A (7)	-	-	A (8)	A (7)



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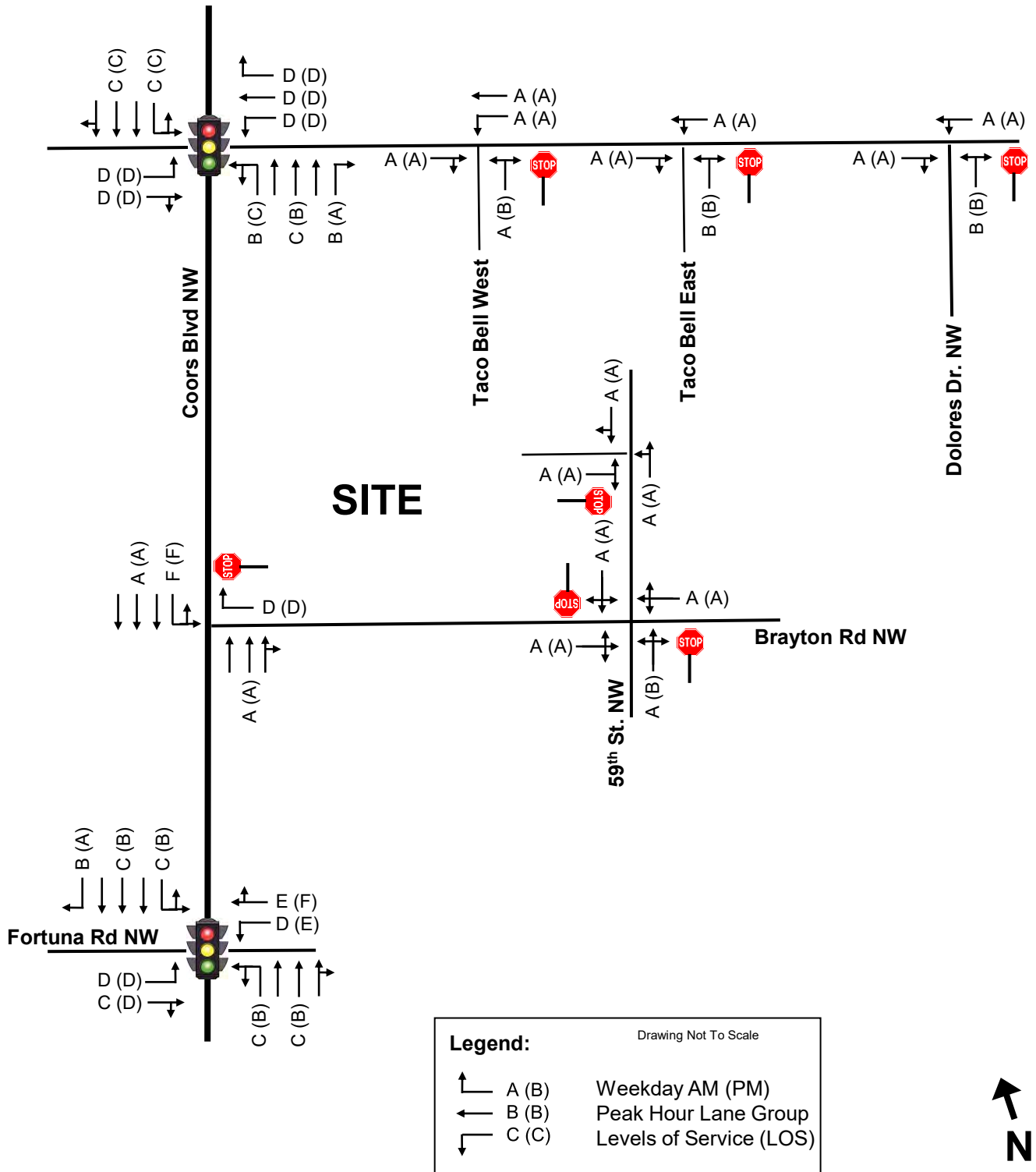


TABLE 4 (continued)
SUMMARY OF RESULTS – INTERSECTION/LINK CAPACITY ANALYSIS (continued)

LINK	DIRECTION	2021 EXISTING TRAFFIC		2022 NO BUILD TRAFFIC		2022 BUILD TRAFFIC		2032 NO BUILD TRAFFIC		2032 BUILD TRAFFIC	
		AM PEAK V/C	PM PEAK V/C	AM PEAK V/C	PM PEAK V/C	AM PEAK V/C	PM PEAK V/C	AM PEAK V/C	PM PEAK V/C	AM PEAK V/C	PM PEAK V/C
Coors, S. of Hanover	NB	0.29	0.27	0.29	0.27	0.30	0.28	0.32	0.30	0.33	0.30
	SB	0.21	0.35	0.21	0.35	0.22	0.35	0.24	0.38	0.24	0.39
Coors, S. of Brayton	NB	0.29	0.27	0.29	0.27	0.29	0.28	0.32	0.30	0.32	0.30
	SB	0.21	0.34	0.21	0.35	0.21	0.35	0.23	0.38	0.23	0.38
Hanover, E of Coors	EB	0.09	0.13	0.09	0.13	0.09	0.13	0.10	0.14	0.10	0.14
	WB	0.10	0.12	0.10	0.12	0.10	0.12	0.11	0.14	0.14	0.14
Brayton, E of Coors	EB	0.00	0.01	0.00	0.01	0.02	0.03	0.01	0.02	0.02	0.04
	WB	0.00	0.00	0.00	0.00	0.02	0.02	0.00	0.01	0.02	0.02

B. Queuing Analysis

Queue lengths at the study area intersections were calculated for the 2021 existing, 2022 and 2032 No Build and Build traffic scenarios utilizing the “HCS7” software. For signalized intersection, 50th percentile queues are reported. For “stop” sign-controlled intersection, 95th percentile queues are listed. Table 5 provides a summary of this analysis for each of the study area intersections. All existing turning storage bay lengths appear long enough to handle forecast maximum queue lengths in 2022 and 2032, both with and without the development.

The southbound left turn lane on Coors at Brayton was brought up as a concern by NMDOT. Analysis indicates that even with proposed site traffic, HCS7 analysis indicates that queues are forecast to shorter than the 125 feet of provided storage.

C. Alternative Intersection and Roadway Designs

No alternative intersection or roadway designs are recommended.

D. Signalization Warrant Analysis

No traffic signal warrant analysis was conducted due to their being numerous traffic signals in this area already.

The proposed development will not have a significant effect on signal coordination along Coors Blvd. It does not appear that there is existing detection on the Coors Blvd. thru lanes.

**TABLE 5
SUMMARY OF QUEUING ANALYSIS**

INTERSECTION	EXISTING STORAGE (FT/LN)	INTERSECTION CONTROL	2021 EXISTING TRAFFIC		2022 NO BUILD TRAFFIC		2022 BUILD TRAFFIC		2032 NO BUILD TRAFFIC		2032 BUILD TRAFFIC	
			SYNCHRO 11 QUEUE LENGTH (FT/LN) 95TH%		SYNCHRO 11 QUEUE LENGTH (FT/LN) 95TH%		SYNCHRO 11 QUEUE LENGTH (FT/LN) 95TH%		SYNCHRO 11 QUEUE LENGTH (FT/LN) 95TH%		SYNCHRO 11 QUEUE LENGTH (FT/LN) 95TH%	
			AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
1. Coors & Hanover		Signal										
a. NB L	175'		23	18	24	18	30	24	27	21	34	27
b. NB T			284	265	292	269	302	279	342	333	361	350
c. NB R	160'		30	53	30	54	30	55	34	63	34	66
d. SB L	210'		35	55	36	58	43	75	53	102	57	114
e. SB TR			93	142	97	145	108	164	114	183	129	219
f. EB L			200	183	202	185	197	181	229	207	221	203
g. EB TR			45	70	45	71	53	80	50	78	58	88
h. WB L	125'		36	63	36	64	48	75	39	70	51	81
i. WB T			25	42	25	42	32	48	28	46	34	52
j. WB R	130'		106	118	110	119	126	131	117	131	137	143
2. Coors & Brayton		1-Way Stop										
a. WB L			0.1	0.1	0.1	0.1	0.6	0.5	0.1	0.1	0.7	0.6
b. SB L	125'		0.1	0.3	0.1	0.3	0.6	0.9	0.2	0.5	0.8	1.3
3. Coors & Fortuna		Signal										
a. NB L	225'		25	17	26	17	26	17	30	20	30	21
b. NB TR			82	67	83	69	86	72	104	91	107	95
c. SB L	175'		20	29	21	30	21	30	24	24	24	36
d. SB T			64	63	63	64	74	70	70	70	77	77
e. SB R	190'		19	7	19	7	22	8	21	8	22	8
f. EB L	200'		107	68	108	68	113	72	122	74	128	78
g. EB TR			85	69	86	70	85	70	94	75	94	75
h. WB L	100'		58	86	59	87	64	89	64	95	69	98
i. WB TR			118	151	119	152	122	153	131	166	134	168
4. Hanover & Taco Bell West		1-Way Stop										
a. WB LT			25	25	25	25	25	25	25	25	25	25
b. NB LR			25	25	25	25	25	25	25	25	25	25
5. Hanover & Taco Bell East		1-Way Stop										
a. WB LT			25	25	25	25	25	25	25	25	25	25
b. NB LR			25	25	25	25	25	25	25	25	25	25
6. Hanover & Dolores		1-Way Stop										
a. WB LT			25	25	25	25	25	25	25	25	25	25
b. NB LR			25	25	25	25	25	25	25	25	25	25
7. Brayton & 59th		2-Way Stop										
a. EB LTR			0	0	0	0	25	25	0	0	25	25
b. WB LTR			0	0	0	0	0	0	0	0	0	0
c. NB LTR			25	25	25	25	25	25	25	25	25	25
d. SB LTR			25	25	25	25	25	25	25	25	25	25
8. 59th & Site Access		1-Way Stop										
a. EB LR			-	-	-	-	25	25	-	-	25	25
b. NB LT			-	-	-	-	25	25	-	-	25	25

VII. SITE ACCESS REQUIREMENTS

A. Site Access and Circulation Plan

The proposed site plan is included in Figure 2. There are no sight distance issues at the study area intersection along Coors Blvd.

B. Roadway Improvements

No roadway improvements are needed at the proposed access point or at any study area intersections from a capacity standpoint. Using Table 17.B-2 in the State Access Management Manual (SAMM), a northbound right turn deceleration lane is required on northbound Coors Blvd. at Brayton to handle projected site traffic. A peak of 42 vehicles is projected for this movement and for a 45-mph road and this turning volume, a lane is needed when 110 vehicles per hour will be in the adjacent through lane. The through lane volume will be significantly higher than that.

NMDOT also requires an examination of existing turn (auxiliary) lanes along Coors Blvd at the study area intersection. Using criteria in SAMM Table 18.K-1, a deceleration distance of 400 feet, plus the expected queue length and a 150' taper, is needed for all of the turn lanes along Coors Blvd. The analysis is presented in Table 6. A review indicates that while the lanes are sufficiently long enough to accommodate queue lengths, both with and without the proposed development, all turn lanes do not currently meet the SAMM criteria for deceleration length. Note that there is insufficient distance available in the existing median on Coors Blvd. to lengthen the southbound left turn lane at Brayton or the northbound left turn lane at Hanover to meet the required deceleration distance.

**TABLE 6
DECELERATION LANE ANALYSIS**

Intersection	Lane	Decel Length	2021 Existing Conditions - Queue Length	2022 Build Conditions - Queue Length	2021 Existing Conditions - Total Length Needed	2022 Build Conditions - Total Length Needed	Existing Length	% Site Traffic on Lane
Coors/Hanover	NB L	400'	23'	30'	423'	430'	175'	8%
	NB R	400'	53'	55'	453'	455'	160'	0%
	SB L	400'	55'	75'	455'	475'	210'	3%
Coors/Brayton	SB L	400'	25'	25'	425'	425'	125'	58%
	NB R	400'	-	25'	-	425'	-	88%
Coors/Fortuna	NB L	400'	25'	26'	425'	426'	225'	0%
	SB L	400'	29'	30'	429'	430'	175'	0%
	SB R	400'	19'	22'	419'	422'	190'	2%

The following road, intersection and traffic control improvements are proposed to fix existing deceleration issues:

- Coors / Fortuna – NMDOT should lengthen the northbound left turn lane and the southbound left and right turn lanes to meet the SAMM deceleration requirements listed in Table 6.

- Coors / Hanover – NMDOT should lengthen the northbound right turn lane and the southbound left turn lane to meet the SAMM deceleration requirements listed in Table 6. The northbound left turn lane should also be lengthened to the maximum possible within the existing median.
- Coors / Brayton – The developer should install a northbound right turn deceleration lane as per SAMM requirements listed in Table 6. Lengthening the southbound left turn lane will not be possible given the need to lengthen the northbound left turn lane at Hanover.

C. Transportation System Management Actions

The recommendations to re-stripe the westbound approach of Coors and Fortuna, lengthen the existing turn lanes, and construct a northbound right turn lane at Brayton are considered Transportation System Management actions.

D. Drive-Thru Queuing Assessment

Several studies have been performed on queuing at drive-thru windows, including those at coffee shops. "Drive-Through Queue Generation", published in February 2012 by Mike Spack, PE, PTOE, et.al., collected queue data at six coffee shops over a twelve to fourteen-day period. The average maximum queue was 11 vehicles, with an 85th-percentile queue of 14 vehicles. The drive-thru lane in the proposed site plan provides enough space to queue 11 vehicles. Should additional queuing occur, there is plenty of additional stacking space in the proposed internal site roads (20+ vehicles) and would not spill onto 59th Street. There is no site plan available yet for the potential fast-food restaurant.

VII. SUMMARY OF FINDINGS

The proposed 928 sf drive-thru only coffee shop and 2,400 sf fast food restaurant development will not have a significant impact on the adjacent road system. LOS will not change at study area intersections with the addition of traffic from the development. Delay will increase slightly on some intersection movements due to site traffic. The one exception is the southbound left turn movement on Coors Blvd at Brayton. Analysis shows LOS dropping to "E" in the peak hours in 2032 with site traffic. This is not an uncommon situation on major roads and queues will not extend past the available storage. Also, the HCM7 methodology used for unsignalized intersections does not account for gaps created by adjacent traffic signals. Actual LOS should be better than indicated.

VII. RECOMMENDATIONS AND MITIGATION MEASURES

Based on the analyses contained herein, the following recommendations for improvements to the study area intersections are presented in Table 7.

TABLE 7
SUMMARY OF RECOMMENDATIONS

Intersection	Recommendations	Responsible	Timing
Coors / Fortuna	- Consider adding a separate westbound right turn lane to fix the existing LOS issue - Lengthen the northbound left turn lane and the southbound left and right turn lanes to meet SAMM deceleration requirements	NMDOT	When deemed needed
Coors / Hanover	- Lengthen the southbound left turn lane to meet SAMM deceleration requirements - Lengthen the northbound left turn lane to maximum extent possible	NMDOT	When deemed needed
Coors / Brayton	- Construct a northbound right turn deceleration lane 100' long	Developer	By Opening
59 th St / Site Access	- Install a "stop" sign on the eastbound exiting approach - One lane exiting will be sufficient - No separate left or right turn lanes are needed on 59th Street	Developer	By Opening

Appendix A

TRAFFIC COUNT DATA



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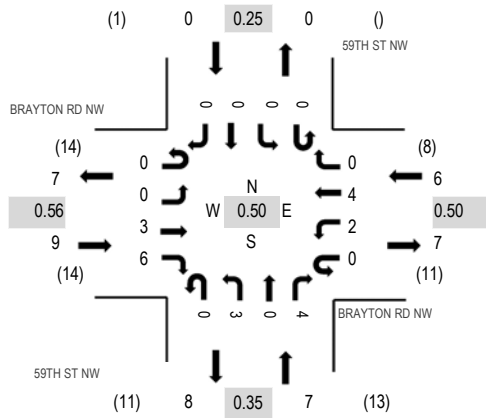
Location: 1 59TH ST NW & BRAYTON RD NW AM

Date: Wednesday, December 1, 2021

Peak Hour: 08:00 AM - 09:00 AM

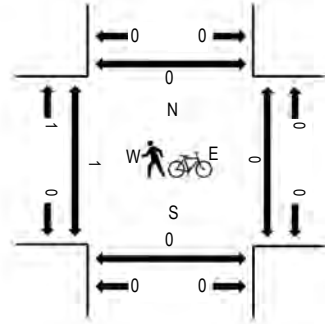
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	BRAYTON RD NW Eastbound				BRAYTON RD NW Westbound				59TH ST NW Northbound				59TH ST NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	3	14	0	4	4	0
7:15 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	15	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	17	0	0	0	0
7:45 AM	0	0	2	2	0	0	1	0	0	1	0	0	0	0	0	0	6	17	0	0	0	0
8:00 AM	0	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	4	22	0	0	0	0
8:15 AM	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	5		0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2		0	0	0	0
8:45 AM	0	0	1	3	0	1	1	0	0	2	0	3	0	0	0	0	11		1	0	0	0
Count Total	1	0	5	8	0	2	6	0	0	7	0	6	0	0	1	0	36		1	4	4	0
Peak Hour	0	0	3	6	0	2	4	0	0	3	0	4	0	0	0	0	22		1	0	0	0



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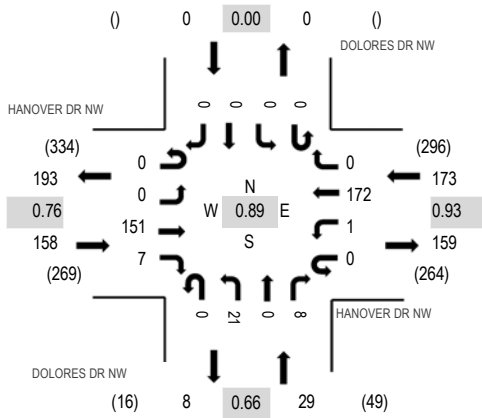
Location: 2 DOLORES DR NW & HANOVER DR NW AM

Date: Wednesday, December 1, 2021

Peak Hour: 07:30 AM - 08:30 AM

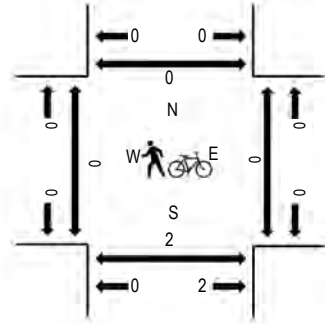
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	HANOVER DR NW Eastbound				HANOVER DR NW Westbound				DOLORES DR NW Northbound				DOLORES DR NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	0	19	1	0	0	32	0	0	4	0	0	0	0	0	0	57	325	0	0	0	0
7:15 AM	0	0	23	3	0	0	48	0	0	7	0	0	0	0	0	0	81	348	0	0	1	0
7:30 AM	0	0	35	2	0	0	43	0	0	6	0	0	0	0	0	0	86	360	0	0	2	0
7:45 AM	0	0	51	1	0	1	40	0	0	5	0	3	0	0	0	0	101	333	0	0	0	0
8:00 AM	0	0	28	2	0	0	46	0	0	2	0	2	0	0	0	0	80	289	0	0	0	0
8:15 AM	0	0	37	2	0	0	43	0	0	8	0	3	0	0	0	0	93		0	0	0	0
8:30 AM	0	0	29	1	0	1	23	0	0	4	0	1	0	0	0	0	59		0	0	0	0
8:45 AM	0	0	32	2	0	0	19	0	0	3	0	1	0	0	0	0	57		0	0	0	0
Count Total	1	0	254	14	0	2	294	0	0	39	0	10	0	0	0	0	614		0	0	3	0
Peak Hour	0	0	151	7	0	1	172	0	0	21	0	8	0	0	0	0	360		0	0	2	0



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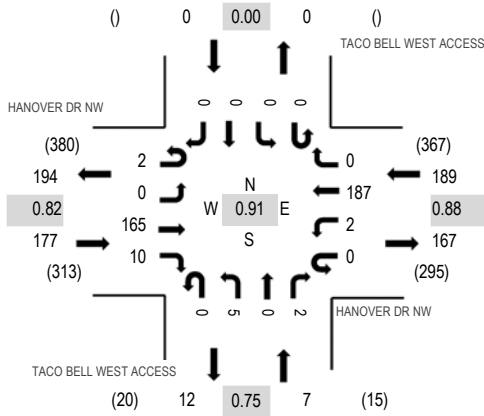
Location: 3 TACO BELL WEST ACCESS & HANOVER DR NW AM

Date: Wednesday, December 1, 2021

Peak Hour: 07:30 AM - 08:30 AM

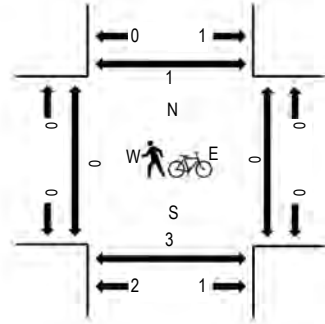
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	HANOVER DR NW Eastbound				HANOVER DR NW Westbound				TACO BELL WEST ACCESS Northbound				TACO BELL WEST ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	28	2	0	0	44	0	0	1	0	0	0	0	0	0	75	340	0	0	0	0
7:15 AM	0	0	31	3	0	0	54	0	0	1	0	1	0	0	0	0	90	367	0	0	0	0
7:30 AM	1	0	30	2	0	0	47	0	0	0	0	0	0	0	0	0	80	373	0	0	2	0
7:45 AM	0	0	48	1	0	0	46	0	0	0	0	0	0	0	0	0	95	369	0	0	1	1
8:00 AM	1	0	50	3	0	1	43	0	0	3	0	1	0	0	0	0	102	355	0	0	0	0
8:15 AM	0	0	37	4	0	1	51	0	0	2	0	1	0	0	0	0	96		0	0	0	0
8:30 AM	1	0	32	1	0	0	39	0	0	3	0	0	0	0	0	0	76		0	0	1	0
8:45 AM	0	0	36	2	0	0	41	0	0	2	0	0	0	0	0	0	81		0	0	1	0
Count Total	3	0	292	18	0	2	365	0	0	12	0	3	0	0	0	0	695		0	0	5	1
Peak Hour	2	0	165	10	0	2	187	0	0	5	0	2	0	0	0	0	373		0	0	3	1



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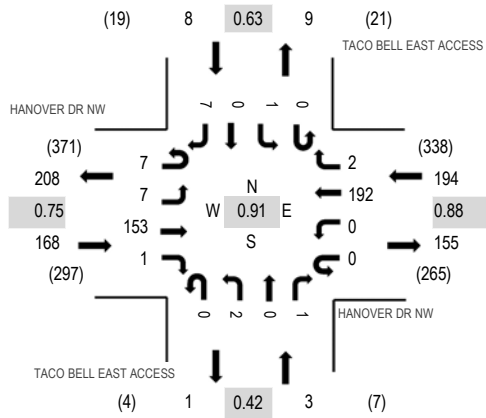
Location: 4 TACO BELL EAST ACCESS & HANOVER DR NW AM

Date: Wednesday, December 1, 2021

Peak Hour: 07:30 AM - 08:30 AM

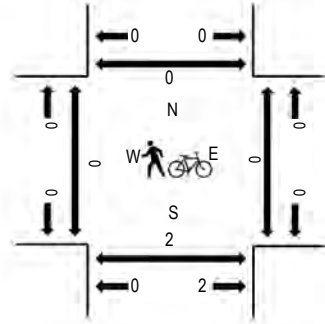
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	HANOVER DR NW Eastbound				HANOVER DR NW Westbound				TACO BELL EAST ACCESS Northbound				TACO BELL EAST ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	2	4	21	0	0	0	37	0	0	0	0	0	0	0	0	4	68	352	0	0	0	0
7:15 AM	1	2	26	2	0	0	57	0	0	1	0	0	0	0	0	1	90	369	1	0	0	0
7:30 AM	2	1	36	0	0	0	49	1	0	0	0	0	0	0	0	2	91	373	0	0	2	0
7:45 AM	2	2	51	1	0	0	43	1	0	1	0	0	0	1	0	1	103	348	0	0	0	0
8:00 AM	1	2	30	0	0	0	49	0	0	1	0	0	0	0	0	2	85	309	0	0	0	0
8:15 AM	2	2	36	0	0	0	51	0	0	0	0	1	0	0	0	2	94		0	0	0	0
8:30 AM	1	4	30	0	0	0	27	0	0	0	0	0	0	0	0	4	66		0	0	1	0
8:45 AM	1	2	32	1	0	0	23	0	0	2	0	1	0	0	0	2	64		0	0	0	0
Count Total	12	19	262	4	0	0	336	2	0	5	0	2	0	1	0	18	661		1	0	3	0
Peak Hour	7	7	153	1	0	0	192	2	0	2	0	1	0	1	0	7	373		0	0	2	0



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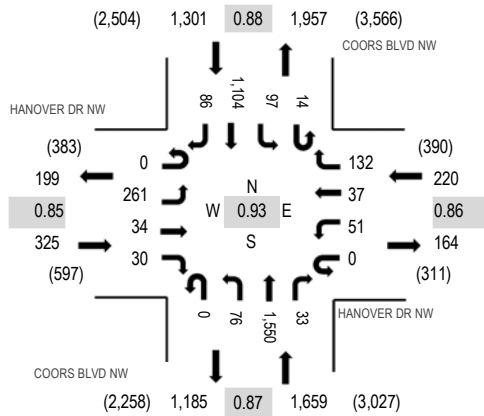
Location: 5 COORS BLVD NW & HANOVER DR NW AM

Date: Wednesday, December 1, 2021

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

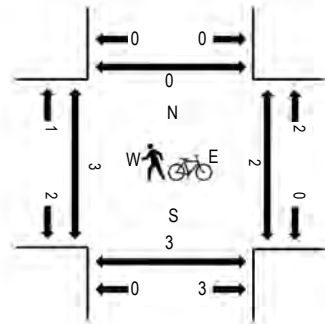
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	HANOVER DR NW Eastbound				HANOVER DR NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	70	9	4	0	10	14	24	0	16	313	4	1	15	251	29	760	3,406	2	0	0	0
7:15 AM	0	83	15	4	0	23	15	26	0	11	376	4	1	15	260	19	852	3,505	3	0	0	0
7:30 AM	0	81	11	9	0	8	4	42	0	20	447	8	5	19	267	22	943	3,423	0	0	2	0
7:45 AM	0	51	6	4	0	11	4	35	0	21	338	13	7	37	303	21	851	3,254	0	0	0	0
8:00 AM	0	46	2	13	0	9	14	29	0	24	389	8	1	26	274	24	859	3,112	0	0	0	0
8:15 AM	0	58	9	8	0	10	11	39	1	12	326	8	4	24	255	5	770		0	1	0	0
8:30 AM	0	56	11	2	0	9	4	21	0	24	350	4	4	25	241	23	774		1	0	0	0
8:45 AM	0	37	5	3	0	7	5	16	0	21	285	4	5	29	272	20	709		0	0	0	0
Count Total	0	482	68	47	0	87	71	232	1	149	2,824	53	28	190	2,123	163	6,518		6	1	2	0
Peak Hour	0	261	34	30	0	51	37	132	0	76	1,550	33	14	97	1,104	86	3,505		3	0	2	0



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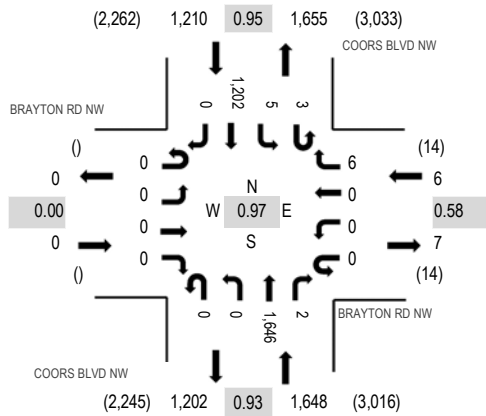
Location: 6 COORS BLVD NW & BRAYTON RD NW AM

Date: Wednesday, December 1, 2021

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

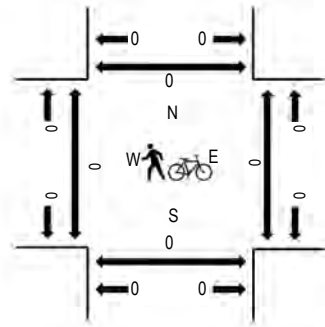
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	BRAYTON RD NW				BRAYTON RD NW				COORS BLVD NW				COORS BLVD NW				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
7:00 AM	0	0	0	0	0	0	0	2	0	0	316	0	0	0	283	0	601	2,790	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	3	0	0	431	0	1	1	300	0	736	2,864	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	443	0	1	0	281	0	725	2,768	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	2	0	0	418	1	1	3	303	0	728	2,643	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	354	1	0	1	318	0	675	2,502	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	3	0	0	364	1	2	1	269	0	640		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	351	0	0	1	248	0	600		0	2	0	0
8:45 AM	0	0	0	0	0	0	0	3	0	0	334	2	3	2	243	0	587		0	0	0	0
Count Total	0	0	0	0	0	0	0	14	0	0	3,011	5	8	9	2,245	0	5,292		0	2	0	0
Peak Hour	0	0	0	0	0	0	0	6	0	0	1,646	2	3	5	1,202	0	2,864		0	0	0	0



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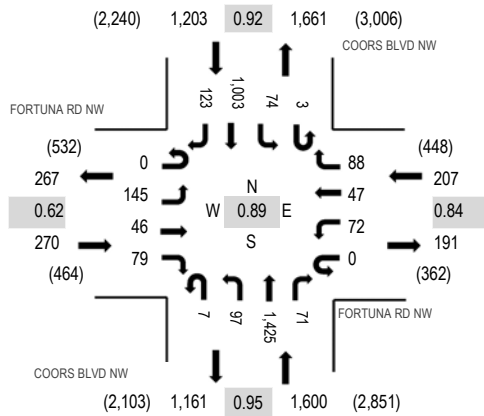
Location: 7 COORS BLVD NW & FORTUNA RD NW AM

Date: Wednesday, December 1, 2021

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

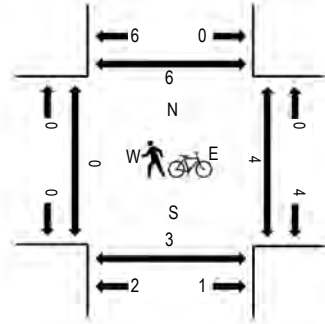
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	FORTUNA RD NW Eastbound				FORTUNA RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	47	15	26	0	7	19	24	1	54	244	11	0	18	172	54	692	3,236	0	2	1	3
7:15 AM	0	65	23	45	0	7	24	17	3	48	358	4	1	19	237	70	921	3,280	0	0	0	4
7:30 AM	0	48	8	14	0	11	8	29	1	18	376	15	1	17	258	18	822	3,079	0	2	1	0
7:45 AM	0	21	9	8	0	25	2	21	0	15	371	33	1	20	255	20	801	2,912	0	0	0	1
8:00 AM	0	11	6	12	0	29	13	21	3	16	320	19	0	18	253	15	736	2,767	0	2	2	1
8:15 AM	0	29	11	8	0	16	8	23	0	18	303	10	1	17	255	21	720		0	0	1	1
8:30 AM	0	19	5	7	0	20	11	45	0	15	276	12	3	22	199	21	655		3	0	2	0
8:45 AM	0	19	6	2	0	21	8	39	1	17	273	16	0	28	207	19	656		0	3	1	0
Count Total	0	259	83	122	0	136	93	219	9	201	2,521	120	7	159	1,836	238	6,003		3	9	8	10
Peak Hour	0	145	46	79	0	72	47	88	7	97	1,425	71	3	74	1,003	123	3,280		0	4	3	6



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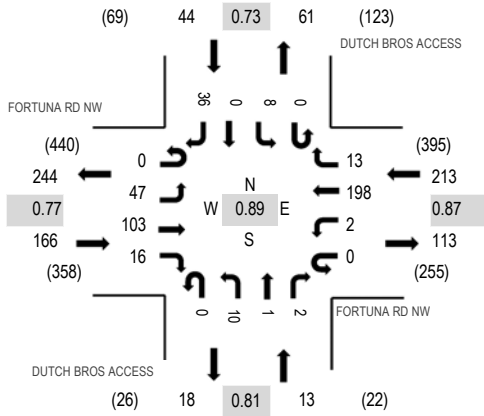
Location: 8 DUTCH BROS ACCESS & FORTUNA RD NW AM

Date: Wednesday, December 1, 2021

Peak Hour: 08:00 AM - 09:00 AM

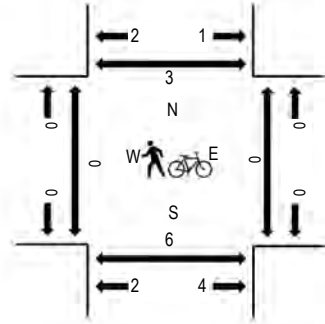
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	FORTUNA RD NW Eastbound				FORTUNA RD NW Westbound				DUTCH BROS ACCESS Northbound				DUTCH BROS ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	15	26	3	0	1	43	2	0	3	0	0	0	1	0	3	97	408	0	1	1	1
7:15 AM	0	5	38	1	0	0	47	1	0	0	1	0	0	2	0	4	99	418	0	0	0	0
7:30 AM	0	9	30	3	0	0	42	4	0	2	0	0	0	3	0	4	97	408	0	0	0	0
7:45 AM	0	21	41	0	0	0	38	4	0	3	0	0	0	1	0	7	115	429	1	2	0	0
8:00 AM	0	8	28	7	0	0	48	4	0	3	0	0	0	2	0	7	107	436	0	0	0	1
8:15 AM	0	10	27	0	0	1	38	2	0	1	0	1	0	1	0	8	89		0	0	1	1
8:30 AM	0	10	23	5	0	0	57	4	0	3	1	0	0	2	0	13	118		0	0	3	0
8:45 AM	0	19	25	4	0	1	55	3	0	3	0	1	0	3	0	8	122		0	0	2	1
Count Total	0	97	238	23	0	3	368	24	0	18	2	2	0	15	0	54	844		1	3	7	4
Peak Hour	0	47	103	16	0	2	198	13	0	10	1	2	0	8	0	36	436		0	0	6	3



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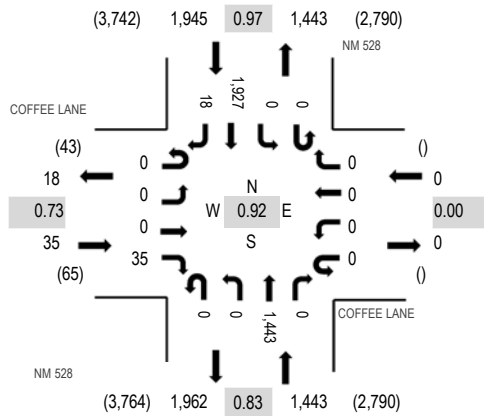
Location: 9 NM 528 & COFFEE LANE AM

Date: Wednesday, December 1, 2021

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

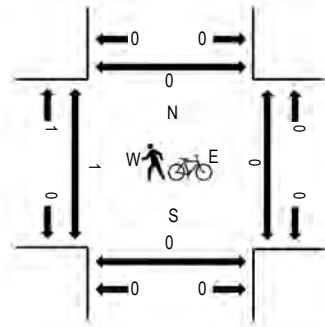
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	COFFEE LANE Eastbound				COFFEE LANE Westbound				NM 528 Northbound				NM 528 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	9	0	0	0	0	0	0	320	0	0	0	492	7	828	3,423	0	0	0	0
7:15 AM	0	0	0	7	0	0	0	0	0	0	322	0	0	0	466	4	799	3,382	0	0	0	0
7:30 AM	0	0	0	12	0	0	0	0	0	0	358	0	0	0	489	4	863	3,367	0	0	0	0
7:45 AM	0	0	0	7	0	0	0	0	0	0	443	0	0	0	480	3	933	3,282	1	0	0	0
8:00 AM	0	0	0	5	0	0	0	0	0	0	338	0	0	0	436	8	787	3,174	0	0	0	0
8:15 AM	0	0	0	9	0	0	0	0	0	0	324	0	0	0	447	4	784		0	0	0	0
8:30 AM	0	0	0	6	0	0	0	0	0	0	368	0	0	0	399	5	778		0	0	0	0
8:45 AM	0	0	0	10	0	0	0	0	0	0	317	0	0	0	490	8	825		0	0	0	0
Count Total	0	0	0	65	0	0	0	0	0	0	2,790	0	0	0	3,699	43	6,597		1	0	0	0
Peak Hour	0	0	0	35	0	0	0	0	0	0	1,443	0	0	0	1,927	18	3,423		1	0	0	0



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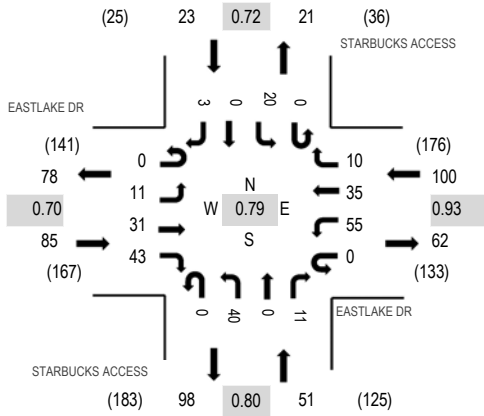
Location: 10 STARBUCKS ACCESS & EASTLAKE DR AM

Date: Wednesday, December 1, 2021

Peak Hour: 08:00 AM - 09:00 AM

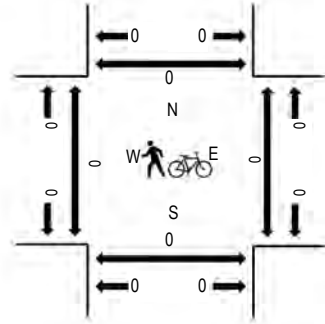
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	EASTLAKE DR Eastbound				EASTLAKE DR Westbound				STARBUCKS ACCESS Northbound				STARBUCKS ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	5	9	0	9	5	0	0	6	0	7	0	0	0	0	41	234	0	0	0	2
7:15 AM	0	1	4	9	0	13	3	3	0	11	0	10	0	0	0	0	54	244	0	0	0	0
7:30 AM	0	3	16	14	0	13	4	2	0	14	0	9	0	0	0	0	75	256	0	0	0	1
7:45 AM	0	1	13	7	0	11	8	5	0	12	0	5	0	2	0	0	64	241	0	0	0	0
8:00 AM	0	1	9	9	0	10	8	3	0	6	0	2	0	3	0	0	51	259	0	0	0	0
8:15 AM	0	3	5	11	0	15	9	3	0	9	0	5	0	5	0	1	66		0	0	0	0
8:30 AM	0	3	4	12	0	14	9	2	0	7	0	1	0	8	0	0	60		0	0	0	0
8:45 AM	0	4	13	11	0	16	9	2	0	18	0	3	0	4	0	2	82		0	0	0	0
Count Total	0	16	69	82	0	101	55	20	0	83	0	42	0	22	0	3	493		0	0	0	3
Peak Hour	0	11	31	43	0	55	35	10	0	40	0	11	0	20	0	3	259		0	0	0	0



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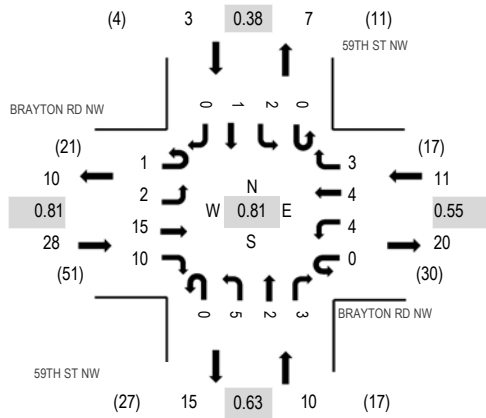
Location: 1 59TH ST NW & BRAYTON RD NW PM

Date: Wednesday, December 1, 2021

Peak Hour: 04:45 PM - 05:45 PM

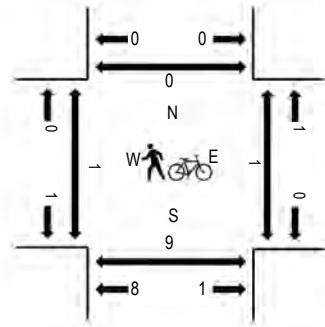
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	BRAYTON RD NW Eastbound				BRAYTON RD NW Westbound				59TH ST NW Northbound				59TH ST NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4	42	0	0	0	0
4:15 PM	0	2	3	4	0	1	0	0	0	1	0	0	0	0	0	0	11	50	0	0	0	0
4:30 PM	0	2	2	2	0	1	3	0	0	1	0	1	0	0	0	0	12	48	1	0	0	0
4:45 PM	0	0	4	3	0	0	1	1	0	2	1	1	0	2	0	0	15	52	0	0	0	0
5:00 PM	0	1	5	1	0	2	0	2	0	0	0	1	0	0	0	0	12	47	0	0	2	0
5:15 PM	0	1	3	1	0	0	0	0	0	2	0	1	0	0	1	0	9		1	0	0	0
5:30 PM	1	0	3	5	0	2	3	0	0	1	1	0	0	0	0	0	16		0	0	0	0
5:45 PM	1	0	1	3	0	0	1	0	0	2	0	1	0	0	0	1	10		0	0	0	0
Count Total	2	6	23	20	0	6	8	3	0	10	2	5	0	2	1	1	89		2	0	2	0
Peak Hour	1	2	15	10	0	4	4	3	0	5	2	3	0	2	1	0	52		1	0	2	0



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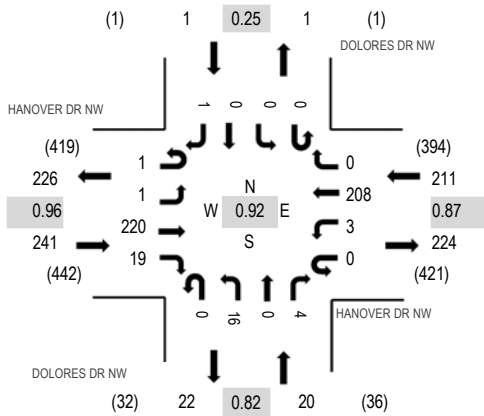
Location: 2 DOLORES DR NW & HANOVER DR NW PM

Date: Wednesday, December 1, 2021

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

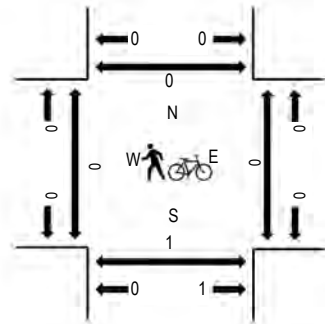
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	HANOVER DR NW Eastbound				HANOVER DR NW Westbound				DOLORES DR NW Northbound				DOLORES DR NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	47	2	0	0	47	0	0	1	0	2	0	0	0	0	99	400	0	0	1	0
4:15 PM	0	0	40	2	0	0	40	0	0	0	0	1	0	0	0	0	83	430	0	0	0	0
4:30 PM	1	0	61	3	0	1	49	0	0	3	0	2	0	0	0	0	120	467	0	0	0	0
4:45 PM	0	0	43	2	0	0	46	0	0	6	0	1	0	0	0	0	98	458	0	0	0	0
5:00 PM	1	0	57	5	0	0	60	0	0	4	0	2	0	0	0	0	129	473	0	0	1	0
5:15 PM	0	0	51	3	0	1	62	0	0	3	0	0	0	0	0	0	120		0	0	0	0
5:30 PM	0	1	56	4	0	0	42	0	0	5	0	2	0	0	0	1	111		0	0	0	0
5:45 PM	0	0	56	7	0	2	44	0	0	4	0	0	0	0	0	0	113		0	0	0	0
Count Total	2	1	411	28	0	4	390	0	0	26	0	10	0	0	0	1	873		0	0	2	0
Peak Hour	1	1	220	19	0	3	208	0	0	16	0	4	0	0	0	1	473		0	0	1	0



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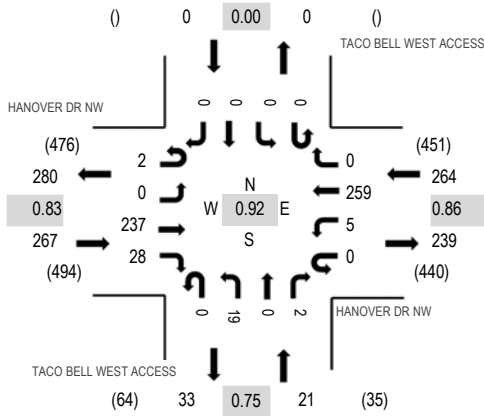
Location: 3 TACO BELL WEST ACCESS & HANOVER DR NW PM

Date: Wednesday, December 1, 2021

Peak Hour: 04:45 PM - 05:45 PM

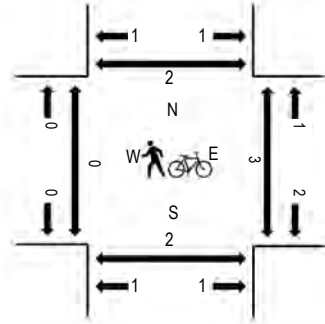
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	HANOVER DR NW Eastbound				HANOVER DR NW Westbound				TACO BELL WEST ACCESS Northbound				TACO BELL WEST ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	54	7	0	0	45	0	0	3	0	0	0	0	0	0	109	456	0	1	1	0
4:15 PM	0	0	43	5	0	0	44	0	0	2	0	1	0	0	0	0	95	478	0	2	0	0
4:30 PM	2	0	53	6	0	1	57	0	0	2	0	2	0	0	0	0	123	525	0	0	1	0
4:45 PM	0	0	41	7	0	0	77	0	0	3	0	1	0	0	0	0	129	552	0	1	1	1
5:00 PM	1	0	65	5	0	1	54	0	0	5	0	0	0	0	0	0	131	524	0	1	1	0
5:15 PM	1	0	59	5	0	3	69	0	0	4	0	1	0	0	0	0	142		0	0	0	1
5:30 PM	0	0	72	11	0	1	59	0	0	7	0	0	0	0	0	0	150		0	1	0	0
5:45 PM	0	0	47	10	0	2	38	0	0	3	0	1	0	0	0	0	101		0	0	1	1
Count Total	4	0	434	56	0	8	443	0	0	29	0	6	0	0	0	0	980		0	6	5	3
Peak Hour	2	0	237	28	0	5	259	0	0	19	0	2	0	0	0	0	552		0	3	2	2



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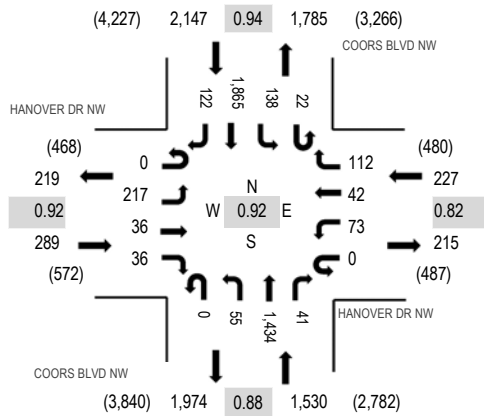
Location: 5 COORS BLVD NW & HANOVER DR NW PM

Date: Wednesday, December 1, 2021

Peak Hour: 04:00 PM - 05:00 PM

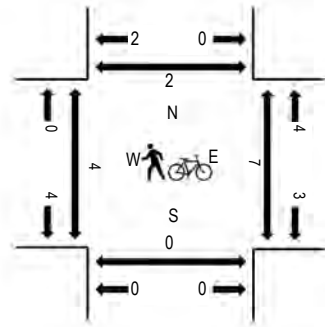
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	HANOVER DR NW Eastbound				HANOVER DR NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	59	10	13	0	18	8	36	0	5	395	11	5	34	496	38	1,128	4,193	3	4	0	1
4:15 PM	0	49	5	6	0	14	9	23	0	17	305	12	6	35	468	22	971	4,080	1	3	0	0
4:30 PM	0	61	16	7	0	21	11	25	0	19	407	9	8	36	487	31	1,138	4,139	0	0	0	0
4:45 PM	0	48	5	10	0	20	14	28	0	14	327	9	3	33	414	31	956	3,967	0	0	0	1
5:00 PM	0	58	9	17	0	21	17	31	0	24	314	10	1	50	433	30	1,015	3,868	2	0	1	0
5:15 PM	0	56	12	10	0	31	10	41	0	18	319	14	6	42	440	31	1,030		0	2	0	0
5:30 PM	0	42	9	8	0	16	11	26	0	11	270	8	4	48	471	42	966		0	2	1	0
5:45 PM	0	49	9	4	0	15	7	27	0	15	233	16	4	45	400	33	857		0	0	0	0
Count Total	0	422	75	75	0	156	87	237	0	123	2,570	89	37	323	3,609	258	8,061		6	11	2	2
Peak Hour	0	217	36	36	0	73	42	112	0	55	1,434	41	22	138	1,865	122	4,193		4	7	0	2



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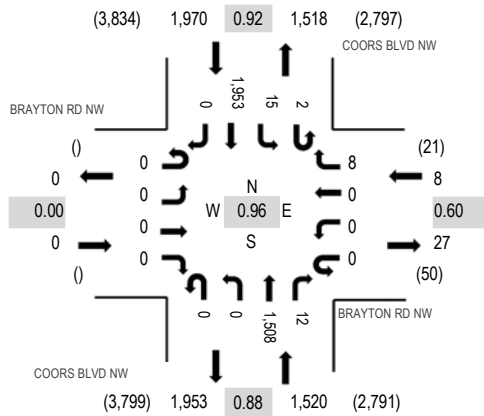
Location: 6 COORS BLVD NW & BRAYTON RD NW PM

Date: Wednesday, December 1, 2021

Peak Hour: 04:15 PM - 05:15 PM

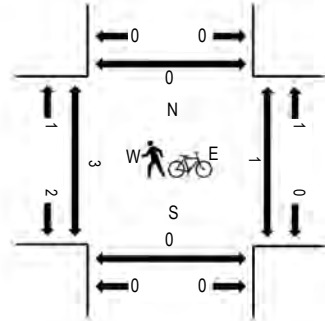
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	BRAYTON RD NW				BRAYTON RD NW				COORS BLVD NW				COORS BLVD NW				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:00 PM	0	0	0	0	0	0	0	1	0	0	309	2	0	1	483	0	796	3,495	2	1	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	346	4	0	3	538	0	892	3,498	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	3	0	0	429	5	1	1	469	0	908	3,431	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	4	0	0	389	1	0	6	499	0	899	3,294	2	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	344	2	1	5	447	0	799	3,151	1	1	0	0
5:15 PM	0	0	0	0	0	0	0	2	0	0	346	2	0	3	472	0	825		0	1	0	0
5:30 PM	0	0	0	0	0	0	0	5	0	0	309	0	2	9	446	0	771		0	1	0	0
5:45 PM	0	0	0	0	0	0	0	5	0	0	300	3	0	3	445	0	756		1	1	0	0
Count Total	0	0	0	0	0	0	0	21	0	0	2,772	19	4	31	3,799	0	6,646		6	5	0	0
Peak Hour	0	0	0	0	0	0	0	8	0	0	1,508	12	2	15	1,953	0	3,498		3	1	0	0



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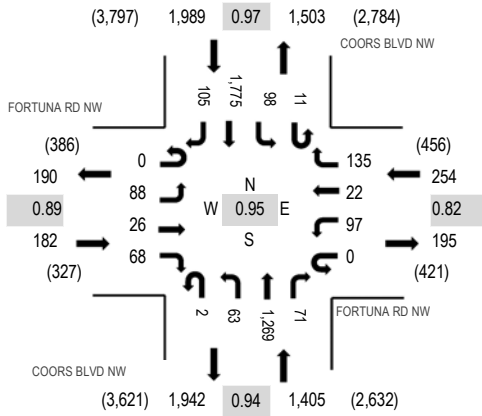
Location: 7 COORS BLVD NW & FORTUNA RD NW PM

Date: Wednesday, December 1, 2021

Peak Hour: 04:15 PM - 05:15 PM

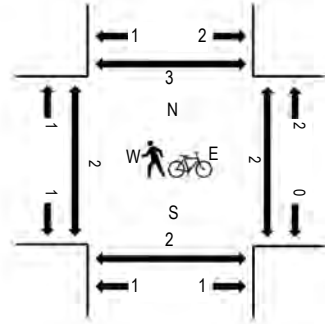
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	FORTUNA RD NW Eastbound				FORTUNA RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	25	7	13	0	16	7	21	0	13	255	10	5	40	416	17	845	3,768	0	0	0	1
4:15 PM	0	23	6	18	0	36	7	34	0	17	299	20	1	28	448	18	955	3,830	0	0	0	0
4:30 PM	0	28	6	13	0	22	6	47	2	17	336	17	2	28	457	28	1,009	3,741	0	2	0	1
4:45 PM	0	17	3	17	0	21	4	28	0	13	329	20	5	21	447	34	959	3,560	2	0	1	2
5:00 PM	0	20	11	20	0	18	5	26	0	16	305	14	3	21	423	25	907	3,444	0	0	0	0
5:15 PM	0	17	2	19	0	16	10	25	0	13	295	10	2	26	403	28	866		0	1	0	0
5:30 PM	0	10	1	12	0	15	5	30	1	12	271	22	1	23	397	28	828		2	0	0	0
5:45 PM	0	20	12	7	0	27	4	26	0	17	276	32	2	41	337	42	843		0	1	0	0
Count Total	0	160	48	119	0	171	48	237	3	118	2,366	145	21	228	3,328	220	7,212		4	4	1	4
Peak Hour	0	88	26	68	0	97	22	135	2	63	1,269	71	11	98	1,775	105	3,830		2	2	1	3

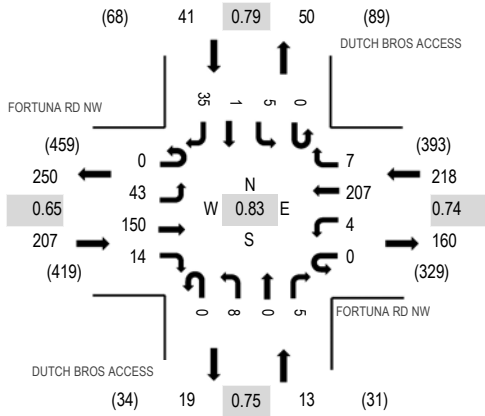
Location: 8 DUTCH BROS ACCESS & FORTUNA RD NW PM

Date: Wednesday, December 1, 2021

Peak Hour: 04:00 PM - 05:00 PM

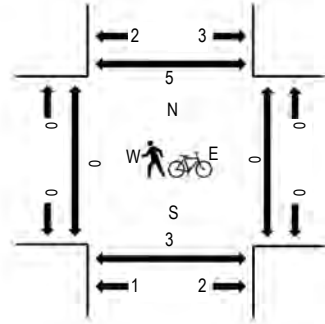
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	FORTUNA RD NW				FORTUNA RD NW				DUTCH BROS ACCESS				DUTCH BROS ACCESS				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:00 PM	0	10	48	1	0	1	38	2	0	2	0	3	0	2	0	7	114	479	0	0	0	1
4:15 PM	0	7	40	7	0	2	70	2	0	2	0	1	0	1	0	12	144	468	0	0	1	2
4:30 PM	0	14	32	5	0	0	54	0	0	1	0	1	0	0	0	12	119	414	0	0	0	0
4:45 PM	0	12	30	1	0	1	45	3	0	3	0	0	0	2	1	4	102	398	0	0	1	2
5:00 PM	0	10	34	2	0	1	40	2	0	4	0	2	0	0	0	8	103	432	0	0	0	0
5:15 PM	0	9	25	3	0	0	39	0	0	6	0	0	0	0	0	8	90		0	0	1	0
5:30 PM	1	11	35	1	0	1	47	1	0	2	0	1	0	0	1	2	103		0	0	0	0
5:45 PM	0	5	72	4	0	2	41	1	0	3	0	0	0	0	0	8	136		0	0	0	0
Count Total	1	78	316	24	0	8	374	11	0	23	0	8	0	5	2	61	911		0	0	3	5
Peak Hour	0	43	150	14	0	4	207	7	0	8	0	5	0	5	1	35	479		0	0	2	5



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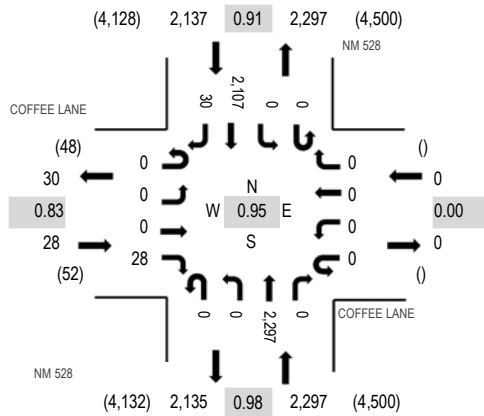
Location: 9 NM 528 & COFFEE LANE PM

Date: Wednesday, December 1, 2021

Peak Hour: 04:15 PM - 05:15 PM

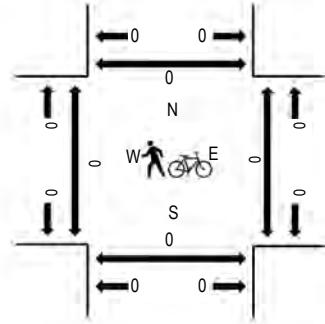
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	COFFEE LANE Eastbound				COFFEE LANE Westbound				NM 528 Northbound				NM 528 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	5	0	0	0	0	0	0	542	0	0	0	528	3	1,078	4,423	0	0	0	0
4:15 PM	0	0	0	6	0	0	0	0	0	0	579	0	0	0	580	10	1,175	4,462	0	0	0	0
4:30 PM	0	0	0	9	0	0	0	0	0	0	561	0	0	0	500	7	1,077	4,423	0	0	0	0
4:45 PM	0	0	0	6	0	0	0	0	0	0	569	0	0	0	515	3	1,093	4,344	0	0	0	0
5:00 PM	0	0	0	7	0	0	0	0	0	0	588	0	0	0	512	10	1,117	4,257	0	0	0	0
5:15 PM	0	0	0	8	0	0	0	0	0	0	568	0	0	0	552	8	1,136		0	0	0	0
5:30 PM	0	0	0	5	0	0	0	0	0	0	543	0	0	0	447	3	998		0	0	0	0
5:45 PM	0	0	0	6	0	0	0	0	0	0	550	0	0	0	446	4	1,006		0	0	0	0
Count Total	0	0	0	52	0	0	0	0	0	0	4,500	0	0	0	4,080	48	8,680		0	0	0	0
Peak Hour	0	0	0	28	0	0	0	0	0	0	2,297	0	0	0	2,107	30	4,462		0	0	0	0



(303) 216-2439
www.alltrafficdata.net

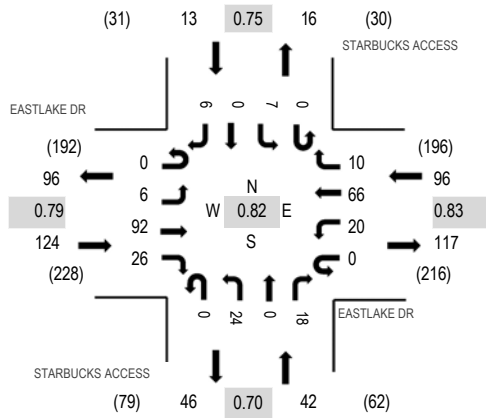
Location: 10 STARBUCKS ACCESS & EASTLAKE DR PM

Date: Wednesday, December 1, 2021

Peak Hour: 04:00 PM - 05:00 PM

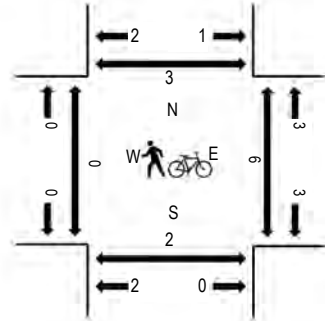
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	EASTLAKE DR Eastbound				EASTLAKE DR Westbound				STARBUCKS ACCESS Northbound				STARBUCKS ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	31	6	0	4	23	2	0	9	0	2	0	1	0	4	84	275	0	1	0	0
4:15 PM	0	1	16	5	0	5	17	2	0	5	0	2	0	1	0	0	54	258	0	1	1	0
4:30 PM	0	1	26	8	0	8	16	6	0	4	0	5	0	3	0	1	78	266	0	2	1	1
4:45 PM	0	2	19	7	0	3	10	0	0	6	0	9	0	2	0	1	59	249	0	2	0	2
5:00 PM	0	4	29	1	0	4	18	2	0	2	0	3	0	3	0	1	67	242	0	0	0	1
5:15 PM	0	3	18	6	0	4	21	3	0	2	0	3	0	2	0	0	62		0	0	0	2
5:30 PM	0	0	19	3	0	5	23	2	0	1	0	2	0	2	0	4	61		0	2	0	1
5:45 PM	0	0	13	8	0	2	16	0	0	4	0	3	0	2	0	4	52		0	0	0	2
Count Total	0	13	171	44	0	35	144	17	0	33	0	29	0	16	0	15	517		0	8	2	9
Peak Hour	0	6	92	26	0	20	66	10	0	24	0	18	0	7	0	6	275		0	6	2	3

Appendix B

INTERSECTION CAPACITY/QUEUE ANALYSIS WORKSHEETS

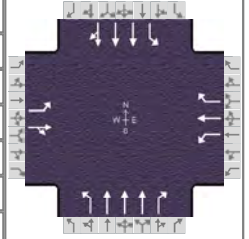
HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC
Analyst	CH
Jurisdiction	
Urban Street	Coors Blvd
Intersection	Hanover
Project Description	

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	AM 2021 Existing.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	261	36	30	48	32	118	76	1550	35	112	1104	86

Signal Information

Cycle, s	120.0	Reference Phase	2										
Offset, s	35	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	4.2	1.5	65.5	4.3	10.7	12.2			
				Yellow	3.0	0.0	4.5	3.0	3.0	3.5			
Force Mode	Float	Simult. Gap N/S	On	Red	0.5	0.0	1.5	0.5	0.5	1.5			

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	22.0	31.4	7.8	17.2	7.7	71.5	9.3	73.1
Change Period, (Y+R _c), s	3.5	5.0	3.5	5.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	2.7	4.3	2.7	4.3	2.5	0.0	2.5	0.0
Queue Clearance Time (g _s), s	19.4	6.1	5.2	11.5	4.5		5.8	
Green Extension Time (g _e), s	0.0	0.9	0.0	0.7	0.0	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.82	1.00	0.94		0.98	
Max Out Probability	1.00	0.00	0.01	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	284	72		52	35	128	82	1682	38	122	904	390
Adjusted Saturation Flow Rate (s), veh/h/ln	1711	1715		1753	1856	1585	1739	1671	1422	1697	1826	1575
Queue Service Time (g _s), s	17.4	4.1		3.2	2.1	9.5	2.5	29.0	1.8	3.8	11.3	11.3
Cycle Queue Clearance Time (g _c), s	17.4	4.1		3.2	2.1	9.5	2.5	29.0	1.8	3.8	11.3	11.3
Green Ratio (g/C)	0.27	0.22		0.14	0.10	0.10	0.58	0.55	0.55	0.59	0.56	0.56
Capacity (c), veh/h	435	377		255	188	161	308	2739	777	227	2041	881
Volume-to-Capacity Ratio (X)	0.652	0.190		0.204	0.185	0.797	0.268	0.614	0.049	0.537	0.443	0.443
Back of Queue (Q), ft/ln (50 th percentile)	200.4	44.9		36.1	25.2	105.7	23.4	284.4	30.3	35.3	93.3	83.1
Back of Queue (Q), veh/ln (50 th percentile)	7.6	1.8		1.4	1.0	4.2	0.9	11.0	1.1	1.3	3.6	3.3
Queue Storage Ratio (RQ) (50 th percentile)	0.00	0.00		0.00	0.00	0.00	0.13	0.00	0.19	0.17	0.00	0.00
Uniform Delay (d ₁), s/veh	38.2	38.1		46.0	49.4	52.7	11.7	20.8	15.6	16.5	8.2	8.2
Incremental Delay (d ₂), s/veh	2.7	0.2		0.1	0.5	8.7	0.1	0.9	0.1	0.7	0.7	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	0.0	0.0	0.0
Control Delay (d), s/veh	40.9	38.3		46.2	49.8	61.4	11.8	21.7	15.7	17.2	8.9	9.8
Level of Service (LOS)	D	D		D	D	E	B	C	B	B	A	A
Approach Delay, s/veh / LOS	40.4	D		55.8	E		21.1	C		9.8	A	
Intersection Delay, s/veh / LOS	20.7						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.73	C		2.61	C		2.09	B		1.90	B	
Bicycle LOS Score / LOS	1.07	A		0.84	A		1.48	A		1.27	A	

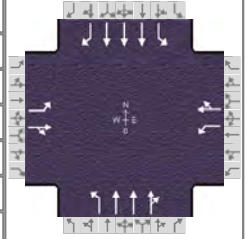
HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC
Analyst	CH
Jurisdiction	
Urban Street	Coors Blvd
Intersection	Fortuna
Project Description	

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	AM 2021 Existing.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	145	46	79	72	47	88	104	1425	71	77	1003	123

Signal Information

Cycle, s	120.0	Reference Phase	2								
Offset, s	54	Reference Point	End	Green	3.9	0.9	72.4	10.5	14.3	0.0	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.5	3.0	3.5	0.0	
Force Mode	Float	Simult. Gap N/S	On	Red	0.5	0.0	1.0	0.5	2.0	0.0	

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	33.8		19.8	8.4	78.8	7.4	77.9
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	5.0	5.2		5.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	11.1	10.1		12.3	4.9		4.1	
Green Extension Time (g_e), s	0.0	2.2		1.9	0.1	0.0	0.1	0.0
Phase Call Probability	0.99	1.00		1.00	0.98		0.94	
Max Out Probability	1.00	0.00		0.01	0.03		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	158	136		78	147		113	1093	533	82	1071	131
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1666		1234	1647		1781	1841	1794	1739	1658	1585
Queue Service Time (g_s), s	9.1	8.1		7.2	10.3		2.9	10.9	11.0	2.1	8.4	2.2
Cycle Queue Clearance Time (g_c), s	9.1	8.1		7.2	10.3		2.9	10.9	11.0	2.1	8.4	2.2
Green Ratio (g/C)	0.22	0.24		0.12	0.12		0.64	0.61	0.61	0.64	0.60	0.60
Capacity (c), veh/h	256	392		207	196		413	2249	1096	269	2999	956
Volume-to-Capacity Ratio (X)	0.614	0.346		0.379	0.749		0.274	0.486	0.486	0.305	0.357	0.137
Back of Queue (Q), ft/ln (50 th percentile)	107.3	85.2		58.1	118.4		25.4	79.9	81.5	20.2	63.6	18.8
Back of Queue (Q), veh/ln (50 th percentile)	4.2	3.3		2.3	4.6		1.0	3.1	3.3	0.8	2.4	0.7
Queue Storage Ratio (RQ) (50 th percentile)	0.54	0.00		0.58	0.00		0.11	0.00	0.00	0.12	0.00	0.10
Uniform Delay (d_1), s/veh	40.5	38.2		49.7	51.1		8.4	5.4	5.4	9.5	6.6	5.0
Incremental Delay (d_2), s/veh	5.1	0.7		1.6	7.9		0.1	0.8	1.5	0.2	0.3	0.3
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	0.0
Control Delay (d), s/veh	45.5	38.9		51.4	59.1		8.5	6.1	6.9	9.7	6.9	5.3
Level of Service (LOS)	D	D		D	E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	42.5	D		56.4	E		6.5	A		6.9	A	
Intersection Delay, s/veh / LOS	12.8						B					

Multimodal Results

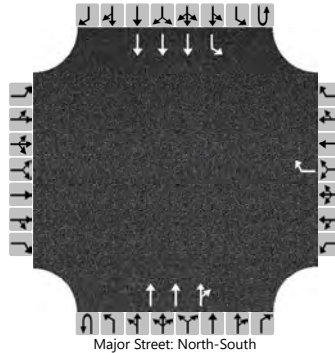
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.59	C		2.74	C		1.89	B		1.89	B	
Bicycle LOS Score / LOS	0.97	A		0.86	A		1.44	A		1.21	A	

HCS7 Two-Way Stop-Control Report

General Information

Analyst	CH	Intersection	Coors & Brayton
Agency/Co.	CLH Associates LLC	Jurisdiction	Albuquerque
Date Performed	3/26/2022	East/West Street	Brayton
Analysis Year	2021	North/South Street	Coors
Time Analyzed	AM Peak Existing	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Coffee Shop TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	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	0	0		0	0	1	0	0	3	0	0	1	3	0
Configuration								R			T	TR		L	T	
Volume (veh/h)								7			1651	4	3	5	1202	
Percent Heavy Vehicles (%)								3					3	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1					5.6	5.3		
Critical Headway (sec)								7.16					5.66	5.36		
Base Follow-Up Headway (sec)								3.9					2.3	3.1		
Follow-Up Headway (sec)								3.93					2.33	3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								8						9		
Capacity, c (veh/h)								240						188		
v/c Ratio								0.03						0.05		
95% Queue Length, Q ₉₅ (veh)								0.1						0.1		
Control Delay (s/veh)								20.5						25.1		
Level of Service (LOS)								C						D		
Approach Delay (s/veh)					20.5								0.2			
Approach LOS					C											

Lanes, Volumes, Timings

2: Taco Bell West & Hanover

03/26/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↰↰↰	↲↲	
Traffic Volume (vph)	165	10	2	193	5	2
Future Volume (vph)	165	10	2	193	5	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt	0.990				0.946	
Flt Protected				0.999	0.971	
Satd. Flow (prot)	1754	0	0	4984	1711	0
Flt Permitted				0.999	0.971	
Satd. Flow (perm)	1754	0	0	4984	1711	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	138			112	127	
Travel Time (s)	3.1			2.5	2.9	
Peak Hour Factor	0.84	0.63	0.50	0.88	0.83	0.50
Heavy Vehicles (%)	7%	10%	2%	4%	2%	2%
Adj. Flow (vph)	196	16	4	219	6	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	212	0	0	223	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 19.3%				ICU Level of Service A		
Analysis Period (min) 15						

HCM 6th TWSC
2: Taco Bell West & Hanover

03/26/2022

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	165	10	2	193	5	2
Future Vol, veh/h	165	10	2	193	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	63	50	88	83	50
Heavy Vehicles, %	7	10	2	4	2	2
Mvmt Flow	196	16	4	219	6	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	212
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.219
Pot Cap-1 Maneuver	-	-	1357
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1357
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	738	-	-	1357	-
HCM Lane V/C Ratio	0.014	-	-	0.003	-
HCM Control Delay (s)	9.9	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lanes, Volumes, Timings
6: Taco Bell East & Hanover

03/26/2022

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	160	1	0	192	2	1
Future Volume (vph)	160	1	0	192	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999				0.955	
Flt Protected					0.968	
Satd. Flow (prot)	1758	0	0	1845	1722	0
Flt Permitted					0.968	
Satd. Flow (perm)	1758	0	0	1845	1722	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			313	120	
Travel Time (s)	2.5			7.1	2.7	
Peak Hour Factor	0.75	0.50	0.50	0.87	0.50	0.50
Heavy Vehicles (%)	8%	2%	2%	3%	2%	2%
Adj. Flow (vph)	213	2	0	221	4	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	215	0	0	221	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.1%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
6: Taco Bell East & Hanover

03/26/2022

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	1	0	192	2	1
Future Vol, veh/h	160	1	0	192	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	50	50	87	50	50
Heavy Vehicles, %	8	2	2	3	2	2
Mvmt Flow	213	2	0	221	4	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	215
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1355
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1355
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	642	-	-	1355	-
HCM Lane V/C Ratio	0.009	-	-	-	-
HCM Control Delay (s)	10.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lanes, Volumes, Timings

8: Dolores & Hanover

03/26/2022

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	151	7	1	172	21	8
Future Volume (vph)	151	7	1	172	21	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.961	
Flt Protected				0.999	0.966	
Satd. Flow (prot)	1785	0	0	1861	1694	0
Flt Permitted				0.999	0.966	
Satd. Flow (perm)	1785	0	0	1861	1694	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	313			383	266	
Travel Time (s)	7.1			8.7	6.0	
Peak Hour Factor	0.74	0.67	0.50	0.92	0.79	0.75
Heavy Vehicles (%)	6%	2%	2%	2%	5%	2%
Adj. Flow (vph)	204	10	2	187	27	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	214	0	0	189	38	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.8%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
8: Dolores & Hanover

03/26/2022

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	151	7	1	172	21	8
Future Vol, veh/h	151	7	1	172	21	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	67	50	92	79	75
Heavy Vehicles, %	6	2	2	2	5	2
Mvmt Flow	204	10	2	187	27	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	214
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1356
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1356
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	651	-	-	1356	-
HCM Lane V/C Ratio	0.057	-	-	0.001	-
HCM Control Delay (s)	10.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings

12: 59th & Brayton

03/26/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	6	2	4	0	3	0	4	0	0	0
Future Volume (vph)	0	3	6	2	4	0	3	0	4	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910						0.923					
Flt Protected				0.984			0.979					
Satd. Flow (prot)	0	1695	0	0	1833	0	0	1683	0	0	1863	0
Flt Permitted				0.984			0.979					
Satd. Flow (perm)	0	1695	0	0	1833	0	0	1683	0	0	1863	0
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	309			348			261			112		
Travel Time (s)	7.0			7.9			5.9			2.5		
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Adj. Flow (vph)	0	6	12	4	8	0	6	0	8	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	12	0	0	14	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0			0			0			0		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free			Free			Stop			Stop		
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 13.3%												
ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	6	2	4	0	3	0	4	0	0	0
Future Vol, veh/h	0	3	6	2	4	0	3	0	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	12	4	8	0	6	0	8	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	18	0	0	28	28	12	32	34	8
Stage 1	-	-	-	-	-	-	12	12	-	16	16	-
Stage 2	-	-	-	-	-	-	16	16	-	16	18	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1599	-	-	981	865	1069	976	859	1074
Stage 1	-	-	-	-	-	-	1009	886	-	1004	882	-
Stage 2	-	-	-	-	-	-	1004	882	-	1004	880	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1612	-	-	1599	-	-	979	862	1069	966	856	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	979	862	-	966	856	-
Stage 1	-	-	-	-	-	-	1009	886	-	1004	879	-
Stage 2	-	-	-	-	-	-	1001	879	-	996	880	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.4			8.6			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1028	1612	-	-	1599	-	-	-				
HCM Lane V/C Ratio	0.014	-	-	-	0.003	-	-	-				
HCM Control Delay (s)	8.6	0	-	-	7.3	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

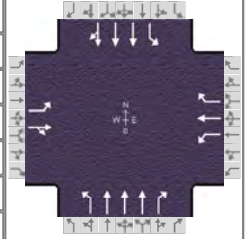
HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC
Analyst	CH
Jurisdiction	
Urban Street	Coors Blvd
Intersection	Hanover
Project Description	

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	AM 2022 No Build.xus

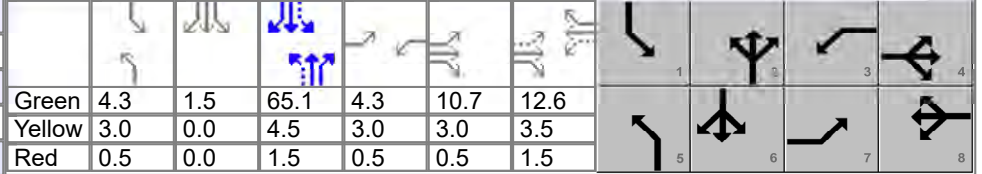


Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	264	36	30	48	32	123	77	1566	35	113	1115	87

Signal Information

Cycle, s	120.0	Reference Phase	2
Offset, s	35	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	4.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	22.0	31.8	7.8	17.6	7.8	71.1	9.3	72.6
Change Period, ($Y+R_c$), s	3.5	5.0	3.5	5.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	2.7	4.3	2.7	4.3	2.5	0.0	2.5	0.0
Queue Clearance Time (g_s), s	19.5	6.1	5.2	11.9	4.6		5.9	
Green Extension Time (g_e), s	0.0	0.9	0.0	0.7	0.0	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.82	1.00	0.94		0.98	
Max Out Probability	1.00	0.00	0.01	0.01	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	287	72		52	35	134	83	1698	38	123	913	394
Adjusted Saturation Flow Rate (s), veh/h/ln	1711	1715		1753	1856	1585	1739	1671	1422	1697	1826	1575
Queue Service Time (g_s), s	17.5	4.1		3.2	2.1	9.9	2.6	29.6	1.8	3.9	11.7	11.7
Cycle Queue Clearance Time (g_c), s	17.5	4.1		3.2	2.1	9.9	2.6	29.6	1.8	3.9	11.7	11.7
Green Ratio (g/C)	0.28	0.22		0.14	0.10	0.10	0.58	0.54	0.54	0.59	0.56	0.56
Capacity (c), veh/h	440	383		260	195	166	304	2719	771	224	2027	874
Volume-to-Capacity Ratio (X)	0.653	0.187		0.201	0.179	0.804	0.275	0.625	0.049	0.549	0.450	0.450
Back of Queue (Q), ft/ln (50 th percentile)	202.2	44.7		36	25.1	110.1	24	292.4	30.4	35.9	96.6	85.9
Back of Queue (Q), veh/ln (50 th percentile)	7.7	1.7		1.4	1.0	4.3	0.9	11.3	1.1	1.3	3.7	3.4
Queue Storage Ratio (RQ) (50 th percentile)	0.00	0.00		0.00	0.00	0.00	0.14	0.00	0.19	0.17	0.00	0.00
Uniform Delay (d_1), s/veh	37.9	37.8		45.7	49.0	52.5	11.9	21.3	15.9	17.1	8.5	8.5
Incremental Delay (d_2), s/veh	2.7	0.2		0.1	0.4	8.7	0.2	0.9	0.1	0.8	0.7	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	0.0	0.0	0.0
Control Delay (d), s/veh	40.6	38.0		45.8	49.4	61.2	12.1	22.2	16.0	17.8	9.2	10.1
Level of Service (LOS)	D	D		D	D	E	B	C	B	B	A	B
Approach Delay, s/veh / LOS	40.1		D	55.7		E	21.6		C	10.2		B
Intersection Delay, s/veh / LOS	21.0						C					

Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.73	C	2.61	C	2.09	B	1.90	B
Bicycle LOS Score / LOS	1.08	A	0.85	A	1.49	A	1.27	A

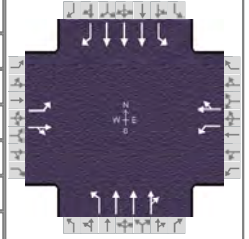
HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC
Analyst	CH
Jurisdiction	
Urban Street	Coors Blvd
Intersection	Fortuna
Project Description	

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	AM 2022 No Build.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	146	46	80	73	47	89	105	1439	72	78	1013	124

Signal Information

Cycle, s	120.0	Reference Phase	2
Offset, s	54	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		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	33.9		19.9	8.4	78.7	7.5	77.7
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	5.0	5.2		5.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	11.1	10.2		12.4	5.0		4.2	
Green Extension Time (g_e), s	0.0	2.2		1.9	0.1	0.0	0.1	0.0
Phase Call Probability	0.99	1.00		1.00	0.98		0.94	
Max Out Probability	1.00	0.00		0.01	0.04		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	159	137		79	148		114	1104	538	83	1081	132
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1665		1232	1647		1781	1841	1794	1739	1658	1585
Queue Service Time (g_s), s	9.1	8.2		7.3	10.4		3.0	11.2	11.2	2.2	8.4	2.2
Cycle Queue Clearance Time (g_c), s	9.1	8.2		7.3	10.4		3.0	11.2	11.2	2.2	8.4	2.2
Green Ratio (g/C)	0.22	0.24		0.12	0.12		0.64	0.61	0.61	0.64	0.60	0.60
Capacity (c), veh/h	257	394		207	197		411	2244	1094	266	2993	954
Volume-to-Capacity Ratio (X)	0.618	0.348		0.382	0.750		0.278	0.492	0.492	0.313	0.361	0.139
Back of Queue (Q), ft/ln (50 th percentile)	108.1	85.8		58.9	119.2		25.7	81.5	83.2	20.6	62.8	18.6
Back of Queue (Q), veh/ln (50 th percentile)	4.3	3.3		2.3	4.6		1.0	3.2	3.3	0.8	2.4	0.7
Queue Storage Ratio (RQ) (50 th percentile)	0.54	0.00		0.59	0.00		0.11	0.00	0.00	0.12	0.00	0.10
Uniform Delay (d_1), s/veh	40.4	38.1		49.7	51.1		8.4	5.4	5.4	9.6	6.5	4.9
Incremental Delay (d_2), s/veh	5.2	0.7		1.6	7.9		0.1	0.8	1.6	0.2	0.3	0.3
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	0.0
Control Delay (d), s/veh	45.6	38.9		51.3	59.0		8.6	6.2	7.0	9.8	6.8	5.2
Level of Service (LOS)	D	D		D	E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	42.5	D		56.3	E		6.6	A		6.8	A	
Intersection Delay, s/veh / LOS	12.8						B					

Multimodal Results

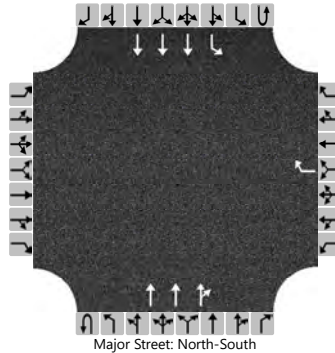
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.59	C		2.74	C		1.89	B		1.89	B	
Bicycle LOS Score / LOS	0.98	A		0.86	A		1.45	A		1.21	A	

HCS7 Two-Way Stop-Control Report

General Information

Analyst	CH	Intersection	Coors & Brayton
Agency/Co.	CLH Associates LLC	Jurisdiction	Albuquerque
Date Performed	3/26/2022	East/West Street	Brayton
Analysis Year	2022	North/South Street	Coors
Time Analyzed	AM Peak No Build	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Coffee Shop TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	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	0	0		0	0	1	0	0	3	0	0	1	3	0
Configuration								R			T	TR		L	T	
Volume (veh/h)								7			1668	4	3	5	1214	
Percent Heavy Vehicles (%)								3					3	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1					5.6	5.3		
Critical Headway (sec)								7.16					5.66	5.36		
Base Follow-Up Headway (sec)								3.9					2.3	3.1		
Follow-Up Headway (sec)								3.93					2.33	3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								8						9		
Capacity, c (veh/h)								237						184		
v/c Ratio								0.03						0.05		
95% Queue Length, Q ₉₅ (veh)								0.1						0.1		
Control Delay (s/veh)								20.7						25.6		
Level of Service (LOS)								C						D		
Approach Delay (s/veh)					20.7								0.2			
Approach LOS					C											

Lanes, Volumes, Timings

2: Taco Bell West & Hanover

03/26/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↶↶↶	↶↶	
Traffic Volume (vph)	167	10	2	195	5	2
Future Volume (vph)	167	10	2	195	5	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt	0.990				0.946	
Flt Protected				0.999	0.971	
Satd. Flow (prot)	1754	0	0	4984	1711	0
Flt Permitted				0.999	0.971	
Satd. Flow (perm)	1754	0	0	4984	1711	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	138			112	127	
Travel Time (s)	3.1			2.5	2.9	
Peak Hour Factor	0.84	0.63	0.50	0.88	0.83	0.50
Heavy Vehicles (%)	7%	10%	2%	4%	2%	2%
Adj. Flow (vph)	199	16	4	222	6	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	215	0	0	226	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.4%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
2: Taco Bell West & Hanover

03/26/2022

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	167	10	2	195	5	2
Future Vol, veh/h	167	10	2	195	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	63	50	88	83	50
Heavy Vehicles, %	7	10	2	4	2	2
Mvmt Flow	199	16	4	222	6	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	215
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.219
Pot Cap-1 Maneuver	-	-	1354
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1354
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	734	-	-	1354	-
HCM Lane V/C Ratio	0.014	-	-	0.003	-
HCM Control Delay (s)	10	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lanes, Volumes, Timings
6: Taco Bell East & Hanover

03/26/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Volume (vph)	162	1	0	194	2	1
Future Volume (vph)	162	1	0	194	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999				0.955	
Flt Protected					0.968	
Satd. Flow (prot)	1861	0	0	1845	1722	0
Flt Permitted					0.968	
Satd. Flow (perm)	1861	0	0	1845	1722	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			313	120	
Travel Time (s)	2.5			7.1	2.7	
Peak Hour Factor	0.75	0.50	0.50	0.87	0.50	0.50
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%
Adj. Flow (vph)	216	2	0	223	4	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	218	0	0	223	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.2%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
6: Taco Bell East & Hanover

03/26/2022

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	162	1	0	194	2	1
Future Vol, veh/h	162	1	0	194	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	50	50	87	50	50
Heavy Vehicles, %	2	2	2	3	2	2
Mvmt Flow	216	2	0	223	4	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	218
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1352
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1352
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	638	-	-	1352	-
HCM Lane V/C Ratio	0.009	-	-	-	-
HCM Control Delay (s)	10.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lanes, Volumes, Timings

8: Dolores & Hanover

03/26/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↗	
Traffic Volume (vph)	153	7	1	174	21	8
Future Volume (vph)	153	7	1	174	21	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.961	
Flt Protected				0.999	0.966	
Satd. Flow (prot)	1785	0	0	1861	1694	0
Flt Permitted				0.999	0.966	
Satd. Flow (perm)	1785	0	0	1861	1694	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	313			383	266	
Travel Time (s)	7.1			8.7	6.0	
Peak Hour Factor	0.74	0.67	0.50	0.92	0.79	0.75
Heavy Vehicles (%)	6%	2%	2%	2%	5%	2%
Adj. Flow (vph)	207	10	2	189	27	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	217	0	0	191	38	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	153	7	1	174	21	8
Future Vol, veh/h	153	7	1	174	21	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	67	50	92	79	75
Heavy Vehicles, %	6	2	2	2	5	2
Mvmt Flow	207	10	2	189	27	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	217
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1353
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1353
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	647	-	-	1353	-
HCM Lane V/C Ratio	0.058	-	-	0.001	-
HCM Control Delay (s)	10.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings

12: 59th & Brayton

03/26/2022

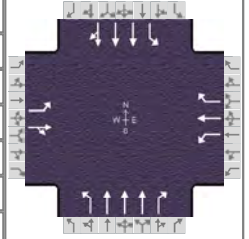
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	6	2	4	0	3	0	4	0	0	0
Future Volume (vph)	0	3	6	2	4	0	3	0	4	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910						0.923					
Flt Protected				0.984			0.979					
Satd. Flow (prot)	0	1695	0	0	1833	0	0	1683	0	0	1863	0
Flt Permitted				0.984			0.979					
Satd. Flow (perm)	0	1695	0	0	1833	0	0	1683	0	0	1863	0
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	309			348			261			112		
Travel Time (s)	7.0			7.9			5.9			2.5		
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Adj. Flow (vph)	0	6	12	4	8	0	6	0	8	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	12	0	0	14	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0			0			0			0		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free			Free			Stop			Stop		
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 13.3%												
ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	6	2	4	0	3	0	4	0	0	0
Future Vol, veh/h	0	3	6	2	4	0	3	0	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	12	4	8	0	6	0	8	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	18	0	0	28	28	12	32	34	8
Stage 1	-	-	-	-	-	-	12	12	-	16	16	-
Stage 2	-	-	-	-	-	-	16	16	-	16	18	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1599	-	-	981	865	1069	976	859	1074
Stage 1	-	-	-	-	-	-	1009	886	-	1004	882	-
Stage 2	-	-	-	-	-	-	1004	882	-	1004	880	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1612	-	-	1599	-	-	979	862	1069	966	856	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	979	862	-	966	856	-
Stage 1	-	-	-	-	-	-	1009	886	-	1004	879	-
Stage 2	-	-	-	-	-	-	1001	879	-	996	880	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.4			8.6			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1028	1612	-	-	1599	-	-	-				
HCM Lane V/C Ratio	0.014	-	-	-	0.003	-	-	-				
HCM Control Delay (s)	8.6	0	-	-	7.3	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC		
Analyst	CH	Analysis Date	3/24/2022
Jurisdiction		Time Period	AM Build
Urban Street	Coors Blvd	Analysis Year	2022
Intersection	Hanover	File Name	AM 2022 Build.xus
Project Description			



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	264	43	35	65	41	142	91	1572	35	129	1110	87

Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	35	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	5.0	1.7	62.6	5.6	9.4	14.2		
Force Mode	Float	Simult. Gap N/S	On	Yellow	3.0	0.0	4.5	3.0	3.0	3.5		
				Red	0.5	0.0	1.5	0.5	0.5	1.5		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	22.0	32.1	9.1	19.2	8.5	68.6	10.1	70.3
Change Period, (Y+R _c), s	3.5	5.0	3.5	5.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	2.7	4.3	2.7	4.3	2.5	0.0	2.5	0.0
Queue Clearance Time (g _s), s	19.2	6.8	6.2	13.4	5.1		6.6	
Green Extension Time (g _e), s	0.0	1.1	0.0	0.8	0.0	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.91	1.00	0.96		0.99	
Max Out Probability	1.00	0.00	0.06	0.02	0.01		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	287	85		71	45	154	98	1697	38	140	909	392
Adjusted Saturation Flow Rate (s), veh/h/ln	1711	1717		1753	1856	1585	1739	1671	1422	1697	1826	1575
Queue Service Time (g _s), s	17.2	4.8		4.2	2.6	11.4	3.1	30.5	1.9	4.6	12.8	12.8
Cycle Queue Clearance Time (g _c), s	17.2	4.8		4.2	2.6	11.4	3.1	30.5	1.9	4.6	12.8	12.8
Green Ratio (g/C)	0.29	0.23		0.17	0.12	0.12	0.56	0.52	0.52	0.58	0.54	0.54
Capacity (c), veh/h	450	387		295	220	188	303	2618	742	228	1957	844
Volume-to-Capacity Ratio (X)	0.637	0.219		0.239	0.203	0.822	0.324	0.648	0.051	0.616	0.465	0.465
Back of Queue (Q), ft/ln (50 th percentile)	196.6	53.1		47.6	31.7	126.4	29.9	301.5	30.1	43.3	107.8	95.6
Back of Queue (Q), veh/ln (50 th percentile)	7.4	2.1		1.8	1.2	5.0	1.1	11.7	1.1	1.6	4.1	3.8
Queue Storage Ratio (RQ) (50 th percentile)	0.00	0.00		0.00	0.00	0.00	0.17	0.00	0.19	0.21	0.00	0.00
Uniform Delay (d ₁), s/veh	36.5	37.8		43.5	47.8	51.7	13.0	22.6	16.9	19.1	9.8	9.8
Incremental Delay (d ₂), s/veh	2.3	0.3		0.2	0.4	8.6	0.2	1.1	0.1	1.0	0.8	1.8
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	0.0	0.0
Control Delay (d), s/veh	38.8	38.1		43.7	48.2	60.3	13.2	23.7	17.0	20.1	10.6	11.6
Level of Service (LOS)	D	D		D	D	E	B	C	B	C	B	B
Approach Delay, s/veh / LOS	38.7	D		53.9	D		23.0	C		11.8	B	
Intersection Delay, s/veh / LOS	22.5						C					

Multimodal Results

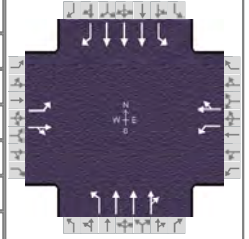
	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.73	C	2.61	C	2.09	B	1.90	B
Bicycle LOS Score / LOS	1.10	A	0.93	A	1.50	B	1.28	A

HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC		
Analyst	CH	Analysis Date	3/24/2022
Jurisdiction		Time Period	AM Build
Urban Street	Coors Blvd	Analysis Year	2022
Intersection	Fortuna	File Name	AM 2022 Build.xus
Project Description			

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	151	46	80	79	51	89	105	1446	72	78	1017	127

Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	54	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.0	0.9	71.9	10.5	14.7	0.0		
Force Mode	Float	Simult. Gap N/S	On	Yellow	3.0	0.0	4.5	3.0	3.5	0.0		
				Red	0.5	0.0	1.0	0.5	2.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	34.2		20.2	8.4	78.3	7.5	77.4
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	5.0	5.2		5.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	11.4	10.2		12.7	5.0		4.2	
Green Extension Time (g_e), s	0.0	2.3		2.0	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00		1.00	0.98		0.94	
Max Out Probability	1.00	0.00		0.01	0.04		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	164	137		86	152		114	1109	541	84	1095	137
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1665		1232	1652		1781	1841	1794	1739	1658	1585
Queue Service Time (g_s), s	9.4	8.2		7.9	10.7		3.0	11.6	11.6	2.2	9.6	2.6
Cycle Queue Clearance Time (g_c), s	9.4	8.2		7.9	10.7		3.0	11.6	11.6	2.2	9.6	2.6
Green Ratio (g/C)	0.23	0.24		0.12	0.12		0.64	0.61	0.61	0.63	0.60	0.60
Capacity (c), veh/h	257	398		211	202		401	2233	1088	264	2979	949
Volume-to-Capacity Ratio (X)	0.638	0.344		0.407	0.753		0.285	0.497	0.497	0.318	0.367	0.144
Back of Queue (Q), ft/ln (50 th percentile)	112.8	85.4		63.9	122.4		26	84.2	85.8	21	73.9	21.7
Back of Queue (Q), veh/ln (50 th percentile)	4.4	3.3		2.5	4.7		1.0	3.3	3.4	0.8	2.8	0.9
Queue Storage Ratio (RQ) (50 th percentile)	0.56	0.00		0.64	0.00		0.12	0.00	0.00	0.12	0.00	0.11
Uniform Delay (d_1), s/veh	40.3	37.9		49.7	50.9		8.7	5.6	5.6	9.8	7.6	5.6
Incremental Delay (d_2), s/veh	6.0	0.7		1.8	7.8		0.1	0.8	1.6	0.2	0.3	0.3
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	0.0
Control Delay (d), s/veh	46.3	38.6		51.5	58.7		8.8	6.4	7.2	10.0	7.9	5.9
Level of Service (LOS)	D	D		D	E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	42.8	D		56.1	E		6.8	A		7.8	A	
Intersection Delay, s/veh / LOS	13.4						B					

Multimodal Results

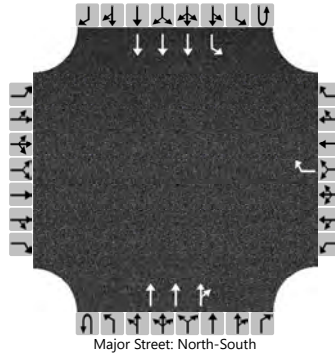
	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.74	C	1.89	B	1.89	B
Bicycle LOS Score / LOS	0.98	A	0.88	A	1.46	A	1.22	A

HCS7 Two-Way Stop-Control Report

General Information

Analyst	CH	Intersection	Coors & Brayton
Agency/Co.	CLH Associates LLC	Jurisdiction	Albuquerque
Date Performed	3/26/2022	East/West Street	Brayton
Analysis Year	2022	North/South Street	Coors
Time Analyzed	AM Peak Build	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Coffee Shop TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	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	0	0		0	0	1	0	0	3	0	0	1	3	0
Configuration								R			T	TR		L	T	
Volume (veh/h)								37			1644	41	3	22	1221	
Percent Heavy Vehicles (%)								3					3	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1					5.6	5.3		
Critical Headway (sec)								7.16					5.66	5.36		
Base Follow-Up Headway (sec)								3.9					2.3	3.1		
Follow-Up Headway (sec)								3.93					2.33	3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								40						27		
Capacity, c (veh/h)								234						157		
v/c Ratio								0.17						0.17		
95% Queue Length, Q ₉₅ (veh)								0.6						0.6		
Control Delay (s/veh)								23.5						32.6		
Level of Service (LOS)								C						D		
Approach Delay (s/veh)					23.5								0.7			
Approach LOS					C											

Lanes, Volumes, Timings

2: Taco Bell West & Hanover

03/26/2022

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				  	 	
Traffic Volume (vph)	165	35	2	208	43	4
Future Volume (vph)	165	35	2	208	43	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt	0.970				0.982	
Flt Protected				0.999	0.958	
Satd. Flow (prot)	1712	0	0	4984	1752	0
Flt Permitted				0.999	0.958	
Satd. Flow (perm)	1712	0	0	4984	1752	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	138			112	127	
Travel Time (s)	3.1			2.5	2.9	
Peak Hour Factor	0.84	0.63	0.50	0.88	0.83	0.50
Heavy Vehicles (%)	7%	10%	2%	4%	2%	2%
Adj. Flow (vph)	196	56	4	236	52	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	252	0	0	240	60	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.8%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC

2: Taco Bell West & Hanover

03/26/2022

Intersection

Int Delay, s/veh 1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	165	35	2	208	43	4
Future Vol, veh/h	165	35	2	208	43	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	63	50	88	83	50
Heavy Vehicles, %	7	10	2	4	2	2
Mvmt Flow	196	56	4	236	52	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	252
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.219
Pot Cap-1 Maneuver	-	-	1312
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1312
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	679	-	-	1312	-
HCM Lane V/C Ratio	0.088	-	-	0.003	-
HCM Control Delay (s)	10.8	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lanes, Volumes, Timings
6: Taco Bell East & Hanover

03/26/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Volume (vph)	162	1	0	190	18	3
Future Volume (vph)	162	1	0	190	18	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999				0.981	
Flt Protected					0.959	
Satd. Flow (prot)	1758	0	0	1845	1752	0
Flt Permitted					0.959	
Satd. Flow (perm)	1758	0	0	1845	1752	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			313	120	
Travel Time (s)	2.5			7.1	2.7	
Peak Hour Factor	0.75	0.50	0.50	0.87	0.50	0.50
Heavy Vehicles (%)	8%	2%	2%	3%	2%	2%
Adj. Flow (vph)	216	2	0	218	36	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	218	0	0	218	42	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.0%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
6: Taco Bell East & Hanover

03/26/2022

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	162	1	0	190	18	3
Future Vol, veh/h	162	1	0	190	18	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	50	50	87	50	50
Heavy Vehicles, %	8	2	2	3	2	2
Mvmt Flow	216	2	0	218	36	6
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	218	0	435	217
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	218	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1352	-	578	823
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	818	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1352	-	578	823
Mov Cap-2 Maneuver	-	-	-	-	578	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	818	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		11.4	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	604	-	-	1352	-	
HCM Lane V/C Ratio	0.07	-	-	-	-	
HCM Control Delay (s)	11.4	-	-	0	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Lanes, Volumes, Timings

8: Dolores & Hanover

03/26/2022

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	154	7	2	175	21	11
Future Volume (vph)	154	7	2	175	21	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.952	
Flt Protected				0.999	0.969	
Satd. Flow (prot)	1783	0	0	1861	1686	0
Flt Permitted				0.999	0.969	
Satd. Flow (perm)	1783	0	0	1861	1686	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	313			383	266	
Travel Time (s)	7.1			8.7	6.0	
Peak Hour Factor	0.74	0.67	0.50	0.92	0.79	0.75
Heavy Vehicles (%)	6%	4%	2%	2%	5%	2%
Adj. Flow (vph)	208	10	4	190	27	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	218	0	0	194	42	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.8%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
8: Dolores & Hanover

03/26/2022

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	154	7	2	175	21	11
Future Vol, veh/h	154	7	2	175	21	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	67	50	92	79	75
Heavy Vehicles, %	6	4	2	2	5	2
Mvmt Flow	208	10	4	190	27	15

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	218
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1352
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1352
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	656	-	-	1352	-
HCM Lane V/C Ratio	0.063	-	-	0.003	-
HCM Control Delay (s)	10.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings

12: 59th & Brayton

03/26/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	3	6	2	4	3	3	5	4	5	16	30
Future Volume (vph)	53	3	6	2	4	3	3	5	4	5	16	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.955			0.955			0.921	
Flt Protected		0.959			0.989			0.988			0.995	
Satd. Flow (prot)	0	1763	0	0	1759	0	0	1758	0	0	1707	0
Flt Permitted		0.959			0.989			0.988			0.995	
Satd. Flow (perm)	0	1763	0	0	1759	0	0	1758	0	0	1707	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		309			348			261			112	
Travel Time (s)		7.0			7.9			5.9			2.5	
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Adj. Flow (vph)	106	6	12	4	8	6	6	10	8	10	32	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	124	0	0	18	0	0	24	0	0	102	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	20.1%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	3	6	2	4	3	3	5	4	5	16	30
Future Vol, veh/h	53	3	6	2	4	3	3	5	4	5	16	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	106	6	12	4	8	6	6	10	8	10	32	60
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	18	0	0	289	246	12	252	249	11
Stage 1	-	-	-	-	-	-	224	224	-	19	19	-
Stage 2	-	-	-	-	-	-	65	22	-	233	230	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1604	-	-	1599	-	-	663	656	1069	701	654	1070
Stage 1	-	-	-	-	-	-	779	718	-	1000	880	-
Stage 2	-	-	-	-	-	-	946	877	-	770	714	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1604	-	-	1599	-	-	569	610	1069	651	608	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	569	610	-	651	608	-
Stage 1	-	-	-	-	-	-	727	670	-	933	877	-
Stage 2	-	-	-	-	-	-	858	874	-	702	666	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	6.3			1.6			10.3			10		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	697	1604	-	-	1599	-	-	822				
HCM Lane V/C Ratio	0.034	0.066	-	-	0.003	-	-	0.124				
HCM Control Delay (s)	10.3	7.4	0	-	7.3	0	-	10				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.4				

Lanes, Volumes, Timings

13: 59th & Site Access

03/26/2022

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	52	61	0	0	3
Future Volume (vph)	3	52	61	0	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.872				0.865	
Flt Protected	0.998				0.950	
Satd. Flow (prot)	1621	0	0	1770	1611	0
Flt Permitted	0.998				0.950	
Satd. Flow (perm)	1621	0	0	1770	1611	0
Link Speed (mph)	30				30	30
Link Distance (ft)	119				112	123
Travel Time (s)	2.7				2.5	2.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	57	66	0	0	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	66	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12				0	0
Link Offset(ft)	0				0	0
Crosswalk Width(ft)	16				16	16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15	9		
Sign Control	Stop				Free	Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 20.1%				ICU Level of Service A		
Analysis Period (min) 15						

HCM 6th TWSC
13: 59th & Site Access

03/26/2022

Intersection

Int Delay, s/veh 7.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	52	61	0	0	3
Future Vol, veh/h	3	52	61	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	57	66	0	0	3

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	134	2	3
Stage 1	2	-	-
Stage 2	132	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	860	1082	1619
Stage 1	1021	-	-
Stage 2	894	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	825	1082	1619
Mov Cap-2 Maneuver	825	-	-
Stage 1	979	-	-
Stage 2	894	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	7.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	1064	-	-
HCM Lane V/C Ratio	0.041	-	0.056	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

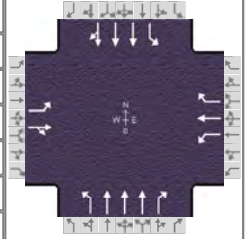
HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC
Analyst	CH
Jurisdiction	
Urban Street	Coors Blvd
Intersection	Hanover
Project Description	

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	AM 2032 No Build.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	290	40	33	53	36	131	84	1721	39	125	1225	95

Signal Information

Cycle, s	120.0	Reference Phase	2										
Offset, s	35	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	4.7	1.7	63.8	4.7	10.3	13.3			
				Yellow	3.0	0.0	4.5	3.0	3.0	3.5			
Force Mode	Float	Simult. Gap N/S	On	Red	0.5	0.0	1.5	0.5	0.5	1.5			

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	22.0	32.1	8.2	18.3	8.2	69.8	9.9	71.6
Change Period, (Y+R _c), s	3.5	5.0	3.5	5.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	2.7	4.3	2.7	4.3	2.5	0.0	2.5	0.0
Queue Clearance Time (g _s), s	20.5	6.5	5.5	12.5	4.9		6.4	
Green Extension Time (g _e), s	0.0	1.0	0.0	0.8	0.0	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.85	1.00	0.95		0.99	
Max Out Probability	1.00	0.00	0.01	0.01	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	315	79		58	39	142	91	1868	42	136	1002	432
Adjusted Saturation Flow Rate (s), veh/h/ln	1711	1716		1753	1856	1585	1739	1671	1422	1697	1826	1576
Queue Service Time (g _s), s	18.5	4.5		3.5	2.3	10.5	2.9	34.6	2.1	4.4	14.1	14.1
Cycle Queue Clearance Time (g _c), s	18.5	4.5		3.5	2.3	10.5	2.9	34.6	2.1	4.4	14.1	14.1
Green Ratio (g/C)	0.28	0.23		0.15	0.11	0.11	0.57	0.53	0.53	0.59	0.55	0.55
Capacity (c), veh/h	444	388		272	205	175	277	2667	756	207	1995	861
Volume-to-Capacity Ratio (X)	0.710	0.205		0.212	0.190	0.811	0.329	0.700	0.056	0.656	0.502	0.502
Back of Queue (Q), ft/ln (50 th percentile)	228.8	49.5		39.4	28	117	27	342.3	33.6	52.5	114.2	101.9
Back of Queue (Q), veh/ln (50 th percentile)	8.7	1.9		1.5	1.1	4.6	1.0	13.3	1.2	2.0	4.4	4.1
Queue Storage Ratio (RQ) (50 th percentile)	0.00	0.00		0.00	0.00	0.00	0.15	0.00	0.21	0.25	0.00	0.00
Uniform Delay (d ₁), s/veh	38.3	37.7		44.9	48.5	52.1	12.7	23.1	16.4	21.6	9.3	9.3
Incremental Delay (d ₂), s/veh	4.5	0.3		0.1	0.4	8.6	0.2	1.2	0.1	1.3	0.9	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	0.0	0.0	0.0
Control Delay (d), s/veh	42.7	38.0		45.0	48.9	60.8	12.9	24.3	16.5	22.9	10.2	11.4
Level of Service (LOS)	D	D		D	D	E	B	C	B	C	B	B
Approach Delay, s/veh / LOS	41.8		D	55.0		E	23.6		C	11.6		B
Intersection Delay, s/veh / LOS	22.6						C					

Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.73	C	2.61	C	2.09	B	1.90	B
Bicycle LOS Score / LOS	1.14	A	0.88	A	1.59	B	1.35	A

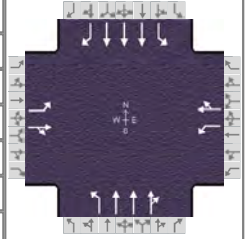
HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC
Analyst	CH
Jurisdiction	
Urban Street	Coors Blvd
Intersection	Fortuna
Project Description	

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	AM 2032 No Build.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	161	51	88	80	52	98	116	1582	79	85	1113	137

Signal Information

Cycle, s	120.0	Reference Phase	2
Offset, s	54	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		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	35.1		21.1	8.9	77.1	7.8	76.0
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	5.0	5.2		5.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	11.0		13.5	5.4		4.4	
Green Extension Time (g_e), s	0.0	2.4		2.1	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00		1.00	0.99		0.95	
Max Out Probability	1.00	0.00		0.01	0.07		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	175	151		87	163		126	1213	592	91	1188	146
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1666		1217	1647		1781	1841	1794	1739	1658	1585
Queue Service Time (g_s), s	10.0	9.0		8.0	11.5		3.4	14.4	14.5	2.4	9.6	2.5
Cycle Queue Clearance Time (g_c), s	10.0	9.0		8.0	11.5		3.4	14.4	14.5	2.4	9.6	2.5
Green Ratio (g/C)	0.23	0.25		0.13	0.13		0.63	0.60	0.60	0.62	0.59	0.59
Capacity (c), veh/h	258	411		218	214		379	2196	1070	239	2922	931
Volume-to-Capacity Ratio (X)	0.678	0.368		0.399	0.761		0.333	0.553	0.553	0.379	0.407	0.157
Back of Queue (Q), ft/ln (50 th percentile)	122.2	93.9		64.1	130.5		29.8	102.1	104.4	23.6	69.9	20.5
Back of Queue (Q), veh/ln (50 th percentile)	4.8	3.7		2.5	5.1		1.2	4.0	4.2	0.9	2.7	0.8
Queue Storage Ratio (RQ) (50 th percentile)	0.61	0.00		0.64	0.00		0.13	0.00	0.00	0.14	0.00	0.11
Uniform Delay (d_1), s/veh	39.9	37.4		48.9	50.4		9.1	6.4	6.4	10.9	6.8	5.0
Incremental Delay (d_2), s/veh	7.7	0.8		1.7	7.7		0.2	1.0	2.1	0.3	0.4	0.3
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	0.0
Control Delay (d), s/veh	47.6	38.2		50.6	58.1		9.3	7.4	8.5	11.2	7.2	5.4
Level of Service (LOS)	D	D		D	E		A	A	A	B	A	A
Approach Delay, s/veh / LOS	43.3	D		55.5	E		7.9	A		7.2	A	
Intersection Delay, s/veh / LOS	13.6						B					

Multimodal Results

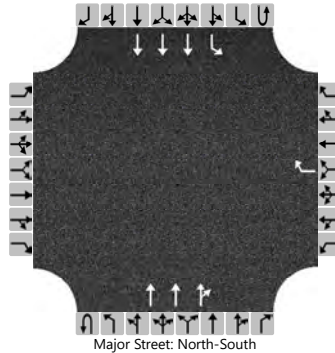
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.59	C		2.74	C		1.89	B		1.89	B	
Bicycle LOS Score / LOS	1.03	A		0.90	A		1.55	B		1.29	A	

HCS7 Two-Way Stop-Control Report

General Information

Analyst	CH	Intersection	Coors & Brayton
Agency/Co.	CLH Associates LLC	Jurisdiction	Albuquerque
Date Performed	3/26/2022	East/West Street	Brayton
Analysis Year	2032	North/South Street	Coors
Time Analyzed	AM Peak No Build	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Coffee Shop TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	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	0	0		0	0	1	0	0	3	0	0	1	3	0
Configuration								R			T	TR		L	T	
Volume (veh/h)								8			1833	4	3	6	1334	
Percent Heavy Vehicles (%)								3					3	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage					Left Only								5			

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1					5.6	5.3		
Critical Headway (sec)								7.16					5.66	5.36		
Base Follow-Up Headway (sec)								3.9					2.3	3.1		
Follow-Up Headway (sec)								3.93					2.33	3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								9						10		
Capacity, c (veh/h)								207						147		
v/c Ratio								0.04						0.07		
95% Queue Length, Q ₉₅ (veh)								0.1						0.2		
Control Delay (s/veh)								23.2						31.3		
Level of Service (LOS)								C						D		
Approach Delay (s/veh)					23.2								0.2			
Approach LOS					C											

Lanes, Volumes, Timings

2: Taco Bell West & Hanover

03/26/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱↱↱	↱↱	
Traffic Volume (vph)	183	11	2	214	6	2
Future Volume (vph)	183	11	2	214	6	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt	0.990				0.951	
Flt Protected				0.999	0.969	
Satd. Flow (prot)	1754	0	0	4984	1717	0
Flt Permitted				0.999	0.969	
Satd. Flow (perm)	1754	0	0	4984	1717	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	138			112	127	
Travel Time (s)	3.1			2.5	2.9	
Peak Hour Factor	0.84	0.63	0.50	0.88	0.83	0.50
Heavy Vehicles (%)	7%	10%	2%	4%	2%	2%
Adj. Flow (vph)	218	17	4	243	7	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	235	0	0	247	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
2: Taco Bell West & Hanover

03/26/2022

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				 	 	
Traffic Vol, veh/h	183	11	2	214	6	2
Future Vol, veh/h	183	11	2	214	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	63	50	88	83	50
Heavy Vehicles, %	7	10	2	4	2	2
Mvmt Flow	218	17	4	243	7	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	235
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.219
Pot Cap-1 Maneuver	-	-	1331
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1331
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	706	-	-	1331	-
HCM Lane V/C Ratio	0.016	-	-	0.003	-
HCM Control Delay (s)	10.2	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lanes, Volumes, Timings
6: Taco Bell East & Hanover

03/26/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↘↗	
Traffic Volume (vph)	178	1	0	213	2	1
Future Volume (vph)	178	1	0	213	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999				0.955	
Flt Protected					0.968	
Satd. Flow (prot)	1758	0	0	1845	1722	0
Flt Permitted					0.968	
Satd. Flow (perm)	1758	0	0	1845	1722	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			313	120	
Travel Time (s)	2.5			7.1	2.7	
Peak Hour Factor	0.75	0.50	0.50	0.87	0.50	0.50
Heavy Vehicles (%)	8%	2%	2%	3%	2%	2%
Adj. Flow (vph)	237	2	0	245	4	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	239	0	0	245	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	21.2%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
6: Taco Bell East & Hanover

03/26/2022

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	178	1	0	213	2	1
Future Vol, veh/h	178	1	0	213	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	50	50	87	50	50
Heavy Vehicles, %	8	2	2	3	2	2
Mvmt Flow	237	2	0	245	4	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	239
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1328
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1328
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	607	-	-	1328	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	11	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lanes, Volumes, Timings

8: Dolores & Hanover

03/26/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↘↙	
Traffic Volume (vph)	168	8	1	191	23	9
Future Volume (vph)	168	8	1	191	23	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.960	
Flt Protected					0.966	
Satd. Flow (prot)	1783	0	0	1863	1692	0
Flt Permitted					0.966	
Satd. Flow (perm)	1783	0	0	1863	1692	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	313			383	266	
Travel Time (s)	7.1			8.7	6.0	
Peak Hour Factor	0.74	0.67	0.50	0.92	0.79	0.75
Heavy Vehicles (%)	6%	2%	2%	2%	5%	2%
Adj. Flow (vph)	227	12	2	208	29	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	239	0	0	210	41	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	168	8	1	191	23	9
Future Vol, veh/h	168	8	1	191	23	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	67	50	92	79	75
Heavy Vehicles, %	6	2	2	2	5	2
Mvmt Flow	227	12	2	208	29	12

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	239
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1328
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1328
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	618	-	-	1328	-
HCM Lane V/C Ratio	0.067	-	-	0.002	-
HCM Control Delay (s)	11.2	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings

12: 59th & Brayton

03/26/2022

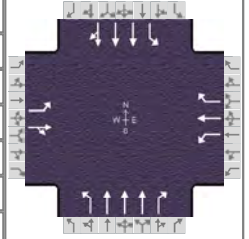
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	7	2	4	0	3	0	4	0	0	0
Future Volume (vph)	0	3	7	2	4	0	3	0	4	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.905						0.923				
Flt Protected					0.984			0.979				
Satd. Flow (prot)	0	1686	0	0	1833	0	0	1683	0	0	1863	0
Flt Permitted					0.984			0.979				
Satd. Flow (perm)	0	1686	0	0	1833	0	0	1683	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		309			348			261			112	
Travel Time (s)		7.0			7.9			5.9			2.5	
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Adj. Flow (vph)	0	6	14	4	8	0	6	0	8	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	12	0	0	14	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	13.3%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	7	2	4	0	3	0	4	0	0	0
Future Vol, veh/h	0	3	7	2	4	0	3	0	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	14	4	8	0	6	0	8	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	20	0	0	29	29	13	33	36	8
Stage 1	-	-	-	-	-	-	13	13	-	16	16	-
Stage 2	-	-	-	-	-	-	16	16	-	17	20	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1596	-	-	980	864	1067	974	856	1074
Stage 1	-	-	-	-	-	-	1007	885	-	1004	882	-
Stage 2	-	-	-	-	-	-	1004	882	-	1002	879	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1612	-	-	1596	-	-	978	861	1067	964	853	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	978	861	-	964	853	-
Stage 1	-	-	-	-	-	-	1007	885	-	1004	879	-
Stage 2	-	-	-	-	-	-	1001	879	-	994	879	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.4			8.6			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1027	1612	-	-	1596	-	-	-				
HCM Lane V/C Ratio	0.014	-	-	-	0.003	-	-	-				
HCM Control Delay (s)	8.6	0	-	-	7.3	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC		
Analyst	CH	Analysis Date	3/24/2022
Jurisdiction		Time Period	AM Build
Urban Street	Coors Blvd	Analysis Year	2032
Intersection	Hanover	File Name	AM 2032 Build.xus
Project Description			



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	290	47	38	70	45	154	98	1727	39	141	1220	95

Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	35	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	5.4	1.9	61.1	6.0	9.0	15.2		
Force Mode	Float	Simult. Gap N/S	On	Yellow	3.0	0.0	4.5	3.0	3.0	3.5		
				Red	0.5	0.0	1.5	0.5	0.5	1.5		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	22.0	32.7	9.5	20.2	8.9	67.1	10.7	68.9
Change Period, ($Y+R_c$), s	3.5	5.0	3.5	5.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	2.7	4.3	2.7	4.3	2.5	0.0	2.5	0.0
Queue Clearance Time (g_s), s	20.5	7.2	6.5	14.4	5.5		7.2	
Green Extension Time (g_e), s	0.0	1.2	0.0	0.9	0.0	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.92	1.00	0.97		0.99	
Max Out Probability	1.00	0.00	0.10	0.04	0.02		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	315	92		76	49	167	106	1866	42	153	999	431
Adjusted Saturation Flow Rate (s), veh/h/ln	1711	1717		1753	1856	1585	1739	1671	1422	1697	1826	1575
Queue Service Time (g_s), s	18.5	5.2		4.5	2.8	12.4	3.5	36.1	2.1	5.2	15.5	15.5
Cycle Queue Clearance Time (g_c), s	18.5	5.2		4.5	2.8	12.4	3.5	36.1	2.1	5.2	15.5	15.5
Green Ratio (g/C)	0.30	0.23		0.18	0.13	0.13	0.55	0.51	0.51	0.57	0.52	0.52
Capacity (c), veh/h	458	397		310	235	201	276	2551	723	211	1915	826
Volume-to-Capacity Ratio (X)	0.688	0.233		0.245	0.208	0.832	0.384	0.731	0.058	0.727	0.521	0.521
Back of Queue (Q), ft/ln (50 th percentile)	220.8	57.7		50.7	34.4	137.3	33.7	360.6	33.8	56.7	128.8	114.5
Back of Queue (Q), veh/ln (50 th percentile)	8.4	2.3		2.0	1.3	5.4	1.3	14.0	1.2	2.1	5.0	4.6
Queue Storage Ratio (RQ) (50 th percentile)	0.00	0.00		0.00	0.00	0.00	0.19	0.00	0.21	0.27	0.00	0.00
Uniform Delay (d_1), s/veh	36.5	37.5		42.5	47.0	51.1	14.2	25.1	17.8	23.3	10.9	10.9
Incremental Delay (d_2), s/veh	3.6	0.3		0.2	0.4	9.0	0.3	1.5	0.1	1.8	1.0	2.3
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	0.0	0.0
Control Delay (d), s/veh	40.1	37.8		42.7	47.4	60.1	14.5	26.6	17.9	25.0	11.9	13.3
Level of Service (LOS)	D	D		D	D	E	B	C	B	C	B	B
Approach Delay, s/veh / LOS	39.6		D	53.5		D	25.8		C	13.6		B
Intersection Delay, s/veh / LOS	24.5						C					

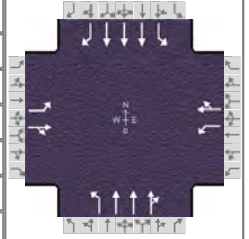
Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.73	C	2.60	C	2.10	B	1.90	B
Bicycle LOS Score / LOS	1.16	A	0.97	A	1.60	B	1.36	A

HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC		
Analyst	CH	Analysis Date	3/24/2022
Jurisdiction		Time Period	AM Build
Urban Street	Coors Blvd	Analysis Year	2032
Intersection	Fortuna	File Name	AM 2032 Build.xus
Project Description			



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	51	88	86	56	98	116	1589	79	85	1117	140

Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	54	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.4	1.1	70.2	10.5	15.9	0.0		
Force Mode	Float	Simult. Gap N/S	On	Yellow	3.0	0.0	4.5	3.0	3.5	0.0		
				Red	0.5	0.0	1.0	0.5	2.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	14.0	35.4		21.4	8.9	76.7	7.9	75.7
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	5.0	5.2		5.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.3	11.0		13.7	5.4		4.5	
Green Extension Time (g_e), s	0.0	2.5		2.2	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00		1.00	0.99		0.95	
Max Out Probability	1.00	0.00		0.01	0.07		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	180	151		93	167		126	1218	595	91	1201	151
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1666		1217	1652		1781	1841	1794	1739	1658	1585
Queue Service Time (g_s), s	10.3	9.0		8.7	11.7		3.4	14.8	14.9	2.5	10.4	2.6
Cycle Queue Clearance Time (g_c), s	10.3	9.0		8.7	11.7		3.4	14.8	14.9	2.5	10.4	2.6
Green Ratio (g/C)	0.24	0.25		0.13	0.13		0.63	0.59	0.59	0.62	0.58	0.58
Capacity (c), veh/h	258	415		221	219		372	2185	1065	237	2908	927
Volume-to-Capacity Ratio (X)	0.698	0.364		0.422	0.764		0.339	0.558	0.558	0.385	0.413	0.162
Back of Queue (Q), ft/ln (50 th percentile)	127.5	93.6		69.1	133.7		30.1	104.9	107.2	24.1	76.5	22
Back of Queue (Q), veh/ln (50 th percentile)	5.0	3.7		2.7	5.2		1.2	4.1	4.3	0.9	2.9	0.9
Queue Storage Ratio (RQ) (50 th percentile)	0.64	0.00		0.69	0.00		0.13	0.00	0.00	0.14	0.00	0.12
Uniform Delay (d_1), s/veh	39.8	37.2		48.9	50.2		9.3	6.6	6.6	11.2	7.4	5.3
Incremental Delay (d_2), s/veh	8.8	0.8		1.8	7.6		0.2	1.0	2.1	0.3	0.4	0.3
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	0.0
Control Delay (d), s/veh	48.6	37.9		50.7	57.8		9.5	7.7	8.8	11.5	7.8	5.6
Level of Service (LOS)	D	D		D	E		A	A	A	B	A	A
Approach Delay, s/veh / LOS	43.7		D	55.3		E	8.1		A	7.8		A
Intersection Delay, s/veh / LOS	14.1						B					

Multimodal Results

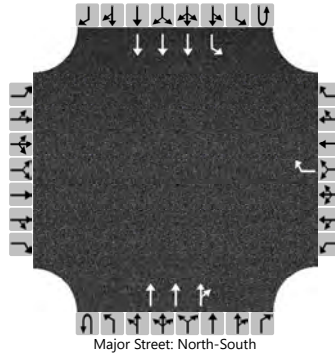
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.59		C	2.74		C	1.89		B	1.89		B
Bicycle LOS Score / LOS	1.03		A	0.92		A	1.55		B	1.29		A

HCS7 Two-Way Stop-Control Report

General Information

Analyst	CH	Intersection	Coors & Brayton
Agency/Co.	CLH Associates LLC	Jurisdiction	Albuquerque
Date Performed	3/26/2022	East/West Street	Brayton
Analysis Year	2032	North/South Street	Coors
Time Analyzed	AM Peak Build	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Coffee Shop TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	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	0	0		0	0	1	0	0	3	0	0	1	3	0
Configuration								R			T	TR		L	T	
Volume (veh/h)								38			1809	40	3	23	1341	
Percent Heavy Vehicles (%)								3					3	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1					5.6	5.3		
Critical Headway (sec)								7.16					5.66	5.36		
Base Follow-Up Headway (sec)								3.9					2.3	3.1		
Follow-Up Headway (sec)								3.93					2.33	3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								41						28		
Capacity, c (veh/h)								204						127		
v/c Ratio								0.20						0.22		
95% Queue Length, Q ₉₅ (veh)								0.7						0.8		
Control Delay (s/veh)								27.0						41.1		
Level of Service (LOS)								D						E		
Approach Delay (s/veh)					27.0								0.8			
Approach LOS					D											

HCM 6th TWSC

2: Taco Bell West & Hanover

03/26/2022

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	181	36	2	227	42	4
Future Vol, veh/h	181	36	2	227	42	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	63	50	88	83	50
Heavy Vehicles, %	7	10	2	4	2	2
Mvmt Flow	215	57	4	258	51	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	272
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.219
Pot Cap-1 Maneuver	-	-	1290
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1290
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	656	-	-	1290	-
HCM Lane V/C Ratio	0.089	-	-	0.003	-
HCM Control Delay (s)	11	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 6th TWSC
6: Taco Bell East & Hanover

03/26/2022

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	178	1	4	210	18	3
Future Vol, veh/h	178	1	4	210	18	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	50	50	87	50	50
Heavy Vehicles, %	8	2	2	3	2	2
Mvmt Flow	237	2	8	241	36	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	239
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1328
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1328
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	557	-	-	1328	-
HCM Lane V/C Ratio	0.075	-	-	0.006	-
HCM Control Delay (s)	12	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th TWSC
8: Dolores & Hanover

03/26/2022

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	8	2	192	23	12
Future Vol, veh/h	170	8	2	192	23	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	67	50	92	79	75
Heavy Vehicles, %	6	4	2	2	5	2
Mvmt Flow	230	12	4	209	29	16

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	242
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1324
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1324
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	625	-	-	1324	-
HCM Lane V/C Ratio	0.072	-	-	0.003	-
HCM Control Delay (s)	11.2	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	3	67	2	4	3	3	5	4	5	16	30
Future Vol, veh/h	53	3	67	2	4	3	3	5	4	5	16	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	106	6	134	4	8	6	6	10	8	10	32	60
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	140	0	0	350	307	73	313	371	11
Stage 1	-	-	-	-	-	-	285	285	-	19	19	-
Stage 2	-	-	-	-	-	-	65	22	-	294	352	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1604	-	-	1443	-	-	605	607	989	640	559	1070
Stage 1	-	-	-	-	-	-	722	676	-	1000	880	-
Stage 2	-	-	-	-	-	-	946	877	-	714	632	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1604	-	-	1443	-	-	513	561	989	590	517	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	513	561	-	590	517	-
Stage 1	-	-	-	-	-	-	669	627	-	927	877	-
Stage 2	-	-	-	-	-	-	858	874	-	646	586	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.2			1.7			10.9			10.5		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	638	1604	-	-	1443	-	-	756				
HCM Lane V/C Ratio	0.038	0.066	-	-	0.003	-	-	0.135				
HCM Control Delay (s)	10.9	7.4	0	-	7.5	0	-	10.5				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile O(veh)	0.1	0.2	-	-	0	-	-	0.5				

HCM 6th TWSC
13: 59th & Site Access

03/26/2022

Intersection

Int Delay, s/veh 7.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	52	61	0	0	3
Future Vol, veh/h	3	52	61	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	57	66	0	0	3

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	134	2	3
Stage 1	2	-	-
Stage 2	132	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	860	1082	1619
Stage 1	1021	-	-
Stage 2	894	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	825	1082	1619
Mov Cap-2 Maneuver	825	-	-
Stage 1	979	-	-
Stage 2	894	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	7.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	1064	-	-
HCM Lane V/C Ratio	0.041	-	0.056	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

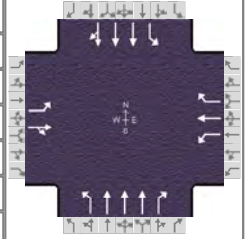
HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC
Analyst	CH
Jurisdiction	
Urban Street	Coors Blvd
Intersection	Hanover
Project Description	

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	PM 2021 Existing.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	217	51	36	78	49	122	55	1434	56	179	1865	122

Signal Information

Cycle, s	130.0	Reference Phase	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	20.0	27.8	10.7	18.5	6.9	79.7	11.7	84.6
Change Period, ($Y+R_c$), s	3.5	5.0	3.5	5.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	2.7	4.3	2.7	4.3	2.5	0.0	2.5	0.0
Queue Clearance Time (g_s), s	17.7	8.2	7.6	12.6	3.8		8.1	
Green Extension Time (g_e), s	0.0	1.0	0.0	0.9	0.0	0.0	0.2	0.0
Phase Call Probability	1.00	1.00	0.95	1.00	0.88		1.00	
Max Out Probability	1.00	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	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	236	95		85	53	133	58	1505	59	195	1502	658
Adjusted Saturation Flow Rate (s), veh/h/ln	1711	1727		1753	1856	1585	1739	1671	1422	1697	1826	1586
Queue Service Time (g_s), s	15.7	6.2		5.6	3.4	10.6	1.8	26.4	3.1	6.1	23.0	23.4
Cycle Queue Clearance Time (g_c), s	15.7	6.2		5.6	3.4	10.6	1.8	26.4	3.1	6.1	23.0	23.4
Green Ratio (g/C)	0.25	0.18		0.16	0.10	0.10	0.59	0.57	0.57	0.65	0.60	0.60
Capacity (c), veh/h	373	303		286	193	165	174	2843	806	284	2208	959
Volume-to-Capacity Ratio (X)	0.632	0.312		0.296	0.276	0.803	0.332	0.529	0.073	0.686	0.680	0.686
Back of Queue (Q), ft/ln (50 th percentile)	182.6	70.1		63.4	42.4	118.4	17.6	264.8	52.7	54.6	142.2	135
Back of Queue (Q), veh/ln (50 th percentile)	6.9	2.7		2.5	1.7	4.7	0.7	10.3	1.9	2.1	5.5	5.4
Queue Storage Ratio (RQ) (50 th percentile)	0.00	0.00		0.00	0.00	0.00	0.10	0.00	0.33	0.26	0.00	0.00
Uniform Delay (d_1), s/veh	42.9	46.7		48.2	53.7	56.9	13.5	20.5	16.5	16.2	7.2	7.3
Incremental Delay (d_2), s/veh	2.6	0.6		0.2	0.8	8.7	0.4	0.6	0.2	1.1	1.7	4.0
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	0.0	0.0
Control Delay (d), s/veh	45.6	47.3		48.4	54.5	65.7	13.9	21.2	16.7	17.3	8.9	11.2
Level of Service (LOS)	D	D		D	D	E	B	C	B	B	A	B
Approach Delay, s/veh / LOS	46.1		D	58.1		E	20.7		C	10.3		B
Intersection Delay, s/veh / LOS	19.4						B					

Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.73	C	2.61	C	2.09	B	1.89	B
Bicycle LOS Score / LOS	1.03	A	0.93	A	1.41	A	1.78	B

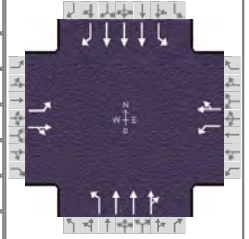
HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC
Analyst	CH
Jurisdiction	
Urban Street	Coors Blvd
Intersection	Fortuna
Project Description	

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	PM 2021 Existing.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	88	25	68	97	22	135	65	1269	71	109	1775	105

Signal Information

Cycle, s	130.0	Reference Phase	2
Offset, s	14	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		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	11.2	34.2		23.0	7.1	87.2	8.6	88.7
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	5.0	5.2		5.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	7.8	8.7		15.5	3.9		5.0	
Green Extension Time (g_e), s	0.1	2.3		2.0	0.0	0.0	0.1	0.0
Phase Call Probability	0.97	1.00		1.00	0.92		0.99	
Max Out Probability	1.00	0.00		0.01	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	96	101		105	171		71	980	476	118	1920	114
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1640		1273	1594		1781	1841	1789	1739	1658	1585
Queue Service Time (g_s), s	5.8	6.7		10.2	13.5		1.9	8.7	8.7	3.0	12.5	0.8
Cycle Queue Clearance Time (g_c), s	5.8	6.7		10.2	13.5		1.9	8.7	8.7	3.0	12.5	0.8
Green Ratio (g/C)	0.21	0.22		0.13	0.13		0.66	0.63	0.63	0.67	0.64	0.64
Capacity (c), veh/h	198	362		226	214		228	2315	1124	324	3185	1015
Volume-to-Capacity Ratio (X)	0.483	0.280		0.466	0.797		0.310	0.424	0.424	0.364	0.603	0.112
Back of Queue (Q), ft/ln (50 th percentile)	67.7	69.4		85.6	150.8		16.8	65.9	66.8	29.2	62.5	7
Back of Queue (Q), veh/ln (50 th percentile)	2.7	2.7		3.3	5.8		0.7	2.6	2.7	1.1	2.4	0.3
Queue Storage Ratio (RQ) (50 th percentile)	0.34	0.00		0.86	0.00		0.07	0.00	0.00	0.17	0.00	0.04
Uniform Delay (d_1), s/veh	44.0	42.1		53.1	54.6		8.8	4.6	4.6	8.4	3.4	1.9
Incremental Delay (d_2), s/veh	2.6	0.6		2.1	9.2		0.3	0.6	1.2	0.2	0.6	0.2
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	0.0
Control Delay (d), s/veh	46.6	42.7		55.2	63.8		9.1	5.2	5.8	8.6	4.0	2.0
Level of Service (LOS)	D	D		E	E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	44.6	D		60.5	E		5.5	A		4.2	A	
Intersection Delay, s/veh / LOS	10.3						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.60	C		2.74	C		1.89	B		1.88	B	
Bicycle LOS Score / LOS	0.81	A		0.94	A		1.33	A		1.68	B	

HCS7 Two-Way Stop-Control Report

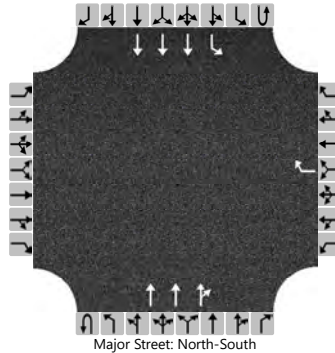
General Information

Analyst	CH
Agency/Co.	CLH Associates LLC
Date Performed	3/26/2022
Analysis Year	2021
Time Analyzed	PM Peak Existing
Intersection Orientation	North-South
Project Description	Coffee Shop TIS

Site Information

Intersection	Coors & Brayton
Jurisdiction	Albuquerque
East/West Street	Brayton
North/South Street	Coors
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	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	0	0		0	0	1	0	0	3	0	0	1	3	0
Configuration								R			T	TR		L	T	
Volume (veh/h)								9			1534	13	2	15	1953	
Percent Heavy Vehicles (%)								3					3	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1					5.6	5.3		
Critical Headway (sec)								7.16					5.66	5.36		
Base Follow-Up Headway (sec)								3.9					2.3	3.1		
Follow-Up Headway (sec)								3.93					2.33	3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								10						18		
Capacity, c (veh/h)								263						189		
v/c Ratio								0.04						0.10		
95% Queue Length, Q ₉₅ (veh)								0.1						0.3		
Control Delay (s/veh)								19.2						26.2		
Level of Service (LOS)								C						D		
Approach Delay (s/veh)					19.2								0.2			
Approach LOS					C											

Lanes, Volumes, Timings

2: Taco Bell West & Hanover

03/26/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↰↰↰	↰↰	
Traffic Volume (vph)	237	28	5	230	19	2
Future Volume (vph)	237	28	5	230	19	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt	0.987				0.983	
Flt Protected				0.999	0.958	
Satd. Flow (prot)	1839	0	0	5080	1754	0
Flt Permitted				0.999	0.958	
Satd. Flow (perm)	1839	0	0	5080	1754	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	138			112	127	
Travel Time (s)	3.1			2.5	2.9	
Peak Hour Factor	0.64	0.70	0.58	0.77	0.68	0.50
Adj. Flow (vph)	370	40	9	299	28	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	410	0	0	308	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 24.2%				ICU Level of Service A		
Analysis Period (min) 15						

HCM 6th TWSC
2: Taco Bell West & Hanover

03/26/2022

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				 	 	
Traffic Vol, veh/h	237	28	5	230	19	2
Future Vol, veh/h	237	28	5	230	19	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	70	58	77	68	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	370	40	9	299	28	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	410
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.219
Pot Cap-1 Maneuver	-	-	1147
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1147
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	529	-	-	1147	-
HCM Lane V/C Ratio	0.06	-	-	0.008	-
HCM Control Delay (s)	12.2	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings
6: Taco Bell East & Hanover

03/26/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↘↙	
Traffic Volume (vph)	239	1	5	222	13	3
Future Volume (vph)	239	1	5	222	13	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999				0.973	
Flt Protected				0.998	0.962	
Satd. Flow (prot)	1861	0	0	1859	1744	0
Flt Permitted				0.998	0.962	
Satd. Flow (perm)	1861	0	0	1859	1744	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			313	120	
Travel Time (s)	2.5			7.1	2.7	
Peak Hour Factor	0.93	0.50	0.63	0.90	0.54	0.50
Adj. Flow (vph)	257	2	8	247	24	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	0	255	30	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 25.7%				ICU Level of Service A		
Analysis Period (min) 15						

HCM 6th TWSC
6: Taco Bell East & Hanover

03/26/2022

Intersection

Int Delay, s/veh 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	239	1	5	222	13	3
Future Vol, veh/h	239	1	5	222	13	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	50	63	90	54	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	257	2	8	247	24	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	259
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1306
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1306
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	550	-	-	1306	-
HCM Lane V/C Ratio	0.055	-	-	0.006	-
HCM Control Delay (s)	11.9	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings

8: Dolores & Hanover

03/26/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↘↙	
Traffic Volume (vph)	220	19	3	208	16	4
Future Volume (vph)	220	19	3	208	16	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.974	
Flt Protected				0.999	0.961	
Satd. Flow (prot)	1835	0	0	1861	1744	0
Flt Permitted				0.999	0.961	
Satd. Flow (perm)	1835	0	0	1861	1744	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	313			383	266	
Travel Time (s)	7.1			8.7	6.0	
Peak Hour Factor	0.96	0.68	0.50	0.88	0.75	0.75
Adj. Flow (vph)	229	28	6	236	21	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	0	0	242	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 23.3%				ICU Level of Service A		
Analysis Period (min) 15						

HCM 6th TWSC
8: Dolores & Hanover

03/26/2022

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	220	19	3	208	16	4
Future Vol, veh/h	220	19	3	208	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	68	50	88	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	229	28	6	236	21	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	257
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1308
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1308
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	572	-	-	1308	-
HCM Lane V/C Ratio	0.047	-	-	0.005	-
HCM Control Delay (s)	11.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
12: 59th & Brayton

03/26/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	15	10	4	4	3	5	2	3	2	1	0
Future Volume (vph)	3	15	10	4	4	3	5	2	3	2	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.940			0.963			0.973				
Flt Protected		0.994			0.982			0.974			0.968	
Satd. Flow (prot)	0	1740	0	0	1762	0	0	1765	0	0	1803	0
Flt Permitted		0.994			0.982			0.974			0.968	
Satd. Flow (perm)	0	1740	0	0	1762	0	0	1765	0	0	1803	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		309			348			261			112	
Travel Time (s)		7.0			7.9			5.9			2.5	
Peak Hour Factor	0.63	0.75	0.50	0.50	0.50	0.50	0.64	0.50	1.00	0.50	0.50	0.50
Adj. Flow (vph)	5	20	20	8	8	6	8	4	3	4	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	22	0	0	15	0	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 13.3%												
ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	15	10	4	4	3	5	2	3	2	1	0
Future Vol, veh/h	3	15	10	4	4	3	5	2	3	2	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	75	50	50	50	50	64	50	100	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	20	20	8	8	6	8	4	3	4	2	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	40	0	0	68	70	30	71	77	11
Stage 1	-	-	-	-	-	-	40	40	-	27	27	-
Stage 2	-	-	-	-	-	-	28	30	-	44	50	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1604	-	-	1570	-	-	925	821	1044	920	813	1070
Stage 1	-	-	-	-	-	-	975	862	-	990	873	-
Stage 2	-	-	-	-	-	-	989	870	-	970	853	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1604	-	-	1570	-	-	918	814	1044	908	806	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	918	814	-	908	806	-
Stage 1	-	-	-	-	-	-	972	859	-	987	869	-
Stage 2	-	-	-	-	-	-	982	866	-	960	850	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			2.7			9			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	909	1604	-	-	1570	-	-	871				
HCM Lane V/C Ratio	0.016	0.003	-	-	0.005	-	-	0.007				
HCM Control Delay (s)	9	7.3	0	-	7.3	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0.1	0	-	-	0	-	-	0				

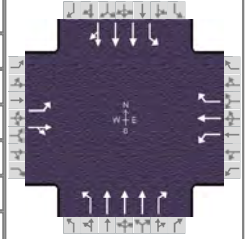
HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC
Analyst	CH
Jurisdiction	
Urban Street	Coors Blvd
Intersection	Hanover
Project Description	

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	PM 2022 No Build.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	219	52	36	79	49	123	56	1448	57	181	1884	123

Signal Information

Cycle, s	130.0	Reference Phase	2
Offset, s	112	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	4.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	20.0	27.8	10.8	18.6	6.9	79.5	11.8	84.4
Change Period, ($Y+R_c$), s	3.5	5.0	3.5	5.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	2.7	4.3	2.7	4.3	2.5	0.0	2.5	0.0
Queue Clearance Time (g_s), s	17.8	8.3	7.6	12.7	3.9		8.2	
Green Extension Time (g_e), s	0.0	1.0	0.0	0.9	0.0	0.0	0.2	0.0
Phase Call Probability	1.00	1.00	0.95	1.00	0.88		1.00	
Max Out Probability	1.00	0.00	0.03	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	238	96		86	53	134	59	1519	60	197	1517	664
Adjusted Saturation Flow Rate (s), veh/h/ln	1711	1728		1753	1856	1585	1739	1671	1422	1697	1826	1586
Queue Service Time (g_s), s	15.8	6.3		5.6	3.4	10.7	1.9	26.8	3.2	6.2	23.7	24.1
Cycle Queue Clearance Time (g_c), s	15.8	6.3		5.6	3.4	10.7	1.9	26.8	3.2	6.2	23.7	24.1
Green Ratio (g/C)	0.25	0.18		0.16	0.10	0.10	0.59	0.57	0.57	0.65	0.60	0.60
Capacity (c), veh/h	374	304		288	195	166	172	2836	804	282	2204	957
Volume-to-Capacity Ratio (X)	0.636	0.315		0.298	0.274	0.804	0.342	0.536	0.074	0.699	0.688	0.694
Back of Queue (Q), ft/ln (50 th percentile)	184.7	70.9		64.1	42.4	119.3	18	269.3	53.7	58	145.4	138.3
Back of Queue (Q), veh/ln (50 th percentile)	7.0	2.8		2.5	1.7	4.7	0.7	10.4	1.9	2.2	5.6	5.5
Queue Storage Ratio (RQ) (50 th percentile)	0.00	0.00		0.00	0.00	0.00	0.10	0.00	0.34	0.28	0.00	0.00
Uniform Delay (d_1), s/veh	42.9	46.8		48.1	53.6	56.9	13.8	20.7	16.7	16.7	7.3	7.4
Incremental Delay (d_2), s/veh	2.7	0.6		0.2	0.8	8.7	0.4	0.6	0.2	1.2	1.8	4.1
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	0.0	0.0
Control Delay (d), s/veh	45.7	47.3		48.3	54.4	65.6	14.2	21.4	16.8	17.9	9.1	11.5
Level of Service (LOS)	D	D		D	D	E	B	C	B	B	A	B
Approach Delay, s/veh / LOS	46.1		D	58.0		E	21.0		C	10.5		B
Intersection Delay, s/veh / LOS	19.6						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.73		C	2.61		C	2.09		B	1.89		B
Bicycle LOS Score / LOS	1.04		A	0.94		A	1.42		A	1.80		B

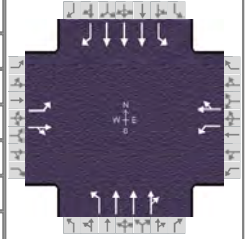
HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC
Analyst	CH
Jurisdiction	
Urban Street	Coors Blvd
Intersection	Fortuna
Project Description	

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	PM 2022 No Build.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	89	25	69	98	22	136	66	1282	72	110	1793	106

Signal Information

Cycle, s	130.0	Reference Phase	2
Offset, s	14	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		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	11.3	34.3		23.1	7.1	87.0	8.6	88.5
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	5.0	5.2		5.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	7.9	8.7		15.6	3.9		5.1	
Green Extension Time (g_e), s	0.1	2.3		2.0	0.0	0.0	0.1	0.0
Phase Call Probability	0.97	1.00		1.00	0.93		0.99	
Max Out Probability	1.00	0.00		0.01	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	97	102		107	172		72	991	481	119	1939	115
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1639		1272	1594		1781	1841	1788	1739	1658	1585
Queue Service Time (g_s), s	5.9	6.7		10.3	13.6		1.9	8.9	8.9	3.1	12.8	0.8
Cycle Queue Clearance Time (g_c), s	5.9	6.7		10.3	13.6		1.9	8.9	8.9	3.1	12.8	0.8
Green Ratio (g/C)	0.21	0.22		0.14	0.14		0.66	0.63	0.63	0.67	0.64	0.64
Capacity (c), veh/h	199	364		227	215		225	2308	1121	320	3176	1012
Volume-to-Capacity Ratio (X)	0.486	0.281		0.469	0.798		0.319	0.429	0.429	0.372	0.611	0.113
Back of Queue (Q), ft/ln (50 th percentile)	68.4	70		86.5	151.7		17.1	67.7	68.5	29.7	63.5	7.1
Back of Queue (Q), veh/ln (50 th percentile)	2.7	2.7		3.4	5.9		0.7	2.6	2.7	1.1	2.4	0.3
Queue Storage Ratio (RQ) (50 th percentile)	0.34	0.00		0.86	0.00		0.08	0.00	0.00	0.17	0.00	0.04
Uniform Delay (d_1), s/veh	43.9	42.0		53.1	54.5		9.0	4.7	4.7	8.6	3.5	1.9
Incremental Delay (d_2), s/veh	2.6	0.6		2.1	9.2		0.3	0.6	1.2	0.2	0.6	0.2
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	0.0
Control Delay (d), s/veh	46.5	42.6		55.2	63.7		9.3	5.3	5.9	8.7	4.1	2.0
Level of Service (LOS)	D	D		E	E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	44.5	D		60.4	E		5.7	A		4.3	A	
Intersection Delay, s/veh / LOS	10.4						B					

Multimodal Results

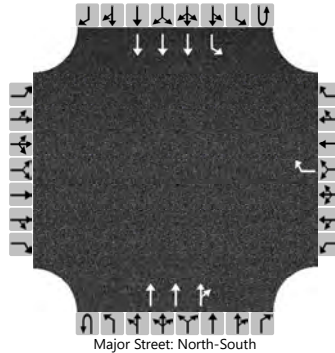
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.60	C		2.74	C		1.89	B		1.88	B	
Bicycle LOS Score / LOS	0.82	A		0.95	A		1.34	A		1.69	B	

HCS7 Two-Way Stop-Control Report

General Information

Analyst	CH	Intersection	Coors & Brayton
Agency/Co.	CLH Associates LLC	Jurisdiction	Albuquerque
Date Performed	3/26/2022	East/West Street	Brayton
Analysis Year	2022	North/South Street	Coors
Time Analyzed	PM Peak No Build	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Coffee Shop TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	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	0	0		0	0	1	0	0	3	0	0	1	3	0
Configuration								R			T	TR		L	T	
Volume (veh/h)								9			1549	13	2	15	1973	
Percent Heavy Vehicles (%)								3					3	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1					5.6	5.3		
Critical Headway (sec)								7.16					5.66	5.36		
Base Follow-Up Headway (sec)								3.9					2.3	3.1		
Follow-Up Headway (sec)								3.93					2.33	3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								10						18		
Capacity, c (veh/h)								260						185		
v/c Ratio								0.04						0.10		
95% Queue Length, Q ₉₅ (veh)								0.1						0.3		
Control Delay (s/veh)								19.4						26.6		
Level of Service (LOS)								C						D		
Approach Delay (s/veh)					19.4								0.2			
Approach LOS					C											

Lanes, Volumes, Timings

2: Taco Bell West & Hanover

03/26/2022

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				  	 	
Traffic Volume (vph)	239	28	5	232	19	2
Future Volume (vph)	239	28	5	232	19	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt	0.987				0.983	
Flt Protected				0.998	0.958	
Satd. Flow (prot)	1839	0	0	5075	1754	0
Flt Permitted				0.998	0.958	
Satd. Flow (perm)	1839	0	0	5075	1754	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	138			112	127	
Travel Time (s)	3.1			2.5	2.9	
Peak Hour Factor	0.64	0.70	0.58	0.84	0.68	0.50
Adj. Flow (vph)	373	40	9	276	28	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	413	0	0	285	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	24.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC

2: Taco Bell West & Hanover

03/26/2022

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				 	 	
Traffic Vol, veh/h	239	28	5	232	19	2
Future Vol, veh/h	239	28	5	232	19	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	70	58	84	68	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	373	40	9	276	28	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	413
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.219
Pot Cap-1 Maneuver	-	-	1144
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1144
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	534	-	-	1144	-
HCM Lane V/C Ratio	0.06	-	-	0.008	-
HCM Control Delay (s)	12.2	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings
6: Taco Bell East & Hanover

03/26/2022

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	241	1	5	224	13	3
Future Volume (vph)	241	1	5	224	13	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999				0.973	
Flt Protected				0.998	0.962	
Satd. Flow (prot)	1861	0	0	1859	1744	0
Flt Permitted				0.998	0.962	
Satd. Flow (perm)	1861	0	0	1859	1744	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			313	120	
Travel Time (s)	2.5			7.1	2.7	
Peak Hour Factor	0.93	0.50	0.63	0.90	0.54	0.50
Adj. Flow (vph)	259	2	8	249	24	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	261	0	0	257	30	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.8%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
6: Taco Bell East & Hanover

03/26/2022

Intersection

Int Delay, s/veh 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	241	1	5	224	13	3
Future Vol, veh/h	241	1	5	224	13	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	50	63	90	54	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	259	2	8	249	24	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	261
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1303
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1303
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	547	-	-	1303	-
HCM Lane V/C Ratio	0.055	-	-	0.006	-
HCM Control Delay (s)	12	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings

8: Dolores & Hanover

03/26/2022

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	222	19	3	210	16	4
Future Volume (vph)	222	19	3	210	16	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.974	
Flt Protected				0.999	0.961	
Satd. Flow (prot)	1835	0	0	1861	1744	0
Flt Permitted				0.999	0.961	
Satd. Flow (perm)	1835	0	0	1861	1744	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	313			383	266	
Travel Time (s)	7.1			8.7	6.0	
Peak Hour Factor	0.96	0.68	0.50	0.88	0.75	0.75
Adj. Flow (vph)	231	28	6	239	21	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	0	245	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.4%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
8: Dolores & Hanover

03/26/2022

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	222	19	3	210	16	4
Future Vol, veh/h	222	19	3	210	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	68	50	88	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	231	28	6	239	21	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	259
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1306
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1306
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	568	-	-	1306	-
HCM Lane V/C Ratio	0.047	-	-	0.005	-
HCM Control Delay (s)	11.7	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings

12: 59th & Brayton

03/26/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	15	10	4	4	3	5	2	3	2	1	0
Future Volume (vph)	3	15	10	4	4	3	5	2	3	2	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.940			0.963			0.973				
Flt Protected		0.994			0.982			0.974			0.968	
Satd. Flow (prot)	0	1740	0	0	1762	0	0	1765	0	0	1803	0
Flt Permitted		0.994			0.982			0.974			0.968	
Satd. Flow (perm)	0	1740	0	0	1762	0	0	1765	0	0	1803	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		309			348			261			112	
Travel Time (s)		7.0			7.9			5.9			2.5	
Peak Hour Factor	0.63	0.75	0.50	0.50	0.50	0.50	0.63	0.50	1.00	0.50	0.50	0.50
Adj. Flow (vph)	5	20	20	8	8	6	8	4	3	4	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	22	0	0	15	0	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	13.3%											
Analysis Period (min)	15											
	ICU Level of Service A											

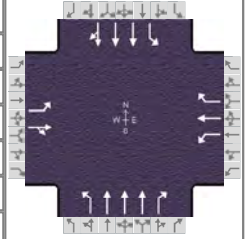
Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	15	10	4	4	3	5	2	3	2	1	0
Future Vol, veh/h	3	15	10	4	4	3	5	2	3	2	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	75	50	50	50	50	63	50	100	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	20	20	8	8	6	8	4	3	4	2	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	40	0	0	68	70	30	71	77	11
Stage 1	-	-	-	-	-	-	40	40	-	27	27	-
Stage 2	-	-	-	-	-	-	28	30	-	44	50	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1604	-	-	1570	-	-	925	821	1044	920	813	1070
Stage 1	-	-	-	-	-	-	975	862	-	990	873	-
Stage 2	-	-	-	-	-	-	989	870	-	970	853	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1604	-	-	1570	-	-	918	814	1044	908	806	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	918	814	-	908	806	-
Stage 1	-	-	-	-	-	-	972	859	-	987	869	-
Stage 2	-	-	-	-	-	-	982	866	-	960	850	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			2.7			9			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	909	1604	-	-	1570	-	-	871				
HCM Lane V/C Ratio	0.016	0.003	-	-	0.005	-	-	0.007				
HCM Control Delay (s)	9	7.3	0	-	7.3	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0.1	0	-	-	0	-	-	0				

HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC		
Analyst	CH	Analysis Date	3/24/2022
Jurisdiction		Time Period	PM Build
Urban Street	Coors Blvd	Analysis Year	2022
Intersection	Hanover	File Name	PM 2022 Build.xus
Project Description			

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	219	58	41	94	56	136	71	1451	57	196	1880	123

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	112	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.2	1.5	71.5	8.4	4.6	14.9		
Force Mode	Float	Simult. Gap N/S	On	Yellow	3.0	3.0	4.5	3.0	3.0	3.5		
				Red	0.5	0.5	1.5	0.5	0.5	1.5		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	20.0	27.9	11.9	19.9	7.7	77.5	12.6	82.5
Change Period, ($Y+R_c$), s	3.5	5.0	3.5	5.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	2.7	4.3	2.7	4.3	2.5	0.0	2.5	0.0
Queue Clearance Time (g_s), s	17.6	9.1	8.6	13.8	4.4		9.0	
Green Extension Time (g_e), s	0.0	1.2	0.0	1.0	0.0	0.0	0.2	0.0
Phase Call Probability	1.00	1.00	0.98	1.00	0.93		1.00	
Max Out Probability	1.00	0.00	0.15	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	238	108		102	61	148	74	1516	60	213	1514	663
Adjusted Saturation Flow Rate (s), veh/h/ln	1711	1727		1753	1856	1585	1739	1671	1422	1697	1826	1586
Queue Service Time (g_s), s	15.6	7.1		6.6	3.9	11.8	2.4	27.6	3.3	7.0	26.0	26.5
Cycle Queue Clearance Time (g_c), s	15.6	7.1		6.6	3.9	11.8	2.4	27.6	3.3	7.0	26.0	26.5
Green Ratio (g/C)	0.26	0.18		0.18	0.11	0.11	0.58	0.55	0.55	0.64	0.59	0.59
Capacity (c), veh/h	381	305		304	212	181	176	2758	782	285	2148	933
Volume-to-Capacity Ratio (X)	0.625	0.353		0.337	0.287	0.816	0.421	0.550	0.076	0.748	0.705	0.711
Back of Queue (Q), ft/ln (50 th percentile)	181.4	80.4		75.3	48	131.4	23.6	279.4	55.1	74.8	164.2	155.3
Back of Queue (Q), veh/ln (50 th percentile)	6.9	3.1		2.9	1.9	5.2	0.9	10.8	2.0	2.8	6.3	6.2
Queue Storage Ratio (RQ) (50 th percentile)	0.00	0.00		0.00	0.00	0.00	0.14	0.00	0.34	0.36	0.00	0.00
Uniform Delay (d_1), s/veh	41.9	47.0		46.5	52.7	56.2	15.4	22.2	18.0	18.6	8.6	8.6
Incremental Delay (d_2), s/veh	2.4	0.7		0.2	0.7	8.6	0.5	0.7	0.2	1.5	2.0	4.6
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	0.0	0.0
Control Delay (d), s/veh	44.3	47.7		46.8	53.5	64.8	15.9	22.9	18.2	20.1	10.5	13.2
Level of Service (LOS)	D	D		D	D	E	B	C	B	C	B	B
Approach Delay, s/veh / LOS	45.3		D	56.7		E	22.4		C	12.1		B
Intersection Delay, s/veh / LOS	21.1						C					

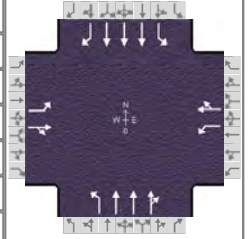
Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.73	C	2.61	C	2.09	B	1.89	B
Bicycle LOS Score / LOS	1.06	A	1.00	A	1.43	A	1.80	B

HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC		
Analyst	CH	Analysis Date	3/24/2022
Jurisdiction		Time Period	PM Build
Urban Street	Coors Blvd	Analysis Year	2022
Intersection	Fortuna	File Name	PM 2022 Build.xus
Project Description			



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	94	25	69	101	24	136	66	1288	72	110	1796	108

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	14	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.7	1.5	80.9	8.1	17.7	0.0		
Force Mode	Float	Simult. Gap N/S	On	Yellow	3.0	0.0	4.5	3.0	3.5	0.0		
				Red	0.5	0.0	1.0	0.5	2.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	11.6	34.9		23.2	7.2	86.4	8.7	88.0
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	5.0	5.2		5.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	8.2	8.7		15.7	3.9		5.1	
Green Extension Time (g_e), s	0.1	2.4		2.0	0.0	0.0	0.1	0.0
Phase Call Probability	0.98	1.00		1.00	0.93		0.99	
Max Out Probability	1.00	0.00		0.02	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	102	102		110	174		72	995	483	120	1953	117
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1639		1272	1596		1781	1841	1789	1739	1658	1585
Queue Service Time (g_s), s	6.2	6.7		10.6	13.7		1.9	9.3	9.3	3.1	14.0	0.9
Cycle Queue Clearance Time (g_c), s	6.2	6.7		10.6	13.7		1.9	9.3	9.3	3.1	14.0	0.9
Green Ratio (g/C)	0.21	0.23		0.14	0.14		0.65	0.62	0.62	0.66	0.63	0.63
Capacity (c), veh/h	204	370		229	218		221	2292	1113	317	3155	1005
Volume-to-Capacity Ratio (X)	0.500	0.276		0.480	0.798		0.325	0.434	0.434	0.377	0.619	0.117
Back of Queue (Q), ft/ln (50 th percentile)	72.1	69.6		89.2	153.4		17.4	71.1	71.8	30.4	69.5	7.5
Back of Queue (Q), veh/ln (50 th percentile)	2.8	2.7		3.5	5.9		0.7	2.8	2.9	1.2	2.7	0.3
Queue Storage Ratio (RQ) (50 th percentile)	0.36	0.00		0.89	0.00		0.08	0.00	0.00	0.17	0.00	0.04
Uniform Delay (d_1), s/veh	43.6	41.5		53.1	54.4		9.3	5.0	5.0	8.8	3.9	2.0
Incremental Delay (d_2), s/veh	2.7	0.6		2.2	9.2		0.3	0.6	1.2	0.2	0.6	0.2
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	0.0
Control Delay (d), s/veh	46.3	42.1		55.3	63.6		9.7	5.6	6.2	9.0	4.5	2.1
Level of Service (LOS)	D	D		E	E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	44.2		D	60.3		E	6.0		A	4.6		A
Intersection Delay, s/veh / LOS	10.8						B					

Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.60	C	2.74	C	1.89	B	1.88	B
Bicycle LOS Score / LOS	0.82	A	0.96	A	1.34	A	1.69	B

HCS7 Two-Way Stop-Control Report

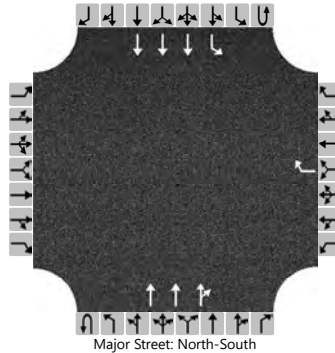
General Information

Analyst	CH
Agency/Co.	CLH Associates LLC
Date Performed	3/26/2022
Analysis Year	2022
Time Analyzed	PM Peak Build
Intersection Orientation	North-South
Project Description	Coffee Shop TIS

Site Information

Intersection	Coors & Brayton
Jurisdiction	Albuquerque
East/West Street	Brayton
North/South Street	Coors
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	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	0	0		0	0	1	0	0	3	0	0	1	3	0
Configuration								R			T	TR		L	T	
Volume (veh/h)								36			1532	31	2	38	1978	
Percent Heavy Vehicles (%)								3					3	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage					Left Only								5			

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1					5.6	5.3		
Critical Headway (sec)								7.16					5.66	5.36		
Base Follow-Up Headway (sec)								3.9					2.3	3.1		
Follow-Up Headway (sec)								3.93					2.33	3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								39						43		
Capacity, c (veh/h)								259						179		
v/c Ratio								0.15						0.24		
95% Queue Length, Q ₉₅ (veh)								0.5						0.9		
Control Delay (s/veh)								21.3						31.5		
Level of Service (LOS)								C						D		
Approach Delay (s/veh)					21.3								0.6			
Approach LOS					C											

Lanes, Volumes, Timings

2: Taco Bell West & Hanover

03/26/2022

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				  	 	
Traffic Volume (vph)	239	51	5	243	43	4
Future Volume (vph)	239	51	5	243	43	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt	0.978				0.985	
Flt Protected				0.998	0.958	
Satd. Flow (prot)	1822	0	0	5075	1758	0
Flt Permitted				0.998	0.958	
Satd. Flow (perm)	1822	0	0	5075	1758	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	138			112	127	
Travel Time (s)	3.1			2.5	2.9	
Peak Hour Factor	0.64	0.70	0.58	0.84	0.68	0.50
Adj. Flow (vph)	373	73	9	289	63	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	446	0	0	298	71	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.7%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
2: Taco Bell West & Hanover

03/26/2022

Intersection

Int Delay, s/veh 1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				 	 	
Traffic Vol, veh/h	239	51	5	243	43	4
Future Vol, veh/h	239	51	5	243	43	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	70	58	84	68	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	373	73	9	289	63	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	446
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.219
Pot Cap-1 Maneuver	-	-	1112
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1112
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	517	-	-	1112	-
HCM Lane V/C Ratio	0.138	-	-	0.008	-
HCM Control Delay (s)	13.1	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Lanes, Volumes, Timings
6: Taco Bell East & Hanover

03/26/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↘	
Traffic Volume (vph)	241	1	8	221	27	4
Future Volume (vph)	241	1	8	221	27	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999				0.981	
Flt Protected				0.997	0.959	
Satd. Flow (prot)	1861	0	0	1857	1752	0
Flt Permitted				0.997	0.959	
Satd. Flow (perm)	1861	0	0	1857	1752	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			313	120	
Travel Time (s)	2.5			7.1	2.7	
Peak Hour Factor	0.93	0.50	0.63	0.90	0.54	0.50
Adj. Flow (vph)	259	2	13	246	50	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	261	0	0	259	58	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	28.1%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
6: Taco Bell East & Hanover

03/26/2022

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	241	1	8	221	27	4
Future Vol, veh/h	241	1	8	221	27	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	50	63	90	54	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	259	2	13	246	50	8
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	261	0	532	260
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	272	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1303	-	508	779
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1303	-	502	779
Mov Cap-2 Maneuver	-	-	-	-	502	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	765	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		12.7	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	528	-	-	1303	-	
HCM Lane V/C Ratio	0.11	-	-	0.01	-	
HCM Control Delay (s)	12.7	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Lanes, Volumes, Timings

8: Dolores & Hanover

03/26/2022

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	224	19	4	211	16	5
Future Volume (vph)	224	19	4	211	16	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986				0.966	
Flt Protected				0.998	0.964	
Satd. Flow (prot)	1837	0	0	1859	1735	0
Flt Permitted				0.998	0.964	
Satd. Flow (perm)	1837	0	0	1859	1735	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	313			383	266	
Travel Time (s)	7.1			8.7	6.0	
Peak Hour Factor	0.96	0.68	0.50	0.88	0.75	0.75
Adj. Flow (vph)	233	28	8	240	21	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	261	0	0	248	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	24.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
8: Dolores & Hanover

03/26/2022

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	224	19	4	211	16	5
Future Vol, veh/h	224	19	4	211	16	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	68	50	88	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	233	28	8	240	21	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	261
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1303
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1303
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	570	-	-	1303	-
HCM Lane V/C Ratio	0.049	-	-	0.006	-
HCM Control Delay (s)	11.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings

12: 59th & Brayton

03/26/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	15	10	4	4	5	5	6	3	5	10	27
Future Volume (vph)	51	15	10	4	4	5	5	6	3	5	10	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.948			0.969			0.913	
Flt Protected		0.968			0.985			0.985			0.994	
Satd. Flow (prot)	0	1763	0	0	1739	0	0	1778	0	0	1690	0
Flt Permitted		0.968			0.985			0.985			0.994	
Satd. Flow (perm)	0	1763	0	0	1739	0	0	1778	0	0	1690	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		309			348			261			112	
Travel Time (s)		7.0			7.9			5.9			2.5	
Peak Hour Factor	0.63	0.75	0.50	0.50	0.50	0.50	0.63	0.50	0.50	0.50	0.50	0.50
Adj. Flow (vph)	81	20	20	8	8	10	8	12	6	10	20	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	121	0	0	26	0	0	26	0	0	84	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	18.4%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	51	15	10	4	4	5	5	6	3	5	10	27
Future Vol, veh/h	51	15	10	4	4	5	5	6	3	5	10	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	75	50	50	50	50	63	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	81	20	20	8	8	10	8	12	6	10	20	54
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	18	0	0	40	0	0	258	226	30	230	231	13
Stage 1	-	-	-	-	-	-	192	192	-	29	29	-
Stage 2	-	-	-	-	-	-	66	34	-	201	202	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1599	-	-	1570	-	-	695	673	1044	725	669	1067
Stage 1	-	-	-	-	-	-	810	742	-	988	871	-
Stage 2	-	-	-	-	-	-	945	867	-	801	734	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1599	-	-	1570	-	-	616	635	1044	680	631	1067
Mov Cap-2 Maneuver	-	-	-	-	-	-	616	635	-	680	631	-
Stage 1	-	-	-	-	-	-	768	703	-	937	867	-
Stage 2	-	-	-	-	-	-	872	863	-	742	696	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.9			2.2			10.4			9.6		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	691	1599	-	-	1570	-	-	866				
HCM Lane V/C Ratio	0.038	0.051	-	-	0.005	-	-	0.097				
HCM Control Delay (s)	10.4	7.4	0	-	7.3	0	-	9.6				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0.1	0.2	-	-	0	-	-	0.3				

Lanes, Volumes, Timings
13: 59th & Site Access

03/26/2022

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	38	57	5	4	3
Future Volume (vph)	1	38	57	5	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.868				0.942	
Flt Protected	0.999			0.956		
Satd. Flow (prot)	1615	0	0	1781	1755	0
Flt Permitted	0.999			0.956		
Satd. Flow (perm)	1615	0	0	1781	1755	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	119			112	123	
Travel Time (s)	2.7			2.5	2.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	41	62	5	4	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	0	67	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.1%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
13: 59th & Site Access

03/26/2022

Intersection

Int Delay, s/veh 6.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	38	57	5	4	3
Future Vol, veh/h	1	38	57	5	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	41	62	5	4	3

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	135	6	7
Stage 1	6	-	-
Stage 2	129	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	859	1077	1614
Stage 1	1017	-	-
Stage 2	897	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	825	1077	1614
Mov Cap-2 Maneuver	825	-	-
Stage 1	977	-	-
Stage 2	897	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	6.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1614	-	1069	-	-
HCM Lane V/C Ratio	0.038	-	0.04	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

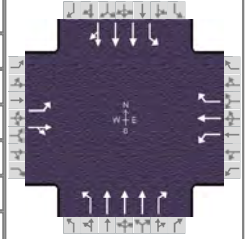
HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC
Analyst	CH
Jurisdiction	
Urban Street	Coors Blvd
Intersection	Hanover
Project Description	

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	PM 2032 No Build.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	241	57	40	87	54	135	61	1592	62	198	2070	135

Signal Information

Cycle, s	130.0	Reference Phase	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	20.0	28.4	11.4	19.8	7.2	77.5	12.7	83.0
Change Period, ($Y+R_c$), s	3.5	5.0	3.5	5.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	2.7	4.3	2.7	4.3	2.5	0.0	2.5	0.0
Queue Clearance Time (g_s), s	18.5	8.9	8.1	13.8	4.1		9.0	
Green Extension Time (g_e), s	0.0	1.1	0.0	1.0	0.0	0.0	0.2	0.0
Phase Call Probability	1.00	1.00	0.97	1.00	0.90		1.00	
Max Out Probability	1.00	0.00	0.07	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	262	105		95	59	147	64	1672	65	215	1664	733
Adjusted Saturation Flow Rate (s), veh/h/ln	1711	1727		1753	1856	1585	1739	1671	1422	1697	1826	1586
Queue Service Time (g_s), s	16.5	6.9		6.1	3.8	11.8	2.1	32.3	3.7	7.0	31.7	32.9
Cycle Queue Clearance Time (g_c), s	16.5	6.9		6.1	3.8	11.8	2.1	32.3	3.7	7.0	31.7	32.9
Green Ratio (g/C)	0.26	0.18		0.17	0.11	0.11	0.58	0.55	0.55	0.64	0.59	0.59
Capacity (c), veh/h	382	311		303	211	180	151	2759	782	261	2164	940
Volume-to-Capacity Ratio (X)	0.686	0.339		0.312	0.279	0.815	0.424	0.606	0.083	0.826	0.769	0.780
Back of Queue (Q), ft/ln (50 th percentile)	207.2	78.3		69.9	46.3	130.5	20.7	332.9	63.2	101.9	183.3	179.6
Back of Queue (Q), veh/ln (50 th percentile)	7.8	3.1		2.7	1.8	5.1	0.8	12.9	2.3	3.8	7.0	7.2
Queue Storage Ratio (RQ) (50 th percentile)	0.00	0.00		0.00	0.00	0.00	0.12	0.00	0.39	0.49	0.00	0.00
Uniform Delay (d_1), s/veh	43.0	46.6		46.9	52.7	56.3	18.0	24.3	18.8	22.2	8.9	9.0
Incremental Delay (d_2), s/veh	4.2	0.6		0.2	0.7	8.6	0.6	0.8	0.2	4.1	2.7	6.4
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	0.0	0.0
Control Delay (d), s/veh	47.2	47.2		47.1	53.5	64.9	18.6	25.2	19.0	26.2	11.6	15.4
Level of Service (LOS)	D	D		D	D	E	B	C	B	C	B	B
Approach Delay, s/veh / LOS	47.2		D	57.1		E	24.7		C	13.9		B
Intersection Delay, s/veh / LOS	22.7						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.73		C	2.61		C	2.09		B	1.89		B
Bicycle LOS Score / LOS	1.09		A	0.98		A	1.51		B	1.92		B

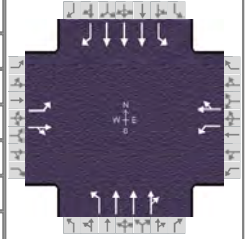
HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC
Analyst	CH
Jurisdiction	
Urban Street	Coors Blvd
Intersection	Fortuna
Project Description	

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	PM 2032 No Build.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	98	28	75	108	24	150	72	1409	79	121	1970	117

Signal Information

Cycle, s	130.0	Reference Phase	2
Offset, s	14	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		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	11.8	36.4		24.6	7.5	84.4	9.1	86.1
Change Period, (Y+R _c), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	5.0	5.2		5.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g _s), s	8.4	9.3		16.9	4.2		5.6	
Green Extension Time (g _e), s	0.1	2.6		2.2	0.0	0.0	0.1	0.0
Phase Call Probability	0.98	1.00		1.00	0.94		0.99	
Max Out Probability	1.00	0.00		0.03	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	107	112		117	189		78	1088	529	131	2131	127
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1641		1261	1593		1781	1841	1788	1739	1658	1585
Queue Service Time (g _s), s	6.4	7.3		11.4	14.9		2.2	12.1	12.1	3.6	16.4	0.9
Cycle Queue Clearance Time (g _c), s	6.4	7.3		11.4	14.9		2.2	12.1	12.1	3.6	16.4	0.9
Green Ratio (g/C)	0.23	0.24		0.15	0.15		0.64	0.61	0.61	0.65	0.62	0.62
Capacity (c), veh/h	208	390		241	234		200	2235	1086	288	3083	983
Volume-to-Capacity Ratio (X)	0.512	0.287		0.488	0.808		0.390	0.487	0.487	0.455	0.691	0.129
Back of Queue (Q), ft/ln (50 th percentile)	74.1	75.3		94.7	166.1		20.2	90.5	91.3	35.2	70.4	7.7
Back of Queue (Q), veh/ln (50 th percentile)	2.9	2.9		3.7	6.4		0.8	3.5	3.7	1.4	2.7	0.3
Queue Storage Ratio (RQ) (50 th percentile)	0.37	0.00		0.95	0.00		0.09	0.00	0.00	0.20	0.00	0.04
Uniform Delay (d ₁), s/veh	42.6	40.5		52.2	53.7		10.6	6.0	6.0	10.0	3.8	1.9
Incremental Delay (d ₂), s/veh	2.8	0.6		2.2	9.0		0.5	0.8	1.6	0.2	0.8	0.2
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	0.0
Control Delay (d), s/veh	45.3	41.1		54.3	62.7		11.1	6.8	7.6	10.2	4.5	2.1
Level of Service (LOS)	D	D		D	E		B	A	A	B	A	A
Approach Delay, s/veh / LOS	43.2		D	59.5		E	7.2		A	4.7		A
Intersection Delay, s/veh / LOS	11.1						B					

Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.60	C	2.74	C	1.89	B	1.89	B
Bicycle LOS Score / LOS	0.85	A	0.99	A	1.42	A	1.81	B

HCS7 Two-Way Stop-Control Report

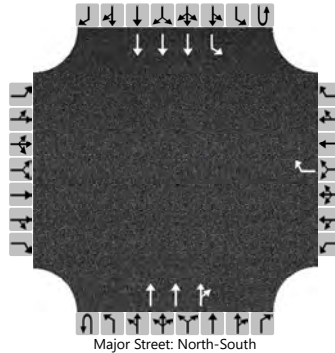
General Information

Analyst	CH
Agency/Co.	CLH Associates LLC
Date Performed	3/26/2022
Analysis Year	2032
Time Analyzed	PM Peak No Build
Intersection Orientation	North-South
Project Description	Coffee Shop TIS

Site Information

Intersection	Coors & Brayton
Jurisdiction	Albuquerque
East/West Street	Brayton
North/South Street	Coors
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	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	0	0		0	0	1	0	0	3	0	0	1	3	0
Configuration								R			T	TR		L	T	
Volume (veh/h)							10			1703	14		2	17	2168	
Percent Heavy Vehicles (%)							3						3	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1					5.6	5.3		
Critical Headway (sec)								7.16					5.66	5.36		
Base Follow-Up Headway (sec)								3.9					2.3	3.1		
Follow-Up Headway (sec)								3.93					2.33	3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								11						21		
Capacity, c (veh/h)								228						152		
v/c Ratio								0.05						0.14		
95% Queue Length, Q ₉₅ (veh)								0.1						0.5		
Control Delay (s/veh)								21.6						32.5		
Level of Service (LOS)								C						D		
Approach Delay (s/veh)					21.6								0.3			
Approach LOS					C											

Lanes, Volumes, Timings

2: Taco Bell West & Hanover

03/26/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↰↰↰	↰↰	
Traffic Volume (vph)	263	31	6	255	21	2
Future Volume (vph)	263	31	6	255	21	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt	0.987				0.985	
Flt Protected				0.998	0.958	
Satd. Flow (prot)	1839	0	0	5075	1758	0
Flt Permitted				0.998	0.958	
Satd. Flow (perm)	1839	0	0	5075	1758	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	138			112	127	
Travel Time (s)	3.1			2.5	2.9	
Peak Hour Factor	0.64	0.70	0.58	0.84	0.68	0.50
Adj. Flow (vph)	411	44	10	304	31	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	455	0	0	314	35	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.7%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC

2: Taco Bell West & Hanover

03/26/2022

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	263	31	6	255	21	2
Future Vol, veh/h	263	31	6	255	21	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	70	58	84	68	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	411	44	10	304	31	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	455
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.219
Pot Cap-1 Maneuver	-	-	1104
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1104
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	498	-	-	1104	-
HCM Lane V/C Ratio	0.07	-	-	0.009	-
HCM Control Delay (s)	12.8	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings
6: Taco Bell East & Hanover

03/26/2022

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	265	1	6	246	14	3
Future Volume (vph)	265	1	6	246	14	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999				0.975	
Flt Protected				0.998	0.961	
Satd. Flow (prot)	1861	0	0	1859	1745	0
Flt Permitted				0.998	0.961	
Satd. Flow (perm)	1861	0	0	1859	1745	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			313	120	
Travel Time (s)	2.5			7.1	2.7	
Peak Hour Factor	0.93	0.50	0.63	0.90	0.54	0.50
Adj. Flow (vph)	285	2	10	273	26	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	287	0	0	283	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 27.8%				ICU Level of Service A		
Analysis Period (min) 15						

HCM 6th TWSC
6: Taco Bell East & Hanover

03/26/2022

Intersection

Int Delay, s/veh 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	265	1	6	246	14	3
Future Vol, veh/h	265	1	6	246	14	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	50	63	90	54	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	285	2	10	273	26	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	287
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1275
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1275
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	509	-	-	1275	-
HCM Lane V/C Ratio	0.063	-	-	0.007	-
HCM Control Delay (s)	12.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings

8: Dolores & Hanover

03/26/2022

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	244	21	3	231	18	4
Future Volume (vph)	244	21	3	231	18	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.977	
Flt Protected				0.999	0.960	
Satd. Flow (prot)	1835	0	0	1861	1747	0
Flt Permitted				0.999	0.960	
Satd. Flow (perm)	1835	0	0	1861	1747	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	313			383	266	
Travel Time (s)	7.1			8.7	6.0	
Peak Hour Factor	0.96	0.68	0.50	0.88	0.75	0.75
Adj. Flow (vph)	254	31	6	263	24	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	285	0	0	269	29	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	24.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	244	21	3	231	18	4
Future Vol, veh/h	244	21	3	231	18	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	68	50	88	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	254	31	6	263	24	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	285
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1277
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1277
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	530	-	-	1277	-
HCM Lane V/C Ratio	0.055	-	-	0.005	-
HCM Control Delay (s)	12.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings

12: 59th & Brayton

03/26/2022

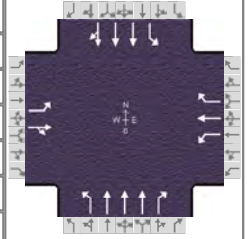
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	15	10	4	4	3	5	2	3	2	1	0
Future Volume (vph)	3	15	10	4	4	3	5	2	3	2	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.940			0.963			0.973				
Flt Protected		0.994			0.982			0.974			0.968	
Satd. Flow (prot)	0	1740	0	0	1762	0	0	1765	0	0	1803	0
Flt Permitted		0.994			0.982			0.974			0.968	
Satd. Flow (perm)	0	1740	0	0	1762	0	0	1765	0	0	1803	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		309			348			261			112	
Travel Time (s)		7.0			7.9			5.9			2.5	
Peak Hour Factor	0.63	0.75	0.50	0.50	0.50	0.50	0.63	0.50	1.00	0.50	0.50	0.50
Adj. Flow (vph)	5	20	20	8	8	6	8	4	3	4	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	22	0	0	15	0	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	13.3%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	15	10	4	4	3	5	2	3	2	1	0
Future Vol, veh/h	3	15	10	4	4	3	5	2	3	2	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	75	50	50	50	50	63	50	100	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	20	20	8	8	6	8	4	3	4	2	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	40	0	0	68	70	30	71	77	11
Stage 1	-	-	-	-	-	-	40	40	-	27	27	-
Stage 2	-	-	-	-	-	-	28	30	-	44	50	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1604	-	-	1570	-	-	925	821	1044	920	813	1070
Stage 1	-	-	-	-	-	-	975	862	-	990	873	-
Stage 2	-	-	-	-	-	-	989	870	-	970	853	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1604	-	-	1570	-	-	918	814	1044	908	806	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	918	814	-	908	806	-
Stage 1	-	-	-	-	-	-	972	859	-	987	869	-
Stage 2	-	-	-	-	-	-	982	866	-	960	850	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			2.7			9			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	909	1604	-	-	1570	-	-	871				
HCM Lane V/C Ratio	0.016	0.003	-	-	0.005	-	-	0.007				
HCM Control Delay (s)	9	7.3	0	-	7.3	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0.1	0	-	-	0	-	-	0				

HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC		
Analyst	CH	Analysis Date	3/24/2022
Jurisdiction		Time Period	PM Build
Urban Street	Coors Blvd	Analysis Year	2032
Intersection	Hanover	File Name	PM 2032 Build.xus
Project Description			



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	241	63	45	102	61	148	76	1595	62	212	2066	135

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	112	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.5	2.0	69.5	9.0	4.0	16.0		
Force Mode	Float	Simult. Gap N/S	On	Yellow	3.0	3.0	4.5	3.0	3.0	3.5		
				Red	0.5	0.5	1.5	0.5	0.5	1.5		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	20.0	28.5	12.5	21.0	8.0	75.5	13.5	81.1
Change Period, ($Y+R_c$), s	3.5	5.0	3.5	5.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	2.7	4.3	2.7	4.3	2.5	0.0	2.5	0.0
Queue Clearance Time (g_s), s	18.5	9.8	9.1	14.9	4.7		9.8	
Green Extension Time (g_e), s	0.0	1.3	0.0	1.1	0.0	0.0	0.2	0.0
Phase Call Probability	1.00	1.00	0.98	1.00	0.94		1.00	
Max Out Probability	1.00	0.00	0.33	0.01	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	262	117		111	66	161	80	1669	65	230	1661	732
Adjusted Saturation Flow Rate (s), veh/h/ln	1711	1726		1753	1856	1585	1739	1671	1422	1697	1826	1586
Queue Service Time (g_s), s	16.5	7.8		7.1	4.2	12.9	2.7	33.5	3.9	7.8	34.6	35.9
Cycle Queue Clearance Time (g_c), s	16.5	7.8		7.1	4.2	12.9	2.7	33.5	3.9	7.8	34.6	35.9
Green Ratio (g/C)	0.27	0.18		0.19	0.12	0.12	0.57	0.53	0.53	0.63	0.58	0.58
Capacity (c), veh/h	388	312		309	228	195	156	2681	760	264	2109	916
Volume-to-Capacity Ratio (X)	0.674	0.376		0.359	0.291	0.826	0.510	0.622	0.085	0.872	0.788	0.799
Back of Queue (Q), ft/ln (50 th percentile)	203.4	87.7		80.7	51.8	142.6	26.7	350.4	66	114.3	218.6	215.5
Back of Queue (Q), veh/ln (50 th percentile)	7.7	3.4		3.1	2.0	5.6	1.0	13.6	2.4	4.3	8.4	8.6
Queue Storage Ratio (RQ) (50 th percentile)	0.00	0.00		0.00	0.00	0.00	0.15	0.00	0.41	0.54	0.00	0.00
Uniform Delay (d_1), s/veh	41.9	46.8		45.3	51.9	55.7	21.5	26.6	20.6	23.2	10.3	10.4
Incremental Delay (d_2), s/veh	3.8	0.7		0.3	0.7	8.5	0.8	0.9	0.2	8.8	3.1	7.2
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	0.0	0.0
Control Delay (d), s/veh	45.6	47.5		45.6	52.6	64.2	22.4	27.5	20.7	32.0	13.4	17.7
Level of Service (LOS)	D	D		D	D	E	C	C	C	C	B	B
Approach Delay, s/veh / LOS	46.2		D	55.8		E	27.0		C	16.2		B
Intersection Delay, s/veh / LOS	24.8						C					

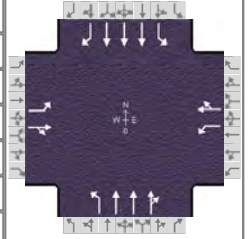
Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.73	C	2.61	C	2.09	B	1.90	B
Bicycle LOS Score / LOS	1.11	A	1.05	A	1.52	B	1.93	B

HCS7 Signalized Intersection Results Summary

General Information

Agency	CLH Associates LLC		
Analyst	CH	Analysis Date	3/24/2022
Jurisdiction		Time Period	PM Build
Urban Street	Coors Blvd	Analysis Year	2032
Intersection	Fortuna	File Name	PM 2032 Build.xus
Project Description			



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	103	28	75	111	26	150	72	1415	79	121	1973	119

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	14	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.0	1.7	78.3	8.7	19.3	0.0		
Force Mode	Float	Simult. Gap N/S	On	Yellow	3.0	0.0	4.5	3.0	3.5	0.0		
				Red	0.5	0.0	1.0	0.5	2.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		6.3	1.1	4.0	1.1	3.0
Phase Duration, s	12.2	36.9		24.8	7.5	83.8	9.2	85.6
Change Period, ($Y+R_c$), s	3.5	5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (MAH), s	5.0	5.2		5.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	8.7	9.2		17.1	4.2		5.6	
Green Extension Time (g_e), s	0.1	2.6		2.2	0.0	0.0	0.1	0.0
Phase Call Probability	0.98	1.00		1.00	0.94		0.99	
Max Out Probability	1.00	0.00		0.03	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	112	112		121	191		78	1093	531	132	2145	129
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1641		1261	1596		1781	1841	1789	1739	1658	1585
Queue Service Time (g_s), s	6.7	7.2		11.7	15.1		2.2	12.5	12.6	3.6	17.9	1.0
Cycle Queue Clearance Time (g_c), s	6.7	7.2		11.7	15.1		2.2	12.5	12.6	3.6	17.9	1.0
Green Ratio (g/C)	0.23	0.24		0.15	0.15		0.63	0.60	0.60	0.65	0.62	0.62
Capacity (c), veh/h	213	397		242	236		197	2219	1078	285	3063	976
Volume-to-Capacity Ratio (X)	0.526	0.282		0.498	0.809		0.398	0.493	0.493	0.461	0.700	0.133
Back of Queue (Q), ft/ln (50 th percentile)	77.7	74.8		97.5	167.8		20.5	94.1	94.9	35.8	77	8.2
Back of Queue (Q), veh/ln (50 th percentile)	3.1	2.9		3.8	6.5		0.8	3.6	3.8	1.4	3.0	0.3
Queue Storage Ratio (RQ) (50 th percentile)	0.39	0.00		0.97	0.00		0.09	0.00	0.00	0.20	0.00	0.04
Uniform Delay (d_1), s/veh	42.3	40.1		52.2	53.6		11.2	6.3	6.3	10.3	4.2	2.1
Incremental Delay (d_2), s/veh	2.9	0.5		2.3	9.0		0.5	0.8	1.6	0.2	0.8	0.2
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	0.0
Control Delay (d), s/veh	45.2	40.6		54.4	62.6		11.7	7.1	7.9	10.5	5.0	2.2
Level of Service (LOS)	D	D		D	E		B	A	A	B	A	A
Approach Delay, s/veh / LOS	42.9	D		59.4	E		7.6	A		5.1	A	
Intersection Delay, s/veh / LOS	11.5						B					

Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.60	C	2.74	C	1.89	B	1.89	B
Bicycle LOS Score / LOS	0.86	A	1.00	A	1.42	A	1.81	B

HCS7 Two-Way Stop-Control Report

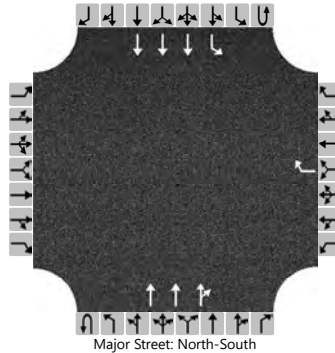
General Information

Analyst	CH
Agency/Co.	CLH Associates LLC
Date Performed	3/26/2022
Analysis Year	2032
Time Analyzed	PM Peak Build
Intersection Orientation	North-South
Project Description	Coffee Shop TIS

Site Information

Intersection	Coors & Brayton
Jurisdiction	Albuquerque
East/West Street	Brayton
North/South Street	Coors
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	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	0	0		0	0	1	0	0	3	0	0	1	3	0
Configuration								R			T	TR		L	T	
Volume (veh/h)							37			1695	42		2	40	2173	
Percent Heavy Vehicles (%)							3						3	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1					5.6	5.3		
Critical Headway (sec)								7.16					5.66	5.36		
Base Follow-Up Headway (sec)								3.9					2.3	3.1		
Follow-Up Headway (sec)								3.93					2.33	3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								40						46		
Capacity, c (veh/h)								225						143		
v/c Ratio								0.18						0.32		
95% Queue Length, Q ₉₅ (veh)								0.6						1.3		
Control Delay (s/veh)								24.5						41.5		
Level of Service (LOS)								C						E		
Approach Delay (s/veh)					24.5								0.8			
Approach LOS					C											

Lanes, Volumes, Timings

2: Taco Bell West & Hanover

03/26/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↰↰↰	↰↰	
Traffic Volume (vph)	161	54	6	266	45	4
Future Volume (vph)	161	54	6	266	45	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Frt	0.968				0.985	
Flt Protected				0.999	0.957	
Satd. Flow (prot)	1803	0	0	5080	1756	0
Flt Permitted				0.999	0.957	
Satd. Flow (perm)	1803	0	0	5080	1756	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	138			112	127	
Travel Time (s)	3.1			2.5	2.9	
Peak Hour Factor	0.64	0.70	0.93	0.84	0.68	0.50
Adj. Flow (vph)	252	77	6	317	66	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	329	0	0	323	74	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 21.8%				ICU Level of Service A		
Analysis Period (min) 15						

HCM 6th TWSC

2: Taco Bell West & Hanover

03/26/2022

Intersection

Int Delay, s/veh 1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	161	54	6	266	45	4
Future Vol, veh/h	161	54	6	266	45	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	70	93	84	68	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	252	77	6	317	66	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	329
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.219
Pot Cap-1 Maneuver	-	-	1229
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1229
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	596	-	-	1229	-
HCM Lane V/C Ratio	0.124	-	-	0.005	-
HCM Control Delay (s)	11.9	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Lanes, Volumes, Timings
6: Taco Bell East & Hanover

03/26/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↘↙	
Traffic Volume (vph)	265	1	9	244	27	4
Future Volume (vph)	265	1	9	244	27	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999				0.981	
Flt Protected				0.998	0.959	
Satd. Flow (prot)	1861	0	0	1859	1752	0
Flt Permitted				0.998	0.959	
Satd. Flow (perm)	1861	0	0	1859	1752	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			313	120	
Travel Time (s)	2.5			7.1	2.7	
Peak Hour Factor	0.93	0.50	0.63	0.90	0.54	0.50
Adj. Flow (vph)	285	2	14	271	50	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	287	0	0	285	58	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	30.1%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
6: Taco Bell East & Hanover

03/26/2022

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	265	1	9	244	27	4
Future Vol, veh/h	265	1	9	244	27	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	50	63	90	54	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	285	2	14	271	50	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	287
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1275
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1275
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	493	-	-	1275	-
HCM Lane V/C Ratio	0.118	-	-	0.011	-
HCM Control Delay (s)	13.3	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Lanes, Volumes, Timings

8: Dolores & Hanover

03/26/2022

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	245	21	4	232	18	5
Future Volume (vph)	245	21	4	232	18	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.970	
Flt Protected				0.999	0.963	
Satd. Flow (prot)	1835	0	0	1861	1740	0
Flt Permitted				0.999	0.963	
Satd. Flow (perm)	1835	0	0	1861	1740	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	313			383	266	
Travel Time (s)	7.1			8.7	6.0	
Peak Hour Factor	0.96	0.68	0.50	0.88	0.75	0.75
Adj. Flow (vph)	255	31	8	264	24	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	286	0	0	272	31	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.4%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
8: Dolores & Hanover

03/26/2022

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	245	21	4	232	18	5
Future Vol, veh/h	245	21	4	232	18	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	68	50	88	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	255	31	8	264	24	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	286
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1276
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1276
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	534	-	-	1276	-
HCM Lane V/C Ratio	0.057	-	-	0.006	-
HCM Control Delay (s)	12.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings

12: 59th & Brayton

03/26/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	17	11	4	4	5	6	6	3	5	11	27
Future Volume (vph)	51	17	11	4	4	5	6	6	3	5	11	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.948			0.971			0.915	
Flt Protected		0.969			0.985			0.982			0.994	
Satd. Flow (prot)	0	1762	0	0	1739	0	0	1776	0	0	1694	0
Flt Permitted		0.969			0.985			0.982			0.994	
Satd. Flow (perm)	0	1762	0	0	1739	0	0	1776	0	0	1694	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		309			348			261			112	
Travel Time (s)		7.0			7.9			5.9			2.5	
Peak Hour Factor	0.63	0.75	0.50	0.50	0.50	0.50	0.63	0.50	0.50	0.50	0.50	0.50
Adj. Flow (vph)	81	23	22	8	8	10	10	12	6	10	22	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	126	0	0	26	0	0	28	0	0	86	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	18.5%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	51	17	11	4	4	5	6	6	3	5	11	27
Future Vol, veh/h	51	17	11	4	4	5	6	6	3	5	11	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	75	50	50	50	50	63	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	81	23	22	8	8	10	10	12	6	10	22	54
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	18	0	0	45	0	0	263	230	34	234	236	13
Stage 1	-	-	-	-	-	-	196	196	-	29	29	-
Stage 2	-	-	-	-	-	-	67	34	-	205	207	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1599	-	-	1563	-	-	690	670	1039	721	665	1067
Stage 1	-	-	-	-	-	-	806	739	-	988	871	-
Stage 2	-	-	-	-	-	-	943	867	-	797	731	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1599	-	-	1563	-	-	610	632	1039	676	627	1067
Mov Cap-2 Maneuver	-	-	-	-	-	-	610	632	-	676	627	-
Stage 1	-	-	-	-	-	-	764	701	-	937	867	-
Stage 2	-	-	-	-	-	-	868	863	-	738	693	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.8			2.3			10.5			9.7		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	682	1599	-	-	1563	-	-	856				
HCM Lane V/C Ratio	0.04	0.051	-	-	0.005	-	-	0.1				
HCM Control Delay (s)	10.5	7.4	0	-	7.3	0	-	9.7				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0.1	0.2	-	-	0	-	-	0.3				

Lanes, Volumes, Timings
13: 59th & Site Access

03/26/2022

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	38	57	5	4	3
Future Volume (vph)	1	38	57	5	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.868				0.942	
Flt Protected	0.999			0.956		
Satd. Flow (prot)	1615	0	0	1781	1755	0
Flt Permitted	0.999			0.956		
Satd. Flow (perm)	1615	0	0	1781	1755	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	119			112	123	
Travel Time (s)	2.7			2.5	2.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	41	62	5	4	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	0	67	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.1%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
13: 59th & Site Access

03/26/2022

Intersection

Int Delay, s/veh 6.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	38	57	5	4	3
Future Vol, veh/h	1	38	57	5	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	41	62	5	4	3

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	135	6	7
Stage 1	6	-	-
Stage 2	129	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	859	1077	1614
Stage 1	1017	-	-
Stage 2	897	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	825	1077	1614
Mov Cap-2 Maneuver	825	-	-
Stage 1	977	-	-
Stage 2	897	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	6.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1614	-	1069	-	-
HCM Lane V/C Ratio	0.038	-	0.04	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Appendix C

CRASH DATA

CrashDate	Hour	AStreet	BStreet	CrashDi	Severity	Class	Analysis	TopCFacc	Weather	Light	HitRun	Alc	Drug	OED	MC	PEC	TRK	HZ
12/17/2019	8 p.m.	COORS BLVD NW	FORTUNA DR	S	Property Damage	O Fixed Object	Fixed Object - Median Raised Or Curb	Excessive Speed	Clear	Daylight	Yes							
3/7/2019	5 p.m.	COORS BLVD NW		S	Property Damage	O Left Blank	Left Blank	Missing Data	Left Blank	Left Blank	No							
2/6/2015	7 a.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash	Fixed Object	Fixed Object - Ditch	Avoid No Contact - Vehicle	Clear	Daylight	No							
9/17/2019	1 p.m.	1000 COORS BLVD NW		W	Property Damage	O Other Vehicle	Left Blank	Failed to Yield Right of Way	Clear	Daylight	No							
7/21/2018	3 a.m.	COORS BLVD NW	FORTUNA RD NW	S	Property Damage	O Fixed Object	Fixed Object - Median Raised Or Curb	Alcohol/Drug Involved	Clear	Daylight	No							
9/7/2016	5 a.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage	O Fixed Object	Fixed Object - Fire Hydrant	Driver Inattention	Raining	Daylight	Yes							
12/1/2015	6 p.m.	COORS BL NW	HANOVER RD NW	N	Property Damage	O Fixed Object	Fixed Object - Median Raised Or Curb	Alcohol/Drug Involved	Clear	Daylight	Yes							
6/8/2015	5 p.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash	Fixed Object	Fixed Object - Sign or Sign Post (Traffic)	None	Clear	Dark-Light	No							
11/17/2015	2 p.m.	FORTUNA	COORS		Property Damage	O Left Blank	Invalid Code	Missing Data	Left Blank	Left Blank	No							
2/26/2019	6 p.m.	1000 COORS BLVD NW		NW	Property Damage	O Other Vehicle	Left Blank	Missing Data	Clear	Dusk	Yes							
2/2/2019	12 p.m.	FORTUNA RD NW	COORS BLVD NW		Property Damage	O Other Vehicle	Left Blank	Missing Data	Left Blank	Left Blank	No							
9/12/2017	7 a.m.	COORS BL NW	FORTUNA RD NW	N	Property Damage	O Fixed Object	Fixed Object - Tree	Improper Lane Change	Left Blank	Left Blank	No							
5/18/2016	12 p.m.	COORS	HANOVER		Property Damage	O Left Blank	Invalid Code	Missing Data	Left Blank	Left Blank	Yes							
5/30/2019	10 p.m.	HANOVER	COORS	S	Property Damage	O Left Blank	Left Blank	Missing Data	Left Blank	Left Blank	No							
7/9/2016	5 p.m.	COORS	HANOVER	S	Property Damage	O Left Blank	Invalid Code	Improper Lane Change	Left Blank	Left Blank	No							
11/3/2016	10 a.m.	COORS	HANOVER @ USKT	S	Property Damage	O Left Blank	Invalid Code	Missing Data	Left Blank	Left Blank	No							
2/1/2015	Invalid Cod	N. COORS AND FORTUNA	FORTUNA/COORS	E	Property Damage	O Left Blank	Invalid Code	Disregarded Traffic Signal	Clear	Daylight	No							
11/18/2019	11 a.m.	COORS SB	FORT VINA		Property Damage	O Other Vehicle	Left Blank	Missing Data	Left Blank	Left Blank	No							
8/5/2016	1 p.m.	COORS SOUTHBOUND	HANOVER		Property Damage	O Left Blank	Invalid Code	Missing Data	Left Blank	Left Blank	Yes							
3/28/2019	7 a.m.	FORTUNA	COORS	E	Property Damage	O Other Vehicle	Left Blank	Missing Data	Left Blank	Left Blank	No							
9/2/2016	2 p.m.	COORS	NORTH OF HANOVER	N	Property Damage	O Left Blank	Invalid Code	Missing Data	Left Blank	Left Blank	No							
1/16/2016	5 a.m.	COORS	FORTUNA	N	Property Damage	O Left Blank	Invalid Code	Missing Data	Left Blank	Left Blank	No							
6/24/2016	Invalid Cod	COORS	FORTUNA		Property Damage	O Left Blank	Invalid Code	Missing Data	Left Blank	Left Blank	No							
10/12/2019	3 p.m.	COORS	TORTUNA		Property Damage	O Left Blank	Left Blank	Missing Data	Left Blank	Left Blank	Yes							
9/26/2018	7 p.m.	HANOVER RD NW	COORS BLVD NW		Property Damage	O Left Blank	Left Blank	Missing Data	Clear	Daylight	No							
8/16/2016	5 p.m.	COORS	HANOVER		Property Damage	O Left Blank	Invalid Code	Missing Data	Clear	Daylight	No							
8/19/2015	7 a.m.	1501 COORS NW	HANOVER	W	Property Damage	O Left Blank	Invalid Code	Excessive Speed	Clear	Dark-Light	No							
11/3/2019	2 p.m.	COORS	HANOVER RD NW	S	Property Damage	O Other Vehicle	Left Blank	Missing Data	Clear	Dark-Light	No							
4/17/2019	3 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage	O Other Vehicle	Left Blank	Disregarded Traffic Signal	Clear	Dark-Light	No							
4/5/2019	1 p.m.	COORS BLVD NW	HANOVER RD NW		Property Damage	O Other Vehicle	Left Blank	Improper Lane Change	Clear	Dark-Light	Yes							
7/5/2019	9 p.m.	COORS AND HANOVER	HANOVER	S	Property Damage	O Left Blank	Left Blank	Made Improper Turn	Clear	Dark-Light	No							
5/13/2019	3 p.m.	COORS	HANOVER	S	Property Damage	O Other Vehicle	Left Blank	Missing Data	Clear	Dark-Light	No							
6/12/2019	7 a.m.	COORS AND HANOVER	HANOVER	N	Property Damage	O Left Blank	Left Blank	Missing Data	Clear	Daylight	No						y	
8/9/2019	7 p.m.	1501 COORS BLVD SW		S	Injury Crash	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Disregarded Traffic Signal	Other	Daylight	No							
4/20/2019	4 p.m.	COORS BLVD NW	BRAYTON RD NW	N	Property Damage	O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Daylight	No							
3/11/2019	4 p.m.	1500 COORS BLVD NW		N	Property Damage	O Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	Improper Lane Change	Clear	Daylight	Yes							
8/18/2016	1 p.m.	640 COORS BLVD NW STE 8	COORS/FORTUNA		Property Damage	O Left Blank	Invalid Code	Missing Data	Clear	Daylight	Yes							
8/27/2015	4 p.m.	COORS	FORTUNA		Property Damage	O Left Blank	Invalid Code	Missing Data	Clear	Daylight	Yes							
12/9/2019	3 p.m.	FORTUNA	COORS	S	Property Damage	O Left Blank	Left Blank	Missing Data	Clear	Dawn	No							
9/17/2018	6 a.m.	HANOVER ST	COORS BLVD NW	W	Property Damage	O Left Blank	Left Blank	Missing Data	Clear	Daylight	No							
6/6/2019	4 p.m.	COORS	HANOVER RD NW	S	Property Damage	O Other Vehicle	Left Blank	Missing Data	Clear	Daylight	No							
5/8/2015	1 p.m.	COORS RD	FORTUNA NW	S	Property Damage	O Left Blank	Invalid Code	Following Too Closely	Clear	Daylight	No	y						
6/29/2018	10 a.m.	FORTUNA	COORS	E	Property Damage	O Left Blank	Left Blank	Missing Data	Clear	Dark-Light	No	y	y	y				
11/19/2019	1 p.m.	COORS	HANOVER	NW	Property Damage	O Other Vehicle	Left Blank	Missing Data	Clear	Daylight	Yes							
3/25/2019	4 p.m.	COORS BLVD NW	FORTUNA RD NW	NW	Property Damage	O Other Vehicle	Left Blank	Disregarded Traffic Signal	Clear	Daylight	No							
12/27/2019	1 p.m.	COORS BLVD NW	HANOVER EB		Property Damage	O Left Blank	Left Blank	Missing Data	Clear	Dawn	No						y	
2/17/2018	1 p.m.	COORS BLVD	HANOVER ROAD	N	Property Damage	O Vehicle on Other Road	Left Blank	Improper Overtaking	Clear	Dawn	No							
9/17/2018	9 p.m.	COORS & HANOVER	COORS & HANOVER		Property Damage	O Other Vehicle	Left Blank	Missing Data	Clear	Dark-Light	No							
3/18/2019	7 a.m.	COORS BLVD NW	BRAYTON RD NW	N	Property Damage	O Other Vehicle	Other Vehicle - Parts - Misc. Vehicle Parts	Other Mechanical Defect	Clear	Daylight	No							
3/25/2019	3 p.m.	COORS BLVD NW		N	Property Damage	O Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	Driver Inattention	Clear	Daylight	No							
7/12/2018	1 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage	O Other Vehicle	Left Blank	Other - No Driver Error	Clear	Dark-Light	No							
9/7/2018	8 p.m.	COORS BLVD	HANOVER		Property Damage	O Left Blank	Left Blank	Missing Data	Clear	Dark-Light	No							
4/4/2019	7 a.m.	COORS	FORTUNA	N	Property Damage	O Other Vehicle	Left Blank	Missing Data	Clear	Dark-Light	No							
7/1/2019	7 a.m.	COORS BLVD NW		N	Property Damage	O Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Driver Inattention	Clear	Daylight	No							
12/26/2018	6 p.m.	COORS BLVD SB	HANOVER	S	Property Damage	O Left Blank	Left Blank	Driver Inattention	Clear	Daylight	Yes							
1/28/2018	11 a.m.	COORS BLVD	HANOVER	S	Property Damage	O Left Blank	Left Blank	Missing Data	Clear	Daylight	Yes							
3/11/2019	Left Blank	SOUTH BOUND ON COORS	COORS & FORTUNA	S	Property Damage	O Other Vehicle	Left Blank	Missing Data	Clear	Daylight	No						y	
2/1/2018	2 p.m.	COORS BLVD	HANOVER	S	Property Damage	O Other Vehicle	Left Blank	Missing Data	Clear	Daylight	Yes							
11/29/2017	1 p.m.	COORS / FORTUNA	COORS AND HANOVER	S	Property Damage	O Other Vehicle	Left Blank	Missing Data	Raining	Daylight	No							
12/12/2017	4 p.m.	COORS BLVD NW	HANOVER RD NW	SE	Property Damage	O Other Vehicle	Left Blank	Missing Data	Clear	Daylight	No							
12/22/2019	5 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Property Damage	O Other Vehicle	Left Blank	Missing Data	Clear	Daylight	No							
12/30/2019	1 p.m.	COORS	FORTUNA		Property Damage	O Other Vehicle	Left Blank	Missing Data	Clear	Daylight	Yes							
2/13/2017	4 p.m.	COORS AND FORTUNA	FORTUNA		Property Damage	O Other Vehicle	Left Blank	Missing Data	Raining	Daylight	Yes							
3/19/2017	9 p.m.		HANOVER /COORS *BY SH		Property Damage	O Other Vehicle	Left Blank	Missing Data	Clear	Dark-Light	Yes							
3/24/2017	8 a.m.	COORS	HANOVER RD NW	S	Property Damage	O Other Vehicle	Left Blank	Missing Data	Clear	Daylight	Yes							

12/12/2019 1 p.m.	1500 COORS BLVD NW		S	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Clear	Daylight	No	
2/14/2017 11 a.m.	COORS NW	HANOVER NW		Property Damage O	Other Vehicle	Left Blank	Missing Data	Clear	Dusk	No	
1/8/2017 2 p.m.	COORS	HANOVER	N	Property Damage O	Other Vehicle	Left Blank	Missing Data	Clear	Daylight	No	
5/12/2017 Left Blank	COORS AND FORTUNA		W	Property Damage O	Other Vehicle	Left Blank	Missing Data	Left Blank	Left Blank	No	
5/22/2018 7 a.m.	COORS BLVD NW	FORTUNA RD NW		Property Damage O	Left Blank	Left Blank	Missing Data	Left Blank	Left Blank	No	
6/28/2017 8 a.m.	COORS BLVD & BRAYTON S	HANOVER ST	N	Property Damage O	Other Vehicle	Left Blank	Missing Data	Clear	Daylight	No	
11/18/2016 12 p.m.	COORS AND FORTUNA	COORS AND FORTUNA	N	Property Damage O	Left Blank	Left Blank	Missing Data	Left Blank	Left Blank	No	
9/17/2018 9 p.m.	COORS BLVD NW	COORS BLVD NW		Property Damage O	Left Blank	Left Blank	Missing Data	Clear	Dark-Light	No	
10/19/2018 7 a.m.	HANOVER RD NW	COORS BLVD	E	Property Damage O	Left Blank	Left Blank	Missing Data	Left Blank	Left Blank	Yes	
1/22/2018 3 p.m.	HANOVER NW	COORS	E	Property Damage O	Other Vehicle	Left Blank	Missing Data	Left Blank	Left Blank	No	
4/10/2016 12 p.m.	1500 COORS	BETWEEN CLIFF AND HAN S		Property Damage O	Other Vehicle	Left Blank	Missing Data	Clear	Daylight	No	
7/23/2016 11 a.m.	COORS BLVD	HANOVER		Property Damage O	Left Blank	Left Blank	Missing Data	Left Blank	Left Blank	No	
10/1/2018 8 a.m.	COORS BLVD NW	FORTUNA RD NW	S	Property Damage O	Left Blank	Left Blank	Missing Data	Clear	Daylight	No	
7/9/2017 9 a.m.	COORS & HANOVER		S	Property Damage O	Other Vehicle	Left Blank	Missing Data	Left Blank	Left Blank	No	
10/17/2016 1 p.m.	COORS NW	HANOVER NW	S	Property Damage O	Other Vehicle	Left Blank	Missing Data	Left Blank	Dark-Light	Yes	
9/13/2017 1 p.m.	ON COORS BEFORE HANOV		N	Property Damage O	Other Vehicle	Left Blank	Missing Data	Left Blank	Left Blank	No	
8/10/2015 11 a.m.	COORS	HANOVER		Property Damage O	Left Blank	Left Blank	Missing Data	Left Blank	Left Blank	No	
11/27/2015 12 p.m.	COORS	HANOVER	N	Property Damage O	Left Blank	Left Blank	Missing Data	Left Blank	Left Blank	No	
4/17/2018 Left Blank		COORS	W	Property Damage O	Other Vehicle	Left Blank	Missing Data	Left Blank	Left Blank	Yes	
2/2/2018 2 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O	Other (Object)	Other Object - Streetcar	None	Clear	Dark-Light	Yes	y
4/5/2018 11 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O	Other (Object)	Other Object - Unknown/Not Stated	Avoid No Contact - Other	Clear	Dark-Light	Yes	
11/6/2016 Invalid Cod	COORS & FORTUNA		NW	Property Damage O	Other (Object)	Other Object - Unknown/Not Stated	Missing Data	Clear	Daylight	Yes	
12/10/2017 1 a.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O	Other Vehicle	Other Vehicle - All Others/Entering At Angle	Driver Inattention	Clear	Dark-Light	No	
12/8/2016 3 p.m.	COORS BLVD NW	HANOVER RD NW	NE	Property Damage O	Other Vehicle	Other Vehicle - All Others/Entering At Angle	Driver Inattention	Clear	Dark-Light	No	
7/11/2017 9 a.m.	HANOVER NW	COORS NW	E	Property Damage O	Other Vehicle	Left Blank	Missing Data	Clear	Daylight	No	
12/12/2015 7 p.m.	COORS BOULEVARD SW	HANOVER ROAD NW	S	Property Damage O	Other Vehicle	Other Vehicle - All Others/Entering At Angle	Avoid No Contact - Vehicle	Clear	Dark-Light	No	
2/4/2015 9 a.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash	Other Vehicle	Other Vehicle - All Others/Entering At Angle	Alcohol/Drug Involved	Clear	Dark-Light	No	
6/17/2016 4 p.m.	HANOVER	COORS	W	Property Damage O	Other Vehicle	Left Blank	Missing Data	Clear	Daylight	No	
2/28/2019 3 p.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Driver Inattention	Clear	Daylight	No	
1/31/2019 9 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Other - No Driver Error	Clear	Daylight	No	
3/29/2019 11 p.m.	COORS BLVD NW	HANOVER RD NW	NW	Injury Crash	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Failed to Yield Right of Way	Clear	Dusk	No	y
12/13/2017 1 p.m.	COORS BLVD NW	FORTUNA RD NW	S	Property Damage O	Other Vehicle	Left Blank	Missing Data	Clear	Daylight	No	
8/20/2018 2 p.m.	COORS BLVD NW		S	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Daylight	No	
10/7/2019 1 a.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Improper Lane Change	Clear	Daylight	No	
12/12/2019 10 a.m.	COORS BLVD NW	HANOVER RD NW	E	Property Damage O	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Failed to Yield Right of Way	Clear	Dark-Light	No	
2/14/2019 6 a.m.	COORS BLVD NW	HANOVER RD NW	NW	Injury Crash	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Failed to Yield Right of Way	Clear	Daylight	No	y
10/9/2019 10 a.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	None	Clear	Dark-Not L	Yes	
7/19/2019 10 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Excessive Speed	Clear	Daylight	No	
12/13/2016 3 p.m.	HANOVER RD NW	COORS BLVD NW	W	Property Damage O	Other Vehicle	Left Blank	Following Too Closely	Clear	Daylight	Yes	
12/4/2016 5 p.m.	HANOVER RD NW		E	Property Damage O	Other Vehicle	Other Vehicle - All Others/Entering At Angle	Driver Inattention	Other	Daylight	Yes	
2/15/2018 4 p.m.	COORS BLVD NW	HANOVER RD NW	E	Property Damage O	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Failed to Yield Right of Way	Clear	Daylight	Yes	
12/23/2018 10 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Driver Inattention	Clear	Daylight	No	
4/13/2017 6 p.m.	HANOVER RD NW	COORS BLVD NW	E	Injury Crash	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Improper Lane Change	Clear	Daylight	No	
4/6/2017 8 a.m.	COORS	FORTUNA	N	Property Damage O	Other Vehicle	Left Blank	Missing Data	Clear	Dark-Not L	No	
8/5/2017 12 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Following Too Closely	Clear	Dusk	Yes	
3/5/2017 12 a.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Improper Lane Change	Clear	Daylight	No	
3/14/2016 Invalid Cod	COORS NW	FORTUNA		Property Damage O	Left Blank	Left Blank	Missing Data	Raining	Daylight	No	
5/4/2017 8 a.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Excessive Speed	Clear	Daylight	No	
10/5/2017 5 p.m.	COORS BLVD NW	HANOVER RD NW	SW	Injury Crash	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Excessive Speed	Clear	Daylight	Yes	
1/24/2016 12 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Following Too Closely	Clear	Daylight	No	
1/28/2016 8 a.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Disregarded Traffic Signal	Clear	Daylight	Yes	
10/6/2016 9 a.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Improper Lane Change	Clear	Daylight	Yes	
2/6/2017 11 a.m.	HANOVER RD NW	COORS BLVD NW	E	Injury Crash	Other Vehicle	Other Vehicle - Both Turn Right/Entering At Angle	Driver Inattention	Clear	Dark-Light	No	
5/9/2016 1 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Improper Lane Change	Clear	Daylight	No	
5/22/2017 7 p.m.	HANOVER	COORS	SW	Property Damage O	Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Wind	Daylight	No	
12/22/2016 6 p.m.		COORS AND FORTUNA		Property Damage O	Other Vehicle	Left Blank	Missing Data	Clear	Daylight	No	
8/24/2019 2 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Injury Crash	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Made Improper Turn	Clear	Daylight	No	
5/11/2018 11 a.m.	COORS BLVD NW		N	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Excessive Speed	Clear	Daylight	No	
5/16/2018 12 p.m.	COORS BLVD NW		N	Property Damage O	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight	No	
4/16/2016 6 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Other Improper Driving	Clear	Daylight	No	
8/30/2019 6 a.m.	COORS BLVD NW	FORTUNA RD NW	S	Injury Crash	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Other Improper Driving	Clear	Daylight	No	
11/13/2016 2 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Driver Inattention	Clear	Daylight	No	
7/24/2015 8 p.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Disregarded Traffic Signal	Clear	Daylight	No	
5/27/2015 12 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	None	Clear	Daylight	No	
4/18/2018 2 p.m.	COORS BLVD NW	FORTUNA RD NW	S	Property Damage O	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Failed to Yield Right of Way	Clear	Daylight	No	
1/31/2017 7 a.m.	COORS BLVD NW	FORTUNA RD NW	S	Injury Crash	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Disregarded Traffic Signal	Clear	Dark-Light	No	y

8/14/2017 3 p.m.	COORS BLVD NW	FORTUNA RD NW	S	Property Damage O Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Excessive Speed	Clear	Daylight	No		
12/19/2015 12 p.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Driver Inattention	Clear	Daylight	Yes		
8/13/2019 9 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - Both Turn Left/Entering At Angle	Driver Inattention	Clear	Dark-Light	No		
9/13/2016 6 p.m.	COORS BLVD NW	FORTUNA RD NW	S	Injury Crash Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Made Improper Turn	Clear	Dark-Light	No	y	y
11/5/2019 12 p.m.	COORS BLVD NW	HANOVER RD NW	SE	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Disregarded Traffic Signal	Clear	Daylight	Yes		
8/2/2018 6 p.m.	COORS BLVD NW		SE	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Failed to Yield Right of Way	Clear	Daylight	No		
5/5/2018 12 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction	Failed to Yield Right of Way	Clear	Daylight	No		
8/28/2015 6 p.m.	FORTUNA RD NW	COORS BLVD NW	S	Injury Crash Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Other Mechanical Defect	Clear	Daylight	No		y
1/3/2017 5 p.m.	COORS & HANOVER	HANOVER	SW	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Clear	Dark-Light	No		
3/30/2017 10 a.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction	Disregarded Traffic Signal	Clear	Dark-Light	No		
8/29/2015 10 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Property Damage O Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Driver Inattention	Clear	Daylight	Yes		
8/25/2017 11 p.m.	HANOVER RD NW	COORS BLVD NW	SE	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Excessive Speed	Clear	Daylight	No		
6/27/2017 3 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Driver Inattention	Left Blank	Left Blank	No		
5/20/2019 5 p.m.	COORS BLVD NW	FORTUNA RD NW	S	Property Damage O Other Vehicle	Other Vehicle - Both Turn Left/Entering At Angle	Excessive Speed	Left Blank	Left Blank	No		
9/17/2016 2 p.m.	COORS BLVD	HANOVER	S	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Improper Lane Change	Left Blank	Left Blank	No		
1/11/2016 2 p.m.	COORS S/B	HANOVER	S	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Excessive Speed	Left Blank	Left Blank	No		
8/24/2019 5 p.m.	COORS BLVD NW	FORTUNA RD NW	W	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Disregarded Traffic Signal	Left Blank	Left Blank	No		
8/27/2016 5 p.m.	COORSE/FORTUNA		N	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Excessive Speed	Left Blank	Left Blank	No		
1/6/2016 4 p.m.	COORS RD NW	HANOVER	S	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Left Blank	Left Blank	No		
10/18/2018 2 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Driver Inattention	Left Blank	Left Blank	No		
2/9/2016 Invalid Cod	HANOVER	COORS		Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Left Blank	Left Blank	No		
12/6/2016 12 p.m.	COORS BLVD	NEAREST HANOVER	N	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Left Blank	Left Blank	No		
10/21/2016 3 p.m.	COORS BLVD & FORTUNA	SW	W	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Improper Lane Change	Left Blank	Left Blank	No		
9/26/2016 12 p.m.	COORS & HANOVER			Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Driver Inattention	Left Blank	Left Blank	No		y
8/9/2016 7 p.m.	HANOVER	COORS	S	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Left Blank	Left Blank	No		
8/31/2015 12 p.m.	HANOVER	COORS		Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Left Blank	Left Blank	No		
1/1/2016 6 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Driver Inattention	Left Blank	Left Blank	No		
4/21/2017 6 a.m.	COORS BLVD NW		N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Turn Right	Following Too Closely	Clear	Daylight	No		
6/8/2016 4 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction	Driver Inattention	Clear	Daylight	No		
8/31/2016 6 p.m.	COORS	HANOVER & FORTUNA	SW	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Avoid No Contact - Vehicle	Clear	Dark-Light	Yes		
6/13/2015 9 p.m.	HANOVER	COORS		Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Clear	Daylight	No		
12/27/2017 6 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction	Failed to Yield Right of Way	Raining	Dawn	No		
7/8/2015 3 p.m.	COORS NB	HANOVER		Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Clear	Daylight	No		
9/12/2015 2 p.m.	COORS	HANOVER	SE	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Excessive Speed	Clear	Dark-Light	No		
1/16/2016 10 a.m.	COORS BLVD	FORTUNA	N	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Speed Too Fast for Conditions	Clear	Daylight	No		
10/26/2015 3 p.m.	HANOVER	COORS		Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Clear	Dark-Light	No		
9/17/2019 7 a.m.	HANOVER RD NW		S	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction/One Right Turn	Driver Inattention	Clear	Daylight	No		
2/12/2015 11 a.m.	COORS	HANOVER		Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Clear	Daylight	No		
2/19/2015 12 p.m.	COORS	HANOVER	S	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Clear	Daylight	Yes		
12/4/2015 7 a.m.	COORS	HANOVER	E	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Failed to Yield Right of Way	Raining	Daylight	No		
5/3/2015 8 a.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction/Both Going Straight	Disregarded Traffic Signal	Clear	Daylight	No		
8/5/2017 12 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction/Head-On Collision	Excessive Speed	Clear	Daylight	Yes		
1/16/2016 9 a.m.	COORS BLVD NW N/B	100 FEET SOUTH FORTUN	N	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Driver Inattention	Clear	Daylight	No		
2/13/2016 11 a.m.	COORS	FORTUNA		Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Clear	Daylight	No		
9/3/2019 9 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of Way	Clear	Daylight	No		
2/27/2017 2 p.m.	COORS BLVD NW		S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Alcohol/Drug Involved	Clear	Daylight	No		y
3/4/2019 6 p.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Disregarded Traffic Signal	Clear	Daylight	No		
5/5/2016 5 p.m.	COORS NORTHBOUND	FORTUNA	N	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Clear	Dark-Light	No		
2/24/2017 7 p.m.	COORS BLVD NW		S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Dark-Light	No		
3/25/2018 12 a.m.	COORS BLVD NW	HANOVER RD NW	NW	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of Way	Clear	Daylight	No		
12/16/2016 3 p.m.	COORS	FORTUNA	N	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Driver Inattention	Clear	Daylight	No		
6/9/2018 9 a.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of Way	Clear	Dawn	No		
8/30/2017 7 a.m.	SB COORS BLVD NW (700 B		N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Clear	Daylight	Yes		
2/19/2016 6 p.m.	FORTUNA DR	COORS BLVD NW	E	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction	Disregarded Traffic Signal	Clear	Daylight	No		
6/2/2018 10 a.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of Way	Clear	Daylight	Yes		
6/12/2016 3 p.m.	COORS BLVD NW	FORTUNA RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Other Improper Driving	Clear	Daylight	No		
8/13/2016 7 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction	Driver Inattention	Clear	Daylight	No		
10/5/2017 7 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of Way	Clear	Dark-Not L	No		
7/21/2016 7 a.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of Way	Clear	Daylight	No		
10/31/2016 3 p.m.	COORS BLVD NW	HANOVER RD NW	SE	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of Way	Clear	Daylight	No		
7/10/2017 1 p.m.	640 COORS BLVD		W	Property Damage O Other Vehicle	Other Vehicle - All Others/Entering At Angle	Other Improper Driving	Clear	Daylight	Yes		
8/31/2015 7 a.m.	COOR NW	HANOVER	N	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Disregarded Traffic Signal	Clear	Daylight	No		
1/17/2015 9 a.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Disregarded Traffic Signal	Clear	Dark-Light	No		
3/20/2015 Invalid Cod	COORS	FORTUNA	SW	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Clear	Dark-Light	No		
7/14/2015 9 a.m.	COORS BLVD NW	FORTUNA RD NW		Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Clear	Daylight	No		
1/11/2019 9 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction/Sideswipe Collision	Failed to Yield Right of Way	Raining	Dawn	No		

9/4/2015 4 p.m.	COORS	FORTUNA	S	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Clear	Daylight	No	
9/22/2015 4 p.m.	COORS	FORTUNA	E	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Clear	Daylight	No	
3/20/2015 10 p.m.	COORS	FORTUNA	N	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Clear	Daylight	No	
5/5/2018 5 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction/Sideswipe Collision	Improper Lane Change	Raining	Dark-Light	No	
12/8/2019 5 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	None	Clear	Dark-Light	Yes	
5/7/2015 11 a.m.	COORS	FORTUNA		Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Clear	Daylight	No	
3/14/2018 11 a.m.	HANOVER RD NW	COORS BL NW	E	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Dark-Light	No	
12/30/2019 11 a.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Daylight	No	
12/24/2017 8 a.m.	COORS BLVD NW		E	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Alcohol/Drug Involved	Clear	Daylight	Yes	y
11/2/2015 2 p.m.	COORS	FORTUNA		Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Clear	Dark-Light	No	
9/23/2015 12 p.m.	COORS BLVD NW	FORTUNA RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction	Avoid No Contact - Vehicle	Clear	Daylight	No	
11/27/2018 6 a.m.	COORS BLVD NW	FORTUNA RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction/Both Going Straight	Driver Inattention	Left Blank	Left Blank	No	
11/28/2018 5 a.m.	COORS BLVD NW	HANOVER ST. NW.	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Clear	Daylight	Yes	
9/10/2015 7 a.m.	FORTUNA	COORS		Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction	Missing Data	Raining	Daylight	No	
7/6/2018 10 a.m.	COORS BL NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Clear	Daylight	No	
8/7/2018 8 a.m.	COORS BL NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Excessive Speed	Left Blank	Left Blank	Yes	
4/3/2015 11 a.m.	COORS	FORTUNA	N	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction/Both Going Straight	Missing Data	Clear	Daylight	No	
1/4/2018 6 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Clear	Daylight	No	
10/12/2018 4 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of Way	Left Blank	Left Blank	No	
12/12/2015 10 a.m.	COORS BLVD NW	FORTUNA RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Disregarded Traffic Signal	Left Blank	Left Blank	No	
12/29/2017 7 p.m.	HANOVER RD NW	COORS BLVD NW	E	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Disregarded Traffic Signal	Left Blank	Left Blank	No	
6/2/2019 5 p.m.	COORS BLVD NW	FORTUNA RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Left Blank	Left Blank	No	
7/27/2019 2 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Alcohol/Drug Involved	Left Blank	Left Blank	Yes	
3/16/2018 2 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Left Blank	Left Blank	No	
4/3/2018 3 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Left Blank	Left Blank	No	
8/3/2018 9 a.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Failed to Yield Right of Way	Clear	Daylight	Yes	
5/1/2017 11 a.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Improper Lane Change	Clear	Daylight	No	
2/3/2016 7 a.m.	FORTUNA RD NW		SW	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of Way	Clear	Daylight	No	
9/10/2017 1 p.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Left Blank	Left Blank	No	
7/14/2017 3 p.m.	COORS BLVD NW	HANOVER RD NW	SE	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Left Blank	Left Blank	No	
3/23/2016 6 p.m.	HANOVER RD NW	COORS BLVD NW	W	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Excessive Speed	Clear	Daylight	No	
4/3/2017 6 p.m.	COORS BLVD NW	FORTUNA RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Left Blank	Left Blank	No	
6/16/2017 4 p.m.	COORS BLVD NW	FORTUNA DR	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Left Blank	Left Blank	No	
2/13/2016 6 p.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Left Blank	Left Blank	No	
6/4/2019 7 p.m.	HANOVER RD NW	COORS BLVD NW	E	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/One Right Turn	Following Too Closely	Left Blank	Left Blank	Yes	
8/10/2016 3 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Alcohol/Drug Involved	Left Blank	Left Blank	Yes	
1/4/2016 12 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Left Blank	Left Blank	No	
5/5/2016 7 a.m.	HANOVER RD NW		E	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Left Blank	Left Blank	Yes	
9/14/2017 5 a.m.	COORS BLVD NW	FORTUNA RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Failed to Yield Right of Way	Clear	Daylight	No	
4/5/2016 2 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Daylight	Yes	
6/27/2016 7 a.m.	HANOVER RD NW		E	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Daylight	Yes	
8/18/2017 2 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Left Blank	Left Blank	No	
4/28/2019 4 p.m.	FORTUNA RD NW	COORS BLVD NW	E	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	None	Left Blank	Left Blank	No	
5/26/2017 11 a.m.	FORTUNA DR		E	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Left Blank	Left Blank	No	
5/6/2016 9 a.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Avoid No Contact - Vehicle	Left Blank	Left Blank	Yes	
6/8/2019 12 p.m.	FORTUNA RD NW		W	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/One Left Turn	Excessive Speed	Clear	Daylight	No	
12/5/2016 6 p.m.	HANOVER RD NW		E	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Daylight	No	
8/16/2018 9 a.m.	HANOVER RD NW	COORS BLVD NW	E	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Vehicle Backing	Driver Inattention	Clear	Daylight	No	
1/15/2016 12 p.m.	COORS BLVD NW		N	Injury Crash Other Vehicle	Other Vehicle - From Opposite Direction/Sideswipe Collision	Alcohol/Drug Involved	Clear	Daylight	Yes	y
8/19/2016 6 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Excessive Speed	Clear	Daylight	No	
12/8/2017 6 p.m.	COORS BLVD NW	FORTUNA RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Disregarded Traffic Signal	Clear	Dark-Light	No	y
11/9/2016 4 p.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Clear	Dark-Light	No	
12/24/2016 10 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Failed to Yield Right of Way	Clear	Daylight	No	
1/9/2018 2 p.m.	HANOVER RD NW	COORS BLVD NW	W	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Failed to Yield Right of Way	Clear	Dark-Light	No	
9/21/2016 5 p.m.	COORS BLVD NW		S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Daylight	No	
12/8/2016 1 p.m.	COORS BLVD NW	HANOVER RD NW	W	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Other Improper Driving	Clear	Dusk	No	y
4/11/2018 9 p.m.	HANOVER RD NW	COORS BLVD NW	E	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Failed to Yield Right of Way	Clear	Daylight	Yes	y
3/13/2016 2 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Clear	Dark-Light	Yes	
2/17/2016 3 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Dark-Light	Yes	
12/30/2016 12 p.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Dark-Light	No	
9/28/2018 7 a.m.	FORTUNA DR		E	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Dusk	No	
1/24/2015 4 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Dark-Light	Yes	
3/14/2015 4 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Dark-Light	No	
8/20/2015 2 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Dark-Light	No	
5/16/2016 5 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Daylight	No	
9/18/2015 12 p.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Dark-Light	No	

10/4/2016 7 a.m.	COORS BLVD NW	FORTUNA DR	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Clear	Daylight	Yes	
12/7/2015 5 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Daylight	No	
1/14/2016 7 a.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/One Left Turn	Driver Inattention	Clear	Daylight	No	
11/27/2019 4 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/One Right Turn	Disregarded Traffic Signal	Clear	Daylight	No	y
7/15/2016 7 p.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/One Stopped	Driver Inattention	Clear	Dark-Light	No	
5/31/2015 7 p.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/One Stopped	Following Too Closely	Clear	Daylight	Yes	
12/16/2015 2 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/One Stopped	Following Too Closely	Clear	Daylight	Yes	
3/20/2019 11 a.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Daylight	Yes	
5/29/2019 5 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Daylight	No	
3/25/2018 10 a.m.	FORTUNA DR	COORS BLVD NW	W	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Vehicle Backing	Following Too Closely	Clear	Daylight	Yes	
7/1/2018 10 a.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight	No	
11/28/2016 6 p.m.	COORS BLVD NW	FORTUNA RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Excessive Speed	Clear	Daylight	Yes	
1/2/2018 12 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Daylight	Yes	
3/16/2015 2 p.m.	COORS BLVD NW	FORTUNA DR	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Clear	Daylight	No	
3/4/2015 6 p.m.	COORS BLVD NW	FORTUNA RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Dark-Light	No	
2/15/2015 4 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Following Too Closely	Clear	Daylight	No	
5/15/2018 7 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight	No	
2/23/2018 11 a.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Daylight	No	
4/17/2018 9 a.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Daylight	No	y
4/1/2018 5 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Daylight	No	
6/9/2015 5 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Clear	Dusk	No	
5/21/2018 5 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight	No	
4/13/2018 3 p.m.	HANOVER RD NW	COORS BLVD NW	S	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Driver Inattention	Clear	Daylight	No	
5/24/2016 8 a.m.	HANOVER RD NW		E	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Made Improper Turn	Clear	Daylight	No	
7/2/2018 9 a.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Daylight	No	y
8/3/2018 8 a.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight	No	
8/11/2016 10 a.m.	COORS BLVD NW		N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Daylight	No	
1/14/2016 7 a.m.	HANOVER RD NW		S	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Failed to Yield Right of Way	Clear	Dark-Not L	Yes	
10/26/2018 8 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Dark-Light	No	
2/27/2017 2 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight	Yes	
10/6/2015 9 p.m.	COORS BLVD NW	FORTUNA RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Clear	Dark-Light	No	
10/1/2015 6 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Clear	Dusk	Yes	
4/10/2017 7 a.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Excessive Speed	Clear	Daylight	No	
8/24/2016 9 p.m.	COORS BLVD NW	FORTUNA DR	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/One Right Turn	Disregarded Traffic Signal	Clear	Daylight	No	
8/3/2017 9 a.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Daylight	No	
9/30/2017 11 a.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Raining	Dark-Light	No	
9/18/2016 1 a.m.	COORS BLVD NW	BRAYTON RD NW	E	Property Damage O Fixed Object	Fixed Object - Fire Hydrant	Excessive Speed	Clear	Dark-Light	Yes	
2/20/2016 7 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Other	Dark-Light	No	
8/3/2016 1 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight	No	y
10/13/2016 7 a.m.	HANOVER RD NW		W	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Driver Inattention	Clear	Daylight	No	
12/26/2016 9 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Other Mechanical Defect	Clear	Daylight	No	
12/10/2016 3 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight	Yes	
11/29/2016 12 p.m.	COORS BLVD NW	FORTUNA RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/One Right Turn	Failed to Yield Right of Way	Clear	Dark-Light	No	
11/10/2016 5 p.m.	COORS BLVD NW		N	Property Damage O Other Vehicle	Other Vehicle - From Opposite Direction/Sideswipe Collision	Following Too Closely	Clear	Dark-Light	No	
12/12/2016 8 a.m.	COORS BLVD NW	HANOVER RD NW	E	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Daylight	Yes	y
9/1/2015 11 a.m.	HANOVER MD NW	COORS BLVD NW	E	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Driver Inattention	Clear	Dark-Light	No	
10/26/2016 6 p.m.	FORTUNA RD NW	COORS BLVD NW	W	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Disregarded Traffic Signal	Clear	Daylight	No	
6/30/2015 7 a.m.	HANOVER RD NW	COORS BLVD NW	E	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Speed Too Fast for Conditions	Clear	Dark-Light	Yes	y
1/1/2015 11 a.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Daylight	No	y
6/7/2015 3 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Excessive Speed	Clear	Daylight	No	
5/5/2015 2 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight	No	
1/12/2015 4 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Daylight	No	
8/29/2016 7 p.m.	COORS BLVD NW	FORTUNA RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/One Stopped	Following Too Closely	Left Blank	Left Blank	No	
2/6/2015 1 p.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Left Blank	Left Blank	No	
1/22/2018 6 p.m.	COORS BLVD NW	FORTUNA DR	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Excessive Speed	Left Blank	Left Blank	No	y
4/12/2019 3 p.m.	FORTUNA RD NW		S	Injury Crash Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Failed to Yield Right of Way	Left Blank	Left Blank	No	
9/28/2018 12 p.m.	COORS BLVD NW	FORTUNA RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Left Blank	Left Blank	No	
11/27/2015 11 a.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Clear	Daylight	No	
11/29/2016 3 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	Improper Overtaking	Clear	Daylight	Yes	
9/24/2016 12 p.m.	COORS BLVD NW	HANOVER RD NW	E	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Vehicle Backing	Improper Backing	Left Blank	Left Blank	No	
10/22/2018 10 a.m.	COORS BLVD NW	FORTUNA RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Clear	Daylight	No	
7/12/2017 9 a.m.	COORS BLVD NW	FORTUNA RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Left Blank	Left Blank	No	
4/14/2018 10 a.m.	COORS BLVD NW	COORS BLVD NW	N	Injury Crash Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Failed to Yield Right of Way	Left Blank	Left Blank	Yes	
1/10/2019 5 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Disregarded Traffic Signal	Left Blank	Left Blank	No	
1/25/2019 9 p.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Other Improper Driving	Left Blank	Left Blank	No	
9/11/2017 2 p.m.	COORS BLVD NW	FORTUNA RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Left Blank	Left Blank	No	

3/7/2019 7 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Other Improper Driving	Left Blank	Left Blank	No
10/28/2017 5 p.m.	COORS BLVD NW	FORTUNA DR	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely	Left Blank	Left Blank	Yes
10/4/2017 12 p.m.	COORS BLVD NW	FORTUNA DR	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Excessive Speed	Left Blank	Left Blank	No
10/14/2018 5 p.m.	HANOVER RD NW	COORS BLVD NW	E	Property Damage O Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Excessive Speed	Left Blank	Left Blank	Yes
6/4/2016 12 p.m.	FORTUNA RD NW	COORS BLVD NW	W	Property Damage O Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Excessive Speed	Clear	Daylight	Yes
4/5/2019 12 p.m.	COORS BLVD NW	NM 448 HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Disregarded Traffic Signal	Clear	Daylight	Yes
4/16/2016 2 a.m.	COORS BLVD NW	FORTUNA RD NW	S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Alcohol/Drug Involved	Clear	Daylight	No
11/22/2016 7 p.m.	HANOVER RD NW	COORS BLVD NW	E	Injury Crash Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Alcohol/Drug Involved	Left Blank	Left Blank	Yes
1/6/2015 4 p.m.	COORS BLVD NW	FORTUNA DR	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention	Left Blank	Left Blank	No
1/16/2019 6 a.m.	FORTUNA RD NW	COORS BLVD NW	N	Injury Crash Pedestrian	Pedestrian Collision - Vehicle Turning Right	Driver Inattention	Left Blank	Left Blank	No
7/1/2018 1 a.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Failed to Yield Right of Way	Left Blank	Left Blank	Yes
5/12/2018 9 p.m.	COORS BLVD NW	HANOVER RD NW	SE	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Failed to Yield Right of Way	Clear	Daylight	No
1/17/2018 3 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Failed to Yield Right of Way	Clear	Dark-Light	No
8/13/2018 7 p.m.	COORS BLVD	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Driver Inattention	Clear	Daylight	No
1/8/2015 1 p.m.	COORS BLVD NW		N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Improper Lane Change	Clear	Daylight	Yes
10/27/2018 7 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Failed to Yield Right of Way	Clear	Daylight	No
4/1/2017 12 p.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Failed to Yield Right of Way	Clear	Dusk	No
10/18/2017 7 p.m.	COORS BLVD NW	FORTUNA RD NW	S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	None	Clear	Daylight	No
6/7/2017 2 p.m.	COORS BLVD NW	HANOVER RD NW	SE	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Improper Lane Change	Clear	Daylight	No
10/24/2018 7 a.m.	COORS BLVD NW	FORTUNA RD NW	N	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Disregarded Traffic Signal	Clear	Daylight	Yes
3/13/2015 2 p.m.	COORS BLVD NW		S	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Excessive Speed	Clear	Daylight	No
3/27/2015 9 a.m.	COORS BLVD NW	BRAYTON RD NW	N	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Improper Lane Change	Clear	Daylight	No
8/2/2017 11 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Disregarded Traffic Signal	Clear	Daylight	No
7/30/2017 12 a.m.	COORS BLVD NW	HANOVER RD NW	NW	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Made Improper Turn	Clear	Daylight	No
11/20/2017 11 a.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Driver Inattention	Clear	Daylight	No
3/4/2016 7 a.m.	COORS BLVD NW	HANOVER RD NW	SE	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Driver Inattention	Clear	Dark-Light	No
9/19/2018 2 p.m.	HANOVER ST NW	COORS BLVD NW	W	Property Damage O Other Vehicle	Other Vehicle - One Stopped/Entering At Angle	Improper Overtaking	Clear	Daylight	Yes
12/8/2015 12 p.m.	COORS BLVD NW		N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Clear	Daylight	Yes
12/21/2015 7 a.m.	COORS BLVD NW		S	Property Damage O Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Driver Inattention	Clear	Daylight	No
8/26/2015 3 p.m.	COORS BLVD NW		N	Injury Crash Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Clear	Daylight	No
12/21/2016 4 a.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Disregarded Traffic Signal	Clear	Daylight	No
1/15/2016 8 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Driver Inattention	Clear	Daylight	No
7/8/2015 5 p.m.	64TH ST NW	701 COORS BLVD NW	N	Property Damage O Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Failed to Yield Right of Way	Clear	Daylight	No
5/2/2016 9 a.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Missing Data	Clear	Dark-Light	No
8/24/2016 1 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	None	Clear	Daylight	No
5/22/2018 7 a.m.	COORS BLVD NW	FORTUNA RD NW	S	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Other - No Driver Error	Clear	Daylight	No
1/9/2015 5 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Disregarded Traffic Signal	Clear	Daylight	Yes
12/24/2018 8 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Fatal Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Alcohol/Drug Involved	Clear	Daylight	No
5/21/2015 4 p.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Failed to Yield Right of Way	Clear	Daylight	Yes
2/28/2015 8 p.m.	COORS BLVD NW	HANOVER RD NW	NW	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Disregarded Traffic Signal	Clear	Daylight	No
2/5/2015 8 a.m.	COORS BLVD NW	HANOVER RD NW	S	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Other Improper Driving	Clear	Daylight	No
7/23/2015 9 p.m.	COORS BLVD NW	HANOVER RD NW	W	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Disregarded Traffic Signal	Clear	Daylight	No
8/29/2017 5 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Disregarded Traffic Signal	Clear	Daylight	No
6/8/2015 1 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Disregarded Traffic Signal	Clear	Daylight	No
12/8/2015 5 p.m.	COORS BLVD NW	HANOVER RD NW	NW	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Failed to Yield Right of Way	Clear	Daylight	No
3/29/2017 5 p.m.	COORS BLVD NW	FORTUNA DR	NW	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Failed to Yield Right of Way	Clear	Dark-Light	Yes
12/2/2015 3 p.m.	HANOVER RD NW	COORS BLVD NW	W	Injury Crash Other Vehicle	Other Vehicle - One Stopped/Entering At Angle	Driver Inattention	Clear	Daylight	No
12/27/2019 5 a.m.	COORS BLVD NW	HANOVER RD NW	SW	Property Damage O Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Made Improper Turn	Clear	Dark-Light	No
3/8/2017 7 a.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Following Too Closely	Clear	Daylight	No
3/12/2016 12 p.m.	COORS BLVD NW	HANOVER RD NW	N	Property Damage O Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Driver Inattention	Clear	Daylight	No
1/24/2016 1 a.m.	COORS BLVD NW	HANOVER RD NW	E	Property Damage O Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Excessive Speed	Clear	Daylight	No
6/16/2015 12 p.m.	COORS BLVD NW		S	Property Damage O Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention	Clear	Daylight	Yes
4/16/2016 10 p.m.	COORS BLVD NW	HANOVER RD NW	E	Property Damage O Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Other - No Driver Error	Clear	Daylight	No
4/13/2016 5 p.m.	COORS BLVD NW	HANOVER RD NW	S	Property Damage O Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Missing Data	Clear	Daylight	No
6/1/2019 9 p.m.	FORTUNA RD NW	COORS BLVD NW	W	Fatal Crash Pedestrian	Pedestrian Collision - Vehicle Turning Right	Alcohol/Drug Involved	Clear	Daylight	No
12/29/2017 1 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Injury Crash Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Failed to Yield Right of Way	Clear	Dark-Light	Yes
8/1/2016 10 p.m.	HANOVER RD NW	COORS BLVD NW	E	Injury Crash Pedestrian	Pedestrian Collision - Vehicle Turning Right	Missing Data	Clear	Daylight	No
2/25/2016 6 p.m.	COORS BLVD NW	FORTUNA DR	N	Property Damage O Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Disregarded Traffic Signal	Raining	Daylight	No
2/17/2015 12 p.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Other Vehicle	Other Vehicle - One Stopped/Entering At Angle	Driver Inattention	Clear	Dark-Light	No
4/4/2019 4 p.m.	COORS BLVD NW	FORTUNA RD NW	SW	Property Damage O Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Driver Inattention	Clear	Daylight	No
4/2/2016 11 p.m.	COORS BLVD NW	FORTUNA RD NW	N	Property Damage O Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Disregarded Traffic Signal	Clear	Daylight	No
4/2/2015 4 p.m.	COORS	HANOVER	S	Property Damage O Other Vehicle	Other Vehicle - One Vehicle/Stopped Traffic	Missing Data	Clear	Daylight	No
12/14/2018 4 p.m.	COORS BLVD NW	HANOVER RD NW	E	Injury Crash Pedestrian	Pedestrian Collision - Vehicle Turning Left	Pedestrian Error	Clear	Daylight	Yes
3/9/2016 7 p.m.	COORS BLVD NW	HANOVER RD NW	NE	Injury Crash Pedalcyclist	Vehicle Struck Pedalcyclist At Angle	Made Improper Turn	Clear	Dark-Light	No
11/21/2018 12 a.m.	COORS BLVD NW	HANOVER RD NW	N	Injury Crash Pedalcyclist	Vehicle Struck Pedalcyclist From Behind	Driver Inattention	Clear	Dark-Light	No