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The conclusions in the Report titled West Mesa Ridge Traffic Impact Analysis are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

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Executive Summary

The site and study area are located in the City of Albuquerque, just east of West Mesa High School, bound by Coors Blvd (NM45) to the east, 64th Street to the west, Glenrio Road to the north, and Fortuna Road to the south. Three of the intersections in the study area are stop-controlled and one is controlled as a signalized intersection.

The development consists of apartments and a childcare facility, constructed over three phases. Phase 1. Approximately 128 Apartment units, Phase 2, 13,000 SF childcare facility, and Phase 3, Approximately 144 Apartment Units.

A traffic operational analysis was conducted for the study area intersections and proposed driveways (access locations) using the Highway Capacity Software (HCS) for the AM and PM Peak hours. The Level of Service (LOS) is a measure of the expected delay at the intersections. The following scenarios were run for both the AM and PM Peak hour periods: 1. Existing Conditions, 2. Year 2025 Background Traffic 3. Year 2025 Implementation Year 4. Year 2035 Background, and 5. Year 2035 Horizon Year.

One driveway is proposed on Glenrio Rd, and one driveway is proposed on 64th Street for Phase 1 and 2. A third driveway is proposed on Fortuna Road for Phase 3. No driveways are proposed on Coors Blvd (NM 45).

The level of service (LOS) was acceptable for all scenarios and for all intersections/driveways (LOS D or better) approaches except several movements at Glenrio Rd/Coors Intersection as follows:

<u>AM:</u> WB to NB right turn LOS E/LOS F: PM LOS is acceptable (Development does not contribute to this movement); The overall LOS for this approach is LOS A for both the AM and PM.

<u>AM and PM: SB to EB left turn LOS F (Existing Conditions)</u>; SB approach LOS A/B (Development does not contribute to this movement)

AM: NB to WB movement is LOS C/D and approach is LOS A; (LOS is acceptable)

PM: NB to WB movement LOS E/F; NB approach LOS A/B

The following recommendations and mitigation measures are offered:

- Encourage and promote use of the pedestrian grade separated bridge over Coors for Vulnerable Road Users (VRUs) to reduce exposure to traffic and reduce crash risk for VRUs crossing Coors Blvd.
- 2. Consider the use of a Leading Pedestrian Interval (3 sec up to 7 sec) to give VRUs an advanced start to vehicles (head start) crossing the Coors/Fortuna Rd signalized intersection.
- 3. Eliminate the overlap signal phase EB to SB right turn movement that overlaps with the NB to WB left turn movement at Coors/Fortuna. This is due to the shared-lane use for the EB movement between thru movement and right turn movement. A stopped vehicle going straight in front of a



Executive Summary

vehicle attempting to go right does not allow the right turn movement to turn right when a right turn green arrow is indicated.

4. Consider adding a protected left-turn phase and associated replacement of three-section head signals to five-section head signals for the westbound to southbound movement at Fortuna Rd/Coors. (note the development does not directly affect the left turn movement). Nonetheless, this measure could improve to operation at the intersection and allow simultaneous left turn movements at the intersection (EB to NB) and (WB to SB) and optimize the timing with this additional phase implemented.



1 Introduction

1.1 Study Purpose

The purpose of this study is to assess the traffic impacts for the proposed West Mesa Ridge Apartments & Childcare project (the WMR project) in the City of Albuquerque, New Mexico (NM). This Traffic Impact Study (TIS) report is being prepared in support of the WMR project site plan submittal.

1.2 Study Procedures

Trip generation for this TIS has been prepared based on the *ITE Trip Generation Manual, 11th Edition*. The growth rate used for the future volume forecasts was selected based on the *Connection 2040 Metropolitan Transportation Plan*. All Traffic Data collected traffic counts, in August 2024, and signal timing data was procured from the City of Albuquerque Traffic Operations team.

HCS traffic analysis software was utilized to complete the operational assessment outlined in this report. The results presented herein are based on the *Highway Capacity Manual* methodologies built into HCS. Per Section 7-5(E) of the *City of Albuquerque Development Process Manual*, Level of Service (LOS) E will be considered the acceptable LOS in these results.

2 Existing Traffic Conditions

The first step of the TIS process is to complete an assessment of the existing conditions within the study area. This includes a review of roadway geometry, traffic control, speeds, and traffic volumes, among other elements.

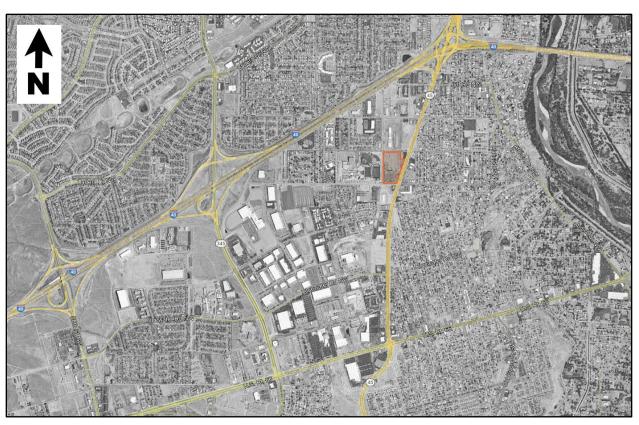
2.1 General Area Characteristics

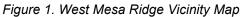
The block in question is zoned as Mixed-Use Moderate Intensity. A zone change was approved on August 13, 2024 to consolidate the zoning for the entire project site." This project is located on the west side of Albuquerque, along Coors Boulevard (NM Highway 45) between Interstate 40 and US Route 66, as shown outlined in orange in the vicinity map in **Figure 1**. The roadways immediately surrounding the project site include Coors Boulevard, 64th Street, Glenrio Road, and Fortuna Road.

The block in question is zoned as Mixed-Use, with part identified as Low Intensity and part as Moderate Intensity. The surrounding lots are zoned as Mixed-Use, Light Manufacturing, Business Park, City-Owned or Managed Public Parks, and Residential Single-Family. The residential zone immediately to the west of the WMR project site is home to West Mesa High School.



Appendix A Traffic Count Data



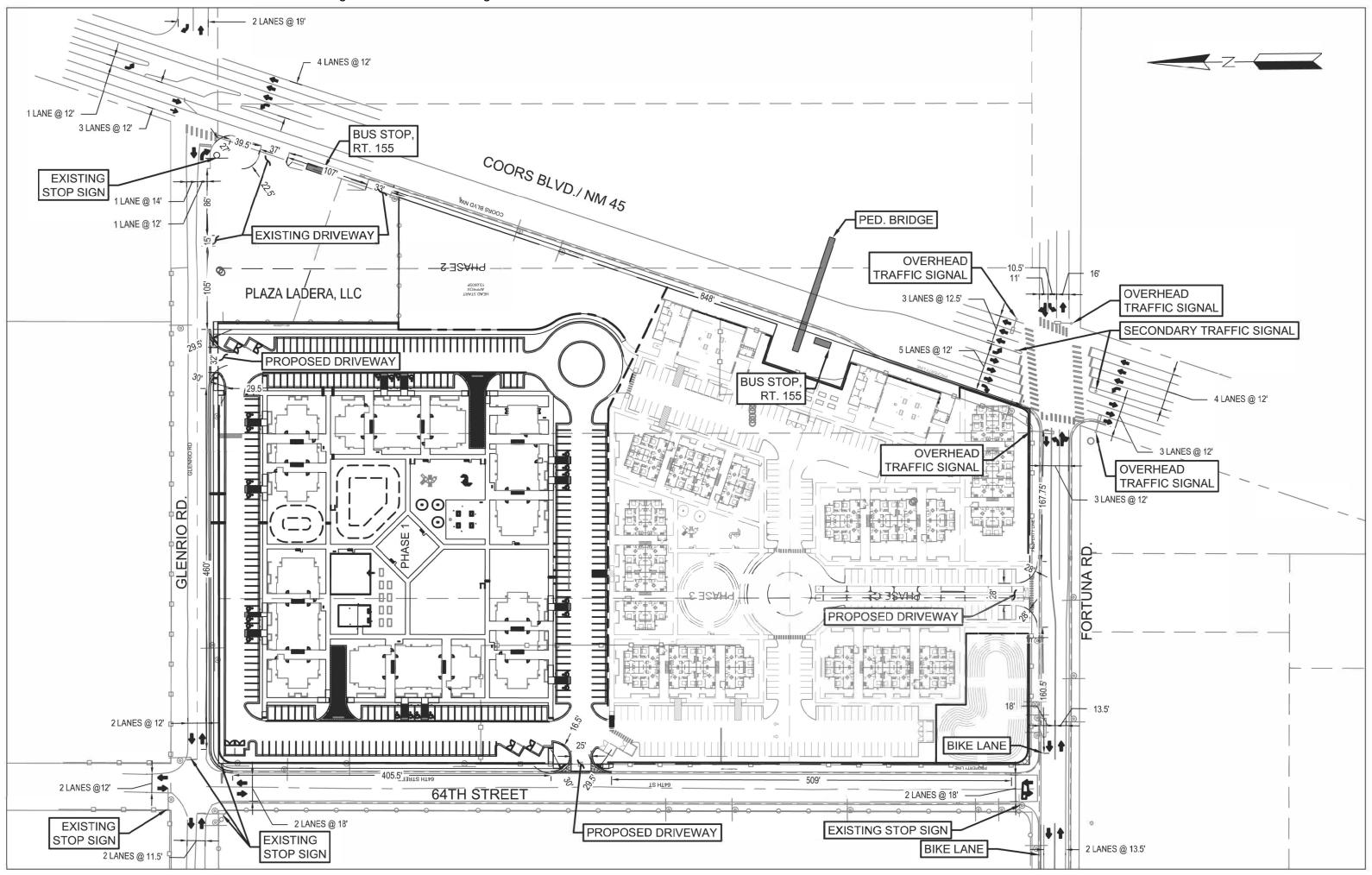


The current site plan for the WMR development is shown in **Figure 2**. The northeast corner of the block will remain as-is, featuring several small retail businesses. The existing used car lot on the southern half of the block will be replaced by the WMR development.

The current site plan includes a total of 272 dwelling units and approximately 13,000 square feet for a childcare facility. The development is currently divided into four phases, with Phases A, B, and C being residential apartments and Phase D being the childcare facility. However, for the sake of this analysis, it is understood that the entire site will be developed on a relatively short timeline with no distinction between phases when it comes to traffic impacts.

There are three proposed driveways for accessing the site: one on Glenrio Road (referred to in this report as Driveway A), one on 64th Street (referred to as Driveway B), and one on Fortuna Road (referred to as Driveway C). No direct access to the site is proposed off Coors Boulevard. The existing pedestrian bridge across Coors Boulevard just north of Fortuna Road will be maintained.

Figure 2. West Mesa Ridge Site Plan



Appendix A Traffic Count Data

2.2 Study Area Street Network

The study area for this analysis includes four existing intersections, as follows:

- 1. Coors Boulevard & Glenrio Road
- 2. Coors Boulevard & Fortuna Road
- 3. 64th Street & Fortuna Road
- 4. 64th Street & Glenrio Road

The locations of these intersections within the study area are marked with white pins in Figure 3.



Figure 3. West Mesa Ridge Study Area

The first intersection, Coors Boulevard & Glenrio Road, is currently two-way stop-controlled (TWSC), with free-flowing traffic on Coors Boulevard; raised medians and signage prohibit movements other than right turns from Glenrio Road on both sides of the intersection. The intersection of 64th Street & Fortuna Road is also TWSC, with free-flowing traffic on Fortuna Road. 64th Street & Glenrio is all-way stop controlled (AWSC). Coors Boulevard & Fortuna Road is the only signalized intersection included in this study area; signal timing data for this intersection was procured from the City of Albuquerque Traffic Operations team.



Appendix A Traffic Count Data

The roadways included in this influence area are detailed below.

Coors Boulevard (NM 45) is a state-owned roadway and is classified as a *Principal Arterial – Other* by the New Mexico Department of Transportation (NMDOT). In this area between Interstate 40 and US Route 66, this six-lane roadway provides access to residential neighborhoods, businesses, and industrial areas. This segment of NM 45 is relatively flat, and its cross-section is approximately 95 feet from curb to curb, including raised medians. It also features sidewalks with buffers on both sides of the roadway. The posted speed limit in the vicinity of the WMR project site is 45 miles per hour (mph). A 25-mph school zone adjacent to the intersection with Fortuna Road is activated using flashing beacons during certain times of day.

64th Street is classified as a *Local Road* by NMDOT. This section of north-south roadway begins just south of Interstate 40 and terminates at Fortuna Road. It is paved but unstriped along its entire length. Between Fortuna Road and Glenrio Road, the pavement width is approximately 40 feet from curb to curb, allowing room for on-street parking on both sides, as well as sidewalks adjacent to each curb. North of Glenrio Road, the roadway is still paved, but it narrows to approximately 24 feet with gravel shoulders on either side. There is no posted speed limit, so the standard speed limit of 25 mph per the *City of Albuquerque Code of Ordinances* applies here.

Glenrio Road is classified as a *Local Road* by NMDOT both east and west of Coors Boulevard and provides access to residential properties, businesses, and West Mesa High School. However, there is no connectivity for through traffic on Glenrio Road provided across Coors Boulevard. This two-lane roadway is paved but only features lane striping in certain sections. East of Coors Boulevard, the cross-section is approximately 32 feet from curb to curb, with space for on-street parking, speed humps to slow traffic, and sidewalks on either side. Between Coors Boulevard and 64th Street, the paved roadway is 24 feet wide with gravel shoulders on either side. West of 64th Street, the cross-section maintains a gravel shoulder on the south side, but adds a paved parking lane, curb, and sidewalk on the north side. Posted speed limits of 25 mph are visible in street-level imagery on both sides of Coors Boulevard.

Fortuna Road is classified by NMDOT as a *Major Collector* west of Coors Boulevard and as a *Local Road* east of Coors Boulevard. It provides access to residential properties, businesses, and West Mesa High School. The cross-section of Fortuna Road east of Coors Boulevard is similar to Glenrio Road: approximately 32 feet from curb to curb with space for on-street parking, speed humps to slow traffic, and sidewalks on either side. West of Coors Boulevard, the pavement width is approximately 40 feet from curb to curb, including one vehicle lane in each direction and paved shoulders that are nominally striped as bike lanes on each side; see **Section 0**, below, for additional discussion of these bike lanes. There are also sidewalks on both sides of the roadway. The posted speed limit is 25 mph.

2.3 Existing Traffic Volumes

Turning movement counts (TMCs) within the study area were collected by All Traffic Data Services on Tuesday, August 13, 2024. For this analysis, peak hour TMCs were deemed sufficient, so a total of four hours was counted – two during the morning (AM) period and two during the evening (PM) period.

TMCs show the number of vehicles making each movement (left turn, straight through, or right turn) on each approach of an intersection. These counts are collected in 15-minute intervals and summed to identify AM and PM peak hour volumes at the intersection. Passenger vehicles and heavy vehicles are identified separately within the counts to allow for heavy vehicle percentages to be recorded. The collection of TMCs also includes bicycle and pedestrian data.

The existing AM and PM peak hour volumes counted at the four study intersections are illustrated in **Figure 4**. Traffic count data provided by All Traffic Data Services is included in full in **Appendix A**.

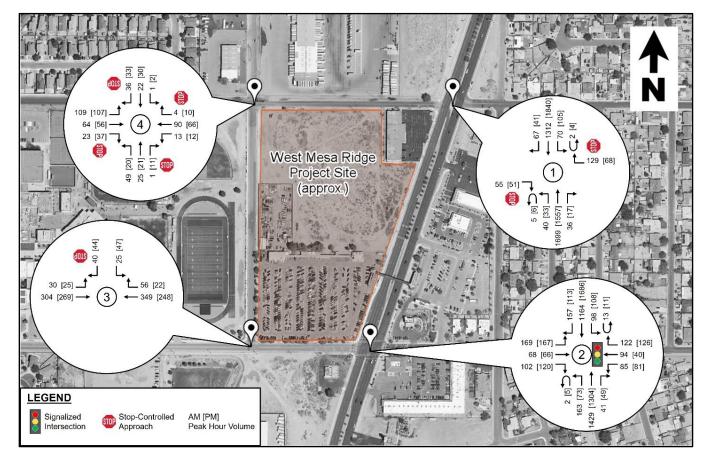


Figure 4. Existing Traffic Volumes – AM [PM]

2.4 Existing Traffic Operations

In order to assess the potential impacts of the WMR development, models of the study area were built using the Highway Capacity Software (HCS) analysis software. Roadway geometry, traffic volumes, and traffic control parameters were coded into HCS to represent the appropriate scenario and time of day (TOD). Reports were generated using Highway Capacity Manual (HCM) methodologies for each intersection. Average vehicle delay and Level of Service (LOS) were used when determining how a given intersection may be expected to perform.

Table 1 displays the relationship between average vehicle delay and LOS for both signalized and unsignalized movements or lane groups. As mentioned above, LOS E or better is considered acceptable while LOS F is considered unacceptable.

It must be noted that, at unsignalized intersections with free-flowing movements (i.e., TWSC), it is not valid to report LOS for movements or lane groups that are free-flowing. This condition also applies to the intersection overall. In the results tables that follow throughout this report, such free-flowing lane groups are denoted with "–".

	Movement Movem $0 - 10$ $0 - 1$ $10 - 20$ $10 - 2$ $20 - 35$ $15 - 2$ $35 - 55$ $25 - 3$)elay (sec/veh)
LOS		Unsignalized Movement
А	0 - 10	0 - 10
В	10 – 20	10 – 15
С	20 – 35	15 – 25
D	35 – 55	25 – 35
E	55 – 80	35 – 50
F	80+	50+

Table 1. Level of Service Criteria – Highway Capacity Manual

The Existing Conditions model represents conditions at the time of data collection in 2024. It is assumed that these conditions include existing traffic accessing the used car lot on the southern half of the site, which is due to be replaced by the WMR development. Results from this scenario are used as a baseline for comparison for the future scenarios.

Table 2, on the following pages, presents a summary of the traffic volumes, delay, queues, and LOS results for the AM and PM peak hours. Volumes are presented for each individual movement; delays, queues, and LOS are reported per lane group and per approach (where applicable). Reports generated from HCS containing more detailed results are provided in **Appendix B**.

					Exis	sting		Existing				
Intersection	Control Type	Movement		Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	
		EB	R	55	11.1	В	0.3	51	11.1	В	0.3	
		EB Approa	ch	55	11.1	В	-	51	11.1	В	-	
		WB	R	129	12.1	В	0.8	68	11.3	В	0.4	
		WB Approa	ach	129	12.1	В	-	68	11.3	В	-	
			U	5	11.6	В	0.3	6	11.5	В	0.2	
		NB	L	40	11.0	D	0.5	33	11.5	D	0.2	
Coors Blvd		ND	Т	1699	-	-	-	1557	-	-	-	
& Glenrio	TWSC		R	36	-	-	-	17	-	-	-	
Rd		NB Approa	ch	1780	0.3	А	-	1613	0.3	A	-	
			U	2	12.2	В	0.5	4	12.8	В	0.8	
		SB	L	70	12.2	Ъ	0.0	105	12.0	D	0.0	
			Т	1312	-	-	-	1840	-	-	-	
			R	67	-	-	-	41	-	-	-	
			SB Approach		0.6	А	-	1990	0.7	А	-	
		Intersection Total		3415	-	-	-	3722	-	-	-	
		EB	L	169	34.5	С	7.0	167	38.0	D	7.7	
			Т	68	31.5	С	6.4	66	36.1		70	
			R	102	31.5	C	0.4	120	30.1	D	7.8	
		EB Approach		339	33.1	С	-	353	37.0	D	-	
			L	85	42.1	D	4.0	81	47.0	D	4.2	
		WB	Т	94	45.2	D	9.5	40	48.9	D	8.1	
			R	122	45.2	U	9.5	126	40.5	U	0.1	
		WB Approa	ach	301	44.3	D	-	247	48.3	D	-	
Coors Blvd & Fortuna	Signal		U L	2 163	14.6	В	3.6	5 73	16.5	В	1.7	
Rd		NB	T	1429	19.5	В	13.2	1304	18.1	В	12.3	
			R	41	20.5	C	13.4	49	18.8	B	12.0	
		NB Approa		1635	19.3	B	-	1431	18.2	B	-	
		12700	U	13	10.0			11	10.2			
			L	98	15.7	В	2.5	108	13.7	В	2.6	
		SB	T	1164	19.6	В	10.8	1686	19.6	В	15.9	
			R	157	16.6	B	3.8	113	13.7	B	2.5	
		SB Approa		1432	19.0	B	-	1918	18.9	B		
L			2									

Table 2. Existing Conditions Results Summary

West Mesa Ridge Traffic Impact Study Appendix A Traffic Count Data

		Intersecti Total	on	3707	22.4	С	-	3949	22.0	с	-
		EB	L	30	8.3	А	0.1	25	7.9	А	0.1
		ED	Т	304	0.3	А	-	269	0.2	А	-
		WB	Т	349	-	-	-	248	-	-	-
64th St &	TWSC	VVD	R	56	-	-	-	22	-	-	-
Fortuna Rd		SB	L	25	13.8	В	0.5	47	12.9	В	0.7
		30	R	40	13.0			44	12.5	Ь	0.7
		Intersecti Total	on	804	-	-	-	655	-	-	-
			L	109				107			
		EB WB	Т	64	9.0	A	1.1	56	8.8	А	1.0
			R	23				37			
			L	13	8.3	А	0.5	12	8.0	А	0.4
			Т	90				66			
			R	4				10			
64th St &	AWSC		L	49				20			
Glenrio Rd		NB	Т	25	8.5	А	0.4	21	8.0	А	0.2
			R	1				11			
			L	1				2			
		SB	Т	22	7.8	А	0.3	30	7.8	А	0.3
			R	36				33			
		Intersecti Total	on	437	8.6	А	-	405	8.4	А	-

Table 2. Existing Conditions Results Summary (continued)

As evidenced with these results, all of the study intersections currently operate with little to moderate delays. The Level of Service falls in the acceptable range.

2.5 Existing Transit, Bicycle, and Pedestrian Facilities

Of all the roadways contained in this study area, only Coors Boulevard carries public transit. Route 155 travels both northbound and southbound along Coors Boulevard seven days per week, with a frequency of approximately 30 minutes on weekdays and 40-45 minutes on weekends. Each direction has a bus stop just north of Fortuna Road, roughly even with the pedestrian bridge across Coors Boulevard. There are also two bus stops located near Glenrio Road, located on the far side of the intersection in each direction. All four of these stops are accessible via sidewalks and feature shelters with benches.

Partial bicycle facilities exist within the study area. Fortuna Road east of Coors Boulevard is identified by the City of Albuquerque online and signed as a Bike Route, including sharrows on the pavement in a few spots. Glenrio Road west of 64th Street is similarly identified, signed, and striped as a Bike Route. Via 68th Street and Hanover Road, this Bike Route ultimately connects to a bridge over Interstate 40 and the I-40 Trail West. The segment of 64th Street between Fortuna Road and Glenrio Road is identified online and via signage as a Bike Route, but there is no striping such as sharrows to indicate so.

Fortuna Street west of Coors Boulevard is identified online as a Bike Lane. As mentioned above in **Section 0**, these bike lanes are striped on both sides of the roadway and are each approximately 6 feet wide. Bike lane symbols are only featured on the pavement at certain cross streets, and signage is similarly sporadic. From Coors Boulevard to 64th Street, there are signs on both sides of the roadway indicating "NO PARKING ANY TIME". However, in the segment adjacent to West Mesa High School, some of these signs instead indicate "NO PARKING FIRE LANE", "NO PARKING 7AM-3PM MON-FRI", or "NO PARKING SCHOOL BUS LOADING ZONE". Street-level imagery shows evidence of the bike lane occasionally being used as a parking lane or loading zone.

Sidewalks are present on three out of four sides of the proposed WMR development site. The only side that does not is the segment of Glenrio Road between Coors Boulevard and 64th Street, which does not have sidewalks on either side of the roadway. A pedestrian bridge crosses Coors Boulevard north of Fortuna Road, with access provided via stairs or wheelchair ramp. This ped bridge is identified on the WMR Site Plan to remain after construction of the development.

Crosswalks are marked on all four legs of the intersection at Coors Boulevard & Fortuna Road, and the signal timing includes pedestrian phases. At Coors Boulevard & Glenrio Road, crosswalks are striped across the east-west legs, but no crossing is identified across Coors Boulevard due to the raised median. There are no other crosswalks striped within the study area.

Pedestrian and bicycle counts at the study intersections were collected at the same time as the vehicle TMCs on August 13, 2024. **Table 3** on the next page summarizes these counts for the AM and PM peak hours. The most significant volumes observed in either peak hour were pedestrians crossing the north leg at both Coors Boulevard & Fortuna Road and 64th Street & Fortuna Road, likely students traveling to/from West Mesa High School.



		AMI	AM Peak		Peak
Intersection	Leg *	Bikes	Peds	Bikes	Peds
	Ν	0	2	0	1
1:	S	0	2	0	0
Coors Blvd & Glenrio Rd	E	0	4	1	5
	W	0	2	0	4
	Ν	0	20	1	25
2:	S	1	4	0	3
Coors Blvd & Fortuna Rd	E	0	0	2	2
	W	0	5	0 0 1 0 1 0 1 0	7
	Ν	1	29	2	55
3:	S	0	5	0	5
64 th St & Fortuna Rd	E	0	0	0	4
	W	0	1	1 5 0 4 1 25 0 3 2 2 2 7 2 55 0 5 0 4 0 2 0 5 0 4 0 2 0 0 0 1 0 0 0 1 0 0	2
	Ν	0	1	0	0
4:	S	0	0	0	1
64 th St & Glenrio Rd	E	0	0	0	0
	W	0	0	0	10

					-
Tahle 3	Evistina	Ricvcle	and	Pedestrian	Counts
Tuble 0.	LAISUNG	Dicycic	ana		Counts

* Note: "Leg" represents which leg of the intersection the bike/ped was observed to be crossing; both directions of travel are included. N = North leg, S = South leg, etc.

An additional count of pedestrians and bicycles utilizing the bridge over Coors Boulevard was conducted on December 17, 2024. This data, which was collected over two 3-hour periods representing AM and PM, is summarized below. It should be noted that West Mesa High School was in session at the time this count was conducted; their winter break began the following week.

<u>AM Period (7:00 – 10:00 AM)</u>

- Pedestrians: 6
- Bicycles: 0

PM Period (3:00 - 6:00 PM)

- Pedestrians: 3
- Bicycles: 2

2.6 Crash Data Summary

Historical crash data for the most recent five-year period available, January 2018 – December 2022, was obtained from NMDOT AASHTOware Crash Screening tool. In the study area, there were at total of 181 crashes over the five-year period, yielding an average crash frequency (ACF) of 36 crashes per year. There was a total of 129 crashes at Coors/Fortuna and 31 crashes at Glenrio and Coors.

62 crashes were intersection related, 5 pedestrian crashes and 2 pedal cycle crashes were reported. During the study period, there were 4 fatal crashes, 3 Serious Injury Crashes (Class A), 17 non-serious minor injury crashes (Class B), 42 possible injury crashes (Class C), and 115 Property Damage Only (PDO) crashes. The crash data summary is provided for reference in the Appendix.



3 Future Traffic Conditions

This section summarizes the expected future conditions of the study area, in the absence of the proposed development. This scenario, referred to in this report as "Future Background", serves as an intermediate comparison point between existing and built conditions.

3.1 **Project Implementation Year**

As mentioned above in **Section 2.1**, the WMR site is currently divided into three phases, with Phase 1 and 3 being residential apartments, and Phase 2 being the childcare facility. However, based on information provided to the Stantec team, it is understood that the entire site will be developed on a relatively short timeline with no distinction between phases when it comes to traffic impacts. Opening Year for this site is assumed to be 2025. Long-term impacts are also of interest, so the Horizon Year was selected to be 2035. Future operations in both 2025 and 2035 have been assessed as part of this analysis.

3.2 Traffic Growth and Other Developments

The growth rate used for the future volume forecasts was selected based on information in the *Connection 2040 Metropolitan Transportation Plan*. A moderate 1% annual growth rate was selected to project the existing traffic volumes forward to 2025 and 2035.

The used car lot on the southern half of the site is expected be replaced by this development. It was assumed that, if the WMR site were not to be built, the used car lot and its associated traffic would remain. These trips are presumably already accounted for in the existing traffic counts, so no adjustment needs to be made for the future background traffic estimates.

There are a few additional development projects anticipated to be constructed near the WMR site in the coming years. They have been identified as follows:

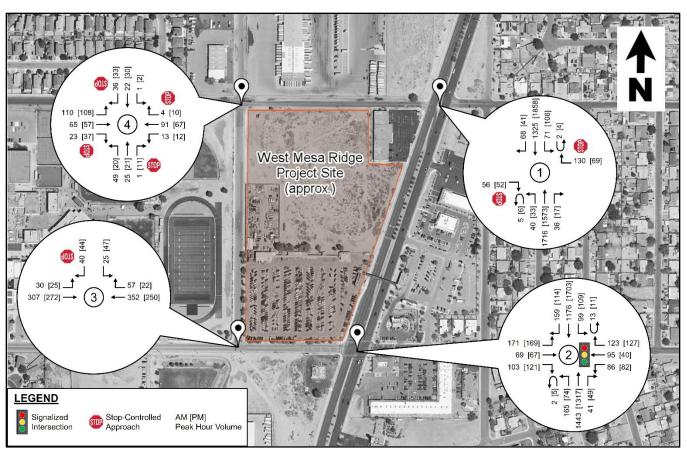
- San Roque Apartments: a multi-family affordable housing development currently under construction on the west side of Coors Boulevard between Bluewater Road and Cloudcroft Road
- Blake's Lotaburger Restaurant: an existing business on the southwest corner of the intersection of Coors Boulevard & Fortuna Road which is planning an expansion.
- Unknown Retail: a building of unknown land use to be constructed in the same lot as Weck's Breakfast and Lunch and Dutch Bros Coffee on the northeast corner of the intersection of Coors Boulevard & Fortuna Road

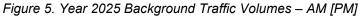
However, detailed information regarding transportation analyses for these sites were unable to be provided to the Stantec team. Specific traffic generated by these sites was therefore not included in the future background traffic estimates.

The projected Background AM and PM peak hour volumes for the four study intersections are illustrated in **Figure 5** for Year 2025 and in **Figure 6** for Year 2035.

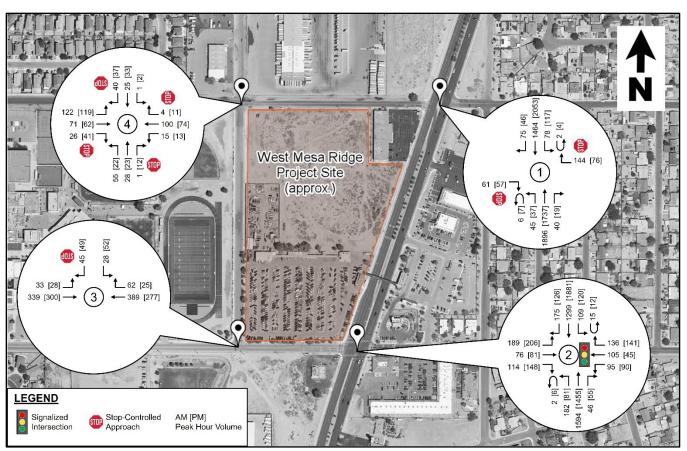


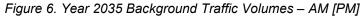
West Mesa Ridge Traffic Impact Study Appendix A Traffic Count Data





Appendix A Traffic Count Data





3.3 Programmed Transportation Improvements

No known transportation system improvements affecting the study area are planned to occur prior to either of the future analysis years. Roadway geometry and signal timing parameters were maintained the same as Existing in the 2025 Background and 2035 Background analyses.

3.4 Future Background Traffic Operations

The Future Background models represent conditions in the future analysis years without the WMR site. **Table 4**, on the following pages, presents a summary of the traffic volumes, delay, queues, and LOS results for the AM and PM peak hours in Year 2025. Error! Reference source not found. presents the same results for AM and PM in Year 2035. Volumes are presented for each individual movement; delay, queues, and LOS are reported per lane group and per approach (where applicable). Reports generated from HCS containing more detailed results are provided in **Appendix B**.

West Mesa Ridge Traffic Impact Study Appendix A Traffic Count Data

			2025 Bac	ckground			2025 Bad	ckground	
Intersectio n	Contro l Type	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
		56	11.2	В	0.3	52	11.1	В	0.3
		56	11.2	В	-	52	11.1	В	-
		130	12.1	В	0.8	69	11.3	В	0.4
		130	12.1	В	-	69	11.3	В	-
		5 40	11.6	В	0.3	6 33	11.5	В	0.2
Coors Blvd		1716	-	-	-	1573	-	-	-
& Glenrio	TWSC	36	-	-	-	17	-	-	-
Rd		1797	0.3	А	-	1629	0.3	А	-
		2 71	12.2	В	0.5	4 106	12.8	В	0.8
		1325	-	-	-	1858	-	-	-
		68	-	-	-	41	-	-	-
		1466	0.6	А	-	2009	0.7	А	-
		3449		-	-	3759		-	-
		171	34.2	С	7.0	169	37.9	D	7.7
		69 103	30.7	С	6.4	67 121	36.1	D	7.9
		343	32.5	С	-	357	37.0	D	-
		86	41.2	D	4.0	82	47.0	D	4.3
		95 123	45.1	D	9.6	40 127	48.9	D	8.2
		304	43.9	D	-	249	48.3	D	-
Coors Blvd & Fortuna	Signal	2 165	15.3	В	3.7	5 74	16.8	В	1.8
Rd	Ū	1443	20.5	С	13.7	1317	18.3	В	12.5
		41	21.5	С	13.9	49	19.0	В	12.6
		1651	20.2	С	-	1445	18.4	В	-
		13 99	16.5	В	2.6	11 109	13.8	В	2.6
		1176	20.5	С	11.2	1703	19.8	В	16.1
		159	17.4	В	4.0	114	13.8	В	2.6
		1447	19.9	В	-	1937	19.1	В	-
		3745	23.1	С	-	3988	22.2	С	-

Table 4. Year 2025 Future Background Conditions Results Summary

Appendix A Traffic Count Data

		30	8.3	А	0.1	25	7.9	А	0.1
		307	0.3	А	-	272	0.2	А	-
		352	-	-	-	250	-	-	-
64th St & Fortuna Rd	TWSC	57	-	-	-	22	-	-	-
Tortuna Nu		25	10.0	В	0.5	47	12.0	В	0.7
		40	13.8	D	0.5	44	13.0	D	0.7
		811	-	-	-	660	-	-	-
	AWSC	110	9.0	A	1.1	108			
		65				57	8.8	A	1.1
		23				37			
		13	8.3	A	0.5	12	8.0	A	
		91				67			0.4
		4				10			
64th St & Glenrio Rd		49			0.4	20			
Otenno na		25	8.5	А		21	8.0	А	0.2
		1				11			
		1				2			
		22	7.8	А	0.3	30	7.8	А	0.3
		36				33			
		440	8.6	Α	-	408	8.4	Α	-

Table 4. Year 2025 Future Background Conditions Results Summary (continued)

These results are very similar to the existing traffic operations presented in **Section 2.4**, which is reasonable considering the volumes are projected only one year into the future and there are no changes to roadway geometry or traffic control. All intersections operate in the acceptable LOS range.

				2035 Ba	ckground		2035 Background				
Intersection	Control Type	Movemei	nt	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
		EB	R	61	11.2	В	0.3	57	11.2	В	0.3
		EB Approa	ch	61	11.2	В	-	57	11.2	В	-
		WB	R	144	12.4	В	1.0	76	11.4	В	0.4
		WB Approa	ach	144	12.4	В	-	76	11.4	В	-
			U	6	11.7	В	0.3	7	12.0	В	0.3
		NB	L	45			0.0	37			010
Coors Blvd		110	Т	1896	-	-	-	1737	-	-	-
& Glenrio	TWSC		R	40	-	-	-	19	-	-	-
Rd		NB Approa	1	1987	0.3	А	-	1800	0.3	А	-
			U	2	12.3	В	0.5	4	13.0	В	0.9
		SB	L	78				117			
			Т	1464	-	-	-	2053	-	-	-
			R	75 1619	-	-	-	46	-	-	-
			SB Approach		0.6	A	-	2220	0.7	A	-
		Intersection Total		3811	-	-	-	4153	-	-	-
		EB	L	189	35.4	D	7.8	186	38.2	D	8.4
			Т	76	30.0	С	7.1	74	35.4	D	8.6
			R	114				134	55.4	U	0.0
		EB Approach		379	32.8	С	-	394	36.8	D	-
			L	95	40.5	D	4.4	90	46.6	D	4.7
		WB	Т	105	46.1	D	10.7	45	48.8	D	9.0
			R	136	40.1		10.7	141	40.0		5.0
		WB Approa	ach	336	44.4	D	-	276	48.1	D	-
Coors Blvd & Fortuna	Signal		U	2	17.7	В	4.3	6 81	20.6	С	2.0
Rd		NB	L	182	23.0	С	16.0		20.4	С	145
				1594		C		1455		C	14.5
			R	46	24.4		16.2	55	21.3		14.6
		NB Approa	r	1824	22.9	С	-	1597	20.7	C	-
		SB	U	15	19.3	В	3.0	12	15.8	В	3.0
			L	109	22.0		10.0	120	00.0		10.0
			Т	1299	22.9	C	13.0	1881	22.6	C	19.0
			R	175	19.0	B	4.7	126	14.9	B	3.0
		SB Approa	cn	1598	22.2	С	-	2139	21.8	С	-

Table 5. Year 2035 Future Background Conditions Results Summary

West Mesa Ridge Traffic Impact Study Appendix A Traffic Count Data

		Intersection Total		4137	25.2	С	-	4406	24.3	С	-
		EB	L	33	8.4	А	0.1	28	8.0	А	0.1
		ED	Т	339	0.4	А	-	300	0.2	А	-
		WB	Т	389	-	-	-	277	-	-	-
64th St &	TWSC	VVD	R	62	-	-	-	25	-	-	-
Fortuna Rd		SB	L	28	15.1	С	0.7	52	14.0	В	0.8
			R	45	13.1	U	0.7	49	14.0	D	0.0
		Intersecti Total	on	896	-	-	-	731	-	-	-
		EB	L	122		A	1.3	119		А	
			Т	71	9.5			62	9.1		1.2
			R	26				41			
		WB	L	15	8.5	A	0.6	13		A	
			Т	100				74	8.1		0.5
			R	4				11			
64th St &	AWSC		L	66				22			
Glenrio Rd		NB	Т	28	8.8	А	0.5	23	8.2	А	0.3
			R	1				12			
			L	1				2			
		SB	Т	25	8.0	А	0.3	33	8.0	А	0.3
			R	40				37			
		Intersecti Total	on	499	8.9	А	-	449	8.6	А	-

Table 5. Year 2025 Future Background Conditions Results Summary (continued)

With the increase in background traffic by 2035, delay at all the study intersections can be expected to increase. However, all critical movements / approaches continue to operate at LOS D or better, which is acceptable.

4 Proposed Development

4.1 Site Development Characteristics

The current site plan for the WMR development includes a total of 272 dwelling units and approximately 13,000 square feet for a childcare facility. The development is currently divided into four phases (A through D); however, the entire site will be developed on a relatively short timeline with no distinction between phases when it comes to traffic impacts. **Table 5** summarizes the specific land use and size of each phase, expressed in the same units indicated in the *ITE Trip Generation Manual*, *11th Edition*.

Phase	Description	Dwelling Units	GFA *	Floors	ITE Trip Generation Manual Land Use
1	Residential	128	N/A	3	220: Multifamily Housing
3	Apartments	144	N/A	3	(Low-Rise)
2	Childcare Facility	N/A	13,000	N/A	565: Day Care Center

Table 5. West Mesa Ridge Land Uses

* Note: GFA refers to Gross Floor Area and is typically expressed in units of square feet.

There are three proposed driveways for accessing the site: one on Glenrio Road (referred to in this report as Driveway A), one on 64th Street (referred to as Driveway B), and one on Fortuna Road (referred to as Driveway C). No direct access to the site is proposed off of Coors Boulevard. Existing driveways on Fortuna Road and on 64th Street providing access to the used car lot will be removed.

4.2 Trip Generation

The number of trips entering/exiting the development site was developed using average trip generation rates from the *ITE Trip Generation Manual*, 11th Edition, for the two land uses discussed above. The number of trips generated by the site during the peak hours are shown in **Table 6**.

		AM Peak	(PM Peak				
Land Use	Dwelling Units	GFA	Total	In	Out	Total	In	Out
220: Multifamily Housing (Low-Rise)	272	_	108	26	82	138	85	53
565: Day Care Center	-	13,000	144	36	108	144	88	56

Table 6. West Mesa Ridge Trip Generation

Appendix A Traffic Count Data

Because the used car lot is an existing land use on the site, and because trips associated with it were counted when the existing traffic data was collected, it is necessary to remove those trips from the future traffic volumes. This was done by identifying the appropriate land use, calculating trip generation for that site, estimating trip distribution and traffic assignment patterns, and then *subtracting* those trips rather than adding them to the projected future volumes. **Table 7** summarizes the land use and trip generation values for the used car lot, which was estimated based on aerial imagery to have a Gross Floor Area (GFA) of approximately 7,000 square feet.

		AM Peak	[PM Peak			
Land Use	GFA	Total	In	Out	Total	In	Out
841: Automobile Sales (Used)	7,000	14	11	3	26	12	14

Table 7. Used Car Lot 7	Trip Generation
-------------------------	-----------------

The two land uses included in the WMR development, residential and childcare, are not anticipated to generate pass-by trips.

While there may be some internal capture, with residents of the WMR site potentially utilizing the childcare facility, such dual usage is unlikely to drastically affect the total number of trips. It was determined that the more conservative approach of not applying a reduction for internal capture would be used in this TIS.

Similarly, while some residents of this site may utilize the adjacent transit on Coors Boulevard, Route 155, it is not expected that use of that route will significantly reduce vehicle trips to or from the site. No trip reduction due to transit was considered in this analysis.

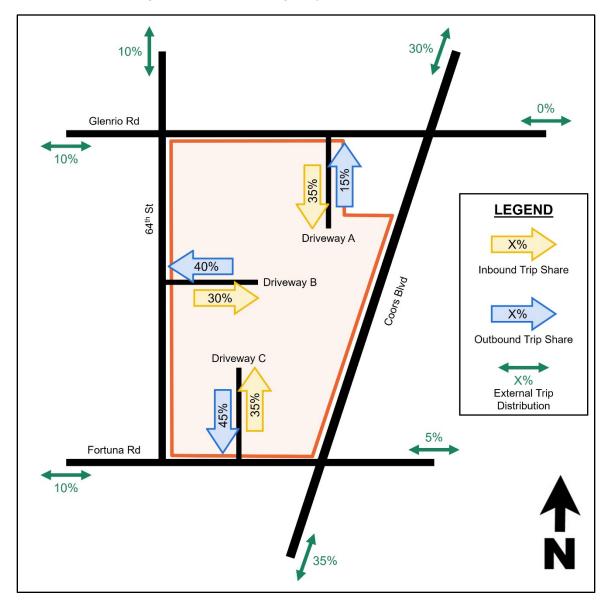
4.3 Trip Distribution

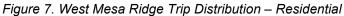
Taking into consideration the three different land uses on this site (existing used car lot, future apartments, and future childcare facility), it was determined that each land use would be associated with a slightly different trip distribution pattern. Both the external trip distribution outside of the study area and the internal split between the various access driveways were established separately for each land use. The diagrams on the following pages illustrate the percentages that were used in each case.

Appendix A Traffic Count Data

Figure 7 shows the distribution assumptions for the trips associated with the future residential apartments. 65% of the total trips were assumed to travel to and from the site on Coors Boulevard, with an additional 5% to the east on Fortuna Road and the remaining 30% to the west. No trips were distributed to the east on Glenrio Road, as access to this site from that point will be limited by the movement restrictions at Coors Boulevard.

Inbound trips were assumed to be fairly evenly split between the three driveways, as they all provide easy access to parking for the residential units. Outbound trips, however, were assumed to favor Driveways B and C slightly more over Driveway A, again due to the left-turn and through movement restrictions at the intersection of Coors Boulevard & Glenrio Road.

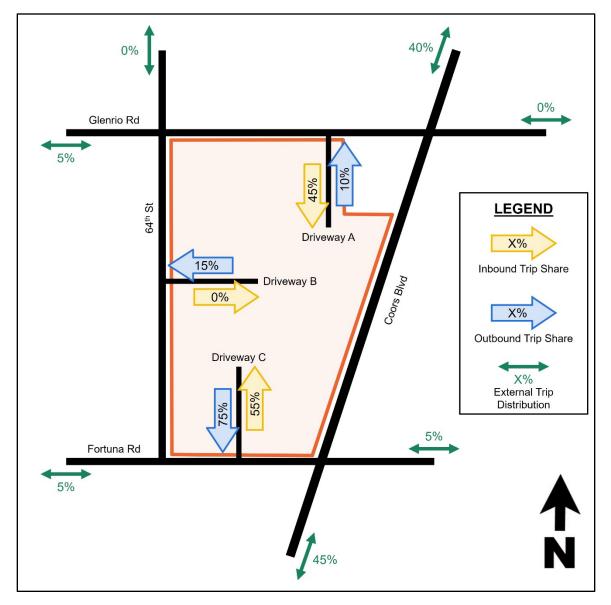


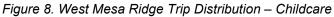


Appendix A Traffic Count Data

Figure 8 shows the distribution assumptions for the trips associated with the future childcare facility. The percent of trips assumed to utilize Coors Boulevard -85% – is higher than the residential distribution, and the distribution to the west is reduced to 10% to compensate. Again, no trips were distributed to the east on Glenrio Road, as access to this site from that point will be limited.

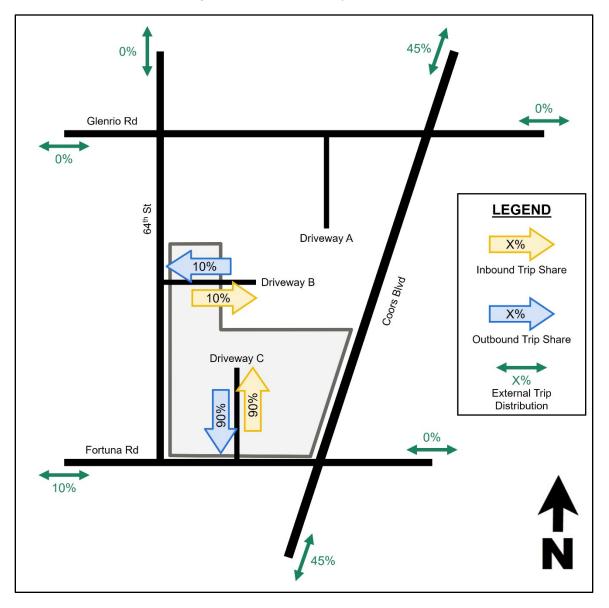
Trips inbound to the childcare facility were assumed to use just Driveway A and Driveway C, as they provide the most direct access to the parking spaces for the facility, and most drivers would have to bypass one of them to get to Driveway B. Some of the outbound trips, however, were moved from Driveway A to Driveways B and C because of the left-turn restriction at the intersection of Coors Boulevard & Glenrio Road.

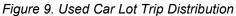




Appendix A Traffic Count Data

As shown in **Figure 9**, the trip distribution for the used car lot that is to be removed from this site was different from the two previously discussed, not least because the used car lot is only accessible from Fortuna Road and 64th Street. It does not border Glenrio Road, and so little traffic was distributed to the north except along Coors Boulevard. Driveways B and C stand in for the existing driveways, while Driveway A is unaffected.





4.4 Traffic Assignment

The trip generation and trip distribution were used in conjunction to assign the site traffic to each intersection in the study area, including the access driveways. The total amount of site traffic is shown in **Figure 10**, below. These numbers represent the sum of trips associated with each of the three land uses. Movements without numbers next to them are unaffected by the site.

As mentioned previously, the trips associated with the used car lot needed to be *subtracted* from the total, so negative values were used in that case. This results in a few movements where, based on the differing trip distribution per land use, the number of trips being subtracted for the removal of the used car lot was greater than the number of trips being added by the apartments and childcare facility. The net value in these cases was negative.

As this analysis assumes that the WMR site will be fully built out by Opening Year 2025, no change to the site traffic is anticipated for the Horizon Year 2035. The same values were used for both analysis years.

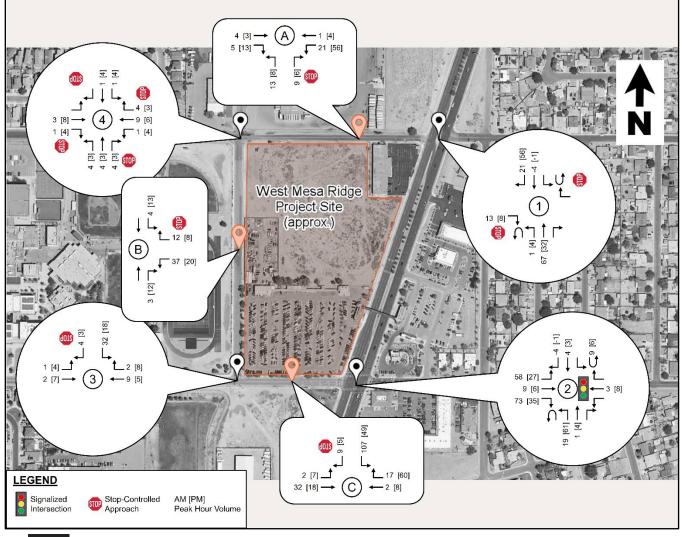
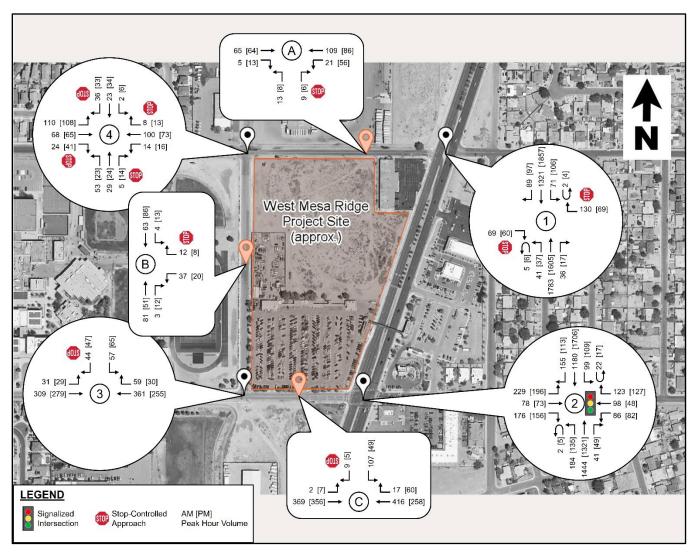
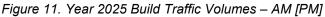


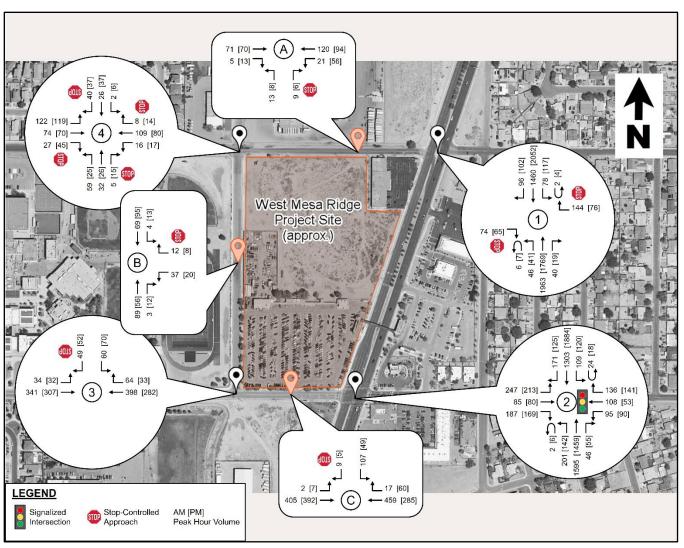
Figure 10. West Mesa Ridge Site Traffic

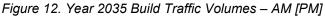
Appendix A Traffic Count Data

The Build AM and PM peak hour volumes, representing the sum of the background traffic (**Section 3.2**) plus the site traffic, are illustrated in **Figure 11** for Year 2025 and in **Figure 12** for Year 2035.









5 Future Build Traffic Operations

As discussed in **Section 2.4**, models of the study area were built using HCS analysis software. The Existing traffic operations results are presented in **Section 2.4**, while the Future Background traffic operations results are presented in **Section 3.4**.

The Future Build models represent conditions in the future analysis years with full build-out of the WMR site. The Future Background HCS models were used as the starting point for this analysis; the access driveways were added to the model and the traffic volumes were updated to match those presented in **Section 4.4**.

The intersection of Coors/Fortuna operates at an acceptable LOS for all analysis periods, for the AM and PM Peak hour conditions.

West Mesa Ridge Traffic Impact Study Appendix A Traffic Count Data

			2025 Ope	ening Year			2025 Ope	ening Year	
Intersectio n	Contro l Type	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
		69	11.3	В	0.4	60	11.2	В	1.5
		69	11.3	В	-	60	11.2	В	-
		130	12.1	В	0.8	69	11.3	В	1.3
		130	12.1	В	-	69	11.3	В	-
		5 41	11.7	В	0.3	6 37	11.6	В	2.0
Coors Blvd		1783	_	-	-	1605	_	-	_
& Glenrio	TWSC	36	_	-	-	17	_	_	_
Rd		1865	0.3	А	-	1665	0.3	А	-
		2 71	12.2	В	0.5	4 106	12.8	В	5.9
		1321	-	-	-	1857	-	-	-
		89	-	-	-	97	-	-	-
		1483	0.6	А	-	2064	0.7	А	-
		3547		-	-	3858	-	-	-
		229	42.6	D	9.9	196	39.1	D	8.9
		78 176	33.1	С	9.7	73 156	36.4	D	9.4
		483	37.7	D	-	425	37.7	D	-
		86	42.1	D	4.0	82	46.8	D	4.3
		98 123	45.0	D	9.7	48 127	48.8	D	8.5
		307	44.1	D	-	257	48.2	D	-
Coors Blvd & Fortuna	Signal	2 184	15.4	В	4.1	5 135	19.8	В	3.2
Rd		1444	20.3	С	13.7	1321	19.1	В	12.9
		41	21.3	С	13.9	49	19.9	В	12.9
		1671	20.1	С	-	1510	19.4	В	-
		22 99	16.5	В	2.8	17 109	15.0	В	2.9
		1180	20.6	С	11.3	1706	22.2	С	17.2
		155	17.3	В	3.9	113	15.4	В	2.7
		1456	19.9	В	-	1945	21.4	С	-
		3917	24.0	С	-	4137	23.9	С	-

Table 8. Year 2025 Future Build Conditions Results Summary

		31	8.3	А	0.1	29	7.9	А	0.1
		309	0.3	А	-	279	0.2	А	-
		361	-	-	-	255	-	-	-
64th St &	TWSC	59	-	-	-	30	-	-	-
Fortuna Rd		57				65			
		44	16.7	С	1.1	47	14.2	В	0.9
		861	-	-	-	705	-	-	-
		110				108			
		68	9.2	А	1.1	65	9.1	А	1.2
		24				41			
		14				16			
		100	8.4	А	0.6	73	8.2	А	0.5
		8				13			
64th St & Glenrio Rd	AWSC	53				23			
Glenno hu		29	8.6	А	0.4	24	8.2	А	0.3
		5				14			
		2				6			
		23	7.9	А	0.3	34	8.0	А	0.3
		36				33			
		472	8.7	Α	-	450	8.6	Α	-
		65	-	-	-	64	-	-	-
		5	-	-	-	13	-	-	-
Glenrio Rd		21	7.4	А	0.0	56	7.5	А	0.1
& Driveway	TWSC	109	0.1	А	-	86	0.3	А	-
A		13	0.5	^	0.1	8	0.7	Δ	0.1
		9	9.5	А	0.1	6	9.7	A	0.1
		222	-	-	-	233	-	-	-
		37	9.5	А	0.2	20	9.4	А	0.1
		12	9.0	~	0.2	8	5.4	~	0.1
C 4+b C+ 9		81	-	-	-	51	-	-	-
64th St & Driveway B	TWSC	3	-	-	-	12	-	-	-
Diiveway D		4	7.4	А	0.0	13	7.4	А	0.0
		63	0.0	А	-	86	0.1	А	-
		200	-	-	-	190	-	-	-
		2	8.3	А	0.0	7	8.0	А	0.0
Fortuna Rd		369	0.0	А	-	356	0.1	А	-
& Driveway	TWSC	416	-	-	-	258	-	-	-
С		17	-	-	-	60	-	-	-
		107	22.1	С	1.8	49	15.2	С	0.5

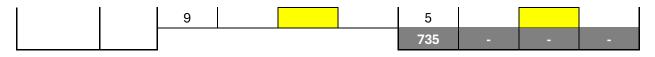


Table 8. Year 2025 Future Build Conditions Results Summary (continued)

In the future year analyses, the LOS was acceptable for all of the study area intersections. All intersections are projected to operate a LOS D or better.

			2035 Hor	izon Year			2035 Hor	izon Year	
Intersectio n	Contro l Type	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
		74	11.4	В	0.4	65	11.3	В	0.4
		74	11.4	В	-	65	11.3	В	-
		144	12.4	В	1.0	76	11.4	В	0.4
		144	12.4	В	-	76	11.4	В	-
		6 46	11.8	В	0.3	7 41	13.0	В	0.3
Coors Blvd		1963	-	_	_	1769	_	_	_
& Glenrio	TWSC	40	-	-	-	19	-	-	-
Rd		2055	0.3	А	-	1836	0.3	А	-
		2 78	12.3	В	0.5	4 117	13.0	В	0.9
		1460	-	-	-	2052	-	-	-
		96	-	-	-	102	-	-	-
		1636	0.6	А	-	2275	0.7	А	-
		3909	-	-	-	4252	-	-	-
		247	50.7	D	5.6	213	40.8	D	9.6
		85 187	31.7	С	10.1	80 169	36.2	D	10.1
		519	40.9	D	-	462	38.3	D	-
		95	41.1	D	4.4	90	46.5	D	4.7
		108 136	46.0	D	10.8	53 141	48.7	D	9.3
		339	44.6	D	-	284	48.0	D	-
Coors Blvd & Fortuna	Signal	2 201	18.5	В	4.8	6 142	25.4	с	4.3
Rd	0.8.10.1	1595	23.6	С	16.2	1459	20.9	С	14.7
		46	25.0	C	16.5	55	21.9	C	14.8
		1844	23.4	C	-	1662	21.6	C	-
		24 109	20.0	В	3.3	18 120	17.0	В	3.2
		1303	23.7	С	13.3	1884	24.8	С	20.0
		171	19.5	В	4.7	125	16.3	В	3.2
		1607	23.0	С	-	2147	23.9	С	-
		4309	27.0	С	-	4555	25.9	С	-

Table 9. Year 2035 Future Build Conditions Results Summary

1		34	8.5	А	0.1	32	8.0	А	0.1
		341	0.4	А	-	307	0.3	А	-
		398	-	-	-	282	-	-	-
64th St &	TWSC	64	-	-	-	33	-	-	-
Fortuna Rd		60	40 -			70		-	
		49	18.7	С	1.3	52	15.5	С	1.2
		946	-	-	-	776	-	-	-
		122				119			
		74	9.6	А	1.3	70	9.4	А	1.4
		27				45			
		16				17			
		109	8.7	А	0.7	80	8.3	А	0.5
		8				14			
64th St & Glenrio Rd	AWSC	59				25			
Glenno Ru		32	8.9	А	0.5	26	8.3	А	0.3
		5				15			
		2				6			
		26	8.1	А	0.3	37	8.2	А	0.4
		40				37			
		520	9.0	Α	-	491	8.8	Α	-
		71	-	-	-	70	-	-	-
		5	-	-	-	13	-	-	-
Glenrio Rd		21	7.4	А	0.0	56	7.5	А	0.1
& Driveway	TWSC	120	0.1	А	-	94	0.3	А	-
А		13	0.0	•	0.1	8	0.0	•	0.1
		9	9.6	A	0.1	6	9.8	А	0.1
		239	-	-	-	247	-	-	-
		37	9.6	Δ	0.2	20	0.5	٨	0.1
		12	9.0	А	0.2	8	9.5	А	0.1
0.411-01-0		89	-	-	-	56	-	-	-
64th St & Driveway B	TWSC	3	-	-	-	12	-	-	-
Divewayb		4	7.4	А	0.0	13	7.4	А	0.0
		69	0.0	А	-	95	0.1	А	-
		214	-	-	-	204	-	-	-
		2	8.4	А	0.0	7	8.0	А	0.0
Fortuna Rd		405	0.0	А	-	392	0.1	А	-
& Driveway	TWSC	459	-	-	-	285	-	-	-
C		17	-	-	-	60	-	-	-
		107	25.7	D	2.1	49	16.3	С	0.6



Table 9. Year 2035 Future Build Conditions Results Summary (continued)

In the horizon year analyses, the LOS was acceptable for the study area intersections. All intersections are projected to operate at LOS D or better in the Horizon Year.



6 Site Access Requirements

Driveways to the site are proposed through three access locations, one on 64th Street, one on Glenrio Road for Phase 1 and 2, and one on Fortuna Road for Phase 3. The driveways are shown on the Site Plan provided in Figure 2. Adequate circulation is proposed throughout the site, including marked crossings for pedestrians at strategic locations. All three of the access driveways operate adequately in both Year 2025 and Year 2035 without exclusive turn lanes into the site and with just a single lane exiting the site. Wayfinding signage should be used within the site to clearly identify a direct route for pedestrians to access the west end of the pedestrian bridge if they desire to cross Coors Boulevard.

Locations and proposed geometry of the proposed driveways are shown on Figure 2 and summarized in the section 8. Recommendations and Mitigation Measures.

7 Summary of Findings

Based upon the analyses conducted herein, the proposed development is not expected to cause adverse impact to the street network or intersections. The LOS is maintained and acceptable within the study area intersections and streets, for each of the peak periods analyzed. No changes to the traffic control types are proposed. Some signal adjustments, phasing, and timing adjustments are recommended and summarized in Section 8, to mitigate and improve the traffic operation.

8 **Recommendations & Mitigation Measures**

Based upon the study conducted herein, the proposed development is not expected to create any significant operational impacts to the existing City or NMDOT street network or intersections in the study area for the level of service (LOS) and delay. The following recommendations are offered.

Proposed Mitigation Measures:

Pedestrian traffic that crosses Coors Blvd, should be encouraged and directed to use the existing grade separated-pedestrian bridge adjacent to the site, thus reducing the Vulnerable Road Users (VRUs) exposure to traffic and crash risk at Coors Blvd and associated study area Coors Blvd intersections.

64th Street is currently one lane in each direction with sharrows with a total width of approximately 36 feet. A City proposed road diet multi-modal project with one lane (10 ft or 11 ft) in each direction with bike lanes and/or parking designation would accommodate and support this type of multi-modal development project. VRUs and vehicles accessing the site at access at Driveway B will be able to use the 64th Steet Road Diet Contemplated by the CABQ. If implemented.

Traffic Signal Operation at Coors/Fortuna.

The intersection currently has vehicle detection via loops and pedestrian push button activation. Based upon field observations, the loops appear to be adequately detecting vehicle at the intersection. There



West Mesa Ridge Traffic Impact Study

Appendix A Traffic Count Data

is currently a traffic signal overlap phase for the Eastbound to Southbound right turn overlapped with Northbound to Westbound left turn phasing. The overlap phase for the EB to SB right turn is recommended for elimination due to the shared thru-right turn lane for eastbound Fortuna Traffic. When a thru vehicle is stopped at the intersection waiting to go thru, no right turn vehicles can be accommodated because of the stopped vehicle.

Leading Pedestrian Intervals (LPIs) may be implemented upon approval from CABQ and NMDOT at the intersection of Coors Blvd. & Fortuna Road. The LPIs are for pedestrians crossing at the intersection. LPIs give the pedestrians more visibility and a head start crossing the crosswalks at the intersection prior to vehicular movements.

Ingress/Egress are proposed for the site at three access locations:

Proposed Access Locations and recommendations

Glenrio Driveway Access (Driveway A)

Proposed Width (25 ft)

Proposed throat length (25 ft)

Proposed Radii (20 ft)

The proposed distance from Coors Blvd is approximately 260 ft.

64th Street Driveway Access (Driveway B)

Proposed Width (25 ft)

Proposed Radii (20 ft)

The proposed distance between Fortuna Rd and Glenrio Blvd is approximately 405 feet from Glenrio and 509 feet from Fortuna Rd.

Fortuna Rd. Driveway Access (Future Phase 3) Driveway C

Proposed Width (28 ft)

Proposed Radii (20 ft)

Proposed distance from Coors Blvd is approximately 168 ft.

ADA accommodations across the driveways is required.



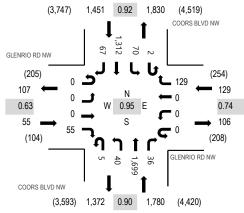
Appendix A Traffic Count Data

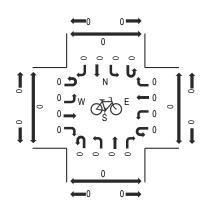


Location: 1 COORS BLVD NW & GLENRIO RD NW AM Date: Tuesday, August 13, 2024 Peak Hour: 07:15 AM - 08:15 AM Peak 15-Minutes: 07:30 AM - 07:45 AM

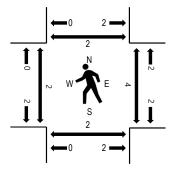
Peak Hour - Bicycles

Peak Hour - Motorized Vehicles





Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

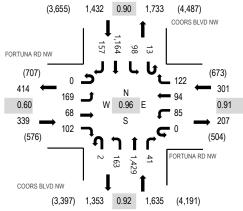
	Interval	GL	ENRIC Eastb	RD N	W		ENRIO Westb	RD NW ound		CO	ORS B Northb	LVD NV	N	CO	ORS E South	BLVD N bound	W		Rolling	Ped	lestrian	ı Crossir	nas
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West		South	0
	7:00 AM	0	0	0	5	0	0	0	23	0	1	441	4	1	13	296	8	792	3,389	0	0	0	0
	7:15 AM	0	0	0	14	0	0	0	40	1	6	486	7	0	25	288	12	879	3,415	0	0	2	2
	7:30 AM	0	0	0	6	0	0	0	44	2	4	453	13	1	26	338	10	897	3,313	0	2	0	0
	7:45 AM	0	0	0	13	0	0	0	24	2	14	364	11	1	7	363	22	821	2,997	0	2	0	0
	8:00 AM	0	0	0	22	0	0	0	21	0	16	396	5	0	12	323	23	818	2,718	2	0	0	0
	8:15 AM	0	0	0	14	0	0	0	19	5	10	395	7	2	9	301	15	777	2,499	1	0	0	0
	8:30 AM	0	0	0	4	0	0	0	19	2	1	278	3	0	6	257	11	581	2,345	1	2	0	0
	8:45 AM	0	0	0	3	0	0	0	14	0	4	257	6	2	4	247	5	542	2,384	0	1	0	0
	9:00 AM	0	0	0	2	0	0	0	10	1	3	297	1	1	10	265	9	599	2,418	1	1	0	0
	9:15 AM	0	0	0	6	0	0	0	7	1	6	306	4	0	9	278	6	623		0	1	0	0
	9:30 AM	0	0	0	9	0	0	0	15	4	4	295	6	0	12	269	6	620		0	0	0	0
	9:45 AM	0	0	0	6	0	0	0	18	0	7	289	2	0	6	246	2	576		0	0	0	0
(Count Total	0	0	0	104	0	0	0	254	18	76	4,257	69	8	139	3,471	129	8,525		5	9	2	2
	Peak Hour	0	0	0	55	0	0	0	129	5	40	1,699	36	2	70) 1,312	67	3,41	5	2	4	2	2

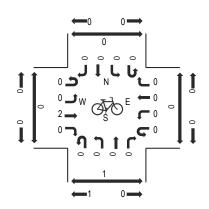


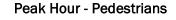
Location: 2 COORS BLVD NW & FORTUNA RD NW AM Date: Tuesday, August 13, 2024 Peak Hour: 07:45 AM - 08:45 AM Peak 15-Minutes: 08:15 AM - 08:30 AM

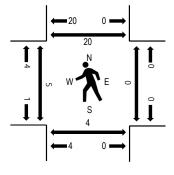
Peak Hour - Bicycles

Peak Hour - Motorized Vehicles









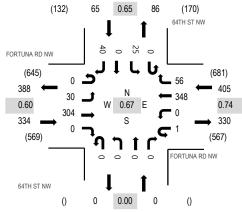
Note: Total study counts contained in parentheses.

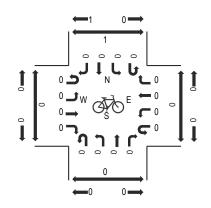
		FO	RTUNA	A RD N	W	FOF	RTUNA	RD NW		CO	ORS B	LVD NV	V	CO	ORS E	BLVD N	W						
	Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	estrian	Crossir	ngs
5	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
	7:00 AM	0	13	5	6	0	10	8	26	0	8	301	5	3	19	200	13	617	3,167	2	1	0	0
	7:15 AM	0	18	6	5	0	13	3	28	1	12	396	10	4	28	225	28	777	3,417	1	0	0	0
	7:30 AM	0	20	8	4	0	7	9	39	1	14	415	14	5	15	260	23	834	3,603	0	0	0	2
	7:45 AM	0	32	12	9	0	22	13	38	0	16	428	14	3	22	307	23	939	3,707	0	0	0	4
	8:00 AM	0	33	7	21	0	28	14	32	0	43	322	7	2	26	299	33	867	3,444	0	0	4	10
	8:15 AM	0	37	15	32	0	13	32	26	0	56	341	13	5	27	307	59	963	3,136	2	0	0	3
	8:30 AM	0	67	34	40	0	22	35	26	2	48	338	7	3	23	251	42	938	2,821	3	0	0	3
	8:45 AM	0	26	8	13	0	18	10	30	0	13	258	8	1	18	250	23	676	2,538	2	2	1	0
	9:00 AM	0	8	3	11	0	14	10	19	1	14	208	14	2	18	221	16	559	2,484	0	1	0	0
	9:15 AM	0	11	7	9	0	20	3	20	0	16	287	9	7	28	217	14	648		0	0	0	2
	9:30 AM	0	15	4	9	0	11	4	27	0	9	270	9	5	28	249	15	655		0	1	0	1
	9:45 AM	0	20	2	6	0	16	4	23	1	10	240	12	9	19	246	14	622		0	1	0	6
Cou	int Total	0	300	111	165	0	194	145	334	6	259	3,804	122	49	271	3,032	303	9,095		10	6	5	31
Pe	ak Hour	0	169	68	102	0	85	94	122	2	163	1,429	41	13	98	3 1,164	157	3,70)7	5	0	4	20



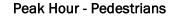
Location: 3 64TH ST NW & FORTUNA RD NW AM Date: Tuesday, August 13, 2024 Peak Hour: 07:45 AM - 08:45 AM Peak 15-Minutes: 08:30 AM - 08:45 AM

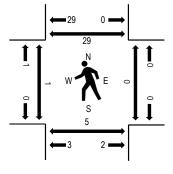
Peak Hour - Motorized Vehicles





Peak Hour - Bicycles





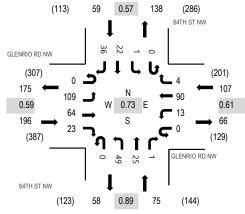
Note: Total study counts contained in parentheses.

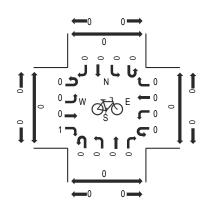
	Interval	FO	RTUN/ Eastb	A RD N ound	W		RTUNA Westb	RD NW ound	1		64TH S Northb					ST NW bound			Rolling	Ped	estrian	ı Crossiı	nas
	Start Time	U-Turn	Left		Right	U-Turn		Thru F	Right	U-Turn			Right	U-Turn	Left	Thru	Right	Total	Hour	West		South	<u> </u>
	7:00 AM	0	3	14	0	0	0	18	5	0	0	0	0	0	4	0	2	46	330	0	0	1	0
	7:15 AM	0	4	27	0	0	0	37	4	0	0	0	0	0	7	0	4	83	431	0	0	0	0
	7:30 AM	0	3	29	0	0	0	36	6	0	0	0	0	0	5	0	5	84	586	0	0	0	1
	7:45 AM	0	7	43	0	0	0	49	5	0	0	0	0	0	7	0	6	117	804	0	0	1	5
	8:00 AM	0	5	53	0	0	0	64	15	0	0	0	0	0	6	0	4	147	796	0	0	0	6
	8:15 AM	0	6	80	0	0	0	113	22	0	0	0	0	0	5	0	12	238	712	1	0	2	13
	8:30 AM	0	12	128	0	1	0	122	14	0	0	0	0	0	7	0	18	302	542	0	0	2	5
	8:45 AM	1	6	44	0	1	0	37	10	0	0	0	0	0	4	0	6	109	305	0	0	0	3
	9:00 AM	0	1	19	0	0	0	32	6	0	0	0	0	0	2	0	3	63	256	0	0	0	0
	9:15 AM	0	5	25	0	0	0	23	8	0	0	0	0	0	2	0	5	68		2	3	2	2
	9:30 AM	0	3	26	0	0	0	18	6	0	0	0	0	1	5	0	6	65		0	0	1	7
	9:45 AM	0	5	20	0	1	0	20	8	0	0	0	0	0	2	0	4	60		0	0	0	0
С	Count Total	1	60	508	0	3	0	569	109	0	0	0	0	1	56	0	75	1,382		3	3	9	42
	Peak Hour	0	30	304	0	1	0	348	56	0	0	0	0	0	25	5 () 4() 80)4	1	0	5	29



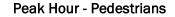
Location: 4 64TH ST NW & GLENRIO RD NW AM Date: Tuesday, August 13, 2024 Peak Hour: 07:45 AM - 08:45 AM Peak 15-Minutes: 08:00 AM - 08:15 AM

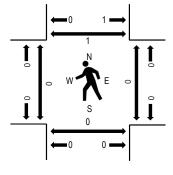
Peak Hour - Motorized Vehicles





Peak Hour - Bicycles





Note: Total study counts contained in parentheses.

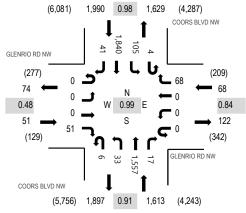
		GL	ENRIO	RD N	N	GLE	NRIO	RD NW			64TH S	TNW			64TH S	ST NW							
Interval			Eastbo	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	estrian	Crossir	ıgs
Start Tim	е	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
7:00 AM		0	26	5	8	0	0	13	1	0	6	1	0	0	0	3	4	67	278	0	0	0	0
7:15 AM		0	24	13	5	0	0	16	1	0	4	2	1	0	1	5	3	75	361	0	0	2	2
7:30 AM		0	14	7	6	0	3	9	0	0	4	6	4	0	0	1	4	58	435	0	0	0	0
7:45 AM		0	19	5	4	0	1	22	1	0	13	4	0	0	0	4	5	78	437	0	0	0	0
8:00 AM		0	28	24	7	0	6	37	1	0	12	8	1	0	0	8	18	150	396	0	0	0	1
8:15 AM		0	44	30	11	0	5	20	2	0	15	6	0	0	0	6	10	149	300	0	0	0	0
8:30 AM		0	18	5	1	0	1	11	0	0	9	7	0	0	1	4	3	60	203	0	0	0	0
8:45 AM		0	8	4	2	0	1	8	1	0	4	4	0	0	0	2	3	37	176	0	0	0	0
9:00 AM		0	14	1	4	0	3	12	0	0	5	6	1	0	0	2	6	54	171	0	0	0	0
9:15 AM		0	16	8	1	0	4	8	1	1	1	3	2	0	1	4	2	52		0	0	0	0
9:30 AM		0	7	6	1	0	1	3	0	0	5	2	1	0	0	2	5	33		0	0	0	0
9:45 AM		0	6	5	0	0	2	4	3	0	2	2	2	0	1	4	1	32		0	1	0	0
Count Total		0	224	113	50	0	27	163	11	1	80	51	12	0	4	45	64	845		0	1	2	3
Peak Hour		0	109	64	23	0	13	90	4	0	49	25	i 1	0	1	22	2 36	6 43	37	0	0	0	1

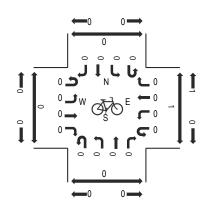


Location: 1 COORS BLVD NW & GLENRIO RD NW PM Date: Tuesday, August 13, 2024 Peak Hour: 03:15 PM - 04:15 PM Peak 15-Minutes: 03:15 PM - 03:30 PM

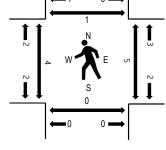
Peak Hour - Bicycles

Peak Hour - Motorized Vehicles









Note: Total study counts contained in parentheses.

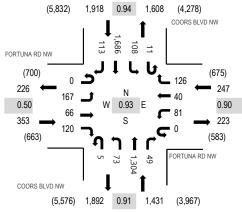
	Interval	GL	ENRIC Eastb	RD N ound	W	GL	ENRIO Westb	RD NW ound		CO	ORS B Northb	LVD N	N	CC	ORS E South	BLVD N bound	W		Rolling	Ped	estrian	n Crossir	าตร
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West		South I	<u> </u>
	3:00 PM	0	0	0	16	0	0	0	17	1	9	315	2	1	24	492	21	898	3,696	3	2	0	0
	3:15 PM	0	0	0	31	0	0	0	15	3	14	379	6	1	32	451	8	940	3,722	1	0	0	0
	3:30 PM	0	0	0	9	0	0	0	18	0	6	389	3	2	26	459	12	924	3,715	0	3	0	0
	3:45 PM	0	0	0	4	0	0	0	16	1	9	431	4	1	21	438	9	934	3,675	3	2	0	0
	4:00 PM	0	0	0	7	0	0	0	19	2	4	358	4	0	26	492	12	924	3,629	0	0	0	1
	4:15 PM	0	0	0	7	0	0	0	21	1	8	369	7	1	21	481	17	933	3,559	0	0	1	0
	4:30 PM	0	0	0	5	0	0	0	11	1	16	344	4	0	23	465	15	884	3,449	0	0	0	0
	4:45 PM	0	0	0	5	0	0	0	17	2	5	325	9	0	23	486	16	888	3,410	0	0	0	0
	5:00 PM	0	0	0	9	0	0	0	23	1	4	297	10	0	22	472	16	854	3,337	1	0	0	0
	5:15 PM	0	0	0	14	0	0	0	20	0	6	300	7	0	19	447	10	823		1	3	0	1
	5:30 PM	0	0	0	11	0	0	0	17	0	8	278	1	1	30	478	21	845		1	1	0	0
	5:45 PM	0	0	0	11	1	0	0	14	1	8	287	4	0	13	453	23	815		1	2	0	0
(Count Total	0	0	0	129	1	0	0	208	13	97	4,072	61	7	280	5,614	180	10,662		11	13	1	2
	Peak Hour	0	0	0	51	0	0	0	68	6	33	1,557	17	4	105	5 1,840) 41	1 3,72	22	4	5	0	1

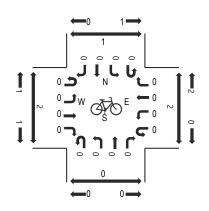


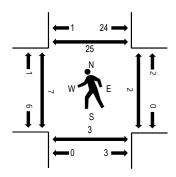
Location: 2 COORS BLVD NW & FORTUNA RD NW PM Date: Tuesday, August 13, 2024 Peak Hour: 03:30 PM - 04:30 PM Peak 15-Minutes: 03:30 PM - 03:45 PM

Peak Hour - Bicycles

Peak Hour - Motorized Vehicles







Peak Hour - Pedestrians

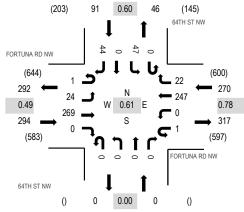
Note: Total study counts contained in parentheses.

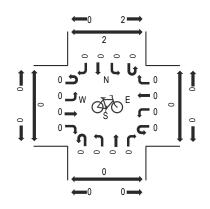
	FO	RTUNA	RD N	W	FOF	RTUNA	RD NW	1	CO	ORS B	LVD NV	V	CO		BLVD N	W						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	estrian	Crossir	ıgs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
 3:00 PM	0	19	11	14	0	29	11	23	0	21	274	10	3	30	415	36	896	3,858	2	2	2	0
3:15 PM	0	22	10	14	0	10	16	26	1	36	276	12	1	35	415	45	919	3,931	0	0	3	0
3:30 PM	0	61	36	78	0	19	16	34	0	37	298	11	2	26	405	40	1,063	3,949	6	0	2	14
3:45 PM	0	38	13	25	0	29	9	26	2	15	288	18	2	31	453	31	980	3,845	0	2	1	7
4:00 PM	0	42	7	6	0	18	5	39	3	10	371	10	1	34	402	21	969	3,798	1	0	0	0
4:15 PM	0	26	10	11	0	15	10	27	0	11	347	10	6	17	426	21	937	3,722	0	0	0	4
4:30 PM	0	22	7	10	0	24	4	32	1	7	312	4	1	36	467	32	959	3,680	0	0	1	9
4:45 PM	0	10	6	13	0	27	8	29	1	10	320	10	2	28	443	26	933	3,564	0	0	0	0
5:00 PM	0	10	2	10	0	24	9	22	3	9	334	14	4	27	402	23	893	3,481	1	0	0	7
5:15 PM	0	12	4	9	0	16	6	18	0	8	278	13	5	19	477	30	895		1	1	3	3
5:30 PM	0	19	12	26	0	16	10	24	2	28	269	9	4	24	370	30	843		1	1	3	1
5:45 PM	0	37	1	10	0	14	12	18	1	21	243	9	1	27	420	36	850		1	0	1	0
Count Total	0	318	119	226	0	241	116	318	14	213	3,610	130	32	334	5,095	371	11,137		13	6	16	45
Peak Hour	0	167	66	120	0	81	40	126	5	73	1,304	49	11	108	1,686	113	3,94	19	7	2	3	25



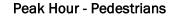
Location: 3 64TH ST NW & FORTUNA RD NW PM Date: Tuesday, August 13, 2024 Peak Hour: 03:00 PM - 04:00 PM Peak 15-Minutes: 03:30 PM - 03:45 PM

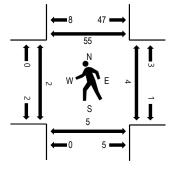
Peak Hour - Motorized Vehicles





Peak Hour - Bicycles





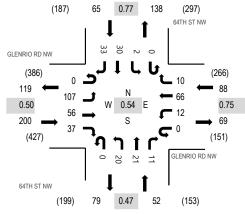
Note: Total study counts contained in parentheses.

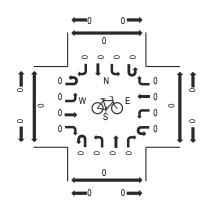
	Interval	FO	RTUNA Eastb	NRD N	W	FOF	RTUNA Westb	RD NW			64TH S Northb				64TH S Southl				Rolling	Ped	estriar	ı Crossiı	nas
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru Ri	ight	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West		South	<u> </u>
	3:00 PM	0	9	28	0	1	0	54	2	0	0	0	0	0	10	0	8	112	655	0	2	0	4
	3:15 PM	1	3	30	0	0	0	78	8	0	0	0	0	0	5	0	11	136	637	0	0	0	3
	3:30 PM	0	8	148	0	0	0	65	9	0	0	0	0	0	23	0	15	268	576	2	1	3	36
	3:45 PM	0	4	63	0	0	0	50	3	0	0	0	0	0	9	0	10	139	394	0	1	2	12
	4:00 PM	0	2	47	0	0	0	27	3	0	0	0	0	0	7	0	8	94	326	2	0	2	0
	4:15 PM	0	5	30	0	0	0	23	9	0	0	0	0	0	4	0	4	75	301	0	0	0	4
	4:30 PM	0	7	28	0	0	0	28	6	0	0	0	0	0	8	0	9	86	307	0	0	0	4
	4:45 PM	0	4	13	0	1	0	35	3	0	0	0	0	0	8	0	7	71	348	0	0	0	0
	5:00 PM	0	9	13	0	0	0	34	3	0	0	0	0	0	3	0	7	69	405	0	0	0	3
	5:15 PM	0	7	20	0	0	0	34	4	0	0	0	0	0	4	0	12	81		0	0	5	8
	5:30 PM	1	8	43	0	0	0	48	6	0	0	0	0	0	9	0	12	127		0	0	0	1
	5:45 PM	1	11	40	0	0	0	54	12	0	0	0	0	0	2	0	8	128		0	0	0	2
(Count Total	3	77	503	0	2	0	530	68	0	0	0	0	0	92	0	111	1,386		4	4	12	77
	Peak Hour	1	24	269	0	1	0	247	22	0	0	0	0	0	47	7 () 44	4 65	55	2	4	5	55



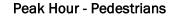
Location: 4 64TH ST NW & GLENRIO RD NW PM Date: Tuesday, August 13, 2024 Peak Hour: 03:00 PM - 04:00 PM Peak 15-Minutes: 03:15 PM - 03:30 PM

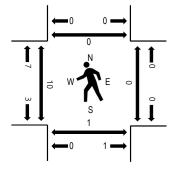
Peak Hour - Motorized Vehicles





Peak Hour - Bicycles





Note: Total study counts contained in parentheses.

	Interval	GL	ENRIC Eastb	RD N ound	W	GLI	ENRIO Westb	RD NW ound			64TH S Northb				64TH S South	ST NW bound			Rolling	Ped	lestrian	Crossir	nas
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru Ri	ight	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West		South	<u> </u>
	3:00 PM	0	13	10	2	0	3	18	0	0	6	0	0	0	0	7	10	69	405	0	0	0	0
	3:15 PM	0	51	27	23	0	4	20	8	0	9	13	10	0	1	11	9	186	396	5	0	0	0
	3:30 PM	0	25	14	8	0	4	17	1	0	3	6	1	0	0	6	8	93	287	2	0	1	0
	3:45 PM	0	18	5	4	0	1	11	1	0	2	2	0	0	1	6	6	57	263	3	0	0	0
	4:00 PM	0	12	5	2	0	2	13	0	0	8	3	3	0	1	7	4	60	276	0	0	0	0
	4:15 PM	0	11	6	6	0	0	19	2	0	6	4	1	0	0	10	12	77	283	0	0	0	1
	4:30 PM	0	19	6	7	0	3	21	0	0	3	1	1	0	0	2	6	69	306	0	0	0	0
	4:45 PM	0	14	5	6	0	1	14	1	1	4	6	2	0	0	6	10	70	318	0	0	0	0
	5:00 PM	0	9	5	3	0	3	21	2	0	7	2	1	0	0	10	4	67	352	0	0	0	0
	5:15 PM	0	20	16	7	0	1	20	3	2	6	4	1	0	1	10	9	100		0	0	1	0
	5:30 PM	0	18	11	4	0	2	15	1	0	12	2	1	0	0	7	8	81		0	0	0	2
	5:45 PM	0	17	11	7	0	3	27	4	1	10	4	5	0	0	7	8	104		0	0	0	2
C	Count Total	0	227	121	79	0	27	216	23	4	76	47	26	0	4	89	94	1,033		10	0	2	5
	Peak Hour	0	107	56	37	0	12	66	10	0	20	21	11	0		2 30) 33	3 40)5	10	0	1	0

	А	В	С	D	E	F
1			Start Date: 7	12/17/2024		
2						
3			Start Time: 1	2:00:00 AM		
4			Site Co	ode: 1		
5			Station	ID: 1		
6		Locatio	n 1: COORS I	BLVD PED BR	IDGE	
7						
8	Date	Time	EB PEDS	EB BIKES	WB PEDS	WB BIKES
	12/17/2024	07:00 AM	0	0	0	0
10	12/17/2024	07:15 AM	0	0	0	0
11	12/17/2024	07:30 AM	0	0	0	0
•	12/17/2024	07:45 AM	0	0	0	0
13	12/17/2024	08:00 AM	0	0	0	0
14	12/17/2024	08:15 AM	3	0	1	0
15	12/17/2024	08:30 AM	0	0	2	0
16	12/17/2024	08:45 AM	0	0	0	0
17	12/17/2024	09:00 AM	0	0	0	0
18	12/17/2024	09:15 AM	0	0	0	0
19	12/17/2024	09:30 AM	0	0	0	0
20	12/17/2024	09:45 AM	0	0	0	0
21	12/17/2024	03:00 PM	0	0	0	0
22	12/17/2024	03:15 PM	1	2	0	0
23	12/17/2024	03:30 PM	1	0	0	0
24	12/17/2024	03:45 PM	0	0	0	0
25	12/17/2024	04:00 PM	0	0	0	0
26	12/17/2024	04:15 PM	0	0	0	0
27	12/17/2024	04:30 PM	0	0	0	0
28	12/17/2024	04:45 PM	0	0	0	0
29	12/17/2024	05:00 PM	0	0	0	0
30	12/17/2024	05:15 PM	0	0	0	0
31	12/17/2024	05:30 PM	1	0	0	0
32	12/17/2024	05:45 PM	0	0	0	0

Appendix B HCS HCM Reports

					Fyis	sting			2025 Bac	korouno	4		2025 Ope	ning Vea	ar		2025 M	itigation			2035 Bad	korounc	1		2035 Hor	rizon Ve:	ar		2035 Mi	itigation	
Intersection	Control Type	Mov	ement				Q Length				Q Length			-	Q Length				Q Length				Q Length				Q Length				Q Length
	control type		Sinone	Volume	Delay	LOS	(veh)	Volume	Delay	LOS	(veh)	Volume	Delay	LOS	(veh)	Volume	Delay	LOS	(veh)	Volume	Delay	LOS	(veh)	Volume	Delay	LOS	(veh)	Volume	Delay	LOS	(veh)
		EB	R	55	11.1	В	0.3	56	11.2	В	0.3	69	11.3	В	0.4				,	61	11.2	В	0.3	74	11.4	В	0.4			i T	
		EB Ap	proach	55	11.1	В	-	56	11.2	В	-	69	11.3	В	-	0			-	61	11.2	В	-	74	11.4	В	-	0			-
		WB	R	129	12.1	В	0.8	130	12.1	В	0.8	130	12.1	В	0.8					144	12.4	В	1.0	144	12.4	В	1.0			i l	
		WB Ap	proach	129	12.1	В	-	130	12.1	В	-	130	12.1	В	-	0			-	144	12.4	В	-	144	12.4	В	-	0			-
			U	5	11.6	В	0.3	5	11.6	В	0.3	5	11.7	В	0.3					6	11.7	В	0.3	6	11.8	B	0.3			i I	1
		NB	L	40	11.0	D	0.5	40	11.0	0	0.5	41	11.7	D	0.5					45	11.7	D	0.5	46	11.0	D	0.5				<u> </u>
Coors Blvd &		ND	Т	1699	-	-	-	1716	-	-	-	1783	-	-	-		-	-	-	1896	-	-	-	1963	-	-	-		-	-	-
Glenrio Rd	TWSC		R	36	-	-	-	36	-	-	-	36	-	-	-		-	-	-	40	-	-	-	40	-	-	-		-	-	-
		NB Ap	proach	1780	0.3	A	-	1797	0.3	А	-	1865	0.3	А	-	0			-	1987	0.3	А	-	2055	0.3	А	-	0			-
			U	2	12.2	В	0.5	2	12.2	В	0.5	2	12.2	В	0.5		-			2	12.3	В	0.5	2	12.3	В	0.5			1	1
		SB	L	70				71				71								78				78						⊢−−−-∔	·
				1312	-	-	-	1325	-	-	-	1321	-	-	-		-	-	-	1464	-	-	-	1460	-	-	-		-	-	-
		CD Am	R	67	-	-	-	68	-	-	-	89	-	-	-	0	-	-	-	75	-	-	-	96	-	-	-	0	-	-	-
			proach tion Tota	1451 3415	0.6	- A	-	1466 3449	0.6	- -	-	1483 3547	0.6	A -	-	0			-	1619 3811	0.6	A	-	1636 3909	0.6	A	-	0			-
		Intersec		169	34.5	C	7.0	3449 171	- 34.2	- C	- 7.0	229	42.6	D	9.9	U	-	-	-	189	35.4	- D	- 7.8	247	50.7		5.6	0	-		
		EB	<u> </u>	68		U	7.0	69		0	7.0	78			9.9					76			7.0	85	30.7		5.0			ł	
		LD	R	102	31.5	С	6.4	103	30.7	С	6.4	176	33.1	С	9.7		1			114	30.0	С	7.1	187	31.7	С	10.1			1	1
		EB Ap	proach	339	33.1	С	-	343	32.5	С	-	483	37.7	D	-	0			-	379	32.8	С	-	519	40.9	D	-	0			-
		4.72	L	85	42.1	D	4.0	86	41.2	D	4.0	86	42.1	D	4.0					95	40.5	D	4.4	95	41.1	D	4.4			T	
		WB	Т	94				95				98								105				108						, ——†	
		L	R	122	45.2	D	9.5	123	45.1	D	9.6	123	45.0	D	9.7		1			136	46.1	D	10.7	136	46.0	U	10.8				<u> </u>
		WB Ap	proach	301	44.3	D	-	304	43.9	D	-	307	44.1	D	-	0			-	336	44.4	D	-	339	44.6	D	-	0			-
Coors Blvd &			U	2	14.6	В	3.6	2	15.3	Р	3.7	2	15.4	В	11					2	17.7	В	4.3	2	18.5	D	4.8				
Fortuna Rd	Signal	NB	L	163		U		165		0		184		U	4.1					182		U		201		D					J
i ortana nu			T	1429	19.5	В	13.2	1443	20.5	С	13.7	1444	20.3	С	13.7		ļ			1594	23.0	С	16.0	1595	23.6	С	16.2			ب [
			R	41	20.5	С	13.4	41	21.5	С	13.9	41	21.3	С	13.9					46	24.4	С	16.2	46	25.0	С	16.5				
		NB Ap	proach	1635	19.3	В	-	1651	20.2	С	-	1671	20.1	С	-	0			-	1824	22.9	С	-	1844	23.4	С	-	0			-
			U	13	15.7	В	2.5	13	16.5	В	2.6	22	16.5	В	2.8		-			15	19.3	В	3.0	24	20.0	В	3.3			1	1
		SB	L	98			10.0	99			11.0	99			11.0					109		0	10.0	109			40.0			┢────┤	
				1164	19.6	B	10.8	1176	20.5	C	11.2	1180	20.6	C	11.3					1299	22.9	C	13.0	1303	23.7	C	13.3			ł	,
		SBAn	proach	157 1432	16.6 19.0	B	3.8	159 1447	17.4	B B	4.0	155	17.3 19.9	B	3.9	0				175 1598	19.0 22.2	B	4.7	171 1607	19.5 23.0	B	4.7	0			
			tion Tota	3707	22.4	B C	-	3745	19.9 23.1	D C	-	1456 3917	24.0	B C	-	0			-	4137	22.2	С С	-	4309	23.0 27.0	С С	-	0			-
		Intersec		3707	8.3	A	0.1	3745	8.3	A	0.1	3917	8.3	A	0.1	0			-	33	8.4	A	0.1	4309 34	8.5	Δ	0.1	U		—	
		EB	T	304	0.3	A	-	307	0.3	A	-	309	0.3	A	-					339	0.4	A	-	341	0.4	A	-			i — — †	'
			T	349	-	-	-	352	-	-	-	361	-	-	-					389	-	-	-	398	-	-	-			i — †	l
64th St &	TWSC	WB	R	56	-	-	-	57	-	-	-	59	-	-	-					62	-	-	-	64	-	-	-			i — †	
Fortuna Rd		0.5	L	25	10.0	_	0.5	25	10.0		0.5	57	40.7	0						28	45.4	0	0.7	60	10.7		4.0			i – – †	
		SB	R	40	13.8	В	0.5	40	13.8	В	0.5	44	16.7	С	1.1		1			45	15.1	С	0.7	49	18.7	С	1.3			1	1
		ntersec	tion Tota	804	-	-	-	811	-	-	-	861	-	-	-	0	-	-	-	896	-	-	-	946	-	-	-	0	-	-	-
			L	109				110				110								122				122						i I	1
		EB	Т	64	9.0	А	1.1	65	9.0	А	1.1	68	9.2	А	1.1					71	9.5	А	1.3	74	9.6	А	1.3			1	1
			R	23				23				24								26				27							,
			L	13				13				14					-			15	-			16						1	1
		WB	T	90	8.3	A	0.5	91	8.3	A	0.5	100	8.4	А	0.6		-			100	8.5	A	0.6	109	8.7	A	0.7			1	1
64th St &			R	4				4				8								4				8						┢────┤	
Glenrio Rd	AWSC	ND	L 	49	0.5	٨	0.4	49	0.5	۸	0.4	53	0.6	٨	0.4		-			66	0.0	Λ	0.5	59	0.0	٨	0.5			1	1
		NB	R I	25	8.5	A	0.4	25 1	8.5	A	0.4	29 5	8.6	A	0.4		4			28	8.8	A	0.5	32 5	8.9	A	0.5			1	1
				1				1				2								1 ¹				5 2						╂	
		SB	T	22	7.8	А	0.3	22	7.8	А	0.3	23	7.9	А	0.3		1			25	8.0	А	0.3	26	8.1	А	0.3			1	1
			R	36	1			36	-			36					1			40	1			40						1	1
		ntersec	tion Tota	437	8.6	Α	-	440	8.6	Α	-	472	8.7	Α	-	0			-	499	8.9	Α	-	520	9.0	Α	-	0			-
			Т									65	-	-	-		-	-	-					71	-	-	-		-	-	
		EB	R									5	-	-	-		-	-	-					5		-	-		-		
Glenrio Rd &		WB	L									21	7.4	А	0.0									21	7.4	А	0.0				
Driveway A	TWSC		Т									109	0.1	А	-				-					120	0.1	А	-				-
2 mondy A		NB	L									13	9.5	А	0.1									13	9.6	А	0.1			.	1
			R									9	0.0		<u></u>									9	0.0		V.1				
		ntersec	tion Tota									222	-	-	-	0	-	-	-					239	-	-	-	0	-	-	-
		WB	L									37	9.5	А	0.2		4							37	9.6	А	0.2			, I	1
			R									12												12			ļ			┌───┤	
64th St &		NB										81	-	-	-		-	-	-					89	-	-	-		-	-	-
Driveway B	TWSC		R									3	- 7 /	-	-		-	-	-					3	-	-	-		-	-	-
		SB	<u> </u>									4	7.4	A A	0.0									4	7.4	A	0.0				
		ntersec	tion Tota									63 200	0.0	A -	-	0	-		-					69 214	0.0	A	-	0	-	_	-
			L 1									200	- 8.3	- A	0.0									214	- 8.4	Δ	- 0.0			┍━━━╃	
		EB	<u> </u>									2 369	0.0	A	- 0.0				-					405	0.4	A	- 0.0			,───┼	-
			T									416	-	-	-		-	-	-					403	-	-	-		-	-	-
Fortuna Rd &	TWSC	WB	R									17	-	-	-		-	-	-					400 17	-	_	-		-	-	-
Driveway C			L									107												107						, ——†	
		SB	R									9	22.1	С	1.8		1							9	25.7	D	2.1			, I	1
		ntersec	tion Tota									920				0	-	-	-					999	-	-	-	0	-		-

					Exis	sting			2025 Bad	kground	1		2025 Ope	ning Yea	r		2025 M	itigation			2035 Bad	ckground	1	2	2035 Hor	rizon Yea	r		2035 Mi	tigation	
Intersection	Control Type	Move	ement				Q Length				Q Length				Q Length				Q Length				Q Length				Q Length				Q Length
	21			Volume	Delay	LOS	(veh)	Volume	Delay	LOS	(veh)	Volume	Delay	LOS	(veh)	Volume	Delay	LOS	(veh)	Volume	Delay	LOS	(veh)	Volume	Delay	LOS	(veh)	Volume	Delay	LOS	(veh)
		EB	R	51	11.1	В	0.3	52	11.1	В	0.3	60	11.2	В	1.5					57	11.2	В	0.3	65	11.3	В	0.4				
			proach	51	11.1	B	-	52	11.1	В	-	60	11.2	B	-	0			-	57	11.2	В	-	65	11.3	В	-	0			-
		WB	R pproach	68 68	11.3 11.3	B B	- 0.4	69 69	11.3 11.3	B	0.4	69 69	11.3 11.3	B B	- 1.3	0			_	76 76	11.4 11.4	B B	- 0.4	76 76	11.4 11.4	В	- 0.4	0			
			U	6		Б		6		D	-	6				0			-	70		D		70		D		0			-
			L	33	11.5	В	0.2	33	11.5	В	0.2	37	11.6	В	2.0					37	12.0	В	0.3	41	13.0	В	0.3				
Coors Blvd &		NB	Т	1557	-	-	-	1573	-	-	-	1605	-	-	-		-	-	-	1737	-	-	-	1769	-	-	-		-	-	-
Glenrio Rd	TWSC		R	17	-	-	-	17	-	-	-	17	-	-	-	0	-	-	-	19	-	-	-	19	-	-	-	0	-	-	
		ΝΒΑμ	proach	1613 4	0.3	A	-	1629 4	0.3	A	-	1665 1	0.3	A	-	0			-	1800 4	0.3	A	-	1836 4	0.3	A	-	0			-
			L	105	12.8	В	0.8	106	12.8	В	0.8	106	12.8	В	5.9					117	13.0	В	0.9	117	13.0	В	0.9				
		SB	Т	1840	-	-	-	1858	-	-	-	1857	-	-	-		-	-	-	2053	-	-	-	2052	-	-	-		-	-	-
			R	41	-	-	-	41	-	-	-	97	-	-	-		-	-	-	46	-	-	-	102	-	-	-		-	-	-
			proach tion Tota	1990 3722	0.7	A	-	2009 3759	0.7	A -	-	2064 3858	0.7	A -	-	0			-	2220 4153	0.7	A	-	2275 4252	0.7	A	-	0			-
		IIIEISEU		167	38.0	D	- 7.7	169	37.9	D	- 7.7	196	- 39.1	- D	8.9	0	-	-	-	4155 186	38.2	D	- 8.4	4252 213	40.8	D	9.6	0	-	-	-
		EB	T	66				67				73								74				80							
			R	120	36.1	D	7.8	121	36.1	D	7.9	156	36.4	D	9.4					134	35.4	D	8.6	169	36.2	U	10.1				
		EB Ap	proach	353	37.0	D	-	357	37.0	D	-	425	37.7	D	-	0			-	394	36.8	D	-	462	38.3	D	-	0			-
		WB		81 40	47.0	D	4.2	82 40	47.0	D	4.3	82 48	46.8	D	4.3			$\left \right $		90 45	46.6	D	4.7	90 53	46.5	D	4.7				
		110	R	126	48.9	D	8.1	40 127	48.9	D	8.2	48 127	48.8	D	8.5					141	48.8	D	9.0	141	48.7	D	9.3				
		WB Ap	proach	247	48.3	D	-	249	48.3	D	-	257	48.2	D	-	0			-	276	48.1	D	-	284	48.0	D	-	0			-
Coors Blvd &	.		U	5	16.5	В	1.7	5	16.8	В	1.8	5	19.8	В	3.2					6	20.6	С	2.0	6	25.4	С	4.3				
Fortuna Rd	Signal	NB		73 1304	18.1	B	12.3	74 1317	18.3	B	12.5	135 1321	19.1	B	12.9			$\left \right $		81 1455	20.4	C	14.5	142 1459	20.9	0	14.7				
			R	1304 49	18.1	B	12.3	49	18.3 19.0	B	12.5 12.6	49	19.1 19.9	B	12.9			╞──┤		1455 55	20.4	C C	14.5 14.6	1459 55	20.9 21.9	C	14.7 14.8				
		NB Ap	proach	1431	18.2	B	-	1445	18.4	B	-	1510	19.4	B	-	0			-	1597	20.7	C	-	1662	21.6	C	-	0			-
			U	11	13.7	В	2.6	11	13.8	В	2.6	17	15.0	В	2.9					12	15.8	В	3.0	18	17.0	В	3.2				
		SB	L	108				109				109								120				120							
			R I	1686 113	19.6 13.7	B B	15.9 2.5	1703 114	19.8 13.8	B B	16.1 2.6	1706 113	22.2 15.4	C B	17.2 2.7					1881 126	22.6 14.9	C B	19.0 3.0	1884 125	24.8 16.3	C B	20.0 3.2				
		SB Ap	proach	1918	18.9	B	-	1937	19.1	B	-	1945	21.4	C	-	0			-	2139	21.8	C	-	2147	23.9	C	-	0			-
			tion Tota	3949	22.0	С	-	3988	22.2	С	-	4137	23.9	С	-	0			-	4406	24.3	С	-	4555	25.9	С	-	0			-
		EB	L	25	7.9	А	0.1	25	7.9	А	0.1	29	7.9	Α	0.1					28	8.0	Α	0.1	32	8.0	А	0.1				
			Т	269 248	0.2	A	-	272 250	0.2	A	-	279 255	0.2	A -	-		-		-	300 277	0.2	A	-	307 282	0.3	A _	-			-	-
64th St &	TWSC	WB	R	248	-	-	-	230	-	-	-	30	-	-	-		-	-	-	277	-	-	-	33	-	-	-		-	-	-
Fortuna Rd		SB	L	47	12.9	В	0.7	47	13.0	В	0.7	65	14.2	В	0.9					52	14.0	В	0.8	70	15.5	C	1.2				
			R	44	12.5	D	0.7	44	15.0	D	0.7	47	14.2		0.9					49	14.0	D	0.0	52	15.5	C	1.2				
		ntersec	tion Tota	655 107	-	-	-	660 108	-	-	-	705	-	-	-	0	-	-	-	731	-	-	-	776	-	-	-	0	-	-	-
		EB	T	56	8.8	А	1.0	108 57	8.8	А	1.1	108 65	9.1	А	1.2					119 62	9.1	А	1.2	119 70	9.4	А	1.4				
			R	37				37				41								41				45							
			L	12				12				16								13				17							
		WB	T	66 10	8.0	A	0.4	67 10	8.0	A	0.4	73 13	8.2	A	0.5					74	8.1	A	0.5	80 14	8.3	A	0.5				
64th St &	AWSC		R L	20				20				23								11 22				14 25							
Glenrio Rd		NB	T	21	8.0	А	0.2	21	8.0	А	0.2	24	8.2	А	0.3					23	8.2	А	0.3	26	8.3	А	0.3				
			R	11				11				14								12				15							
		СD		2	70		0.2	2	70	Δ	0.2	6	0 1	٨	0.2					2	00	Δ	0.0	6	0 1	- ^	0.4				
		SB	R	30 33	7.8	A	0.3	30 33	7.8	A	0.3	34 33	8.0	A	0.3					33 37	8.0	A	0.3	37 37	8.2	A	0.4				
		ntersec	tion Tota	405	8.4	Α	-	408	8.4	Α	-	450	8.6	Α	-	0			-	449	8.6	Α	-	491	8.8	Α	-	0			-
		EB	Т									64	-	-	-		-	-	-					70	-	-	-		-	-	-
		<u> </u>	R									13	-	-	-		-	-	-					13 56	-	-	-		-	-	-
Glenrio Rd &	TWSC	WB										56 86	7.5 0.3	A A	0.1				_					56 94	7.5 0.3	A A	0.1				
Driveway A			L									8												8							
		NB	R									6	9.7	A	0.1									6	9.8	A	0.1				
		ntersec	tion Tota									233	-	-	-	0	-	-	-					247	-	-	-	0	-	-	
		WB	L R									20 8	9.4	А	0.1									20 8	9.5	А	0.1				
			T									51	-	-	-		-	-	-					56	-	-	_		-	-	-
64th St & Driveway B	TWSC	NB	R									12	-	-	-		-	-	-					12	-	-	-		-	-	-
Driveway D		SB	L									13	7.4	A	0.0									13	7.4	А	0.0				
			T tion Tota									86	0.1	A	-	0			-					95 204	0.1	A	-	0			-
												190 7	- 8.0	- A	- 0.0		-		-					204 7	- 8.0	A	- 0.0		-	-	
		EB	Т									356	0.1	A	-				-					392	0.1	А	-				-
Fortuna Rd &		WB	Т									258	-	-	-		-	-	-					285	-	-	-		-	-	-
Driveway C	TWSC	<u> </u>	R									60	-	-	-		-	-	-					60	-	-	-		-	-	-
		SB	L R									49 5	15.2	С	0.5									49 5	16.3	С	0.6				
		nt <u>ersec</u>	tion Tota									735	-	-	-	0	-	-	-					798	-	-	-	0	-	-	-
L																															

		HCS	All-W	ay Sto	p Con	trol Re	eport					
General and Site Informat	ion				Lanes							
Analyst	Alex Mc	ontoya										
Agency/Co.								≠↓↓×	K III III			
Date Performed	2/5/202	5						-	×			
Analysis Year	2024					_*					K	
Analysis Time Period (hrs)	1.00					*					<u>↓</u>	
Time Analyzed	AM					*					←	
Project Description	WMR A	nalysis Exis	ting				4			7		
Intersection	64th St	& Glenrio I	Rd								¥ +	
Jurisdiction						*						
East/West Street	Glenrio	Rd				•		×				
North/South Street	64th St						ኻ	م ر الم	ſ ſĨĨ	م ر		
Peak Hour Factor	0.92											
Turning Movement Demai	nd Volum	nes										
Approach		Eastbound			Westboun	d	1	Northboun	d	9	Southboun	d
Movement	L	Т	R	L	Т	R	L	Т	R	L	Т	R
Volume (veh/h)	109	64	23	13	90	4	49	25	1	1	22	36
% Thrus in Shared Lane												
Lane Flow Rate and Adjust	ments											
Approach	Т	Eastbound	1		Westbound	d	1	Northboun	d	9	Southboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	213			116			82			64		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.189			0.103			0.072			0.057		
Final Departure Headway, hd (s)	4.43			4.50			4.87			4.41		
Final Degree of Utilization, x	0.262			0.145			0.110			0.079		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.43			2.50			2.87			2.41		
Capacity, Delay and Level	of Servic	e										
Approach		Eastbound	1		Westboun	d	1	Northboun	d	9	Southboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	213			116			82			64		
Capacity (veh/h)	812			800			740			816		
95% Queue Length, Q ₉₅ (veh)	1.1			0.5			0.4			0.3		
Control Delay (s/veh)	9.0			8.3			8.5			7.8		
Level of Service, LOS	A			A			А			A		
Approach Delay (s/veh) LOS	9.0		A	8.3		A	8.5		A	7.8		A
Intersection Delay (s/veh) LOS			8	3.6					,	Α		

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		HCS	All-W	ay Sto	p Con	trol Re	eport					
General and Site Informat	ion				Lanes							
Analyst	Alex Mc	ontoya										
Agency/Co.					1			<u></u>	L III I			
Date Performed	2/5/202	5							•			
Analysis Year	2024					_*					K	
Analysis Time Period (hrs)	1.00				1	*					<u>≮</u>	
Time Analyzed	PM				1	*					←	
Project Description	WMR A	nalysis Exis	ting		1		4			7	₹ \$	
Intersection	64th St	& Glenrio I	Rd								¥ €	
Jurisdiction					1	× 						
East/West Street	Glenrio	Rd							•			
North/South Street	64th St						ካ	ন ক	/* † †	<u>م</u> ،		
Peak Hour Factor	0.92											
Turning Movement Demai	nd Volum	nes										
Approach		Eastbound			Westboun	b	1	Northboun	d	9	Southboun	d
Movement	L	Т	R	L	Т	R	L	Т	R	L	Т	R
Volume (veh/h)	107	56	37	12	66	10	20	21	11	2	30	33
% Thrus in Shared Lane												
Lane Flow Rate and Adjust	tments			<u>.</u>			-			<u>.</u>		
Approach	T	Eastbound	1		Westbound	d	1	Northboun	d	9	Southboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	217			96			57			71		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.193			0.085			0.050			0.063		
Final Departure Headway, hd (s)	4.30			4.40			4.65			4.38		
Final Degree of Utilization, x	0.260			0.117			0.073			0.086		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t _s (s)	2.30			2.40			2.65			2.38		
Capacity, Delay and Level	of Servic	e										
Approach		Eastbound			Westboun	b	1	Northboun	d	9	Southboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	217			96			57			71		
Capacity (veh/h)	837			819			775			821		
95% Queue Length, Q ₉₅ (veh)	1.0			0.4			0.2			0.3		
Control Delay (s/veh)	8.8			8.0			8.0			7.8		
Level of Service, LOS	A			A			А			A		
Approach Delay (s/veh) LOS	8.8		A	8.0		A	8.0		A	7.8		A
Intersection Delay (s/veh) LOS			8	3.4						A		

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		HCS	All-W	ay Sto	p Con	trol Re	eport					
General and Site Informat	ion				Lanes							
Analyst	Alex Mc	ontoya										
Agency/Co.								≠↓↓×	K III III			
Date Performed	2/5/202	5						*	*			
Analysis Year	2025					7					<u>K</u>	
Analysis Time Period (hrs)	1.00				1	4					<u>▲</u>	
Time Analyzed	AM				1	*	1.			*	← ĸ	
Project Description	WMR A	nalysis Exis	ting		1		-T			T.		
Intersection	64th St	& Glenrio I	Rd		1						*	
Jurisdiction					1							
East/West Street	Glenrio	Rd			1		\sim	×	A			
North/South Street	64th St						ኻ	শ ক [*]	/ /*	م י		
Peak Hour Factor	0.92											
Turning Movement Demai	nd Volum	nes										
Approach		Eastbound	1		Westbound	d	1	Northboun	d	9	Southboun	d
Movement	L	Т	R	L	Т	R	L	Т	R	L	Т	R
Volume (veh/h)	110	65	23	13	91	4	49	25	1	1	22	36
% Thrus in Shared Lane												
Lane Flow Rate and Adjust	ments											
Approach	Т	Eastbound	1		Westbound	d	1	Northboun	d	9	Southboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	215			117			82			64		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.191			0.104			0.072			0.057		
Final Departure Headway, hd (s)	4.43			4.50			4.87			4.42		
Final Degree of Utilization, x	0.265			0.147			0.110			0.079		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.43			2.50			2.87			2.42		
Capacity, Delay and Level	of Servic	e										
Approach		Eastbound	1		Westbound	d	1	Northboun	d	9	Southboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	215			117			82			64		
Capacity (veh/h)	812			800			739			815		
95% Queue Length, Q₃₅ (veh)	1.1			0.5			0.4			0.3		
Control Delay (s/veh)	9.0			8.3			8.5			7.8		
Level of Service, LOS	A			A			А			A		
Approach Delay (s/veh) LOS	9.0		A	8.3		A	8.5		A	7.8		A
Intersection Delay (s/veh) LOS			8	5.6					/	4		

HCSTM AWSC Version 2023 AWSC_64&Glenrio_2025_Background_AM.xaw

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		HCS	All-W	ay Sto	p Con	trol Re	eport					
General and Site Informat	ion				Lanes							
Analyst	Alex Mo	ontoya										
Agency/Co.								≠↓↓×	K III III			
Date Performed	2/5/202	5			1			-	•			
Analysis Year	2025					_*					K	
Analysis Time Period (hrs)	1.00				1						<u>▲</u>	
Time Analyzed	PM					*					← x	
Project Description	WMR A	nalysis Exis	ting		1		4			7	<u>≻</u> 	
Intersection	64th St	& Glenrio I	٦d								*	
Jurisdiction					1	*						
East/West Street	Glenrio	Rd						×				
North/South Street	64th St				1		ካ	মা কা দ ™	r † †	ا م ا		
Peak Hour Factor	0.92											
Turning Movement Demai	nd Volum	nes										
Approach		Eastbound			Westboun	d	1	Northboun	d	9	Southboun	d
Movement	L	Т	R	L	Т	R	L	Т	R	L	Т	R
Volume (veh/h)	108	57	37	12	67	10	20	21	11	2	30	33
% Thrus in Shared Lane												
Lane Flow Rate and Adjust	tments			·		<u>.</u>	-		<u>.</u>			
Approach	T	Eastbound			Westbound	d	1	Northboun	d	9	Southboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	220			97			57			71		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.195			0.086			0.050			0.063		
Final Departure Headway, hd (s)	4.31			4.40			4.65			4.39		
Final Degree of Utilization, x	0.263			0.118			0.073			0.086		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t _s (s)	2.31			2.40			2.65			2.39		
Capacity, Delay and Level	of Servic	e										
Approach		Eastbound			Westboun	d	1	Northboun	d	9	Southboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	220			97			57			71		
Capacity (veh/h)	836			818			774			820		
95% Queue Length, Q ₉₅ (veh)	1.1			0.4			0.2			0.3		
Control Delay (s/veh)	8.8			8.0			8.0			7.8		
Level of Service, LOS	A			A			А			А		
Approach Delay (s/veh) LOS	8.8		A	8.0		A	8.0		A	7.8		A
Intersection Delay (s/veh) LOS			8	.4					/	4		

HCSTM AWSC Version 2023 AWSC_64&Glenrio_2025_Background_PM.xaw

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		HCS	All-W	ay Sto	p Con	trol Re	eport					
General and Site Information	on				Lanes							
Analyst	Alex Mc	ontoya					-					
Agency/Co.								≠↓↓×	└┿┝			
Date Performed	2/6/202	5						*	*			
Analysis Year	2025					_*					K	
Analysis Time Period (hrs)	1.00										<u>▲</u>	
Time Analyzed	AM					*					← ×	
Project Description	WMR A	nalysis Exis	ting				T			7	<u>≻</u> ◆	
Intersection	64th St	& Glenrio I	٦d								*	
Jurisdiction						× 						
East/West Street	Glenrio	Rd						×				
North/South Street	64th St						ኻ	م ر الم	/ /*	۲		
Peak Hour Factor	0.92											
Turning Movement Deman	d Volum	nes										
Approach		Eastbound			Westboun	d	1	Northboun	d	9	outhboun	d
Movement	L	Т	R	L	Т	R	L	Т	R	L	Т	R
Volume (veh/h)	110	68	24	14	100	8	53	29	5	2	23	36
% Thrus in Shared Lane												
Lane Flow Rate and Adjust	nents											
Approach		Eastbound	1		Westboun	d	1	Northboun	d	9	outhboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	220			133			95			66		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.195			0.118			0.084			0.059		
Final Departure Headway, hd (s)	4.49			4.54			4.90			4.51		
Final Degree of Utilization, x	0.274			0.167			0.129			0.083		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.49			2.54			2.90			2.51		
Capacity, Delay and Level o	f Servic	e										
Approach		Eastbound	1		Westboun	d	1	Northboun	d	9	outhboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	220			133			95			66		
Capacity (veh/h)	801			794			735			799		
95% Queue Length, Q₃₅ (veh)	1.1			0.6			0.4			0.3		
Control Delay (s/veh)	9.2			8.4			8.6			7.9		
Level of Service, LOS	А			A			А			A		
	1		A	-	_		8.6		A	7.9		A

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HCS M AWSC Version 2023 AWSC_64&Glenrio_2025_Future_AM.xaw

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		HCS	All-W	ay Sto	p Con	trol Re	eport					
General and Site Informat	ion				Lanes							
Analyst	Alex Mc	ontoya										
Agency/Co.								× + + ×	K III III			
Date Performed	2/6/202	5						*	×			
Analysis Year	2025					_*					K	
Analysis Time Period (hrs)	1.00					*					<u>↓</u>	
Time Analyzed	PM					*					←	
Project Description	WMR A	nalysis Exis	ting				4			7		
Intersection	64th St	& Glenrio I	٦d								▼	
Jurisdiction						× 						
East/West Street	Glenrio	Rd				•		×				
North/South Street	64th St						ኻ	N N N	ſ ſĨĨ	م י		
Peak Hour Factor	0.92											
Turning Movement Dema	nd Volum	nes										
Approach		Eastbound			Westbound	d	1	Northboun	d	9	Southboun	d
Movement	L	Т	R	L	Т	R	L	Т	R	L	Т	R
Volume (veh/h)	108	65	41	16	73	13	23	24	14	6	34	33
% Thrus in Shared Lane												
Lane Flow Rate and Adjust	tments			·					<u>.</u>			
Approach	T	Eastbound	1		Westbound	d	1	Northboun	d	9	Southboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	233			111			66			79		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.207			0.099			0.059			0.071		
Final Departure Headway, hd (s)	4.36			4.47			4.72			4.52		
Final Degree of Utilization, x	0.282			0.138			0.087			0.100		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.36			2.47			2.72			2.52		
Capacity, Delay and Level	of Servic	e										
Approach		Eastbound			Westbound		1	Northboun	d		Southboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	233			111			66			79		
Capacity (veh/h)	825			806			762			797		
95% Queue Length, Q ₉₅ (veh)	1.2			0.5			0.3			0.3		
Control Delay (s/veh)	9.1			8.2			8.2			8.0		
Level of Service, LOS	A			A			А			A		
Approach Delay (s/veh) LOS	9.1		A	8.2		A	8.2		A	8.0		A
Intersection Delay (s/veh) LOS			8	5.6					/	4		

HCS M AWSC Version 2023 AWSC_64&Glenrio_2025_Future_PM.xaw

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		HCS	All-W	ay Sto	p Con	trol Re	eport					
General and Site Information	on				Lanes							
Analyst	Alex Mc	ontoya										
Agency/Co.					1			* + + *	444			
Date Performed	2/6/202	5						×	•			
Analysis Year	2035					_*					K	
Analysis Time Period (hrs)	1.00				1	*					<u>↓</u>	
Time Analyzed	AM					*					←	
Project Description	WMR A	nalysis Exis	ting		1		4			7		
Intersection	64th St	& Glenrio I	Rd								¥ +	
Jurisdiction					1	× 						
East/West Street	Glenrio	Rd				•		×				
North/South Street	64th St]		ኻ	م ر الم	· /*	م ر		
Peak Hour Factor	0.92											
Turning Movement Demar	nd Volum	nes										
Approach		Eastbound			Westboun	d	1	Northboun	d	9	Southboun	d
Movement	L	Т	R	L	Т	R	L	Т	R	L	Т	R
Volume (veh/h)	122	71	26	15	100	4	66	28	1	1	25	40
% Thrus in Shared Lane												
Lane Flow Rate and Adjust	ments			<u>.</u>		<u>.</u>						
Approach	T	Eastbound	1		Westbound	d	1	Northboun	d	9	Southboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	238			129			103			72		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.212			0.115			0.092			0.064		
Final Departure Headway, hd (s)	4.54			4.63			5.00			4.55		
Final Degree of Utilization, x	0.300			0.166			0.143			0.091		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.54			2.63			3.00			2.55		
Capacity, Delay and Level	of Servic	е										
Approach		Eastbound	I		Westboun	d	1	Northboun	d		Southboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	238			129			103			72		
Capacity (veh/h)	794			778			721			790		
95% Queue Length, Q_{95} (veh)	1.3			0.6			0.5			0.3		
Control Delay (s/veh)	9.5			8.5			8.8			8.0		
Level of Service, LOS	А			A			А			Α		
Approach Delay (s/veh) LOS	9.5		A	8.5		A	8.8		A	8.0		A
Intersection Delay (s/veh) LOS			8	3.9						Ą		

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		HCS	All-W	ay Sto	p Con	trol Re	eport					
General and Site Informat	ion				Lanes							
Analyst	Alex Mc	ontoya										
Agency/Co.									└॒♠╞			
Date Performed	2/6/202	5			1			*	4			
Analysis Year	2035					_*					K	
Analysis Time Period (hrs)	1.00				1	4					<u>▲</u>	
Time Analyzed	PM					*	1.			*	← ĸ	
Project Description	WMR A	nalysis Exis	ting		1		7			7		
Intersection	64th St	& Glenrio I	٦d								¥ +	
Jurisdiction					1	× 						
East/West Street	Glenrio	Rd				•						
North/South Street	64th St]		ኻ	۱	· /*	م י		
Peak Hour Factor	0.92											
Turning Movement Dema	nd Volum	nes										
Approach		Eastbound			Westboun	d	1	Northboun	d	9	Southboun	d
Movement	L	Т	R	L	Т	R	L	Т	R	L	Т	R
Volume (veh/h)	119	62	41	13	74	11	22	23	12	2	33	37
% Thrus in Shared Lane												
Lane Flow Rate and Adjus	tments											
Approach		Eastbound			Westboun	d	1	Northboun	d	9	Southboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	241			107			62			78		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.214			0.095			0.055			0.070		
Final Departure Headway, hd (s)	4.36			4.46			4.74			4.47		
Final Degree of Utilization, x	0.292			0.132			0.082			0.097		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.36			2.46			2.74			2.47		
Capacity, Delay and Level	of Servic	e										
Approach		Eastbound			Westboun	d	1	Northboun	d	9	Southboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	241			107			62			78		
Capacity (veh/h)	827			807			759			805		
95% Queue Length, Q ₉₅ (veh)	1.2			0.5			0.3			0.3		
Control Delay (s/veh)	9.1			8.1			8.2			8.0		
Level of Service, LOS	A			A			А			А		
Approach Delay (s/veh) LOS	9.1		A	8.1		A	8.2		A	8.0		A
Intersection Delay (s/veh) LOS			8	.6						Α		

HCSTM AWSC Version 2023 AWSC_64&Glenrio_2035_Background_PM.xaw

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		HCS	All-W	ay Sto	p Con	trol Re	eport					
General and Site Informat	ion				Lanes							
Analyst	Alex Mc	ontoya										
Agency/Co.					1			* + + *	└┿┝			
Date Performed	2/6/202	5						×	×			
Analysis Year	2035					_*					K	
Analysis Time Period (hrs)	1.00				1	*					<u>↓</u>	
Time Analyzed	AM					*					← ĸ	
Project Description	WMR A	nalysis Exis	ting		1		4			7	↓ ◆	
Intersection	64th St	& Glenrio I	٦d								¥ ★	
Jurisdiction					1							
East/West Street	Glenrio	Rd						×				
North/South Street	64th St]		ኻ	শ <i>ম</i> • *	r † †	י ד		
Peak Hour Factor	0.92											
Turning Movement Demai	nd Volum	nes										
Approach		Eastbound			Westboun	d	1	Northboun	d	9	Southboun	d
Movement	L	Т	R	L	Т	R	L	Т	R	L	Т	R
Volume (veh/h)	122	74	27	16	109	8	59	32	5	2	26	40
% Thrus in Shared Lane												
Lane Flow Rate and Adjust	ments			·		<u>.</u>	-		<u>.</u>			
Approach		Eastbound			Westbound	d	1	Northboun	d	9	Southboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	242			145			104			74		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.215			0.129			0.093			0.066		
Final Departure Headway, hd (s)	4.56			4.63			5.01			4.62		
Final Degree of Utilization, x	0.307			0.186			0.145			0.095		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t _s (s)	2.56			2.63			3.01			2.62		
Capacity, Delay and Level	of Servic	e										
Approach		Eastbound			Westboun	d	1	Northboun	d	9	Southboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	242			145			104			74		
Capacity (veh/h)	789			778			719			779		
95% Queue Length, Q ₉₅ (veh)	1.3			0.7			0.5			0.3		
Control Delay (s/veh)	9.6			8.7			8.9			8.1		
Level of Service, LOS	А			A			А			Α		
Approach Delay (s/veh) LOS	9.6		A	8.7		A	8.9		A	8.1		A
Intersection Delay (s/veh) LOS			9	.0					/	4		

HCS M AWSC Version 2023 AWSC_64&Glenrio_2035_Future_AM.xaw

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		HCS	All-W	ay Sto	p Con	trol Re	eport					
General and Site Informat	ion				Lanes							
Analyst	Alex Mc	ontoya										
Agency/Co.					1			×	K III III			
Date Performed	2/6/202	5						×	×			
Analysis Year	2035					_*					K	
Analysis Time Period (hrs)	1.00				1	*					<u>↓</u>	
Time Analyzed	PM					*					← ĸ	
Project Description	WMR A	nalysis Exis	ting		1		4			7	↓ ◆	
Intersection	64th St	& Glenrio I	Rd								¥ +	
Jurisdiction					1							
East/West Street	Glenrio	Rd						×				
North/South Street	64th St]		ኻ	শ <i>ম</i> • *	r † †	י ד		
Peak Hour Factor	0.92											
Turning Movement Demai	nd Volum	nes										
Approach		Eastbound			Westboun	d	1	Northboun	d	9	Southboun	d
Movement	L	Т	R	L	Т	R	L	Т	R	L	Т	R
Volume (veh/h)	119	70	45	17	80	14	25	26	15	6	37	37
% Thrus in Shared Lane												
Lane Flow Rate and Adjust	ments			·		<u>.</u>	-		<u>.</u>			
Approach		Eastbound	1		Westbound	d	1	Northboun	d	9	Southboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	254			121			72			87		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.226			0.107			0.064			0.077		
Final Departure Headway, hd (s)	4.42			4.53			4.82			4.60		
Final Degree of Utilization, x	0.312			0.152			0.096			0.111		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t _s (s)	2.42			2.53			2.82			2.60		
Capacity, Delay and Level	of Servic	e										
Approach		Eastbound			Westboun	d	1	Northboun	d	9	Southboun	d
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	254			121			72			87		
Capacity (veh/h)	815			794			747			782		
95% Queue Length, Q ₉₅ (veh)	1.4			0.5			0.3			0.4		
Control Delay (s/veh)	9.4			8.3			8.3			8.2		
Level of Service, LOS	А			A			А			А		
Approach Delay (s/veh) LOS	9.4		A	8.3		A	8.3		A	8.2		A
Intersection Delay (s/veh) LOS			8	.8					/	4		

HCS M AWSC Version 2023 AWSC_64&Glenrio_2035_Future_PM.xaw

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ictoria Edinaton										Contraction of the local division of the loc				
ictoria Edinaton	Agency					0	Duration,	h	1.000			7+++	4	
Analyst Victoria Edington					4, 2025	ŀ	Area Typ	е	Other		*			
Jurisdiction						F	PHF		1.00			ж ж е	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	
Urban Street Coors Blvd						F	Analysis Period		1> 7:45		4			
Intersection Fortuna Rd					_Coors	&Fortu	na_2024	_Existir	ng_AM.:	xus		5 1 1 1		
/MR Analysis Existir	ng											1444	۲	
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		169	60	102	85	94	122	165	1429	41	111	1164	157	
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Signal InformationCycle, s120.0Reference Phase6								洒			522			
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		EBL	-	EBT	WB	L	WBT	NBL	-	NBT	SBL	-	SBT	
	Ĩ	7		4			8	5		2	1		6	
		1.0		4.0			6.3	1.1		4.0	1.1		3.0	
	Ĩ	14.2		42.9		28.7		10.9)	68.0			66.2	
, S		3.5		5.5		5.		3.5		5.5	3.5		5.5	
\ <i>H</i>), s		3.2		3.4			3.4	3.0		0.0	3.0		0.0	
g ₅), s		10.7		10.6			15.3	7.2			5.6			
2 e), s		0.0		1.0			0.9			0.0	0.1		0.0	
		1.00	· ·	1.00			1.00	1.00)		0.98	3		
		1.00		0.00			0.00	0.00	0		0.00)		
Its			EB			WB		NB				SB		
		L	Т	R	L	Т	R	L	Т	R	L	Т	R	
		7	4	14	3	8	18	5	2	12	1	6	16	
veh/h	Ĩ	169	160		85	204		165	982	484	111	1164	142	
Rate (<i>s</i>), veh/h/ln		1795	1690		1239	1687		1795	1885	1860	1781	1698	1577	
e), s		8.7	8.6		7.1	13.3		5.2	20.2	20.2	3.6	17.6	5.9	
Time (<i>g ₀</i>), s		8.7	8.6		7.1	13.3		5.2	20.2	20.2	3.6	17.6	5.9	
		0.30	0.31		0.19	0.19		0.57	0.52	0.52	0.55	0.51	0.51	
		318	527		300	326		346	1965	969	264	2576	797	
) (X)		0.531	0.304		0.284	0.625		0.477	0.500	0.500	0.420	0.452	0.17	
n (95 th percentile)		176.2			99.3			90	333.8	336	62.8	275.5	97.1	
					4.0	9.5		3.6	13.2	13.4	2.5	10.8	3.8	
<u> </u>	e)				0.50	0.00		0.42	0.00	0.00	0.36	0.00	0.55	
													16.1	
		0.8	0.1		0.2	0.7		0.4	0.9	1.9	0.4	0.6	0.5	
Initial Queue Delay (<i>d</i> ₃), s/veh					0.0			0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (<i>d</i>), s/veh Level of Service (LOS)													16.6	
22									В		B	В	В	
Approach Delay, s/veh / LOS						8	D	19.3	5)	В	
/ LOS				22	4						С			
			EB			WB			NB		SB			
Multimodal Results Pedestrian LOS Score / LOS							0	1.97		-			В	
Pedestrian LOS Score / LOS Bicycle LOS Score / LOS					2.76	5	C	1.97		В	1.97	′ I		
	Amalysis Existing Amalysis Existing Reference Phase Reference Point Simult. Gap E/W Simult. Gap N/S Simult. Gap N/S Simult. Gap N/S $g s$), s $g e$), s ts veh/h Rate (s), veh/h/ln), s Time ($g c$), s $o (X)$ $o (X)$ $o (S th percentile)$ $o (X)$ $o (S th percentile)$ $o (Y)$ $o (S th percentile)$ $o (X)$ $o (S th percentile)$ $o (X)$ $o (Y)$ $o (Y)$ $o (Y)$ $o (X)$ $o (Y)$ $o (Y)$ $o (Y)$ $o (Y)$ $o (Y)$ $f = 0$ <t< td=""><td>MR Analysis Existing MR Analysis Existing MR Analysis Existing MR Analysis Existing Analysis Existing Reference Phase 6 Reference Point Begin Simult. Gap E/W On Simult. Gap N/S On O(X) Go (X) <td>MR Analysis Existing MR Anal</td><td>$\begin{tabular}{ c c c c } \begin{tabular}{ c c c c } \begin{tabular}{ c c c c c } \begin{tabular}{ c c c c c } \begin{tabular}{ c c c c c c c c c c c c c c c c c c c$</td><td>MR Analysis Existing L T R L T R L T R 169 68 102 Reference Phase 6 Green 5.6 1.9 Simult. Gap E/W On Red 0.5 0.0 Simult. Gap N/S On Red 0.5 0.0 Simult. Gap N/S On Red 0.5 5.5 M/), s 3.2 3.4 3.4 g s), s 0.0 10.7 10.6 $g s$), s 0.0 10.0 1.00 ts EBL EBL R $f a$ 1.00 1.00 1.00 $g s$), s 0.0 1.00 1.00 $f a$ 1.00 1.00 1.00 1.00 $g s$</td><td>MR Analysis Existing Image: Second Sec</td><td>MR Analysis Existing Image: Ima</td><td>MR Analysis Existing EB WB L T R L T R 169 68 102 85 94 122 Reference Phase 6 Green 5.6 1.9 60.7 10.7 23.2 Simult. Gap E/W On Red 0.5 0.0 4.5 3.0 3.5 Simult. Gap N/S On Red 0.5 0.0 1.0 0.5 2.0 EBL EBT WBL WBT 7 4 8 3.0 3.5 5.5 5.5 5.5 S 3.5 5.5 5.5 5.5 5.5 5.5 MH), s 3.2 3.4 3.4 3.4 g o), s 10.7 10.6 15.3 7.5 MH), s 3.2 3.4 3.4 3.4 g o), s 10.7 10.6 15.3 7.5 MH), s 3.2 3.4 3.4 3.4 3.4 g</td><td>EB WB L T R L T R L T R L T R L 169 68 102 85 94 122 185 Reference Phase 6 6 6 6 6 7 10.7 23.2 0.0 Simult. Gap E/W On Yellow 3.0 0.0 4.5 3.0 3.5 0.0 Simult. Gap N/S On Red 0.5 0.0 1.0 0.5 2.0 0.0 Simult. Gap N/S On Red 0.5 0.0 1.0 0.5 2.0 0.0 14.2 42.9 28.7 10.6 1.1.1 14.2 42.9 28.7 10.6 s 3.5 5.5 5.5 3.5 3.5 3.6 3.7 2.7 10.6 15.3 7.2 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 <td< td=""><td>EB WB NB L T R L T R L T 169 68 102 85 94 122 165 1429 Reference Phase 6 19 60.7 10.7 23.2 0.0 1425 Simult. Gap E/W On Simult. Gap N/S On 10.0 4.5 3.0 3.5 0.0 imult. Gap N/S On Red 0.5 0.0 1.0 0.5 2.0 0.0 imult. Gap N/S On Red 0.5 0.0 1.0 0.5 2.0 0.0 imult. Gap N/S NB 14.2 42.9 28.7 10.9 1.1 14.2 42.9 28.7 10.9 1.5 3.5 5.5 3.5 1.1 1.1 14.2 42.9 28.7 10.9 1.0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1</td><td>Einer Phase Einer S.6 1.9 VB NB L T R L</td><td>MR Analysis Existing EB WB NB L T R L T</td><td>EB WB NB SB L T R</td></td<></td></td></t<>	MR Analysis Existing MR Analysis Existing MR Analysis Existing MR Analysis Existing Analysis Existing Reference Phase 6 Reference Point Begin Simult. Gap E/W On Simult. Gap N/S On O(X) Go (X) <td>MR Analysis Existing MR Anal</td> <td>$\begin{tabular}{ c c c c } \begin{tabular}{ c c c c } \begin{tabular}{ c c c c c } \begin{tabular}{ c c c c c } \begin{tabular}{ c c c c c c c c c c c c c c c c c c c$</td> <td>MR Analysis Existing L T R L T R L T R 169 68 102 Reference Phase 6 Green 5.6 1.9 Simult. Gap E/W On Red 0.5 0.0 Simult. Gap N/S On Red 0.5 0.0 Simult. Gap N/S On Red 0.5 5.5 M/), s 3.2 3.4 3.4 g s), s 0.0 10.7 10.6 $g s$), s 0.0 10.0 1.00 ts EBL EBL R $f a$ 1.00 1.00 1.00 $g s$), s 0.0 1.00 1.00 $f a$ 1.00 1.00 1.00 1.00 $g s$</td> <td>MR Analysis Existing Image: Second Sec</td> <td>MR Analysis Existing Image: Ima</td> <td>MR Analysis Existing EB WB L T R L T R 169 68 102 85 94 122 Reference Phase 6 Green 5.6 1.9 60.7 10.7 23.2 Simult. Gap E/W On Red 0.5 0.0 4.5 3.0 3.5 Simult. Gap N/S On Red 0.5 0.0 1.0 0.5 2.0 EBL EBT WBL WBT 7 4 8 3.0 3.5 5.5 5.5 5.5 S 3.5 5.5 5.5 5.5 5.5 5.5 MH), s 3.2 3.4 3.4 3.4 g o), s 10.7 10.6 15.3 7.5 MH), s 3.2 3.4 3.4 3.4 g o), s 10.7 10.6 15.3 7.5 MH), s 3.2 3.4 3.4 3.4 3.4 g</td> <td>EB WB L T R L T R L T R L T R L 169 68 102 85 94 122 185 Reference Phase 6 6 6 6 6 7 10.7 23.2 0.0 Simult. Gap E/W On Yellow 3.0 0.0 4.5 3.0 3.5 0.0 Simult. Gap N/S On Red 0.5 0.0 1.0 0.5 2.0 0.0 Simult. Gap N/S On Red 0.5 0.0 1.0 0.5 2.0 0.0 14.2 42.9 28.7 10.6 1.1.1 14.2 42.9 28.7 10.6 s 3.5 5.5 5.5 3.5 3.5 3.6 3.7 2.7 10.6 15.3 7.2 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 <td< td=""><td>EB WB NB L T R L T R L T 169 68 102 85 94 122 165 1429 Reference Phase 6 19 60.7 10.7 23.2 0.0 1425 Simult. Gap E/W On Simult. Gap N/S On 10.0 4.5 3.0 3.5 0.0 imult. Gap N/S On Red 0.5 0.0 1.0 0.5 2.0 0.0 imult. Gap N/S On Red 0.5 0.0 1.0 0.5 2.0 0.0 imult. Gap N/S NB 14.2 42.9 28.7 10.9 1.1 14.2 42.9 28.7 10.9 1.5 3.5 5.5 3.5 1.1 1.1 14.2 42.9 28.7 10.9 1.0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1</td><td>Einer Phase Einer S.6 1.9 VB NB L T R L</td><td>MR Analysis Existing EB WB NB L T R L T</td><td>EB WB NB SB L T R</td></td<></td>	MR Analysis Existing MR Anal	$\begin{tabular}{ c c c c } \begin{tabular}{ c c c c } \begin{tabular}{ c c c c c } \begin{tabular}{ c c c c c } \begin{tabular}{ c c c c c c c c c c c c c c c c c c c$	MR Analysis Existing L T R L T R L T R 169 68 102 Reference Phase 6 Green 5.6 1.9 Simult. Gap E/W On Red 0.5 0.0 Simult. Gap N/S On Red 0.5 0.0 Simult. Gap N/S On Red 0.5 5.5 M/), s 3.2 3.4 3.4 g s), s 0.0 10.7 10.6 $g s$), s 0.0 10.0 1.00 ts EBL EBL R $f a$ 1.00 1.00 1.00 $g s$), s 0.0 1.00 1.00 $f a$ 1.00 1.00 1.00 1.00 $g s$	MR Analysis Existing Image: Second Sec	MR Analysis Existing Image: Ima	MR Analysis Existing EB WB L T R L T R 169 68 102 85 94 122 Reference Phase 6 Green 5.6 1.9 60.7 10.7 23.2 Simult. Gap E/W On Red 0.5 0.0 4.5 3.0 3.5 Simult. Gap N/S On Red 0.5 0.0 1.0 0.5 2.0 EBL EBT WBL WBT 7 4 8 3.0 3.5 5.5 5.5 5.5 S 3.5 5.5 5.5 5.5 5.5 5.5 MH), s 3.2 3.4 3.4 3.4 g o), s 10.7 10.6 15.3 7.5 MH), s 3.2 3.4 3.4 3.4 g o), s 10.7 10.6 15.3 7.5 MH), s 3.2 3.4 3.4 3.4 3.4 g	EB WB L T R L T R L T R L T R L 169 68 102 85 94 122 185 Reference Phase 6 6 6 6 6 7 10.7 23.2 0.0 Simult. Gap E/W On Yellow 3.0 0.0 4.5 3.0 3.5 0.0 Simult. Gap N/S On Red 0.5 0.0 1.0 0.5 2.0 0.0 Simult. Gap N/S On Red 0.5 0.0 1.0 0.5 2.0 0.0 14.2 42.9 28.7 10.6 1.1.1 14.2 42.9 28.7 10.6 s 3.5 5.5 5.5 3.5 3.5 3.6 3.7 2.7 10.6 15.3 7.2 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 <td< td=""><td>EB WB NB L T R L T R L T 169 68 102 85 94 122 165 1429 Reference Phase 6 19 60.7 10.7 23.2 0.0 1425 Simult. Gap E/W On Simult. Gap N/S On 10.0 4.5 3.0 3.5 0.0 imult. Gap N/S On Red 0.5 0.0 1.0 0.5 2.0 0.0 imult. Gap N/S On Red 0.5 0.0 1.0 0.5 2.0 0.0 imult. Gap N/S NB 14.2 42.9 28.7 10.9 1.1 14.2 42.9 28.7 10.9 1.5 3.5 5.5 3.5 1.1 1.1 14.2 42.9 28.7 10.9 1.0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1</td><td>Einer Phase Einer S.6 1.9 VB NB L T R L</td><td>MR Analysis Existing EB WB NB L T R L T</td><td>EB WB NB SB L T R</td></td<>	EB WB NB L T R L T R L T 169 68 102 85 94 122 165 1429 Reference Phase 6 19 60.7 10.7 23.2 0.0 1425 Simult. Gap E/W On Simult. Gap N/S On 10.0 4.5 3.0 3.5 0.0 imult. Gap N/S On Red 0.5 0.0 1.0 0.5 2.0 0.0 imult. Gap N/S On Red 0.5 0.0 1.0 0.5 2.0 0.0 imult. Gap N/S NB 14.2 42.9 28.7 10.9 1.1 14.2 42.9 28.7 10.9 1.5 3.5 5.5 3.5 1.1 1.1 14.2 42.9 28.7 10.9 1.0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1	Einer Phase Einer S.6 1.9 VB NB L T R L	MR Analysis Existing EB WB NB L T R L T	EB WB NB SB L T R	

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General Inform	nation							1	ntersect		4.4.4.1.				
Agency									Duration,	h	1.000			$\uparrow \uparrow \uparrow \uparrow$	<u>ب</u>
Analyst		Victoria Edington		Analys	sis Date	Feb 1	Feb 14, 2025			e	Other				
Jurisdiction					Period	PM					1.00			x ÷ E	* ~
Urban Street Coors Blvd					sis Year	2024		ŀ	Analysis	Period	1> 3:30		*		
Intersection Fortuna Rd					ame	Signa	I Coors				ng_PM.xus			5 + + 5	·
Project Descrip	tion	WMR Analysis Exis	sting				_				<u> </u>			19147	2
			-	_											
Demand Inform	nation				EB			WB	}		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			167	66	120	81	40	126	78	1304	49	119	1686	113
	4:					b 111	N 11 2								
Signal InformationCycle, s130.0Reference Phase2					5	1512					ļ		-		
Cycle, s	130.0		5	1	ំ 🚮	R	B	s		1		3	÷		
Offset, s	0	Reference Point	Begin	Green		1.5	71.3	11.5	5 23.4						- 5
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.5	3.0	3.5	0.0		5 4		_ ∣	Y
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.0	0.5	2.0	0.0		5	Ð	7	
Timor Beault				EDI		EDT				NIDI		NDT	CDI		SDT
Timer Results Assigned Phase	2			EBL 7	-	EBT 4	WB		WBT 8	NBI 5	-	NBT 2	SBI 1	-	SBT 6
Case Number	e			<u> </u>		4.0			o 6.3			4.0	1.1		3.0
Phase Duration				1.0 15.0		4.0 43.8	<u> </u>		28.9	1.1 7.8		4.0 76.8	9.3		3.0 78.4
				3.5		43.8 5.5			20.9 5.5			5.5	3.5		5.5
Change Period Max Allow Head				3.2		3.4			3.4	3.5 3.0		0.0	3.0	_	0.0
Queue Clearan		· · · · · · · · · · · · · · · · · · ·		5.∠ 11.5		3.4 12.4		_	3.4 13.3	4.5		0.0	5.7		0.0
Green Extensio				0.0		0.9			0.9	0.1		0.0	0.2		0.0
Phase Call Pro		(ge),s		1.00		1.00			1.00	0.94		0.0	0.2		0.0
Max Out Proba				1.00		0.00			0.00	0.00			0.00		
Max Out 105a	Shirty			1.00		0.00			0.00	0.00			0.00		
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ement			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow I	Rate(v), veh/h		167	174		81	154		78	905	443	119	1686	102
Adjusted Satura	ation Flo	ow Rate (<i>s</i>), veh/h/	In	1810	1706		1225	1606		1795	1885	1847	1795	1712	1554
Queue Service	Time (g	g s), s		9.5	10.4		7.5	11.3		2.5	18.5	18.5	3.7	27.9	4.0
Cycle Queue C	learanc	e Time (<i>g ₀</i>), s		9.5	10.4		7.5	11.3		2.5	18.5	18.5	3.7	27.9	4.0
Green Ratio (g	I/C)			0.28	0.29		0.18	0.18		0.58	0.55	0.55	0.59	0.56	0.56
Capacity (<i>c</i>), v	/eh/h			331	503		276	289		212	2069	1013	302	2878	871
Volume-to-Cap	acity Ra	tio (X)		0.504	0.346		0.294	0.533		0.368	0.437	0.437	0.395	0.586	0.117
		l/In (95 th percentile		191.4	195.8		105.1	203		43.6	311	309.9	65.2	399.7	63.9
		eh/ln (95 th percent		7.7	7.8		4.2	8.1		1.7	12.3	12.4	2.6	15.9	2.5
		RQ) (95 th percen	tile)	0.96	0.00		0.53	0.00		0.20	0.00	0.00	0.37	0.00	0.37
Uniform Delay	• •			37.6	36.0		46.8	48.4		16.1	17.4	17.4	13.4	18.7	13.4
Incremental Delay (<i>d</i> ₂), s/veh				0.4	0.2		0.2	0.6		0.4	0.7	1.4	0.3	0.9	0.3
Initial Queue Delay (<i>d</i> 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				38.0	36.1		47.0	48.9		16.5	18.1	18.8	13.7	19.6	13.7
Level of Service (LOS)				D	D		D	D		В	В	<u> </u>	В	В	В
Approach Delay, s/veh / LOS			37.0)	D	48.3	3	D	18.2	2	В	18.9)	В	
Intersection De	lay, s/ve	eh / LOS				22	2.0						С		
Multimedal D	oulto													00	
Multimodal Re		11.08		0.00	EB	C	0.70	WB	С	4.07	NB	D	1.0	SB	D
Pedestrian LOS				2.62		C	2.76			1.97		B	1.97		B
Bicycle LOS So	ore / LC	13		1.05)	A	0.88)	A	1.27		А	1.54	+	В

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General Inform	nation							I	ntersect	tion Inf	ormatio	on		4241		
Agency									Duration,	h	1.000			7 † † †	7	
Analyst		Victoria Edington		Analys	sis Date	Feb 14	4, 2025	A	Area Type		Other		4			
Jurisdiction					Period	AM		F	PHF		1.00			× – E	*	
Urban Street Coors Blvd					sis Year	2025		F	Analysis	Period	1> 7:45		7			
Intersection		Fortuna Rd		File Na	ame	Signal	_Coors	&Fortu	na_2025	Backg	ground_AM.xus			5 + + 5		
Project Descrip	Project Description WMR Analysis Backgroun								_					19 1 44 14	2 1	
	41				==								CD			
Demand Inform					EB		<u> </u>	WB	_	<u> </u>	NB		<u> </u>	SB		
Approach Move				L	T	R	L	T	R	L	Т	R	L	T	R	
Demand (v), v	eh/h			171	69	103	86	95	123	167	1443	8 41	112	1176	159	
Signal Informa	ation						a.Hi.									
Cycle, s 120.0 Reference Phase 6					3					対			512		~	
Offset, s	0	Reference Point	Begin		<u> </u>	<u> "îî"</u>	<u> 1</u>			_		1	2	3	\mathbf{Y}	
Uncoordinated	No	Simult. Gap E/W	On	Green		1.9	59.4	10.7	24.3						\mathbf{A}	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow Red	0.5	0.0	4.5 1.0	3.0 0.5	3.5 2.0	0.0	_	` ["'				
T OFCE MODE	TIXEG	Official Cap 14/0	OII	Reu	0.5	10.0	1.0	0.5	2.0	10.0		J	-			
Timer Results				EBL	-	EBT	WB	L	WBT	NBI	_	NBT	SBI		SBT	
Assigned Phase	е			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	1, S			14.2		44.0			29.8			66.8	9.2		64.9	
Change Period,	, (Y+R .	c), s		3.5		5.5			5.5	3.5		5.5	3.5		5.5	
Max Allow Head	dway (/	MAH), s		3.2		3.3			3.3	3.0		0.0	3.0		0.0	
Queue Clearan	ce Time	e (gs), s		10.7	7	10.6			17.0	7.4			5.7			
Green Extensio	n Time	(g ₀), s		0.0		1.0			0.9	0.2		0.0	0.1		0.0	
Phase Call Prol	bability			1.00)	1.00			1.00	1.00			0.98	3		
Max Out Proba	bility			1.00)	0.00			0.00	0.00)		0.00)		
Movement Gro	oup Res	sults			EB			WB			NB		SB			
Approach Move	-			L	Т	R	L	Т	R	L	Т	R	L	Т	R	
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16	
Adjusted Flow F), veh/h		171	162		86	206		167	991	489	112	1176	144	
-		w Rate (s), veh/h/	In	1795	1691		1238	1520		1795	1885	1860	1781	1698	1577	
Queue Service				8.7	8.6		7.1	15.0		5.4	20.9	20.9	3.7	18.2	6.1	
Cycle Queue C	learanc	e Time (<i>g</i> ₀), s		8.7	8.6		7.1	15.0		5.4	20.9	20.9	3.7	18.2	6.1	
Green Ratio (g	I/C)			0.31	0.32		0.20	0.20		0.56	0.51	0.51	0.54	0.49	0.49	
Capacity (<i>c</i>), v	/eh/h			312	543		311	308		339	1926	950	258	2521	780	
Volume-to-Cap	acity Ra	itio (X)		0.548	0.299		0.277	0.669		0.493	0.515	0.515	0.434	0.466	0.18	
Back of Queue	(Q), fl	t/In (95 th percentile	e)	176.7	161.2		99.2	241.2		93.5	344.8	347.2	65.3	285.3	101.4	
Back of Queue	(Q), ve	eh/ln (95 th percent	ile)	7.0	6.4		4.0	9.6		3.7	13.7	13.9	2.6	11.2	4.0	
Queue Storage	Ratio (RQ) (95 th percen	tile)	0.88	0.00		0.50	0.00		0.43	0.00	0.00	0.37	0.00	0.58	
Uniform Delay (33.1	30.6		41.0	44.1		14.9	19.5	19.5	16.1	19.9	16.9	
Incremental Delay (d ₂), s/veh				1.1	0.1		0.2	0.9		0.4	1.0	2.0	0.4	0.6	0.5	
Initial Queue Delay (d β), s/veh				0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (<i>d</i>), s/veh							41.2	45.1		15.3	20.5	21.5	16.5	20.5	17.4	
	. ,									В	С	С		С	В	
Approach Delay, s/veh / LOS				32.5	5		43.9)	D	20.2	2	С	19.9)	В	
Intersection De	lay, s/ve	eh / LOS 				23	3.1						С			
Multimodal Re	sults				FB			WB		NR		B		SB		
		/LOS		2.61		С	2.76		С	1.97		В	1.97		В	
															A	
Control Delay (Level of Service	d), s/ve e (LOS) y, s/veh lay, s/ve sults 6 Score	h / LOS h / LOS / LOS		34.2 C	30.7 C EB	C 23 C 4	41.2 D 43.9	45.1 D WB	D C A	15.3 B	20.5 C 2 NB	21.5 C C	16.5 B 19.9	20.5 C SB	5	

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Offset, s	0	Reference Point	Begin	Green		1.5	71.1	11.6	23.4						5	
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Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.0	0.5	2.0	0.0		5	Ð	7		
Timer Results				EBL		EBT	WB		WBT	NB		NBT	SB		SBT	
Assigned Phas	2			7	-	4			8	5		2	1		6	
Case Number	e			1.0		4.0	<u> </u>		6.3			4.0	1.1		3.0	
Phase Duration				15.1		44.0			28.9	1.1 7.8		76.6	9.4		78.2	
Change Period		-) c		3.5		5.5	<u> </u>		5.5	3.5		5.5	3.5		5.5	
Max Allow Hea				3.2		3.4			3.4	3.0		0.0	3.0		0.0	
Queue Clearan		· · · · · · · · · · · · · · · · · · ·		11.6		12.5			13.4	4.5		0.0	5.8		0.0	
Green Extensio				0.0		0.9	<u> </u>		0.9	0.1		0.0	0.0	_	0.0	
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Movement Gro	oup Res	sults			EB			WB			NB			SB		
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Assigned Move	ement			7	4	14	3	8	18	5	2	12	1	6	16	
Adjusted Flow I	Rate(v), veh/h		169	176		82	155		79	913	448	120	1703	103	
-		ow Rate (<i>s</i>), veh/h/	In	1810	1706		1223	1605		1795	1885	1847	1795	1712	1554	
Queue Service	Time (🤉	g s), s		9.6	10.5		7.7	11.4		2.5	18.8	18.8	3.8	28.5	4.1	
Cycle Queue C	learanc	e Time (<i>g ₀</i>), s		9.6	10.5		7.7	11.4		2.5	18.8	18.8	3.8	28.5	4.1	
Green Ratio (g	1/C)			0.28	0.30		0.18	0.18		0.58	0.55	0.55	0.59	0.56	0.56	
Capacity(c), v	/eh/h			332	505		276	289		209	2062	1011	299	2870	868	
Volume-to-Cap	acity Ra	itio (X)		0.508	0.348		0.297	0.536		0.377	0.443	0.443	0.402	0.593	0.11	
Back of Queue	(Q), fl	t/In (95 th percentile	e)	192.8	197.4		106.4	203.9		44.4	315.6	314.6	66.1	406.7	64.8	
		eh/ln (95 th percent		7.7	7.9		4.3	8.2		1.8	12.5	12.6	2.6	16.1	2.6	
		RQ) (95 th percen	tile)	0.96	0.00		0.53	0.00		0.21	0.00	0.00	0.38	0.00	0.37	
Uniform Delay	、 ,.			37.5	35.9		46.8	48.3		16.4	17.6	17.6	13.5	18.9	13.5	
Incremental Delay (<i>d</i> ₂), s/veh				0.4	0.2		0.2	0.6		0.4	0.7	1.4	0.3	0.9	0.3	
Initial Queue Delay (d ȝ), s/veh				0.0 37.9	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (<i>d</i>), s/veh					36.1		47.0	48.9		16.8	18.3	19.0	13.8 B	19.8	13.8	
Level of Service (LOS)					D		D	D		В	В	B B		В	В	
Approach Delay, s/veh / LOS				37.0)	D	48.3	3	D	18.4	1	В	19.1	1	В	
Intersection De	lay, s/ve	eh / LOS				22	2.2						С			
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Pedestrian LOS				2.62		C	2.76		C	1.97		B	1.97		B	
Bicycle LOS So	core / LC	15		1.06		А	0.88	5	A	1.28	5	А	1.5		В	

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| ow Rate (s), veh/h/l | In | 1795 | 1659 |
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| g s), s | | 10.9 | 14.1 |
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| e Time (<i>g c</i>), s | | 10.9 | 14.1 |
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| atio (X) | | 0.713 | 0.465 |
 | 0.301
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| l/In (95 th percentile | e) | 249.2 | 243.3 |
 | 100.8
 | 242.7 |
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| əh/ln (95 th percent | ile) | 9.9 | 9.7 |
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| | tile) | 1.25 | 0.00 |
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| /veh | | 36.1 | 32.9 |
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| Initial Queue Delay (d β), s/veh | | | |
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| Control Delay (<i>d</i>), s/veh | | | |
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Urban Street Coors Blvd					is Year	2025		- F	Analysis	Period	1> 3:30		*		
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Project Description WMR Analysis Future									_					1414Y	2
	Demand Information							WB			NB			SB	
Approach Move				L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v) , v	/eh/h			196	73	156	82	48	127	140	1321	49	126	1706	113
Cinnal Informa	tion						b 116						1		
Signal Information					2		1447				ļ		sta		
Cycle, s	130.0	Reference Phase	2		5	់ ភាវ	M 😭	R.		۳		1	2	3	4
Offset, s	0	Reference Point	Begin	Green		0.5	69.4	12.1	23.8						. . .
Uncoordinated		Simult. Gap E/W	On	Yellow		0.0	4.5	3.0	3.5	0.0	_ []	$ \leq $	┡ _	✓	Y
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.0	0.5	2.0	0.0		5	Ð	7	
Timer Results				EBL		EBT	WB		WBT	NBI		NBT	SBI		SBT
Assigned Phas				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				15.6		44.9			29.3	1.1		75.4	9.7		74.9
Change Period	,	c) s		3.5		5.5		5.5		3.5		5.5	3.5	_	5.5
Max Allow Head				3.2		3.4			3.4	3.0		0.0	3.0		0.0
Queue Clearan				13.2		15.3			13.9	6.6			6.1		
Green Extensio				0.0		1.1			1.0	0.2		0.0	0.2		0.0
Phase Call Pro		(30),-		1.00		1.00			1.00	0.99			0.99		
Max Out Proba				1.00		0.00			0.00	0.00			0.00		
Movement Gro	-	sults			EB			WB			NB			SB	
Approach Move				L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow I		•		196	217		82	163		140	916	449	126	1706	102
		ow Rate (<i>s</i>), veh/h/	In	1810	1694		1178	1619		1795	1885	1848	1795	1712	1553
Queue Service	, ,	5 77		11.2	13.3		7.9	11.9		4.6	19.3	19.3	4.1	30.1	4.3
-		e Time (g c), s		11.2	13.3		7.9	11.9		4.6	19.3	19.3	4.1	30.1	4.3
Green Ratio (g				0.29	0.30		0.18	0.18		0.59	0.54	0.54	0.58	0.53	0.53
Capacity (c), v				338	513		271	296		235	2027	993	291	2741	829
Volume-to-Cap	-			0.580	0.423		0.302			0.596	0.452	0.452	0.433	0.622	0.12
		t/In (95 th percentile		221.4	236		106.3			81.2	324	323	72.2	433.1	68.9
		eh/In (95 th percent		8.9	9.4		4.3	8.5		3.2	12.9	12.9	2.9	17.2	2.7
	-	RQ) (95 th percent	uie)	1.11	0.00		0.53	0.00		0.38	0.00	0.00	0.41	0.00	0.39
Uniform Delay				37.5	36.2		46.6	48.2		18.9	18.4	18.4	14.7	21.2	15.1
Incremental Delay (d 2), s/veh				1.7 0.0	0.2 0.0		0.2	0.6		0.9 0.0	0.7 0.0	1.5 0.0	0.4	1.1 0.0	0.3
Initial Queue Delay (d_{β}), s/veh					36.4		46.8	48.8		19.8	19.1	19.9	15.0	22.2	15.4
Control Delay (d), s/veh					30.4 D		40.0 D	40.0 D		19.0 B	19.1 B	19.9 B	15.0 B	22.2 C	15.4 B
Level of Service (LOS)						D	48.2		D	 19.4		B	21.4		C
Approach Delay, s/veh / LOS Intersection Delay, s/veh / LOS				37.7			40.2 3.9	-	5	10.4			21.• C	·	<u> </u>
				II		2~							-		
Multimodal Re	sults				EB			WB			NB			SB	
Pedestrian LOS		/LOS		2.62		С	2.76		С	1.97		В	1.97		В
Bicycle LOS So				1.17		А	0.89		А	1.32		А	1.58		В
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Analyst		Victoria Edington		Analys	sis Date	Feb 1	4, 2025	1	Area Typ	e	Other	•			
Jurisdiction				Time F		AM			PHF		1.00			x÷e	*
Urban Street		Coors Blvd			sis Year	2035		1	Analysis	Period	1> 7:4	45	*		
Intersection		Fortuna Rd		File Na		_	I Coors	&Fortu	na_2035	Backo	round	AM.xus		5 + + +	
Project Descrip	tion	WMR Analysis Bac	kground				_							14147	24
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Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			189	76	114	95	105	5 136	184	1594	46	124	1299	175
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Signal Informa			0		5		_ 44 54				ļ		r†a		
Cycle, s	120.0	Reference Phase	6		5		7 <mark>51</mark>	rB.		۳ I		1	2	3	- ♥
Offset, s	0	Reference Point	Begin	Green		2.1	57.2	10.9	9 25.5						<u> </u>
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.5	3.0	3.5	0.0	_	$ \leq $		_ ∣	Y
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.0	0.5	2.0	0.0		5	8	7	
Timer Results				EBI		EBT	WB		WBT	NBI		NBT	SBI		SBT
Assigned Phas	2			7	-	4	VVD		8	5	-	2	1		6
Case Number	e			1.0		4.0			6.3	1.1		4.0	1.1		3.0
Phase Duration				14.4		45.4			31.0	11.9	1	64.8	9.8		62.7
		-) c		3.5		5.5			5.5	3.5	,	5.5	3.5		5.5
						3.4			3.4	3.0		0.0	3.0		0.0
	lax Allow Headway (<i>MAH</i>), s Ωueue Clearance Time (g ε), s					11.5			18.7	8.1		0.0	6.2		0.0
Green Extensio				11.6 0.0		1.1			1.0	0.1		0.0	0.2		0.0
Phase Call Pro		(99), 3		1.00		1.00			1.00	1.00		0.0	0.98		0.0
Max Out Proba				1.00		0.00			0.00	0.00			0.00		
	ý						1								
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow I	Rate(v), veh/h		189	180		95	229		184	1096	540	124	1299	160
Adjusted Satura	ation Flo	ow Rate (<i>s</i>), veh/h/	n	1795	1690		1218	1521		1795	1885	1859	1781	1698	1577
Queue Service	Time (🤉	g s), s		9.6	9.5		8.0	16.7		6.1	24.9	24.9	4.2	21.5	7.1
Cycle Queue C		e Time (<i>g ₀</i>), s		9.6	9.5		8.0	16.7		6.1	24.9	24.9	4.2	21.5	7.1
Green Ratio (g	,			0.32	0.33		0.21	0.21		0.55	0.49	0.49	0.53	0.48	0.48
Capacity(c), v				308	562		319	324		313	1863	919	236	2428	751
Volume-to-Cap				0.613	0.320		0.298			0.589	0.588	0.588	0.526	0.535	0.21:
		t/In (95 th percentile		197.5	177.8		109.1	267.1		108.1	402.1	406.1	75.9	330	119.1
		eh/ln (95 th percent		7.8	7.1		4.4	10.7		4.3	16.0	16.2	3.0	13.0	4.7
		RQ) (95 th percen	tile)	0.99	0.00		0.55	0.00		0.50	0.00	0.00	0.43	0.00	0.68
Uniform Delay	• •			32.7	29.9		40.3	43.8		17.0	21.6	21.6	18.6	22.1	18.3
Incremental De		-		2.7	0.1		0.2	2.3		0.7	1.4	2.8	0.7	0.9	0.6
Initial Queue De		•		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				35.4 D	30.0		40.5	46.1		17.7	23.0	24.4	19.3	22.9	19.0
	Level of Service (LOS)				C		D	D		B	С	C	B	C	B
Approach Dela	-			32.8	5	С	44.4	4	D	22.9	,	С	22.2	2	С
Intersection De	iay, s/ve	en / LOS				25	5.2						С		
Multimodel De	culto				EB			WB			ND			SB	
Multimodal Re		// 09		2.61		С	2.76		С	1.97	NB	В	1.97		В
													_		
Bicycle LOS So	ore/LC)S		1.10)	А	1.02	2	А	1.49	9	А	1.30	3	А

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General Information							1	ntersect	tion Inf	ormatic	on		1.4.4.1.1	
Agency								Duration,	h	1.000			1111	¥ [
Analyst	Victoria Edington		Analys	sis Date	Feb 1	4, 2025	A	rea Typ	e	Other				
Jurisdiction			Time F		PM	· · · · · · · · · · · · · · · · · · ·		PHF		1.00			w – E	*
Urban Street	Coors Blvd			sis Year	2035		A	nalysis	Period	1> 3:3	30	*		
Intersection	Fortuna Rd		File Na		-	I Coors	&Fortu	na_2035	5 Backo	round	PM.xus		5 + + 5	
Project Description	WMR Analysis Bac	kground				_							1 1 1 4 1	2
			_											
Demand Information				EB			WB			NB			SB	
Approach Movement			L	Т	R	L	Т	R	<u> </u>	Т	R	L	Т	R
Demand (v), veh/h			186	74	134	90	45	141	87	1455	55	132	1881	126
						N 11 2					1			
Signal Information		0		5	1512	- 				L L		z †3		
Cycle, s 130.0	Reference Phase	2		5	ľ	1 5 1	R.	B	۳ I		1	Y ₂	3	÷
Offset, s 0	Reference Point	Begin	Green		1.7	69.1	12.1	24.4						- 5
Uncoordinated No	Simult. Gap E/W	On	Yellow		0.0	4.5	3.0	3.5	0.0		$ \leq 4 $			Y
Force Mode Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.0	0.5	2.0	0.0		5	6	7	
Timer Results			EBI		EBT	WB	1	WBT	NBI		NBT	SBI		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			15.6		45.5			29.9	8.2	-	4.0 74.6	9.9		76.3
Change Period, (Y+R	a) e		3.5		5.5	<u> </u>		5.5	3.5		5.5	3.5		5.5
Max Allow Headway (3.2		3.4			3.4	3.0		0.0	3.0		0.0	
Queue Clearance Time		12.5		13.7			14.8	4.9		0.0	6.3		0.0	
Green Extension Time			0.0		1.1			1.0	0.1		0.0	0.2		0.0
Phase Call Probability	(90),0		1.00		1.00			1.00	0.96		0.0	0.99		0.0
Max Out Probability			1.00		0.00			0.00	0.00			0.00		
										, iii				
Movement Group Res	sults			EB			WB			NB			SB	
Approach Movement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Movement			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v			186	196		90	174		87	1010	495	132	1881	115
Adjusted Saturation Flo	ow Rate (<i>s</i>), veh/h/	n	1810	1705		1201	1608		1795	1885	1846	1795	1712	1553
Queue Service Time (g			10.5	11.7		8.6	12.8		2.9	22.3	22.3	4.3	34.2	4.7
Cycle Queue Clearance	e Time (<i>g ₀</i>), s		10.5	11.7		8.6	12.8		2.9	22.3	22.3	4.3	34.2	4.7
Green Ratio(g/C)			0.30	0.31		0.19	0.19		0.57	0.53	0.53	0.58	0.54	0.54
Capacity (<i>c</i>), veh/h			333	524		280	301		186	2005	982	271	2797	846
Volume-to-Capacity Ra			0.559	0.374		0.321	0.578		0.468	0.504	0.504	0.488	0.673	0.13
Back of Queue (Q), ft	· ·		209.3	214.1		116.7	224.1		51.4	365.5	365	75.7	479.4	76
Back of Queue (Q), ve			8.4	8.6		4.7	9.0		2.0	14.5	14.6	3.0	19.0	3.0
Queue Storage Ratio (tile)	1.05	0.00		0.58	0.00		0.24	0.00	0.00	0.43	0.00	0.43
Uniform Delay (<i>d</i> 1), s			36.9	35.2		46.4	48.1		19.9	19.5	19.5	15.3	21.3	14.6
Incremental Delay (<i>d</i> 2	-		1.3	0.2		0.2	0.7		0.7	0.9	1.9	0.5	1.3	0.3
Initial Queue Delay (d	•		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/ve		38.2	35.4		46.6	48.8		20.6	20.4	21.3	15.8	22.6	14.9	
Level of Service (LOS)		D 36.8	D		D /8 /	D		C 20.7	C	C	B	C	В	
	Approach Delay, s/veh / LOS				D	48.1		D	20.7		С	21.8 C	2	С
Approach Delay, s/veh					~ ~ ~	12								
					24	4.3								
Approach Delay, s/veh Intersection Delay, s/ve				EB	24	4.3	WB			NB			SB	
Approach Delay, s/veh	eh/LOS		2.62	EB	24 C	4.3 2.76	WB	С	1.97	NB	В	1.97	SB 7	B

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General Inform	nation								ntersec	tion Inf	ormatio	on		4.1.4.1	le L
Agency									Duration,	h	1.000	1		5+++	۲ –
Analyst		Victoria Edington		Analys	sis Date	Feb 1	4, 2025	1	Area Typ	e	Other	-	4		
Jurisdiction				Time F	Period	AM			PHF		1.00			× ÷e	*
Urban Street		Coors Blvd		Analys	sis Year	2035			Analysis	Period	1> 7:4	45	*		
Intersection		Fortuna Rd		File Na	ame	Signa	_Coors	&Fortu	ina_2035	5_Future	e_AM.x	us		5 + + 5	, [
Project Descrip	tion	WMR Analysis Futu	ıre			1 -	_		_					141444	۲۴
Description	4:				50) 0 (5	<u>,</u>		ND			00	
Demand Inform				<u> </u>	EB		<u> </u>	WE		<u> </u>	NB		<u> </u>	SB	
Approach Move				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v) , v	'eh/h			247	85	187	95	108	3 136	203	1595	5 46	133	1303	171
Signal Informa	ation									<u>en</u>			- 1		
Cycle, s	120.0	Reference Phase	6	1	3					÷	ļ		512		
Offset, s	0	Reference Point	Begin		<u> </u>	<u> </u>	<u> 1</u>			_		1	2	3	Y
Uncoordinated	No	Simult. Gap E/W	On	Green		2.5	56.2	10.9			_				÷
Force Mode	Fixed	Simult. Gap N/S	On	Yellow Red	0.5	0.0	4.5 1.0	3.0 0.5	3.5 2.0	0.0	_	`	-		1
r orce mode	TIXEG	Official Cap 14/0	OII	Red	0.0	10.0	1.0	10.5	2.0	0.0			-		
Timer Results	_			EBI	-	EBT	WB	L	WBT	NBI	-	NBT	SBI	-	SBT
Assigned Phas	e			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	1, S			14.4	L I	45.7			31.3	12.6	3	64.1	10.2	2	61.7
Change Period	hange Period, (Y+R c), s					5.5			5.5	3.5		5.5	3.5		5.5
Max Allow Hea	lax Allow Headway (MAH), s					3.4			3.4	3.0		0.0	3.0		0.0
Queue Clearan	ce Time	e(gs),s		12.9)	16.9			18.9	8.9			6.6		
Green Extensio	n Time	(g e), s		0.0		1.4			1.2	0.3		0.0	0.1		0.0
Phase Call Pro	bability			1.00)	1.00			1.00	1.00)		0.99	9	
Max Out Proba	bility			1.00)	0.00			0.01	0.00)		0.00)	
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move	-			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow I), veh/h		247	262		95	232		203	1096	541	133	1303	156
-		w Rate (s), veh/h/	In	1795	1661		1131	1523		1795	1885	1859	1781	1698	1577
Queue Service				10.9	14.9		8.7	16.9		6.9	25.2	25.2	4.6	21.9	7.0
Cycle Queue C	learanc	e Time (<i>g</i> ₀), s		10.9	14.9		9.2	16.9		6.9	25.2	25.2	4.6	21.9	7.0
Green Ratio (g	I/C)			0.32	0.34		0.22	0.22		0.55	0.49	0.49	0.52	0.47	0.47
Capacity(c), v	/eh/h			309	556		298	328		318	1842	908	239	2384	738
Volume-to-Cap	acity Ra	itio (X)		0.800	0.471		0.319	0.708		0.638	0.595	0.595	0.555	0.546	0.21
Back of Queue	(Q), fl	t/In (95 th percentile	e)	140.3	253.5		110.2	269.9	I I	120.9	407.4	411.6	83	336.6	118.3
Back of Queue	(Q), ve	eh/ln (95 th percent	ile)	5.6	10.1		4.4	10.8		4.8	16.2	16.5	3.3	13.3	4.7
Queue Storage	Ratio (RQ) (95 th percen	tile)	0.70	0.00		0.55	0.00		0.56	0.00	0.00	0.47	0.00	0.68
Uniform Delay	(d1), s	/veh		36.5	31.5		40.8	43.6		17.7	22.1	22.1	19.2	22.8	18.8
Incremental De	lay (<i>d</i> 2), s/veh		14.2	0.2		0.2	2.4		0.8	1.4	2.9	0.8	0.9	0.7
Initial Queue D		•		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (50.7	31.7		41.1	46.0		18.5	23.6	25.0	20.0	23.7	19.5		
Level of Service		D	С		D	D		В	С	С	В	С	В		
Approach Delay	-			40.9	9	D	44.6	3	D	23.4		С	23.0)	С
Intersection De	lay, s/ve	eh / LOS				27	7.0						С		
Multimodal Re	sults				EB			WB			NB			SB	
		/LOS		2.61		С	2.76		С	1.97		В	1.97		В
				1.33		A	1.03		A	1.50		A	1.36		A
2.0,010 200 00	edestrian LOS Score / LOS icycle LOS Score / LOS						1.00			1.00			1.00		

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Agency Analysis Duriation, N ID Use is intermed in the field is intermed. Analysis Date Feb 14, 2025 Area is malysis Date Other Dir Juriadiciton Intersection Fortuna Rd File Name 2035 Analysis Parid 1 > 3.0 Itersection 1 > 3.0 Itersection Itersection Fortuna Rd File Name Signal Coors&Fortuna 2035, Future, PM Aus Signal Information Demand (Information L T R	General Inform	nation								ntersect	tion Inf	ormatio	on		142.41	
Juriadiction Time Period PM PH/F 1.0. Image: Stress in the st	Agency									Duration,	h	1.000	I		7+++	7
Urban Street Coors Bivd Analysis Year 2036 Analysis Period 1 > 3:30 Intersection Fortuna Rd File Name Signal_Coors&Fortuna_2035_Future_PM.xus PM Project Description WMR Analysis Future EB VB NB SB Approach Movement L T R L	Analyst		Victoria Edington		Analys	sis Date	Feb 1	4, 2025	1	Area Typ	e	Other		*		
Intersection Fortuna Rd File Name Signal_Coors&Fortuna_2035_Future_PM.xus Image: Coors&Fortuna_2035_Future_PM.xus Demand Information EB VB NB SB Approach Movement L T R L T	Jurisdiction				Time F	Period	PM		F	PHF		1.00			x = E	* ~
Project Description WMR Analysis Future EB WB NB SB Demand Information L T R	Urban Street		Coors Blvd		Analys	sis Year	2035		ŀ	Analysis	Period	1> 3::	30	7		
Demand Information EB WB NB SB Approach Movement L T R L T	Intersection		Fortuna Rd		File Na	ame	Signal	_Coors	&Fortu	na_2035	5_Future	e_PM.x	us		5 1 1 5	
Approach Movement L T R R Signal fair Signal fa	Project Descrip	tion	WMR Analysis Futu	ure				_							14147	۲r
Approach Movement L T R R Signal fair Signal fa																
Demand (v), veh/h 213 80 169 90 53 141 148 1459 55 138 1884 Signal Information Cycle, s 130.0 Reference Point Beign Beign Green 6.7 0.3 68.1 12.1 24.7 0.0											+			<u> </u>	-	
Signal Information Cycle, s 130.0 Reference Phase 2 Green 6.7 0.3 88.1 12.1 24.7 0.0 Force Mode Fixed Simult Gap E/W On 7 4.3 88.1 12.1 24.7 0.0 Timer Results EBL EBL WBL WBT NBL NBT SBL Assigned Phase 7 4 8 5 2 1 Case Number 1.0 4.0 6.3 1.1 4.0 1.1 Phase Duration, s 15.6 45.8 30.2 10.6 73.9 10.2 Change Period, (YHR), s 3.2 3.4 3.4 3.0 0.0 3.0 Queue Clearance Time (g ,), s 14.1 16.6 15.3 6.9 6.6 Green Extension Time (g ,), s 0.0 1.2 1.1 0.2 0.0 0.2 Max Out Probability 1.00 0.00 0.00 0.00 0.00 0.00 0.00 1.1								L	· ·	_				L		R
	Demand (v), v	eh/h			213	80	169	90	53	141	148	1459	9 55	138	1884	125
Cycle, s 130.0 Reference Phase 2 Offset, s 0 Reference Point Begin Uncoordinated No Simult. Gap E/W On Force Mode Fixed Simult. Gap E/W On Force Mode Fixed Simult. Gap E/W On Red 0.5 0.0 1.0 0.5 2.0 0.0 Timer Results EBL EBL EBT WBL NBL NBT SEL Case Number 1.0 4.0 6.3 1.1 4.0 1.1 Phase Duration, s 15.6 45.8 30.2 10.6 7.3.9 10.2 Change Period, (Y+R c), s 3.2 3.4 3.4 3.0 0.0 3.0 Queu Clearance Time (g +), s 1.00 1.00 1.00 1.00 0.00 2.0 0.2 Phase Call Probability 1.00 0.00 1.00 1.00 0.00 0.00 0.00 0.00 0.00 Max Allow Headway (MAH).s<	Signal Informa	tion				L.		a.J.C.								
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	_		Reference Phase	2	1	3					÷			512		
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$						<u></u>	<u> </u>	<u>1 11</u>					1	2	3	Y
Force Mode Fixed Simult. Gap N/S On Red 0.5 0.0 1.0 0.5 0.0 1.0 0.0 <td></td> <td>-</td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>_</td> <td></td> <td></td> <td></td> <td>- </td>		-		-								_				-
Timer Results EBT WBL WBT NBL NBL SBL Asaigned Phase Case Number 1.0 4.0 6.3 1.1 4.0 1.1 2 1 Case Number Phase Duration, s 1.5.6 45.8 30.2 10.6 7.3.9 10.2 Change Period, (Y+R_c), s 3.5 5.5 3.5 5.5 3.5 5.5 3.5 5.5 3.4 3.0 0.0 3.0 C Queue Clearance Time (g =), s 0.1 1.66 15.3 6.9 - 6.6 G Green Extension Time (g =), s 0.0 1.2 1.1 0.2 0.0 0.2 Max Out Probability 1.00 1.00 1.00 1.00 0.00												_	` 5	6		*
Assigned Phase 7 4 8 5 2 1 Case Number 1.0 4.0 6.3 1.1 4.0 1.1 Phase Duration, s 10.6 73.9 10.2 1 Phase Duration, s 15.6 45.8 30.2 10.6 73.9 10.2 1 Change Period, (Y+Rc), s 3.5 5.5 5.5 3.5 5.5 3.5 5.5 3.5 5.5 3.5 5.5 3.5 1.6 10.0 10.0 3.0 0.0 3.0 10.0 1.00 3.0 0.0 1.00 0.0		/ INCO	Sinal: Sup 100	UII			0.0	1.0	0.0	2.0	0.0					
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Timer Results				EBI	_	EBT	WB	L	WBT	NBI	_	NBT	SBI		SBT
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Assigned Phase	е			7		4			8	5		2	1		6
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Case Number				1.0		4.0			6.3	1.1		4.0	1.1		3.0
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Phase Duration	, s			15.6	}	45.8			30.2	10.6	}	73.9	10.2	2	73.6
Queue Clearance Time $(g \circ)$, s14.116.615.36.9 \cdot 6.6Green Extension Time $(g \circ)$, s0.01.21.10.20.00.2Phase Call Probability0.001.001.001.001.000.00 <td>Change Period,</td> <td colspan="5"></td> <td>5.5</td> <td></td> <td></td> <td>5.5</td> <td>3.5</td> <td></td> <td>5.5</td> <td>3.5</td> <td></td> <td>5.5</td>	Change Period,						5.5			5.5	3.5		5.5	3.5		5.5
Green Extension Time ($g \circ$), s 0.0 1.2 1.1 0.2 0.0 0.2 Phase Call Probability 1.00 1.00 1.00 1.00 1.00 0.00	Max Allow Head	1ax Allow Headway (<i>MAH</i>), s					3.4			3.4	3.0		0.0	3.0		0.0
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Queue Clearan						16.6			15.3	6.9			6.6		
Max Out Probability 1.00 0.00 <th< td=""><td>Green Extensio</td><td>n Time</td><td>(g ₀), s</td><td></td><td>0.0</td><td></td><td>1.2</td><td></td><td></td><td>1.1</td><td>0.2</td><td></td><td>0.0</td><td>0.2</td><td></td><td>0.0</td></th<>	Green Extensio	n Time	(g ₀), s		0.0		1.2			1.1	0.2		0.0	0.2		0.0
Movement Group Results \mathbb{EB} \mathbb{WB} <t< td=""><td>Phase Call Prol</td><td>bability</td><td></td><td></td><td>1.00</td><td>)</td><td>1.00</td><td></td><td></td><td>1.00</td><td>1.00</td><td>)</td><td></td><td>0.99</td><td>Э</td><td></td></t<>	Phase Call Prol	bability			1.00)	1.00			1.00	1.00)		0.99	Э	
Approach MovementLTR <td>Max Out Proba</td> <td>bility</td> <td></td> <td></td> <td>1.00</td> <td>)</td> <td>0.00</td> <td></td> <td></td> <td>0.00</td> <td>0.00</td> <td>)</td> <td></td> <td>0.00</td> <td>)</td> <td></td>	Max Out Proba	bility			1.00)	0.00			0.00	0.00)		0.00)	
Approach MovementLTR <td>Movement Gro</td> <td>oup Res</td> <td>sults</td> <td></td> <td></td> <td>EB</td> <td></td> <td></td> <td>WB</td> <td></td> <td></td> <td>NB</td> <td></td> <td></td> <td>SB</td> <td></td>	Movement Gro	oup Res	sults			EB			WB			NB			SB	
Assigned Movement74143818521216Adjusted Flow Rate (v), veh/h2132379018214810134961381884Adjusted Saturation Flow Rate (s), veh/h/ln181016941157161917951885184617951712Queue Service Time (g s), s12.114.68.913.34.922.622.64.635.9Cycle Queue Clearance Time (g c), s12.114.68.913.34.922.622.64.635.9Green Ratio (g/C)0.300.310.190.190.580.530.530.580.52Capacity (c), veh/h33152627630821319859722662690Volume-to-Capacity Ratio (X)0.6440.4510.3270.5910.6940.5100.5180.700Back of Queue (Q), ft/ln (95 th percentile)240.8253.6116.6232.4107.2370.9370.581.6505.1Back of Queue (Q), veh/ln (95 th percentile)9.610.14.79.34.314.714.83.220.0Queue Storage Ratio (RQ) (95 th percentile)1.200.000.580.000.500.000.000.470.00Uniform Delay (d 1), s/veh3.40.20.30.71.50.91.916.423.3Incremental Delay (d 2), s/veh3.40.20.3 <t< td=""><td></td><td>-</td><td></td><td></td><td>L</td><td></td><td>R</td><td>L</td><td></td><td>R</td><td>L</td><td></td><td>R</td><td>L</td><td></td><td>R</td></t<>		-			L		R	L		R	L		R	L		R
Adjusted Flow Rate (v), veh/h2132379018214810134961381884Adjusted Saturation Flow Rate (s), veh/h/ln181016941157161917951885184617951712Queue Service Time (g s), s12.114.68.913.34.922.622.64.635.9Cycle Queue Clearance Time (g c), s12.114.68.913.34.922.622.64.635.9Green Ratio (g/C)0.300.310.190.190.580.530.530.580.52Capacity (c), veh/h33152627630821319859722662600Volume-to-Capacity Ratio (X)0.6440.4510.3270.5910.6940.5100.5180.700Back of Queue (Q), ft/ln (95 th percentile)240.825.6116.6232.4107.2370.9370.581.6505.1Back of Queue (Q), veh/ln (95 th percentile)9.610.14.79.34.314.714.83.220.0Queue Storage Ratio (RQ) (95 th percentile)1.200.000.580.000.500.000.047.00Uniform Delay (d 1), s/veh3.40.20.30.71.50.91.916.423.3Incremental Delay (d 3), s/veh0.00.00.00.00.00.00.00.00.00.00.0Level of Service (LOS) <td< td=""><td>· ·</td><td></td><td></td><td></td><td>7</td><td>4</td><td></td><td>3</td><td>8</td><td></td><td>5</td><td>2</td><td></td><td>1</td><td>6</td><td>16</td></td<>	· ·				7	4		3	8		5	2		1	6	16
Adjusted Saturation Flow Rate (s), veh/h/ln181016941157161917951885184617951712Queue Service Time (g s), s12.114.68.913.34.922.622.64.635.9Cycle Queue Clearance Time (g c), s12.114.68.913.34.922.622.64.635.9Green Ratio (g/C)0.300.310.190.190.580.530.530.530.52Capacity (c), veh/h33152627630821319859722662600Volume-to-Capacity Ratio (X)0.6440.4510.3270.5910.6940.5100.5100.5180.700Back of Queue (Q), th/ln (95 th percentile)240.8253.6116.6232.4107.2370.9370.581.6505.1Back of Queue (Q), veh/ln (95 th percentile)9.610.14.79.34.314.714.83.220.0Queue Storage Ratio (RQ) (95 th percentile)1.200.006.580.000.500.000.040.00Uniform Delay (d 1), s/veh37.436.046.248.023.919.919.916.423.3Incremental Delay (d 2), s/veh0.00.00.00.00.00.00.00.00.00.00.00.0Initial Queue Delay (d 3), s/veh40.836.246.548.725.420.921.917.024.8Level of S	-), veh/h			237		90	182		148			_	1884	114
Cycle Queue Clearance Time (g c), s12.114.68.913.34.922.622.64.635.9Green Ratio (g/C)0.300.310.190.190.190.580.530.530.530.52Capacity (c), veh/h33152627630821319859722662600Volume-to-Capacity Ratio (X)0.6440.4510.3270.5910.6940.5100.5180.700Back of Queue (Q), ft/ln (95 th percentile)240.8253.6116.6232.4107.2370.9370.581.6505.1Back of Queue (Q), veh/ln (95 th percentile)9.610.14.79.34.314.714.83.220.0Queue Storage Ratio (RQ) (95 th percentile)1.200.0046248.00.510.000.470.00Uniform Delay (d 1), s/veh37.436.046.248.023.919.919.916.423.3Incremental Delay (d 2), s/veh3.40.20.00.00.00.00.00.00.00.0Control Delay (d), s/veh40.836.246.548.725.420.921.917.024.8Level of Service (LOS)DDDDDDCCCBC	-	· ·	<i>·</i> ·	In	1810			1157	1619		1795		1846	1795	1712	1553
Cycle Queue Clearance Time (g c), s12.114.68.913.34.922.622.64.635.9Green Ratio (g/C)0.300.310.190.190.190.580.530.530.530.52Capacity (c), veh/h33152627630821319859722662600Volume-to-Capacity Ratio (X)0.6440.4510.3270.5910.6940.5100.5180.700Back of Queue (Q), ft/ln (95 th percentile)240.8253.6116.6232.4107.2370.9370.581.6505.1Back of Queue (Q), veh/ln (95 th percentile)9.610.14.79.34.314.714.83.220.0Queue Storage Ratio (RQ) (95 th percentile)1.200.0046248.00.510.000.470.00Uniform Delay (d 1), s/veh37.436.046.248.023.919.919.916.423.3Incremental Delay (d 2), s/veh3.40.20.00.00.00.00.00.00.00.0Control Delay (d), s/veh40.836.246.548.725.420.921.917.024.8Level of Service (LOS)DDDDDDCCCBC	Queue Service	Time (🤉	g_s), s		12.1	14.6		8.9	13.3		4.9	22.6	22.6	4.6	35.9	4.9
Capacity (c), veh/h33152627630821319859722662690Volume-to-Capacity Ratio (X)0.6440.4510.3270.5910.6940.5100.5100.5180.700Back of Queue (Q), ft/ln (95 th percentile)240.8253.6116.6232.4107.2370.9370.581.6505.1Back of Queue (Q), veh/ln (95 th percentile)9.610.14.79.34.314.714.83.220.0Queue Storage Ratio (RQ) (95 th percentile)1.200.0046.248.00.550.000.000.4423.3Incremental Delay (d 1), s/veh37.436.046.248.01.50.91.916.423.3Intial Queue Delay (d 3), s/veh0.00.00.00.00.00.00.00.00.00.0Control Delay (d), s/veh40.836.2M46.548.725.420.921.917.024.8Level of Service (LOS)DDDDDDCCCBC	Cycle Queue C	learanc	e Time (<i>g</i> ₀), s			14.6		8.9	13.3		4.9			4.6	35.9	4.9
Volume-to-Capacity Ratio (X) 0.644 0.451 0.327 0.591 0.694 0.510 0.510 0.518 0.700 Back of Queue (Q), ft/ln (95 th percentile) 240.8 253.6 116.6 232.4 107.2 370.9 370.5 81.6 505.1 Back of Queue (Q), veh/ln (95 th percentile) 9.6 10.1 4.7 9.3 4.3 14.7 14.8 3.2 20.0 Queue Storage Ratio (RQ) (95 th percentile) 1.20 0.00 4.7 9.3 0.50 0.00 0.47 0.00 Uniform Delay (d_1), s/veh 37.4 36.0 46.2 48.0 23.9 19.9 19.9 16.4 23.3 Incremental Delay (d_2), s/veh 3.4 0.2 0.3 0.7 1.5 0.9 1.9 0.6 1.6 Initial Queue Delay (d_3), s/veh 0.0 <td>Green Ratio (g</td> <td>/C)</td> <td></td> <td></td> <td>0.30</td> <td>0.31</td> <td></td> <td>0.19</td> <td>0.19</td> <td></td> <td>0.58</td> <td>0.53</td> <td>0.53</td> <td>0.58</td> <td>0.52</td> <td>0.52</td>	Green Ratio (g	/C)			0.30	0.31		0.19	0.19		0.58	0.53	0.53	0.58	0.52	0.52
Back of Queue (Q), ft/ln (95 th percentile)240.8253.6116.6232.4107.2370.9370.581.6505.1Back of Queue (Q), veh/ln (95 th percentile)9.610.14.79.34.314.714.83.220.0Queue Storage Ratio (RQ) (95 th percentile)1.200.000.580.000.500.000.000.070.00Uniform Delay (d_1), s/veh37.436.046.248.01.50.9919.916.423.3Incremental Delay (d_2), s/veh3.40.20.00.00.01.50.91.90.61.6Initial Queue Delay (d_3), s/veh0.00.00.00.00.00.00.00.00.00.0Control Delay (d), s/veh40.836.2M.548.725.420.921.917.024.8Level of Service (LOS)DDDDDDCCBC	Capacity (c), v	eh/h			331	526		276	308		213	1985	972	266	2690	813
Back of Queue (Q), veh/ln (95 th percentile) 9.6 10.1 4.7 9.3 4.3 14.7 14.8 3.2 20.0 Queue Storage Ratio (RQ) (95 th percentile) 1.20 0.00 0.58 0.00 0.50 0.00 0.00 0.07 0.00 Uniform Delay (d_1), s/veh 37.4 36.0 46.2 48.0 23.9 19.9 19.9 16.4 23.3 Incremental Delay (d_2), s/veh 3.4 0.2 0.3 0.7 1.5 0.9 1.9 0.6 1.6 Initial Queue Delay (d_3), s/veh 0.0	Volume-to-Cap	acity Ra	itio (X)		0.644	0.451		0.327	0.591		0.694	0.510	0.510	0.518	0.700	0.14(
Queue Storage Ratio (RQ) (95 th percentile) 1.20 0.00 0.58 0.00 0.50 0.00 0.00 0.47 0.00 Uniform Delay (d_1), s/veh 37.4 36.0 46.2 48.0 23.9 19.9 19.9 16.4 23.3 Incremental Delay (d_2), s/veh 3.4 0.2 0.3 0.7 1.5 0.9 1.9 0.6 1.6 Initial Queue Delay (d_3), s/veh 0.0 <	Back of Queue	(Q), ft	t/In (95 th percentile	e)	240.8	253.6		116.6	232.4		107.2	370.9	370.5	81.6	505.1	79.7
Uniform Delay (d_1), s/veh 37.4 36.0 46.2 48.0 23.9 19.9 19.9 16.4 23.3 Incremental Delay (d_2), s/veh 3.4 0.2 0.3 0.7 1.5 0.9 1.9 0.6 1.6 Initial Queue Delay (d_3), s/veh 0.0	Back of Queue	(Q), ve	eh/In (95 th percent	ile)	9.6	10.1		4.7	9.3		4.3	14.7	14.8	3.2	20.0	3.2
Incremental Delay (d 2), s/veh 3.4 0.2 0.3 0.7 1.5 0.9 1.9 0.6 1.6 Initial Queue Delay (d 3), s/veh 0.0 0.	Queue Storage	Ratio (RQ) (95 th percen	tile)	1.20	0.00		0.58	0.00		0.50	0.00	0.00	0.47	0.00	0.46
Initial Queue Delay (d 3), s/veh 0.0	•				37.4			46.2	48.0		23.9	19.9	19.9	16.4	23.3	15.9
Control Delay (d), s/veh 40.8 36.2 46.5 48.7 25.4 20.9 21.9 17.0 24.8 Level of Service (LOS) D D D D D C C C B C	Incremental De	lay (<i>d</i> 2), s/veh		3.4			0.3	0.7		1.5	0.9	1.9	0.6	1.6	0.4
Level of Service (LOS) D D D D C C C B C		• • •						0.0			0.0	0.0	0.0	0.0	0.0	0.0
	Control Delay (d), s/veh															16.3
	Level of Service (LOS)												L			В
Approach Delay, s/veh / LOS 38.3 D 48.0 D 21.6 C 23.9					38.3	3)	D	21.6	})	С
Intersection Delay, s/veh / LOS 25.9 C	Intersection De	lay, s/ve	eh / LOS				25	5.9						С		
Multimodal Results EB WB NB SB	Multimodal Re	Multimodal Results							WB			NB			SB	
Pedestrian LOS Score / LOS 2.62 C 2.76 C 1.97 B 1.97			/LOS		2.62		С	2.76		С	1.97		В	1.97		В
Bicycle LOS Score / LOS 1.23 A 0.94 A 1.40 A 1.66														_	_	В

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		ŀ	ICS 1	ſwo-'	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	n						_
Analyst	Alex I	Montoya					Inters	ection			64th	St & For	tuna Rd			
Agency/Co.							Jurisd	liction								
Date Performed	2/5/2	025					East/\	West Stre	eet		Fortu	na Rd				
Analysis Year	2024						North	n/South S	Street		64th S	Street				
Time Analyzed	AM						Peak	Hour Fac	ctor		0.92					
Intersection Orientation	East-	West					Analy	sis Time	Period (hrs)	1.00					
Project Description	WMR	Analysis	s Existinc	3												
Lanes				-												
				244 <u>44</u> 440		من م		ት በ ካ ኅ ጭ ኅ ት								
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		30	304				349	56						25		40
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)															0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30
Delay, Queue Length, and	l Leve	l of Se	ervice													
Delay, Queue Length, and Flow Rate, v (veh/h)	l Leve	1 of Se	ervice												71	
	l Leve		ervice												71 481	
Flow Rate, v (veh/h)	l Leve	33	ervice													
Flow Rate, v (veh/h) Capacity, c (veh/h)	i Leve	33 1130	ervice												481	
Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	l Leve	33 1130 0.03	0.3												481 0.15	
Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	l Leve	33 1130 0.03 0.1													481 0.15 0.5	

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Approach LOS

HCS T TWSC Version 2023 TWSC_64thst&Fortuna Rd_2024_Existing_AM.xtw B Generated: 2/5/2025 1:44:26 PM

		ŀ	ICS -	Гwo-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information	_	_	_	_				_	natio	_	_	_	_	_	_	
Analyst	Alex	Montoya						ection		•	64th	St & For	tuna Rd			
Agency/Co.	Alexi	viointoyo					Jurisc				0-111	51 0 101				
Date Performed	2/5/2	025						West Stre	eet		Fortu	na Rd				
Analysis Year	2024	025						/South				Street				
Time Analyzed	PM							Hour Fac			0.92					
Intersection Orientation	East-	West							Period (íhrs)	1.00					
Project Description	+	Analysis	s Existing	1			7									
Lanes		, and you	, Excount	2												
				14 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		•↓√, Υ										
Vehicle Volumes and Adj	ustme	nts			Majo	or street: Ea	ist-west									
Approach	Major Street: East-West mes and Adjustments Eastbound Westbound Northbound Southbound															
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		25	269				248	22						47		44
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														1	0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)		27													99	
Capacity, c (veh/h)		1280													552	
v/c Ratio		0.02													0.18	
95% Queue Length, Q ₉₅ (veh)		0.1													0.7	
Control Delay (s/veh)		7.9	0.2												12.9	
Level of Service (LOS)		A	A												В	
Approach Delay (s/veh)		0	.9											. 12	2.9	
									-				-			

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Approach LOS

HCSTM TWSC Version 2023 TWSC_64thst&Fortuna Rd_2024_Existing_PM.xtw B Generated: 2/5/2025 1:41:47 PM

		ŀ	ICS]	「wo-'	Way	Stop	-Cor	ntrol	Repo	ort						
General Information	_	_	_	_				Inforr		_	_	_	_	_	_	
Analyst	Alex	Montoya	1					ection			64th	St & For	tuna Rd			
Agency/Co.	7	lioncoje					Jurisd				o run					
Date Performed	2/5/2	025						West Stre	eet		Fortu	na Rd				
Analysis Year	2025							/South S				Street				
Time Analyzed	AM						Peak	Hour Fac	ctor		0.92					
Intersection Orientation	East-	West					Analy	sis Time	Period ((hrs)	1.00					
Project Description	WMR	Analysis	s Existino	1			,			. ,						
Lanes				-												
Approach Eastbound Westbound Northbound Southbound																
Major Street: East-West Vehicle Volumes and Adjustments																
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	т	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		30	307				352	57						25		40
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)															0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30
Delay, Queue Length, and	l Leve	l of Se	ervice													
Flow Rate, v (veh/h)		33													71	
Capacity, c (veh/h)		1126													478	
v/c Ratio		0.03													0.15	
95% Queue Length, Q ₉₅ (veh)		0.1													0.5	
Control Delay (s/veh)		8.3	0.3												13.8	
Level of Service (LOS)		A	A												В	
Approach Delay (s/veh)		1	.0				-			-	-	-		13	3.8	
Approach LOS					i				-							

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Approach LOS

HCSTM TWSC Version 2023 TWSC_64thst&Fortuna Rd_2025_Background_AM.xtw B Generated: 2/5/2025 4:02:54 PM

		ŀ	ICS T	ſwo-'	Way	Stop	-Cor	ntrol	Repo	ort						
General Information		_	_	_	_	_	Site	Inforr	natio	n	_	_	_	_	_	_
Analyst	Alex I	Montoya	1				Inters	ection			64th	St & For	tuna Rd			
Agency/Co.							Jurisd	liction								
Date Performed	2/5/2	025					East/	West Stre	eet		Fortu	na Rd				
Analysis Year	2025						North	n/South :	Street		64th	Street				
Time Analyzed	PM						Peak	Hour Fac	ctor		0.92					
Intersection Orientation	East-\	West					Analy	sis Time	Period (hrs)	1.00					
Project Description	WMR	Analysis	s Existing]												
Lanes																
				241X4460		or Street: Ea		4 4 77 4 4 7 6								
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Priority	10	1	2	3	40	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration	<u> </u>	LT						TR							LR	
Volume (veh/h)	<u> </u>	25	272				250	22						47		44
Percent Heavy Vehicles (%)	<u> </u>	0												0		0
Proportion Time Blocked	<u> </u>															
Percent Grade (%)	<u> </u>								<u> </u>						0	
Right Turn Channelized					·											
Median Type Storage	<u> </u>			Undi	vided											
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30
Delay, Queue Length, and	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)		27													99	
Capacity, c (veh/h)		1277													549	
v/c Ratio		0.02													0.18	
95% Queue Length, Q ₉₅ (veh)		0.1													0.7	
Control Delay (s/veh)		7.9	0.2												13.0	
Level of Service (LOS)		A	A												В	
Approach Delay (s/veh)		0	.8												3.0	
Approach LOS	1												1		R	

А

Approach LOS

HCSTM TWSC Version 2023 TWSC_64thst&Fortuna Rd_2025_Background_PM.xtw B Generated: 2/5/2025 4:05:29 PM

		ŀ	ICS 1	Гwo-'	Way	Stop	-Cor	ntrol	Repo	ort						
General Information	_	_	_	_	_	_	Site	Inforr	natio	n	_	_	_	_	_	_
Analyst	Alex	Montoya	1					ection			64th	St & For	tuna Rd			
Agency/Co.	7 110/1 1	nontoye	•				Jurisc				0 rui	51 0 101				
Date Performed	2/6/2	025						West Stre	eet		Fortu	na Rd				
Analysis Year	2025							/South				Street				
Time Analyzed	AM							Hour Fac			0.92					
Intersection Orientation	East-	West					Analy	sis Time	Period (hrs)	1.00					
Project Description	WMR	Analysis	s Existino	1						. ,						
Lanes		,	-													
	Vehicle Volumes and Adjustments Approach Eastbound Westbound Northbound Southbound															
Major Street: East-West																
Approach	Vehicle Volumes and Adjustments															
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration	<u> </u>	LT						TR							LR	
Volume (veh/h)		31	309				361	59						57		44
Percent Heavy Vehicles (%)	<u> </u>	0												0		0
Proportion Time Blocked	<u> </u>															
Percent Grade (%)	<u> </u>														0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30
Delay, Queue Length, and	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)		34													110	
Capacity, c (veh/h)		1115													418	
v/c Ratio		0.03													0.26	
95% Queue Length, Q ₉₅ (veh)		0.1													1.1	
Control Delay (s/veh)		8.3	0.3												16.7	
Level of Service (LOS)		А	А												С	
Approach Delay (s/veh)		1	.0											16	5.7	
A manage the LOC									1						-	

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Approach LOS

HCS T TWSC Version 2023 TWSC_64thst&Fortuna Rd_2025_Future_AM.xtw C Generated: 2/6/2025 12:10:01 PM

		F	ICS T	ſwo-'	Way	Stop	-Cor	ntrol	Repo	ort						
General Information		_	_	_	_	_	Site	Inforr	natio	n	_	_	_	_	_	_
Analyst	Alex I	Montoya	1				Inters	ection			64th	St & For	tuna Rd			
Agency/Co.	<u> </u>	,					Jurisc									
Date Performed	2/6/2	025					East/	West Stre	eet		Fortu	na Rd				
Analysis Year	2025						North	n/South :	Street		64th	Street				
Time Analyzed	PM						Peak	Hour Fac	ctor		0.92					
Intersection Orientation	East-\	Nest					Analy	sis Time	Period (hrs)	1.00					
Project Description	WMR	Analysis	s Existing	J												
Lanes																
				24114450		or Street: Ea		4 4 4 4 4 4								
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration	<u> </u>	LT						TR							LR	
Volume (veh/h)	<u> </u>	29	279				255	30						65		47
Percent Heavy Vehicles (%)	<u> </u>	0												0		0
Proportion Time Blocked	<u> </u>															
Percent Grade (%)									<u> </u>						0	
Right Turn Channelized					·											
Median Type Storage				Undi	vided											
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30
Delay, Queue Length, and	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)		32													122	
Capacity, c (veh/h)		1262													514	
v/c Ratio		0.02													0.24	
95% Queue Length, Q ₉₅ (veh)		0.1													0.9	
Control Delay (s/veh)		7.9	0.2												14.2	
Level of Service (LOS)		A	A												В	
Approach Delay (s/veh)		1	.0												4.2	
Approach LOS			٨						1						R	

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Approach LOS

HCSTM TWSC Version 2023 TWSC_64thst&Fortuna Rd_2025_Future_PM.xtw B Generated: 2/6/2025 11:27:29 AM

		ŀ	ICS]	ſwo-'	Way	Stop	-Cor	ntrol	Repo	ort						
General Information		_	_	_		_	Site	Inforn	natio	n	_	_	_	_		_
Analyst	Alex N	/lontoya	1				Inters	ection			64th 1	St & For	tuna Rd			
Agency/Co.		,					Jurisd	iction								
Date Performed	2/6/2	025					East/\	Vest Stre	eet		Fortu	na Rd				
Analysis Year	2035						North	/South S	Street		64th :	Street				
Time Analyzed	AM						Peak	Hour Fac	ctor		0.92					
Intersection Orientation	East-\	Vest					Analy	sis Time	Period (hrs)	1.00					
Project Description	WMR	Analysis	s Existing	J												
Lanes																
				2 4 1 X 4 1 4 6 0		r Street: Ea		174 *71								
Vehicle Volumes and Adju	ustme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		33	339				389	62						28		45
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)															0	
Right Turn Channelized																
Median Type Storage																
				Undi	vided											
Critical and Follow-up He	adwa	ys		Undi	vided											
Critical and Follow-up He Base Critical Headway (sec)	eadwa	ys 4.1		Undi	vided									7.1		6.2
Base Critical Headway (sec) Critical Headway (sec)	adwa <u>y</u>	-		Undi	vided									7.1 6.40		6.2 6.20
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadwa <u>y</u>	4.1 4.10 2.2		Undi	vided									6.40 3.5		6.20 3.3
Base Critical Headway (sec) Critical Headway (sec)	eadway	4.1 4.10		Undi	vided									6.40		6.20
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		4.1 4.10 2.2 2.20	ervice		vided									6.40 3.5		6.20 3.3
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		4.1 4.10 2.2 2.20	ervice		vided									6.40 3.5	79	6.20 3.3
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		4.1 4.10 2.2 2.20 of Se	ervice		vided									6.40 3.5	79 436	6.20 3.3
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)		4.1 4.10 2.2 2.20 of Se 36	ervice		vided									6.40 3.5		6.20 3.3
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		4.1 4.10 2.2 2.20 of Se 36 1084	ervice		vided									6.40 3.5	436	6.20 3.3
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		4.1 4.10 2.2 2.20 of Se 36 1084 0.03	ervice		vided									6.40 3.5	436 0.18	6.20 3.3
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		4.1 4.10 2.2 2.20 of Sc 36 1084 0.03 0.1			vided									6.40 3.5	436 0.18 0.7	6.20 3.3

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Approach LOS

HCSTM TWSC Version 2023 TWSC_64thst&Fortuna Rd_2035_Background_AM.xtw C Generated: 2/6/2025 10:33:00 AM

		ŀ	ICS 1	ſwo-'	Way	Stop	-Cor	ntrol	Repo	ort						
General Information	_	_	_	_	_	_	Site	Inforr	natio	n	_	_	_	_	_	
Analyst	Alex I	Montoya						ection			64th	St & For	tuna Rd			
Agency/Co.	7						Jurisc				0 Hart					
Date Performed	2/6/2	025						West Stre	eet		Fortu	na Rd				
Analysis Year	2035							n/South S			64th	Street				
Time Analyzed	PM						Peak	Hour Fac	ctor		0.92					
Intersection Orientation	East-\	West					Analy	sis Time	Period (hrs)	1.00					
Project Description	WMR	Analysi	s Existing]												
Lanes																
Vehicle Volumes and Adjustments																
Major Street: East-West Vehicle Volumes and Adjustments																
Approach		Eastb	ound			West	1			North	bound			South	1	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	40	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		28	300				277	25						52		49
Percent Heavy Vehicles (%)		0					<u> </u>						<u> </u>	0	<u> </u>	0
Proportion Time Blocked																
Percent Grade (%)									<u> </u>						0	
Right Turn Channelized				11	*d. d											
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	-														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30
Delay, Queue Length, and	l Leve	l of Se	ervice													
Flow Rate, v (veh/h)		30													110	
Capacity, c (veh/h)		1243													509	
v/c Ratio		0.02													0.22	
95% Queue Length, Q ₉₅ (veh)		0.1													0.8	
Control Delay (s/veh)		8.0	0.2												14.0	
Level of Service (LOS)		А	А												В	
Approach Delay (s/veh)		0	.9											14	4.0	
Approach LOS			•										1		R	

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Approach LOS

HCST TWSC Version 2023 TWSC_64thst&Fortuna Rd_2035_Background_PM.xtw B Generated: 2/6/2025 10:36:54 AM

		F	ICS 1	ſwo-'	Way	Stop	-Cor	ntrol	Repo	ort						
General Information		_	_	_	_	_	Site	Inforr	natio	n	_		_	_		
Analyst	Alex I	Montoya	1				Inters	ection			64th	St & For	tuna Rd		_	
Agency/Co.	<u> </u>						Jurisd	liction								
Date Performed	2/6/2	025					East/\	West Stre	eet		Fortu	na Rd				
Analysis Year	2035						North	/South	Street		64th	Street				
Time Analyzed	AM						Peak	Hour Fac	ctor		0.92					
Intersection Orientation	East-\	West					Analy	sis Time	Period ((hrs)	1.00					
Project Description	WMR	Analysis	s Existing	J												
Lanes																
				2415450 2415450		야 Y 1 or Street: Ea		ት በ ኘ ፋ								
Vehicle Volumes and Adju	ustme	nts							Nedda ed Cedda ed							
Approach		Eastb	ound			Westl	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration	<u> </u>	LT						TR							LR	<u> </u>
Volume (veh/h)	<u> </u>	34	341				398	64						60		49
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked	<u> </u>															
Percent Grade (%)	<u> </u>														0	
Right Turn Channelized	<u> </u>															
Median Type Storage				Undi	vided											
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30
Delay, Queue Length, and	nd Level of Service															
Flow Rate, v (veh/h)		37													118	
Capacity, c (veh/h)		1073													381	
v/c Ratio		0.03													0.31	
95% Queue Length, Q ₉₅ (veh)		0.1													1.3	
Control Delay (s/veh)		8.5	0.4												18.7	
Level of Service (LOS)		A	А												C	
Approach Delay (s/veh)		1	.1								18.7					
Approach LOS	1.1 A														~	

А

Approach LOS

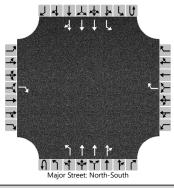
HCSTM TWSC Version 2023 TWSC_64thst&Fortuna Rd_2035_Future_AM.xtw C Generated: 2/6/2025 12:49:10 PM

		ŀ	ICS ⁻	Two-'	Way	Stop	o-Cor	ntrol	Repo	ort						
General Information	_		_		_	_	Site	Inforr	natio	n		_	_	_		_
Analyst	Alex	Montoya					Inters	ection			64th	St & For	tuna Rd			
Agency/Co.							Jurisd	liction								
Date Performed	2/6/2	025					East/	Nest Stre	eet		Fortu	na Rd				
Analysis Year	2035						North	/South	Street		64th	Street				
Time Analyzed	PM						Peak	Hour Fac	ctor		0.92					
Intersection Orientation	East-	West					Analy	sis Time	Period (hrs)	1.00					
Project Description	WMR	Analysis	s Existing	9												
Lanes																
				7 4 1 Y 4 P 7		or Street: Ea	ttr ist-West	4 1 X 4 4 4 4 0								
Vehicle Volumes and Adj	ustme	nts														
Approach		1	ound				bound				bound			1	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	40	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT	207	<u> </u>			202	TR		<u> </u>			<u> </u>	70	LR	
Volume (veh/h)		32	307				282	33					<u> </u>	70		52
Percent Heavy Vehicles (%)		0		<u> </u>	<u> </u>								<u> </u>	0		0
Proportion Time Blocked Percent Grade (%)															0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
				Und	videu											
Critical and Follow-up H	eadwa	-														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)	_	4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)	2.20													3.50		3.30
Delay, Queue Length, an	d Level of Service						-	I								
Flow Rate, v (veh/h)		35													133	
Capacity, c (veh/h)		1228													476	
v/c Ratio		0.03													0.28	
95% Queue Length, Q ₉₅ (veh)		0.1													1.2	
Control Delay (s/veh)		8.0	0.3												15.5	
Level of Service (LOS)		A	A												С	
Approach Delay (s/veh)			.0												5.5	
Approach LOS			4				C									

HCSTM TWSC Version 2023 TWSC_64thst&Fortuna Rd_2035_Future_PM.xtw

С Generated: 2/6/2025 12:47:47 PM

	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Monotya	Intersection	Coors Blvd & Glenrio Rd
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/4/2025	East/West Street	Glenrio Rd
Analysis Year	2024	North/South Street	Coors Blvd
Time Analyzed	АМ	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		
Lanes			



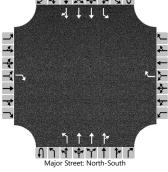
Approach		Eastb	ound			West	bound			North	bound			South	bound		
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0	
Configuration				R				R		L	Т	TR		L	Т	TR	
Volume (veh/h)				55				129	5	40	1699	36	2	70	1312	67	
Percent Heavy Vehicles (%)				0				0	1	1			1	1			
Proportion Time Blocked				0.300				0.300		0.500				0.500			
Percent Grade (%)			0	°		()										
Right Turn Channelized		Ν	lo			N	о										
Median Type Storage				Undi	vided												
Critical and Follow-up H	eadwa	dways															
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3			
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32			
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1			
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11			
Delay, Queue Length, an	d Leve	l of Se	ervice											<u> </u>			
Flow Rate, v (veh/h)				60				140		49				78			
Capacity, c (veh/h)				646				646		591				580			
v/c Ratio				0.09				0.22		0.08				0.14			
95% Queue Length, Q ₉₅ (veh)				0.3				0.8		0.3				0.5			
Control Delay (s/veh)				11.1				12.1		11.6				12.2			
Level of Service (LOS)				В				В		В				В			
Approach Delay (s/veh)		1	1.1	-	12.1				0.3				0.6				
Approach LOS			В		В				A					A			

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Generated: 2/19/2025 9:57:18 AM

	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Monotya	Intersection	Coors Blvd & Glenrio Rd
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/4/2025	East/West Street	Glenrio Rd
Analysis Year	2024	North/South Street	Coors Blvd
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		
Lanes			
		A REAL PROPERTY AND	



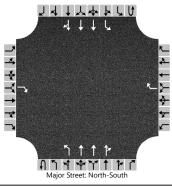
Approach	T	Eastb	ound			West	ound			North	bound			1 1 3 0 1 3 0 1 3 0 1 1 3 0 1 1 1 1 105 1840 41 1 1 1 1 1			
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	1		R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0	
Configuration				R				R		L	Т	TR		L	т	TR	
Volume (veh/h)				51				68	6	33	1557	17	4	105	1840	41	
Percent Heavy Vehicles (%)				0				0	1	1			1	1			
Proportion Time Blocked				0.300				0.300		0.500				0.500			
Percent Grade (%)			0			. ()										
Right Turn Channelized		Ν	lo			N	0										
Median Type Storage				Undi	vided												
Critical and Follow-up He	eadwa	adways															
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3			
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32			
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1			
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31 3.11				
Delay, Queue Length, and	d Leve	l of Se	ervice	•													
Flow Rate, v (veh/h)				55				74		42				118			
Capacity, c (veh/h)				646				646		596				582			
v/c Ratio				0.09				0.11		0.07				0.20			
95% Queue Length, Q ₉₅ (veh)				0.3				0.4		0.2				0.8			
Control Delay (s/veh)				11.1				11.3		11.5				12.8			
Level of Service (LOS)				В				В		В				В			
Approach Delay (s/veh)		1	1.1	-	11.3				0.3				0.7				
Approach LOS			В		В					A				А			

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Generated: 2/19/2025 9:59:30 AM

	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Monotya	Intersection	Coors Blvd & Glenrio Rd
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/4/2025	East/West Street	Glenrio Rd
Analysis Year	2025	North/South Street	Coors Blvd
Time Analyzed	АМ	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		
Lanes			



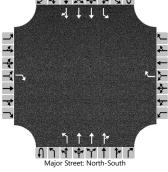
venicie volumes and Auj																		
Approach		Eastb	ound			West	bound			North	bound			South	bound			
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0		
Configuration				R				R		L	Т	TR		L	Т	TR		
Volume (veh/h)				56				130	5	40	1716	36	2	71	1325	68		
Percent Heavy Vehicles (%)				0				0	1	1			1	1				
Proportion Time Blocked				0.300				0.300		0.500				0.500				
Percent Grade (%)			0			(0											
Right Turn Channelized		Ν	lo			Ν	lo											
Median Type Storage				Undi	vided													
Critical and Follow-up Ho	eadwa																	
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3				
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32				
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1				
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11				
Delay, Queue Length, and	d Leve	l of Se	ervice	•														
Flow Rate, v (veh/h)				61				141		49				79				
Capacity, c (veh/h)				646				646		591				580				
v/c Ratio				0.09				0.22		0.08				0.14				
95% Queue Length, Q ₉₅ (veh)				0.3				0.8		0.3				0.5				
Control Delay (s/veh)				11.2				12.1		11.6				12.2				
Level of Service (LOS)				В				В		В				В				
Approach Delay (s/veh)		1'	1.2		12.1				0.3				0.6					
Approach LOS			В		В				A						A			

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	HCS Two-Way	Stop-Control Report										
General Information		Site Information										
Analyst	Alex Monotya	Intersection	Coors Blvd & Glenrio Rd									
Agency/Co.	Stantec	Jurisdiction										
Date Performed	2/4/2025	East/West Street	Glenrio Rd									
Analysis Year	2025	North/South Street	Coors Blvd									
Time Analyzed	PM	Peak Hour Factor	0.92									
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00									
Project Description	WMR Analysis Existing											
Lanes	Lanes											
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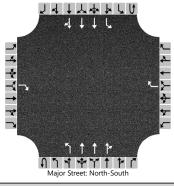


Approach		Eastb	ound			West	bound			North	bound	South R U L T R 3 4U 4 5 6 0 0 1 3 0 TR L T TR 17 4 106 1858 41 17 4 0.500 I I 17 0.500 I I I						
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0		
Configuration				R				R		L	Т	TR		L	т	TR		
Volume (veh/h)				52				69	6	33	1573	17	4	106	1858	41		
Percent Heavy Vehicles (%)				0				0	1	1			1	1				
Proportion Time Blocked				0.300				0.300		0.500				0.500				
Percent Grade (%)			0			()											
Right Turn Channelized		Ν	lo			Ν	lo											
Median Type Storage				Undi	vided													
Critical and Follow-up He	eadwa	ys																
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3				
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32				
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1				
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11				
Delay, Queue Length, and	d Leve	l of Se	ervice															
Flow Rate, v (veh/h)	Γ			57				75		42				120				
Capacity, c (veh/h)				646				646		596				582				
v/c Ratio				0.09				0.12		0.07				0.21				
95% Queue Length, Q ₉₅ (veh)				0.3				0.4		0.2				0.8				
Control Delay (s/veh)				11.1				11.3		11.5				12.8				
Level of Service (LOS)				В				В		В				В				
Approach Delay (s/veh)		1'	1.1		11.3			0.3				0.7						
Approach LOS			В		В				A					1	A			

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	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Monotya	Intersection	Coors Blvd & Glenrio Rd
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/6/2025	East/West Street	Glenrio Rd
Analysis Year	2025	North/South Street	Coors Blvd
Time Analyzed	АМ	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		
Lanes			



	Eastbound Westbound Northbound Southbou															
Approach			_				_			_						
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	Т	TR		L	Т	TR
Volume (veh/h)				69				130	5	41	1783	36	2	71	1321	89
Percent Heavy Vehicles (%)				0				0	1	1			1	1		
Proportion Time Blocked				0.300				0.300		0.500				0.500		
Percent Grade (%)		()	°		()									
Right Turn Channelized		Ν	lo			Ν	lo									
Median Type Storage				Undi	vided											
Critical and Follow-up He	eadwa	-														
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		
Delay, Queue Length, and	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)				75				141		50				79		
Capacity, c (veh/h)				646				646		589				580		
v/c Ratio				0.12				0.22		0.08				0.14		
95% Queue Length, Q ₉₅ (veh)				0.4				0.8		0.3				0.5		
Control Delay (s/veh)				11.3				12.1		11.7				12.2		
Level of Service (LOS)				В				В		В				В		
Approach Delay (s/veh)		1'	.3		12.1				0.3				0.6			
Approach LOS	B B						A A									

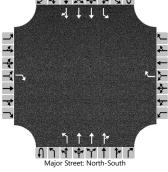
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	HCS Two-Way Stop	o-Control Report									
General Information		Site Information									
Analyst	Alex Monotya	Intersection	Coors Blvd & Glenrio Rd								
Agency/Co.	Stantec	Jurisdiction									
Date Performed	2/6/2025	East/West Street	Glenrio Rd								
Analysis Year	2025	North/South Street	Coors Blvd								
Time Analyzed	PM	Peak Hour Factor	0.92								
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00								
Project Description	WMR Analysis Existing										
Lanes											



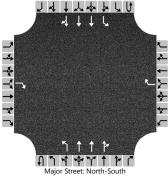
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	Т	TR		L	т	TR
Volume (veh/h)				60				69	6	37	1605	17	4	106	1857	97
Percent Heavy Vehicles (%)				0				0	1	1			1	1		
Proportion Time Blocked				0.300				0.300		0.500				0.500		
Percent Grade (%)		(0			()									
Right Turn Channelized		Ν	lo			Ν	lo									
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		
Delay, Queue Length, an	d Leve	l of Se	ervice	•												
Flow Rate, v (veh/h)				65				75		47				120		
Capacity, c (veh/h)				646				646		593				582		
v/c Ratio				0.10				0.12		0.08				0.21		
95% Queue Length, Q ₉₅ (veh)				0.3				0.4		0.3				0.8		
Control Delay (s/veh)				11.2				11.3		11.6				12.8		
Level of Service (LOS)				В				В		В				В		
Approach Delay (s/veh)		11.3				0.3				0.7						
Approach LOS		В				A				A						

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	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Monotya	Intersection	Coors Blvd & Glenrio Rd
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/6/2025	East/West Street	Glenrio Rd
Analysis Year	2035	North/South Street	Coors Blvd
Time Analyzed	АМ	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		
Lanes			
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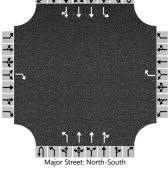
Approach		Eastb	ound			West	bound			North	bound			South	bound		
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0	
Configuration				R				R		L	Т	TR		L	т	TR	
Volume (veh/h)				61				144	6	45	1896	40	2	78	1464	75	
Percent Heavy Vehicles (%)				0				0	1	1			1	1			
Proportion Time Blocked				0.300				0.300		0.500				0.500			
Percent Grade (%)		(0			()										
Right Turn Channelized		Ν	lo			Ν	lo										
Median Type Storage				Undi	vided												
Critical and Follow-up H	d Follow-up Headways																
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3			
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32			
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1			
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11			
Delay, Queue Length, an	d Leve	l of Se	ervice														
Flow Rate, v (veh/h)				66				157		55				87			
Capacity, c (veh/h)				646				646		591				579			
v/c Ratio				0.10				0.24		0.09				0.15			
95% Queue Length, Q ₉₅ (veh)				0.3				1.0		0.3				0.5			
Control Delay (s/veh)				11.2				12.4		11.7				12.3			
Level of Service (LOS)				В				В		В				В			
Approach Delay (s/veh)		1'	1.2	-	12.4				0.3				0.6				
Approach LOS	В					B				A				A			

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	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Monotya	Intersection	Coors Blvd & Glenrio Rd
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/6/2025	East/West Street	Glenrio Rd
Analysis Year	2035	North/South Street	Coors Blvd
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		
Lanes			
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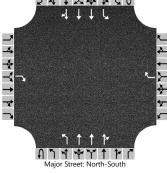
Approach	T	Fastb	ound			West	ound			North	bound			South	bound		
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U	L	Т	R	
Priority		10	11	12	-	- 7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0	
Configuration	-	-		R		-	-	R	-	L	T	TR	-	L	T	TR	
Volume (veh/h)	-			57				76	7	37	1737	19	4	117	2053	46	
Percent Heavy Vehicles (%)				0				0	1	1			1	1			
Proportion Time Blocked				0.300				0.300		0.500				0.500			
Percent Grade (%)			0			()										
Right Turn Channelized		Ν	10			N	о										
Median Type Storage				Undi	vided												
Critical and Follow-up He	eadwa																
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3			
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32			
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1			
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11			
Delay, Queue Length, and	d Leve	l of Se	ervice											<u> </u>			
Flow Rate, v (veh/h)				62				83		48				132			
Capacity, c (veh/h)				646				646		562				582			
v/c Ratio				0.10				0.13		0.09				0.23			
95% Queue Length, Q ₉₅ (veh)				0.3				0.4		0.3				0.9			
Control Delay (s/veh)				11.2				11.4		12.0				13.0			
Level of Service (LOS)				В				В		В				В			
Approach Delay (s/veh)		11.4				0.3				0.7							
Approach LOS		В				A				A							

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	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Monotya	Intersection	Coors Blvd & Glenrio Rd
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/6/2025	East/West Street	Glenrio Rd
Analysis Year	2035	North/South Street	Coors Blvd
Time Analyzed	АМ	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		
Lanes			
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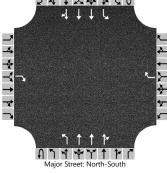
Approach		Eastb	ound			West	bound			North	bound			South	bound		
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0	
Configuration				R				R		L	Т	TR		L	Т	TR	
Volume (veh/h)				74				144	6	46	1963	40	2	78	1460	96	
Percent Heavy Vehicles (%)				0				0	1	1			1	1			
Proportion Time Blocked				0.300				0.300		0.500				0.500			
Percent Grade (%)			0			()										
Right Turn Channelized		Ν	10			N	lo										
Median Type Storage				Undi	vided												
Critical and Follow-up He	l and Follow-up Headways																
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3			
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32			
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1			
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11			
Delay, Queue Length, and	d Leve	l of Se	ervice														
Flow Rate, v (veh/h)				80				157		57				87			
Capacity, c (veh/h)				646				646		589				579			
v/c Ratio				0.12				0.24		0.10				0.15			
95% Queue Length, Q ₉₅ (veh)				0.4				1.0		0.3				0.5			
Control Delay (s/veh)				11.4				12.4		11.8				12.3			
Level of Service (LOS)				В				В		В				В			
Approach Delay (s/veh)	11.4					12.4				0	.3		0.6				
Approach LOS	В					В				A				A			

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	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Monotya	Intersection	Coors Blvd & Glenrio Rd
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/6/2025	East/West Street	Glenrio Rd
Analysis Year	2035	North/South Street	Coors Blvd
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		
Lanes			
	14 t V 4	U 4	



Approach		Eastb	ound			West	bound			North	bound			South	bound		
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0	
Configuration				R				R		L	Т	TR		L	т	TR	
Volume (veh/h)				65				76	7	41	1769	19	4	117	2052	102	
Percent Heavy Vehicles (%)				0				0	1	1			1	1			
Proportion Time Blocked				0.300				0.300		0.500				0.500			
Percent Grade (%)		0 0															
Right Turn Channelized		Ν	10			Ν					4U 4 5 6 0 1 3 0 L T TR 4 117 2052 102 1 1 2052 102 1 1 2052 102 1 1 2052 102 5.6 5.3 1 1 5.6 5.32 1 1 5.6 5.32 1 1						
Median Type Storage				Undi	vided												
Critical and Follow-up H	eadwa	ys															
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3			
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32			
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1			
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11			
Delay, Queue Length, an	d Leve	l of Se	ervice														
Flow Rate, v (veh/h)				71				83		52				132			
Capacity, c (veh/h)				646				646		500				582			
v/c Ratio				0.11				0.13		0.10				0.23			
95% Queue Length, Q ₉₅ (veh)				0.4				0.4		0.3				0.9			
Control Delay (s/veh)				11.3				11.4		13.0				13.0			
Level of Service (LOS)				В				В		В				В			
Approach Delay (s/veh)		11.4				0.3				0.7							
Approach LOS	В					B				A				A			

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		ŀ	ICS 1	ſwo-'	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	n						_
Analyst	Alex I	Montoya	1		_		Inters	ection			Drivw	/ay 1				
Agency/Co.	Stante						Jurisd	iction								
Date Performed	2/6/2	025					East/\	Nest Stre	eet		Glenr	io Rd				
Analysis Year	2025						North	/South S	Street		Drive	way A				
Time Analyzed	AM						Peak	Hour Fac	ctor		0.92	-				
Intersection Orientation	East-	Nest					Analy	sis Time	Period (hrs)	1.00					
Project Description	WMR	Analysis	s Existing]												
Lanes																
				2 4 1 A 4 1 4		۲ مr Street: Ea	st-West	ት በ ነ ቁ ቅጥ በ ቅ								
Vehicle Volumes and Adj	ustme	nts											Couthbound			
Approach		Eastb	ound			West					bound		Southbound			
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1 0 0				1	0		0	0	0
Configuration	<u> </u>			TR		LT					LR					
Volume (veh/h)	<u> </u>		65	5		21	109			13		9				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked	<u> </u>															
Percent Grade (%)											0					
Right Turn Channelized	<u> </u>															
Median Type Storage				Undi	vided											
Critical and Follow-up Ho	eadwa	ys														
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.41		6.21				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				
Delay, Queue Length, and	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)						23					24					
Capacity, c (veh/h)						1529					826					
v/c Ratio						0.01					0.03					
95% Queue Length, Q ₉₅ (veh)						0.0					0.1					
Control Delay (s/veh)						7.4	0.1				9.5					
Level of Service (LOS)						A	А				A					
Approach Delay (s/veh)						1	1.3				9.5					
Approach LOS	1								i							

Approach LOS

А

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		ł	ICS 1	ſwo-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information	_	_	_	_	_	_	Site	Inforr	natio	n	_	_	_	_	_	_
Analyst	Alex	Montoya	1				Inters	ection			Drivw	vav 1				
Agency/Co.	Stant	-	-				Jurisd					- , .				
Date Performed	2/6/2	025					East/	Nest Stre	eet		Glenr	io Rd				
Analysis Year	2025						North	/South :	Street		Drive	way A				
Time Analyzed	PM						Peak	Hour Fac	ctor		0.92	-				
Intersection Orientation	East-	West					Analy	sis Time	Period (hrs)	1.00					
Project Description	WMR	Analysi	s Existing]												
Lanes																
				24 4 4 4 4 F 4		Y or Street: Ea	st-West	14 1 Y 4 1 V 4								
Vehicle Volumes and Adju	ustme	nts														
Approach		Eastk	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			64	13		56	86			8		6				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)											0					
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.41		6.21				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				
Delay, Queue Length, and	l Leve	l of S	ervice													
Flow Rate, v (veh/h)						61					15					
Capacity, c (veh/h)						1520					778					
v/c Ratio						0.04					0.02					
95% Queue Length, Q ₉₅ (veh)						0.1					0.1					
Control Delay (s/veh)						7.5	0.3				9.7					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					3.1				9.7							
Approach LOS					A					1	A					

		ŀ	ICS]	ſwo-'	Way	Stop	-Cor	ntrol	Repo	ort						
General Information	_	_	_	_	_	_	Site	Inforr	natio	n	_	_	_	_	_	_
Analyst	Alex	Montoya	1				Inters	ection			Drivw	/av 1				
Agency/Co.	Stante	-					Jurisd									
Date Performed	2/6/2							Nest Stre	eet		Glenr	io Rd				
Analysis Year	2035							/South S				way A				
Time Analyzed	AM						Peak	Hour Fac	ctor		0.92					
Intersection Orientation	East-\	West					Analy	sis Time	Period (hrs)	1.00					
Project Description	WMR	Analysis	s Existing]												
Lanes																
				2 4 1 X 4 1 4 4 6 0		۲ ۲ ۲ or Street: Ea	st-West	ት በንፋ ቁጥ ተ								
Vehicle Volumes and Adju	ustme	nts														
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration	<u> </u>			TR		LT					LR					<u> </u>
Volume (veh/h)			71	5		21	120			13		9				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)											0					
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.41		6.21				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				
Delay, Queue Length, and	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)						23					24					
Capacity, c (veh/h)						1521					811					
v/c Ratio						0.02					0.03					
95% Queue Length, Q ₉₅ (veh)						0.0					0.1					
Control Delay (s/veh)						7.4	0.1				9.6					
Level of Service (LOS)						А	А				A					
Approach Delay (s/veh)						1	.2			9	.6					
Approach LOS							•				^					

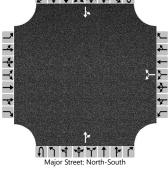
Approach LOS

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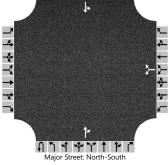
		ł	HCS 1	Гwo-'	Way	Stop	-Cor	ntrol	Repc	ort						
General Information	_	_	_	_	_	_	Site	Inforr	natio	n	_	_	_	_	_	_
Analyst	Alex I	Montoya	a				Inters	ection			Drivw	vay 1				
Agency/Co.	Stant						Jurisd					- ,				
Date Performed	2/6/2	025					East/	Nest Stre	eet		Glenr	io Rd				
Analysis Year	2035						North	/South S	Street		Drive	way A				
Time Analyzed	PM						Peak	Hour Fac	tor		0.92	-				
Intersection Orientation	East-	West					Analy	sis Time	Period (hrs)	1.00					
Project Description	WMR	Analysi	s Existing]												
Lanes																
				2 4 1 X 4 1 4 4 7		Y or Street: Ea	st-West	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1								
Vehicle Volumes and Adju	ıstme	nts														
Approach		Eastk	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			70	13		56	94			8		6				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)											0					
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.41		6.21				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				
Delay, Queue Length, and	Leve	l of S	ervice													
Flow Rate, v (veh/h)						61					15					
Capacity, c (veh/h)						1511					765					
v/c Ratio						0.04					0.02					
95% Queue Length, Q ₉₅ (veh)						0.1					0.1					
Control Delay (s/veh)						7.5	0.3				9.8					
Level of Service (LOS)						A	А				A					
	1												1			
Approach Delay (s/veh)						3	.0			9	9.8					

	HCS Two-Wa	ay Stop-Control Report	
General Information		Site Information	
Analyst	Alex Montoya	Intersection	
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/7/2025	East/West Street	Driveway B
Analysis Year	2025	North/South Street	64th St
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		
Lanes			
	L.	114 A A L U 4	



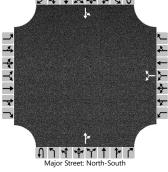
venicie volumes and Adj																
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						37		12			81	3		4	63	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		
Delay, Queue Length, and	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)							53							4		
Capacity, c (veh/h)							855							1510		
v/c Ratio							0.06							0.00		
95% Queue Length, Q ₉₅ (veh)							0.2							0.0		
Control Delay (s/veh)							9.5							7.4	0.0	
Level of Service (LOS)							A							A	А	
Approach Delay (s/veh)						. 9	.5							. 0	.5	
Approach LOS							Ą								4	

General Information Site Information												
Analyst	Alex Montoya	Intersection										
Agency/Co.	Stantec	Jurisdiction										
Date Performed	2/7/2025	East/West Street	Driveway B									
Analysis Year	2025	North/South Street	64th St									
Time Analyzed	PM	Peak Hour Factor	0.92									
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00									
Project Description	WMR Analysis Existing											
Lanes												



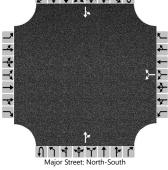
Vehicle Volumes and Adj	ustine									1						
Approach	<u> </u>	Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						20		8			51	12		13	86	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)							30							14		
Capacity, c (veh/h)							850							1539		
v/c Ratio							0.04							0.01		
95% Queue Length, Q ₉₅ (veh)							0.1							0.0		
Control Delay (s/veh)							9.4							7.4	0.1	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)						. 9	.4							. 1	.0	-
Approach LOS															Ą	

	HCS Two-W	ay Stop-Control Report	
General Information		Site Information	
Analyst	Alex Montoya	Intersection	
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/7/2025	East/West Street	Driveway B
Analysis Year	2035	North/South Street	64th St
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		-
Lanes			
		114 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	



Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						37		12			89	3		4	69	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)							53							4		
Capacity, c (veh/h)							840							1499		
v/c Ratio							0.06							0.00		
95% Queue Length, Q ₉₅ (veh)							0.2							0.0		
Control Delay (s/veh)							9.6							7.4	0.0	
Level of Service (LOS)							A							A	А	
Approach Delay (s/veh)						9	.6							0	.4	
Approach LOS	A														4	

	HCS Two-Wa	ay Stop-Control Report											
General Information		Site Information											
Analyst	Alex Montoya	Intersection											
Agency/Co.	Stantec	Jurisdiction											
Date Performed	2/7/2025	East/West Street	Driveway B										
Analysis Year	2035	North/South Street	64th St										
Time Analyzed	PM	Peak Hour Factor	0.92										
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00										
Project Description	WMR Analysis Existing	·	·										
Lanes													
	anes الطليلية لالل له												



Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						20		8			56	12		13	95	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						(0									
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)							30							14		
Capacity, c (veh/h)							836							1532		
v/c Ratio							0.04							0.01		
95% Queue Length, Q ₉₅ (veh)							0.1							0.0		
Control Delay (s/veh)							9.5							7.4	0.1	
Level of Service (LOS)							A							A	А	
Approach Delay (s/veh)						9	.5							1	.0	
Approach LOS			А											1	4	

		ŀ	ICS 1	ſwo-'	Way	Stop	-Cor	ntrol	Repo	ort						
General Information		_	_	_	_	_	Site	Inforr	natio	n	_	_	_	_	_	_
Analyst	Alex	Montoya	1				Inters	ection			<u> </u>					
Agency/Co.	Stant						Jurisc									
Date Performed	2/7/2	025					East/	West Stre	eet		Fortu	na Rd				
Analysis Year	2025							n/South :			Drive	way C				
Time Analyzed	AM							Hour Fac			0.92					
Intersection Orientation	East-	West					Analy	sis Time	Period ((hrs)	1.00					
Project Description	WMR	Analysi	s Existing	1												
Lanes																
				J 4 1 4 4 1 U		or Street: Ea		4 4 7 4 4 7 1 4								
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		2	369				416	17						107		9
Percent Heavy Vehicles (%)		1												1		1
Proportion Time Blocked																
Percent Grade (%)															0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.11												6.41		6.21
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.51		3.31
Delay, Queue Length, and	d Leve	l of S	ervice													
Flow Rate, v (veh/h)		2													126	
Capacity, c (veh/h)		1096													336	
v/c Ratio		0.00													0.38	
95% Queue Length, Q ₉₅ (veh)		0.0													1.8	
Control Delay (s/veh)		8.3	0.0												22.1	
Level of Service (LOS)		A	A												С	
Approach Delay (s/veh)		C	.1											22	2.1	
	1				1				1				1			

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		ł	ICS ⁻	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	n						
Analyst	Alex	Montoya	1			_	Inters	ection								
Agency/Co.	Stant						Jurisc									
Date Performed	2/7/2	025					East/	West Stre	eet		Fortu	na Rd				
Analysis Year	2025							n/South S			Drive	way C				
Time Analyzed	PM							Hour Fac			0.92					
Intersection Orientation	East-	West					Analy	sis Time	Period ((hrs)	1.00					
Project Description	WMR	Analysi	s Existing	3						. ,						
Lanes	<u> </u>			-												
				2 4 1 X 4 1 C		or Street: Ea	t t T ist-West	ר ד היא ליא לי								
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		7	356				258	60						49		5
Percent Heavy Vehicles (%)		1												1		1
Proportion Time Blocked																
Percent Grade (%)															0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)	Τ	4.1												7.1		6.2
Critical Headway (sec)		4.11												6.41		6.21
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.51		3.31
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)	Τ	8													59	
Capacity, c (veh/h)		1219													413	
v/c Ratio		0.01													0.14	
95% Queue Length, Q ₉₅ (veh)		0.0													0.5	
Control Delay (s/veh)		8.0	0.1												15.2	
Level of Service (LOS)		A	A												С	
Approach Delay (s/veh)		C	.2											1	5.2	
-	+															

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	HCS Two-Way Stop-Control Report																
General Information							Site	Inforr	natio	n							
Analyst	Alex	Alex Montoya				Inters	Intersection										
Agency/Co.	Stantec				Jurisc	Jurisdiction											
Date Performed	2/7/2	2/7/2025				East/	West Stre	eet		Fortu	na Rd						
Analysis Year	2035						North	/South	Street		Drive	way C					
Time Analyzed	AM						Peak	Hour Fac	ctor		0.92						
Intersection Orientation	East-	West					Analy	sis Time	Period ((hrs)	1.00						
Project Description	WMR	Analysi	s Existing]													
Lanes																	
				J 4 4 4 4 4 4		아 Y · · ·		ት በግፋ									
Vehicle Volumes and Adj	ustme	nts															
Approach		Eastb	ound			West	bound			North	bound		Southbound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0	
Configuration		LT						TR							LR		
Volume (veh/h)		2	405				459	17						107		9	
Percent Heavy Vehicles (%)		1												1		1	
Proportion Time Blocked																	
Percent Grade (%)															0		
Right Turn Channelized																	
Median Type Storage				Undi	vided												
Critical and Follow-up He	eadwa	ys															
Base Critical Headway (sec)		4.1												7.1		6.2	
Critical Headway (sec)		4.11												6.41		6.21	
Base Follow-Up Headway (sec)		2.2												3.5		3.3	
Follow-Up Headway (sec)		2.21												3.51		3.31	
Delay, Queue Length, and	d Leve	l of Se	ervice				-										
Flow Rate, v (veh/h)		2													126		
Capacity, c (veh/h)		1054													299		
v/c Ratio		0.00													0.42		
95% Queue Length, Q ₉₅ (veh)		0.0													2.1		
Control Delay (s/veh)		8.4	0.0												25.7		
Level of Service (LOS)		A	A												D		
Approach Delay (s/veh)		C	.1											25	5.7		
	0.1																

А

		ŀ	HCS 1	ſwo-'	Way	Stop	-Cor	ntrol	Repo	ort							
General Information		_	_	_	_	_	Site	Inforr	natio	n	_	_	_		_		
Analyst	Alex	Alex Montoya				Inters	ection										
Agency/Co.		Stantec					Jurisdiction										
Date Performed	2/7/2	2/7/2025				East/	West Stre	eet		Fortu	na Rd						
Analysis Year	2035						-	n/South :			Drive	way C					
Time Analyzed	PM							Hour Fac			0.92						
Intersection Orientation	East-	West					Analy	sis Time	Period ((hrs)	1.00						
Project Description	WMR Analysis Existing				Analysis Time Period (hrs) 1.00												
Lanes																	
				7 4 1 7 4 4 7 A		or Street: Ea		154 471 1									
Vehicle Volumes and Adj	ustme	nts															
Approach		Eastb	ound			West	bound			North	bound		Southbound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0	
Configuration		LT						TR							LR		
Volume (veh/h)		7	392				285	60						49		5	
Percent Heavy Vehicles (%)		1												1		1	
Proportion Time Blocked																	
Percent Grade (%)														(0		
Right Turn Channelized																	
Median Type Storage				Undi	vided												
Critical and Follow-up He	eadwa	ys															
Base Critical Headway (sec)		4.1												7.1		6.2	
Critical Headway (sec)		4.11												6.41		6.21	
Base Follow-Up Headway (sec)		2.2												3.5		3.3	
Follow-Up Headway (sec)		2.21												3.51		3.31	
Delay, Queue Length, and	d Leve	l of S	ervice														
Flow Rate, v (veh/h)		8													59		
Capacity, c (veh/h)		1189													377		
v/c Ratio		0.01													0.16		
95% Queue Length, Q ₉₅ (veh)		0.0													0.6		
Control Delay (s/veh)		8.0	0.1												16.3		
Level of Service (LOS)		A	A												С		
Approach Delay (s/veh)		C	.2											16	5.3		

А

Appendix C Crash Data Summary

West Mesa Ridge Apts TIS Crash Query Summary

Created on October 24, 2024 Created by Clay Koontz Data extents: January 10, 2018 to December 31, 2022



Applied Filters Shape: Polygon (45 Glennio Rd 🐻 🕅 31 Glenrio Rd NW 45 Metro by T-Mobile Estancia Dr NW Coors Blud NW **Discount Tire** 45 64th St NW 59th St NW Fortuna RdojW rtuna Rd NW 129 cia Dr NW ●К ●А ●В ●С ●О © Mapbox © OpenStreetMap Volcano Plaza 45 **Total Crashes** 181 **Fatal Crashes** 4

New Mexico Summary		Crash
Total Crashes	181	100.00%
Intersection Involved	67	37.02%

Pedestrian Involved	5	2.76%
Commercial Motor Vehicle Involved	3	1.66%
Pedalcycle Involved	2	1.10%
Work Zone Involved	2	1.10%

KABCO Crash Severity		Crash
(0) Property-Damage Only	115	63.54%
(C) Possible Injury	42	23.20%
(B) Suspected Minor Injury	17	9.39%
(K) Fatal Injury	4	2.21%
(A) Suspected Serious Injury	3	1.66%

Crash Date (Year)		Crash
2022	50	27.62%
2021	35	19.34%
2020	35	19.34%
2019	34	18.78%
2018	27	14.92%
+ 5 more	0	0%

Crash Classification		Crash
Other Vehicle	74	40.88%
Pedestrian	3	1.66%
Fixed Object	2	1.10%
Parked Vehicle	2	1.10%
Other (Object)	1	0.55%
Rollover	1	0.55%
Vehicle on Other Road	1	0.55%
+ 6 more	0	0%

First Harmful Event - Analysis	С	Crash
MV in Transport 13	8 76.	.24%
Not Available	7 9.	.39%
Pedestrian	5 2.	.76%
Median	2 1.	.10%
Parked MV	2 1.	.10%
Pedalcycle	2 1.	.10%
Other Fixed Object	1 0.	.55%

Other Post, Pole or Support	1	0.55%
+ 54 more	1	0.55%
First Harmful Event - Location		Cras
Not Available	61	33.709
On Roadway	39	21.559
On Median	1	0.559
On Roadside - Left	1	0.559
On Roadside - Right	1	0.55
+ 7 more	0	09
First Harmful Event - Manner of Impact		Cras
Not Available	61	33.70
Front-to-Rear	25	13.81
Front-to-Side	19	10.50
Sideswipe	4	2.21
Front-to-Front	3	1.66
Rear-to-Side	1	0.55
+ 3 more	0	09
Injury Severity		Perso
No Apparent Injury (O)	407	79.039
Possible Injury (C)	67	13.019
Suspected Minor Injury (B)	32	6.219
Suspected Serious Injury (A)	5	0.979
Fatal Injury (K)	4	0.789
Contributing Factors		Vehicl
Other, No Driver Error	105	32.21
Driver Inattention	96	29.45
Failed to Yield Right of Way	24	7.36
Following too Closely	19	5.83
Other Improper Driving	18	5.52
Under the Influence of Alcohol	16	4.91
Disregarded Traffic Signal	15	4.60
Excessive Speed	15	4.60
		18.72

Going Straight	183	56.13%
Left Turn	44	13.50%
Stopped for Sign or Signal	29	8.90%
Right Turn	18	5.52%
Stopped for Traffic	18	5.52%
Slowing	11	3.37%
Other	7	2.15%
Backing	3	0.92%
+ 15 more	19	5.82%