

West Mesa Ridge Traffic Impact Study

February 25, 2025

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Project/File:
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West Mesa Ridge Traffic Impact Study

Revision	Description	Author	Date	Qual. Check	Date	Ind. Review	Date
		VE/BH	2/14	CR	2/19/25		
		CK	2/14-19	Ck	2/24/25		




West Mesa Ridge Traffic Impact Study

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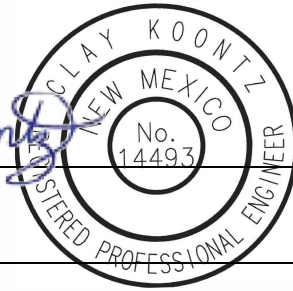
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Table of Contents

Executive Summary	iii
1 Introduction.....	1
1.1 Study Purpose	1
1.2 Study Procedures	1
2 Existing Traffic Conditions.....	1
2.1 General Area Characteristics	1
2.2 Study Area Street Network.....	4
2.3 Existing Traffic Volumes	6
2.4 Existing Traffic Operations	7
2.5 Existing Transit, Bicycle, and Pedestrian Facilities	10
2.6 Crash Data Summary	12
3 Future Traffic Conditions.....	13
3.1 Project Implementation Year	13
3.2 Traffic Growth and Other Developments.....	13
3.3 Programmed Transportation Improvements.....	15
3.4 Future Background Traffic Operations	15
4 Proposed Development	20
4.1 Site Development Characteristics	20
4.2 Trip Generation.....	20
4.3 Trip Distribution	21
4.4 Traffic Assignment.....	25
5 Future Build Traffic Operations	28
6 Site Access Requirements	35
7 Summary of Findings.....	35
8 Recommendations & Mitigation Measures	35

List of Tables

Table 1. Level of Service Criteria – Highway Capacity Manual	7
Table 2. Existing Conditions Results Summary	8
Table 3. Existing Bicycle and Pedestrian Counts	11
Table 4. Year 2025 Future Background Conditions Results Summary	16
Table 6. West Mesa Ridge Land Uses	20
Table 7. West Mesa Ridge Trip Generation.....	20
Table 8. Used Car Lot Trip Generation.....	21
Table 9. Year 2025 Future Build Conditions Results Summary	29
Table 9. Year 2025 Future Build Conditions Results Summary (continued)	31
Table 10. Year 2035 Future Build Conditions Results Summary	32
Table 10. Year 2035 Future Build Conditions Results Summary (continued)	32

List of Figures

Figure 1. West Mesa Ridge Vicinity Map	2
Figure 2. West Mesa Ridge Site Plan	3
Figure 3. West Mesa Ridge Study Area.....	4



West Mesa Ridge Traffic Impact Study

Table of Contents

Figure 4. Existing Traffic Volumes – AM [PM]	6
Figure 5. Year 2025 Background Traffic Volumes – AM [PM]	14
Figure 6. Year 2035 Background Traffic Volumes – AM [PM]	15
Figure 7. West Mesa Ridge Trip Distribution – Residential	22
Figure 8. West Mesa Ridge Trip Distribution – Childcare	23
Figure 9. Used Car Lot Trip Distribution	24
Figure 10. West Mesa Ridge Site Traffic	25
Figure 11. Year 2025 Build Traffic Volumes – AM [PM]	26
Figure 12. Year 2035 Build Traffic Volumes – AM [PM]	27

List of Appendices

Appendix A Traffic Count Data

Appendix B HCS HCM Reports

Appendix C Crash Data Summary



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:

AM: 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.

AM and PM: SB to EB left turn LOS F (Existing Conditions); 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:

1. 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



West Mesa Ridge Traffic Impact Study

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.



Figure 1. West Mesa Ridge Vicinity Map



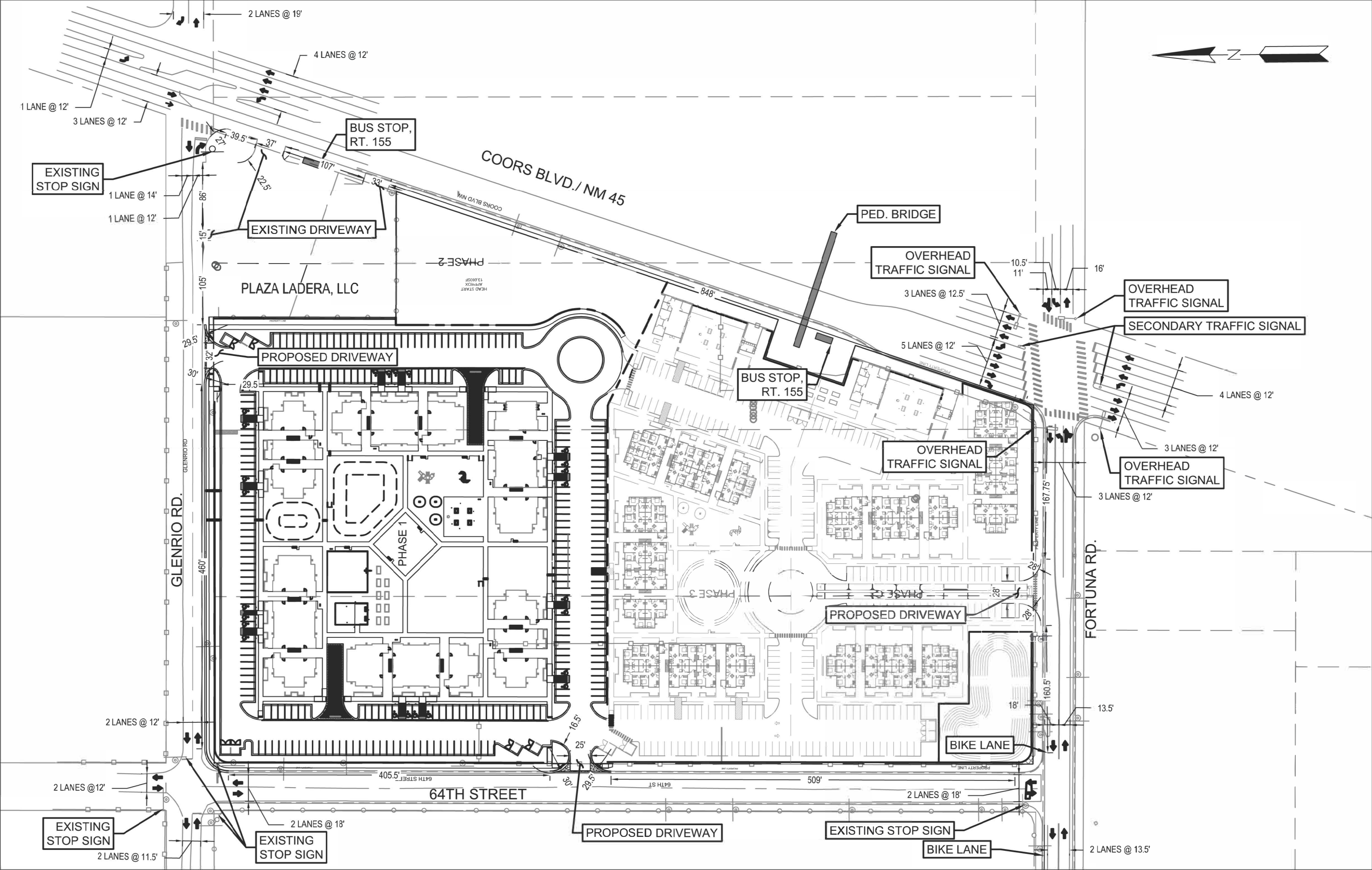
The current site plan for the WMR development is shown in **Figure 2**. The northeast corner of the block will remain as-is, featuring several small retail businesses. The existing used car lot on the southern half of the block will be replaced by the WMR development.

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



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.



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.



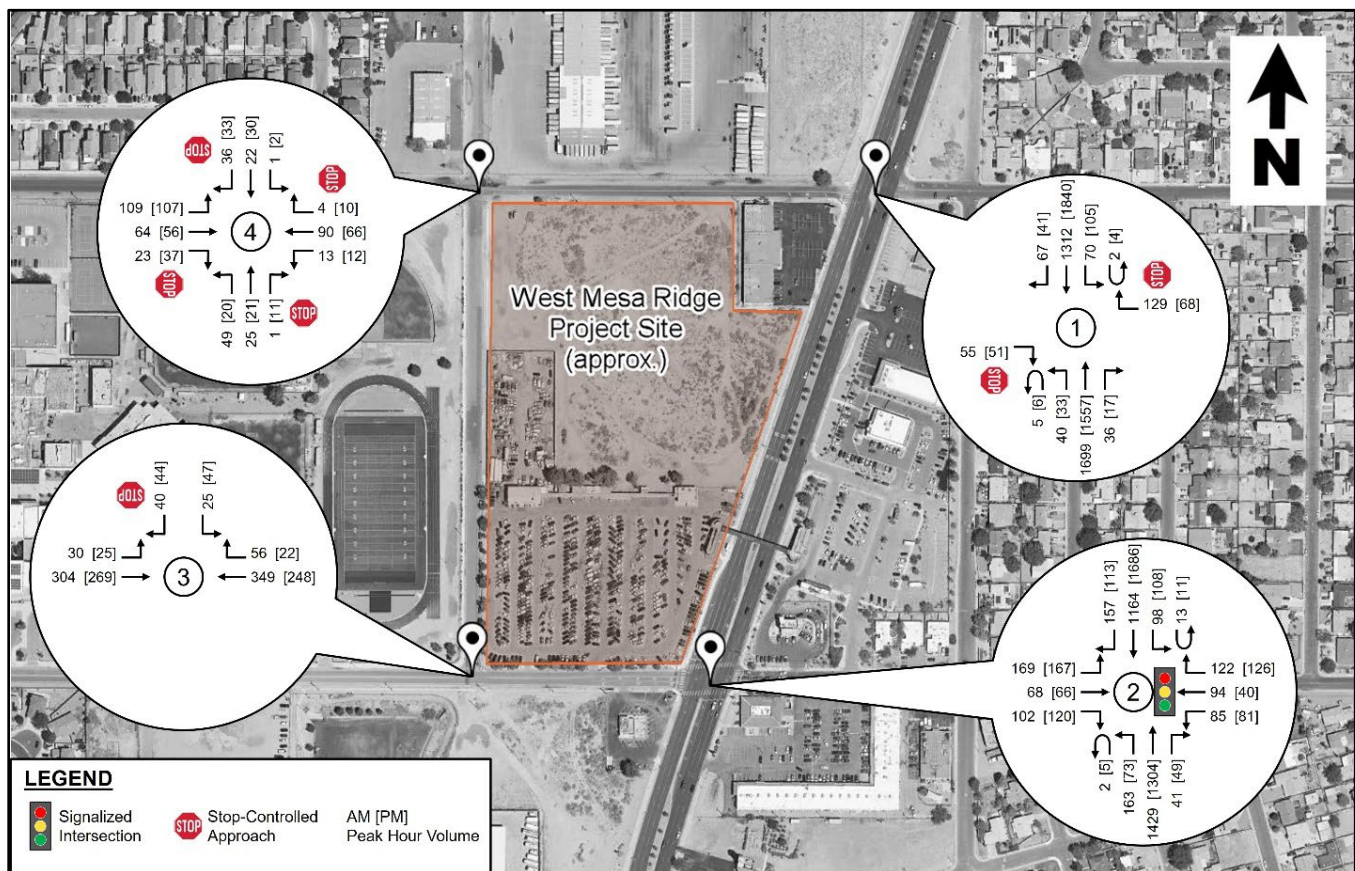
2.3 Existing Traffic Volumes

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 “–”.

Table 1. Level of Service Criteria – Highway Capacity Manual

LOS	Avg. Vehicle Delay (sec/veh)	
	Signalized Movement	Unsignalized Movement
A	0 – 10	0 – 10
B	10 – 20	10 – 15
C	20 – 35	15 – 25
D	35 – 55	25 – 35
E	55 – 80	35 – 50
F	80+	50+

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**.



West Mesa Ridge Traffic Impact Study
Appendix A Traffic Count Data

Table 2. Existing Conditions Results Summary

Intersection	Control Type	Movement		Existing				Existing			
				Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
Coors Blvd & Glenrio Rd	TWSC	EB	R	55	11.1	B	0.3	51	11.1	B	0.3
		EB Approach		55	11.1	B	-	51	11.1	B	-
		WB	R	129	12.1	B	0.8	68	11.3	B	0.4
		WB Approach		129	12.1	B	-	68	11.3	B	-
		NB	U	5	11.6	B	0.3	6	11.5	B	0.2
			L	40				33			
			T	1699	-	-	-	1557	-	-	-
			R	36	-	-	-	17	-	-	-
		NB Approach		1780	0.3	A	-	1613	0.3	A	-
		SB	U	2	12.2	B	0.5	4	12.8	B	0.8
			L	70				105			
			T	1312	-	-	-	1840	-	-	-
			R	67	-	-	-	41	-	-	-
		SB Approach		1451	0.6	A	-	1990	0.7	A	-
		Intersection Total		3415	-	-	-	3722	-	-	-
Coors Blvd & Fortuna Rd	Signal	EB	L	169	34.5	C	7.0	167	38.0	D	7.7
			T	68	31.5	C	6.4	66	36.1	D	7.8
			R	102				120			
		EB Approach		339	33.1	C	-	353	37.0	D	-
		WB	L	85	42.1	D	4.0	81	47.0	D	4.2
			T	94	45.2	D	9.5	40	48.9	D	8.1
			R	122				126			
		WB Approach		301	44.3	D	-	247	48.3	D	-
		NB	U	2	14.6	B	3.6	5	16.5	B	1.7
			L	163				73			
			T	1429	19.5	B	13.2	1304	18.1	B	12.3
			R	41	20.5	C	13.4	49	18.8	B	12.4
		NB Approach		1635	19.3	B	-	1431	18.2	B	-
		SB	U	13	15.7	B	2.5	11	13.7	B	2.6
			L	98				108			
			T	1164	19.6	B	10.8	1686	19.6	B	15.9
			R	157	16.6	B	3.8	113	13.7	B	2.5
		SB Approach		1432	19.0	B	-	1918	18.9	B	-



West Mesa Ridge Traffic Impact Study
Appendix A Traffic Count Data

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

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.



Table 3. Existing Bicycle and Pedestrian Counts

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

* 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.

AM Period (7:00 – 10:00 AM)

- 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 a 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

Figure 5. Year 2025 Background Traffic Volumes – AM [PM]

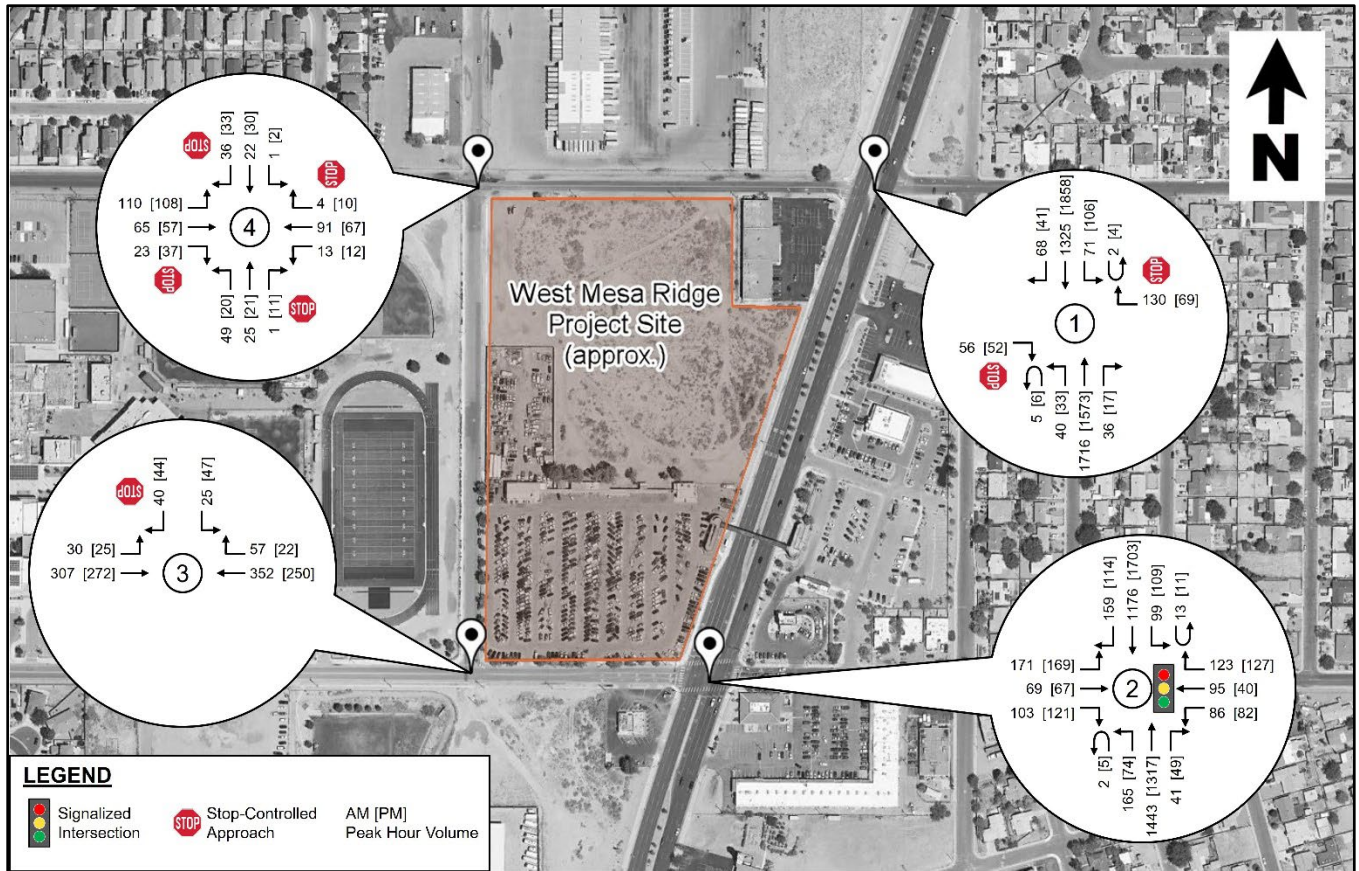
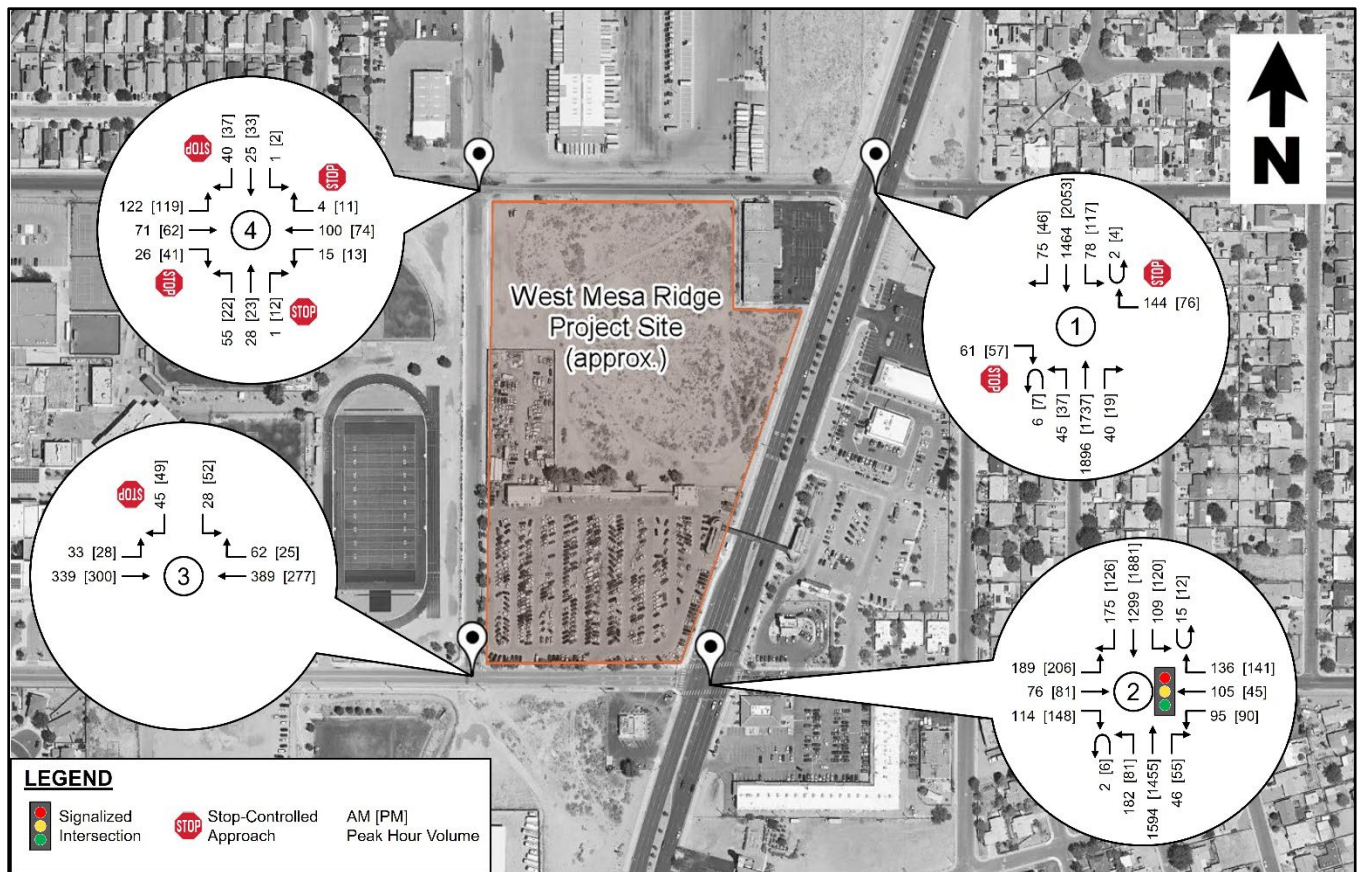


Figure 6. Year 2035 Background Traffic Volumes – AM [PM]



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

Table 4. Year 2025 Future Background Conditions Results Summary

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



West Mesa Ridge Traffic Impact Study
Appendix A Traffic Count Data

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

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.



West Mesa Ridge Traffic Impact Study
Appendix A Traffic Count Data

Table 5. Year 2035 Future Background Conditions Results Summary

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



West Mesa Ridge Traffic Impact Study
Appendix A Traffic Count Data

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

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*.

Table 5. West Mesa Ridge Land Uses

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

* 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**.

Table 6. West Mesa Ridge Trip Generation

			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



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.

Table 7. Used Car Lot Trip Generation

		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

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.



West Mesa Ridge Traffic Impact Study
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.

Figure 7. West Mesa Ridge Trip Distribution – Residential

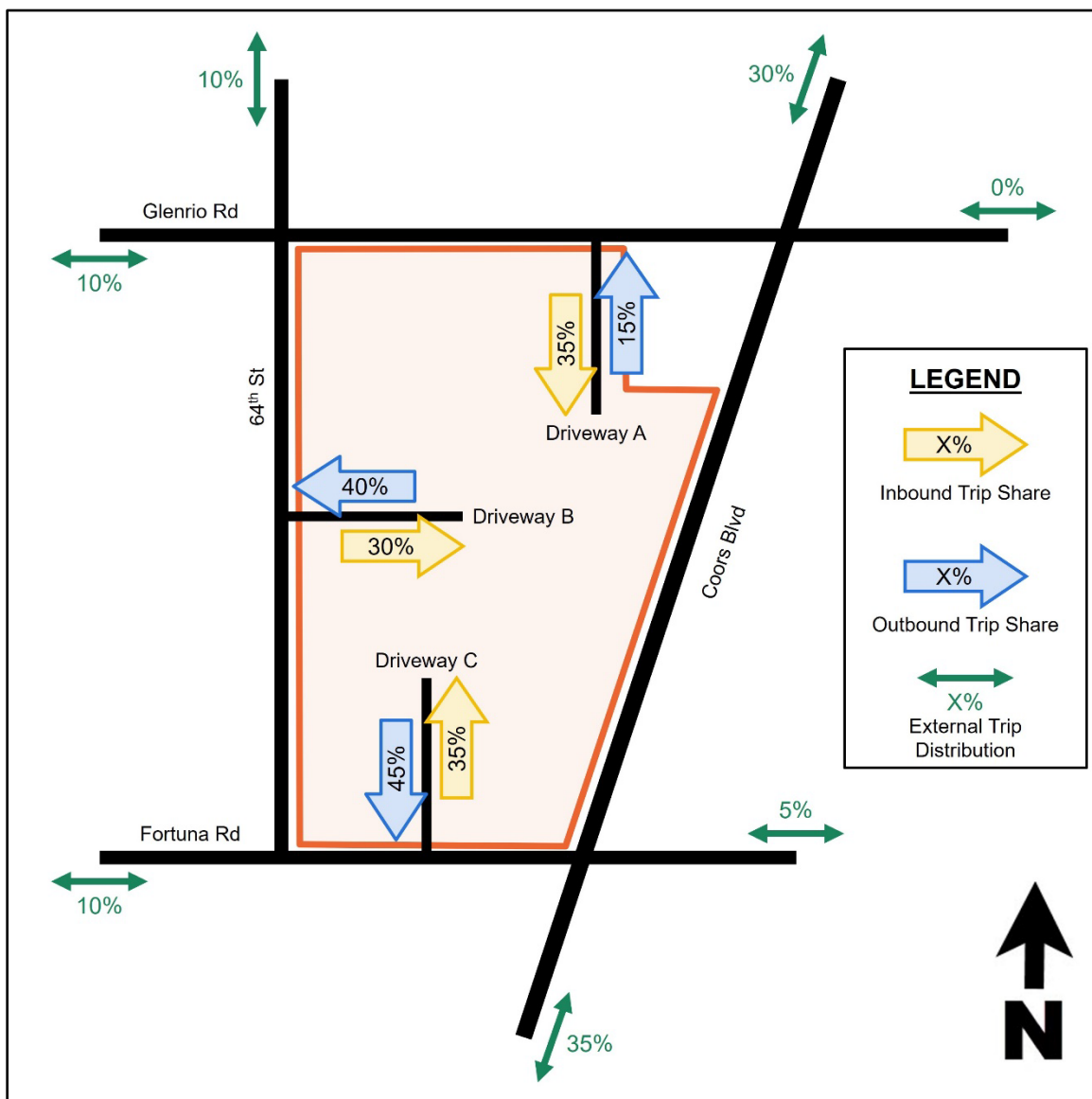
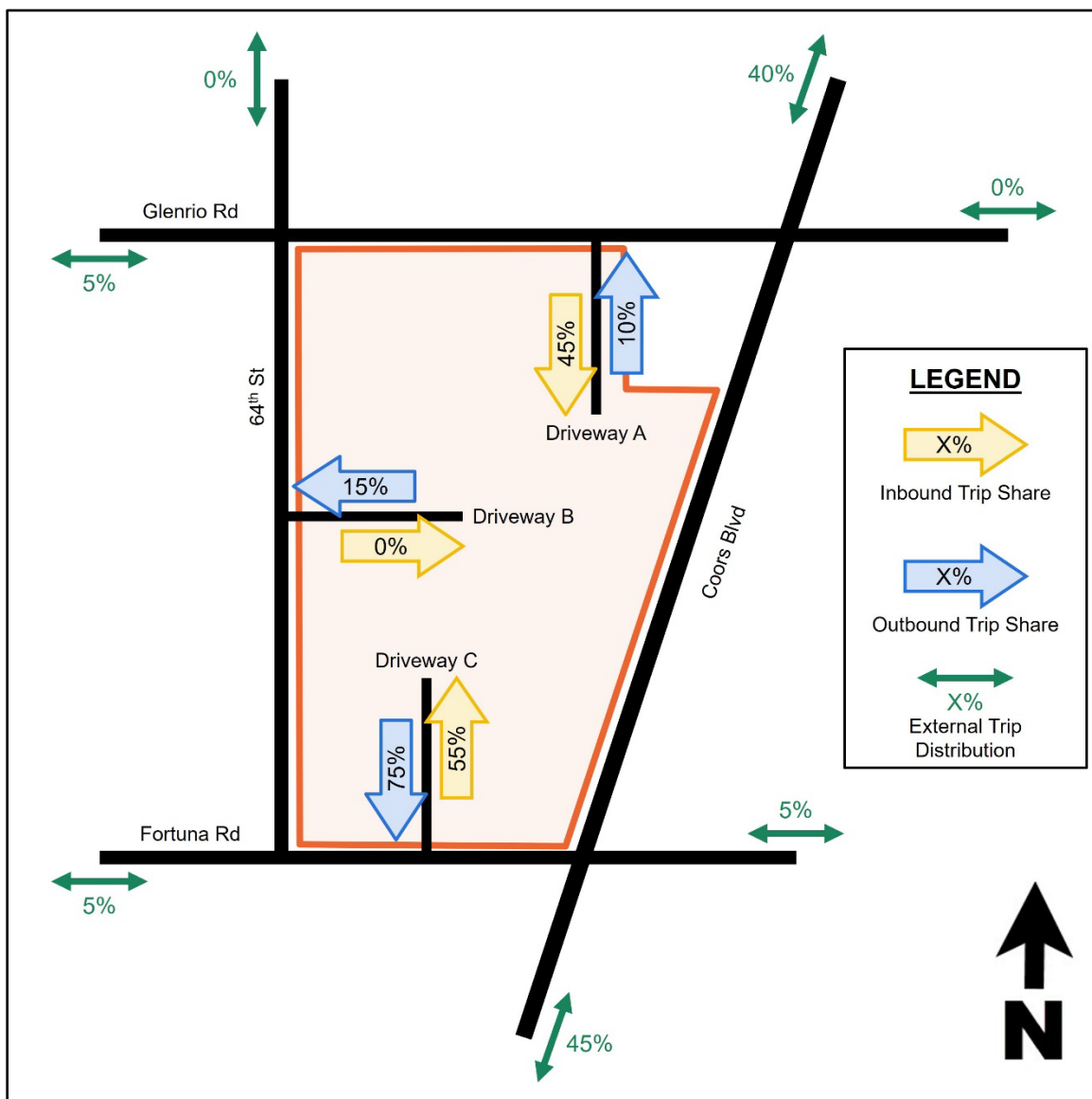


Figure 8 shows the distribution assumptions for the trips associated with the future childcare facility. The percent of trips assumed to utilize Coors Boulevard – 85% – is higher than the residential distribution, and the distribution to the west is reduced to 10% to compensate. Again, no trips were 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.

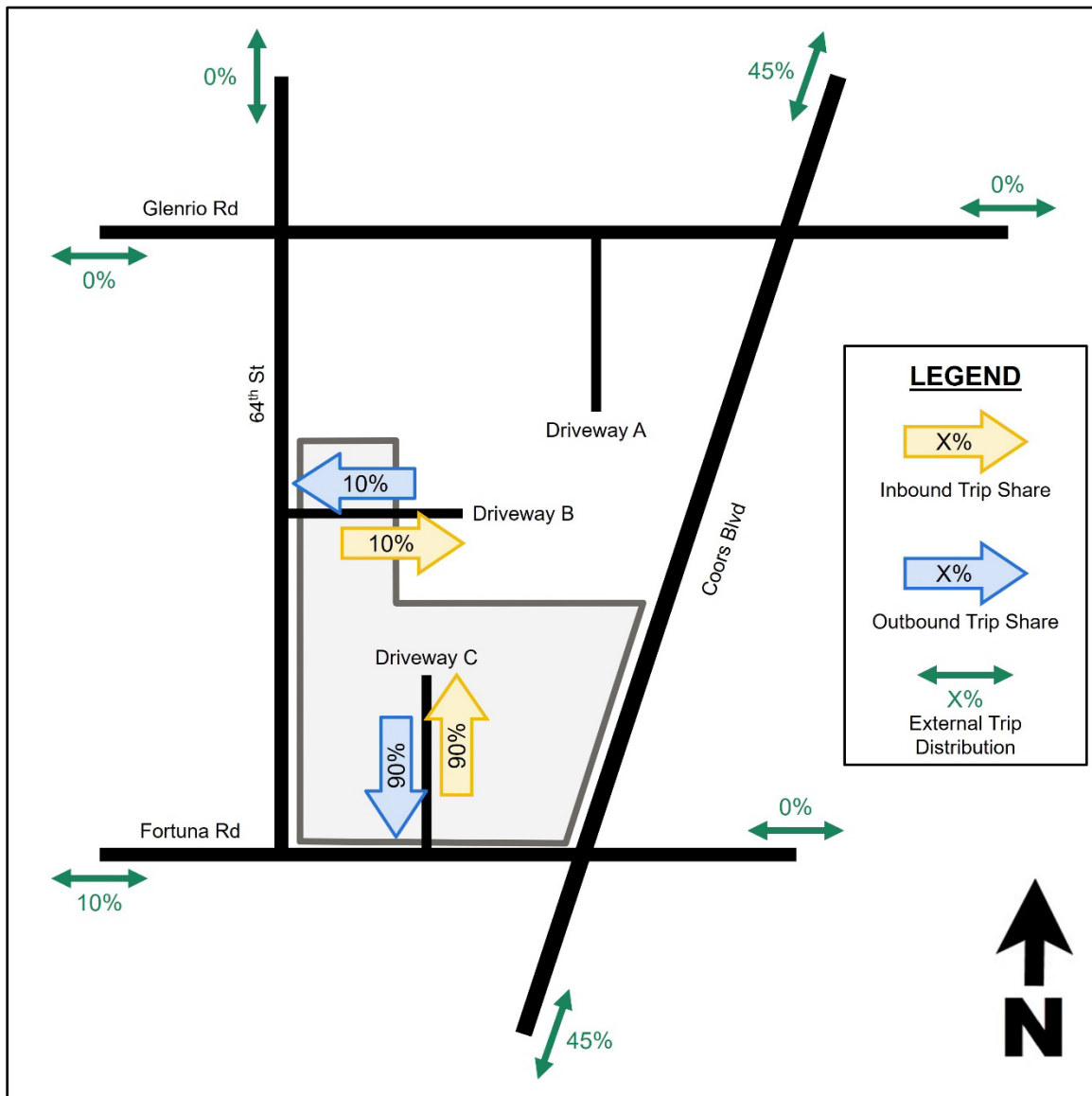
Figure 8. West Mesa Ridge Trip Distribution – Childcare



West Mesa Ridge Traffic Impact Study
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.

Figure 9. Used Car Lot Trip Distribution



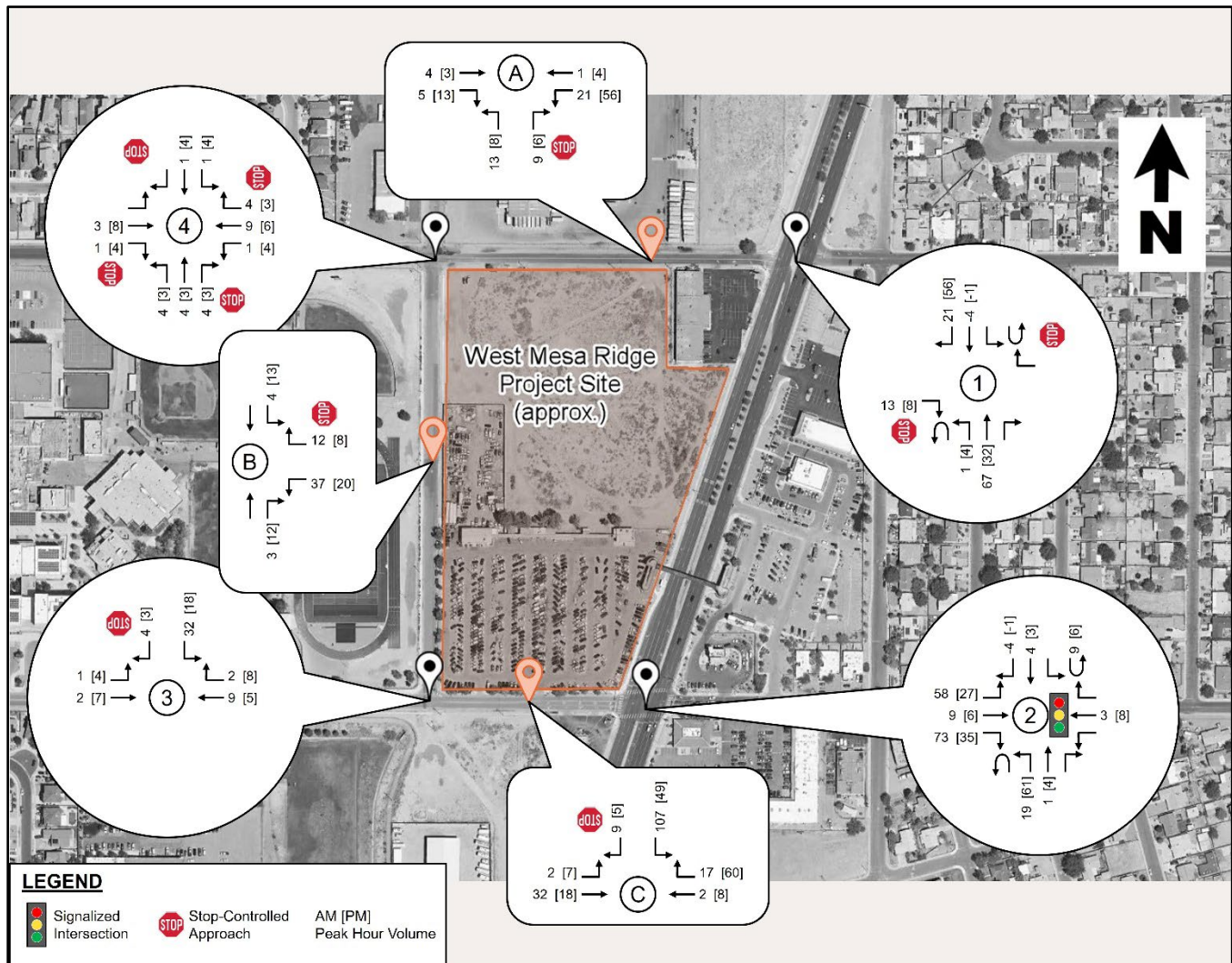
4.4 Traffic Assignment

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

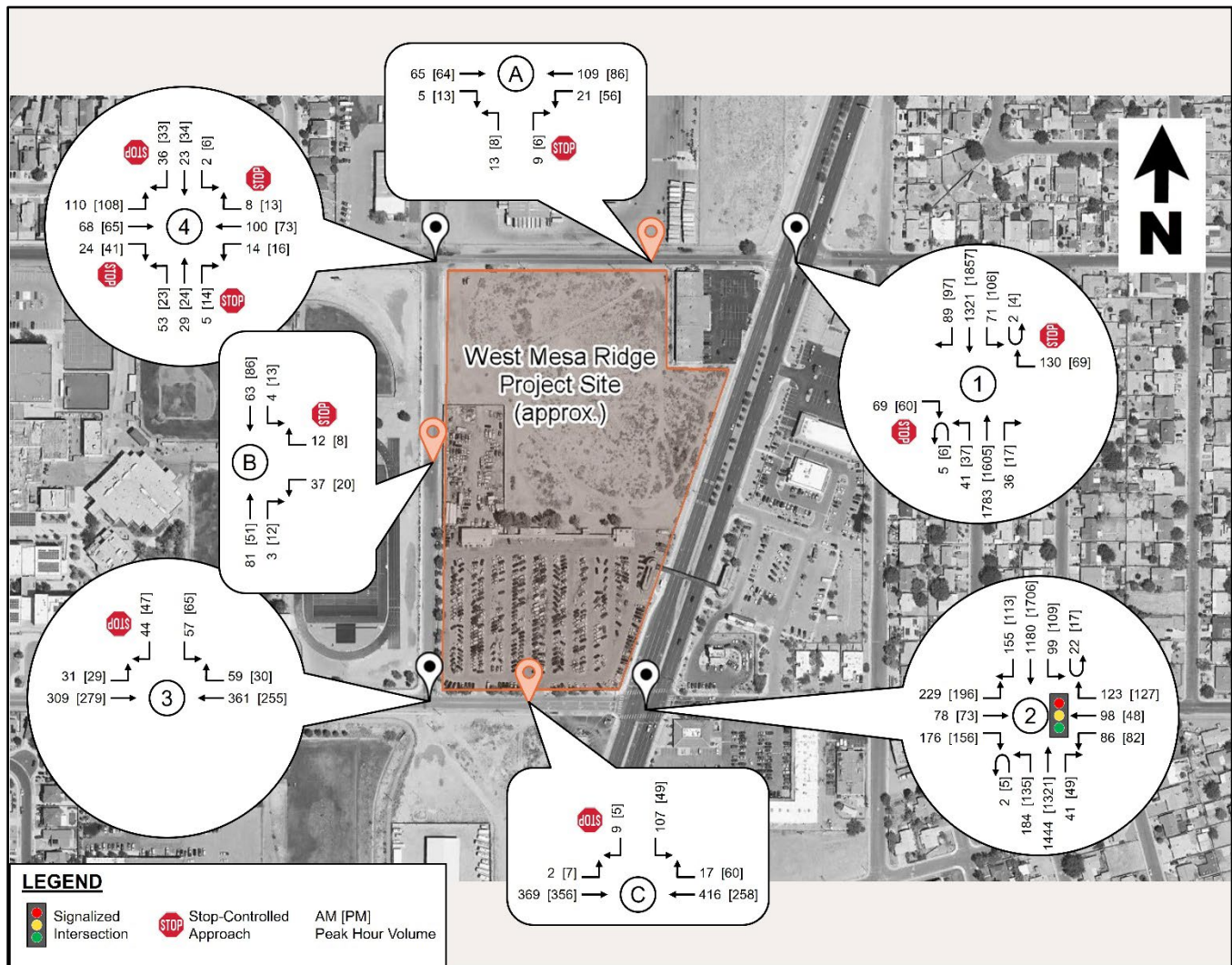


West Mesa Ridge Traffic Impact Study

Appendix A Traffic Count Data

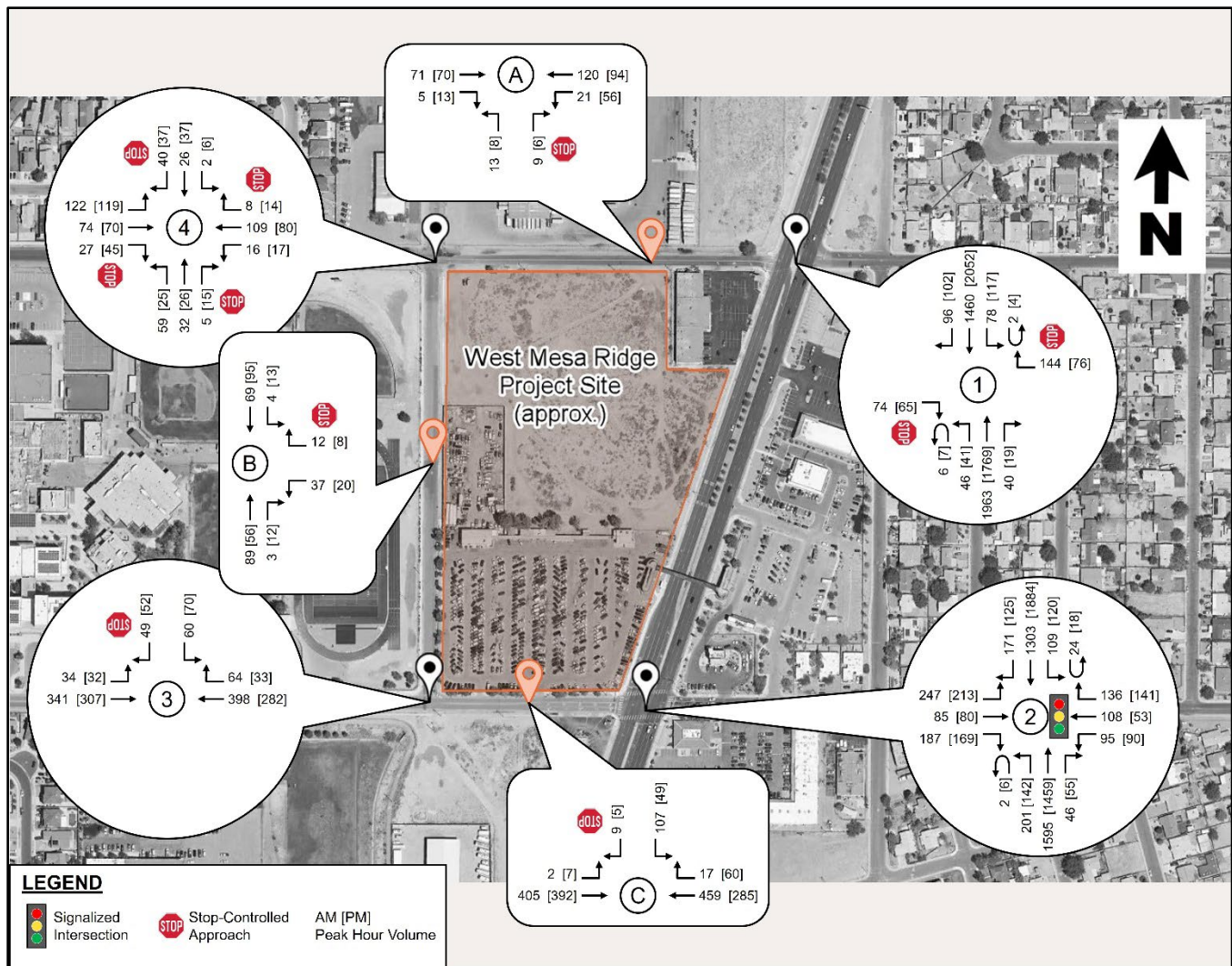
The Build AM and PM peak hour volumes, representing the sum of the background traffic (**Section 3.2**) plus the site traffic, are illustrated in **Figure 11** for Year 2025 and in **Figure 12** for Year 2035.

Figure 11. Year 2025 Build Traffic Volumes – AM [PM]



West Mesa Ridge Traffic Impact Study
Appendix A Traffic Count Data

Figure 12. Year 2035 Build Traffic Volumes – AM [PM]



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

Table 8. Year 2025 Future Build Conditions Results Summary

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



West Mesa Ridge Traffic Impact Study
Appendix A Traffic Count Data

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



West Mesa Ridge Traffic Impact Study
Appendix A Traffic Count Data

		9			5			
					735	-	-	-

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.



West Mesa Ridge Traffic Impact Study
Appendix A Traffic Count Data

Table 9. Year 2035 Future Build Conditions Results Summary

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



West Mesa Ridge Traffic Impact Study
Appendix A Traffic Count Data

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



West Mesa Ridge Traffic Impact Study
Appendix A Traffic Count Data

		9				5			
		999	-	-	-	798	-	-	-

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 Street 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





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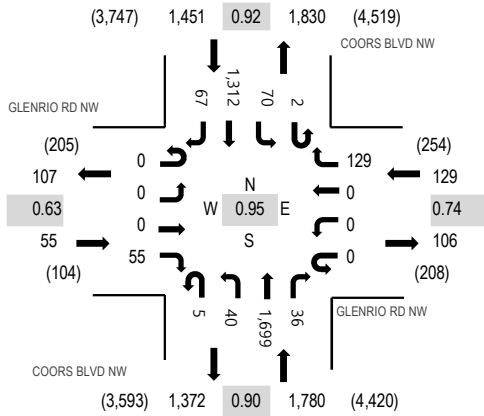
Location: 1 COORS BLVD NW & GLENRIO RD NW AM

Date: Tuesday, August 13, 2024

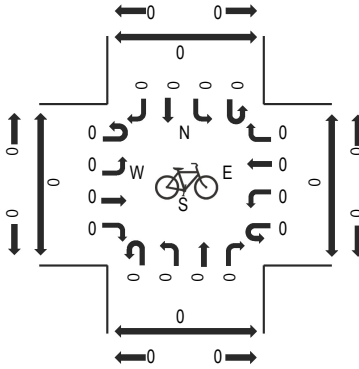
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Peak 15-Minutes: 07:30 AM - 07:45 AM

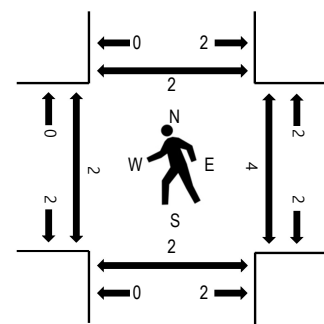
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GLENRIO RD NW Eastbound				GLENRIO RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	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	3,415		2	4	2	2



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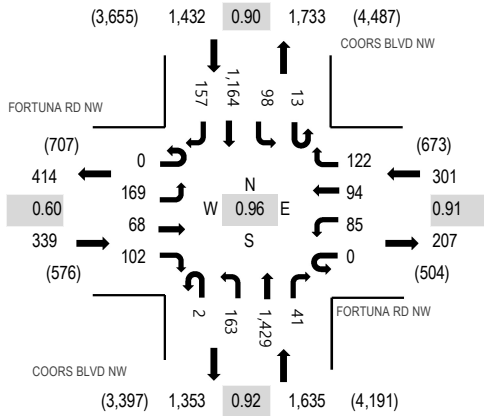
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Date: Tuesday, August 13, 2024

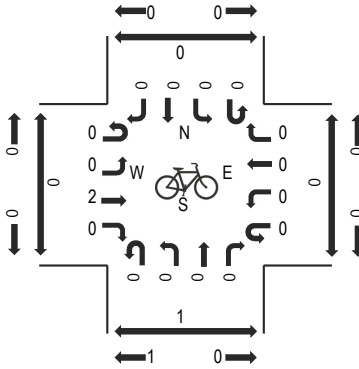
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

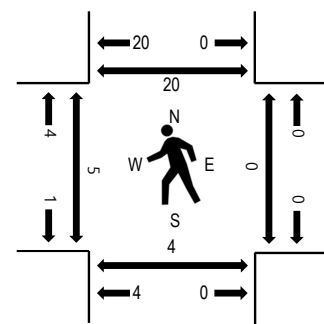
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FORTUNA RD NW Eastbound				FORTUNA RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	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
Count 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
Peak Hour	0	169	68	102	0	85	94	122	2	163	1,429	41	13	98	1,164	157	3,707		5	0	4	20



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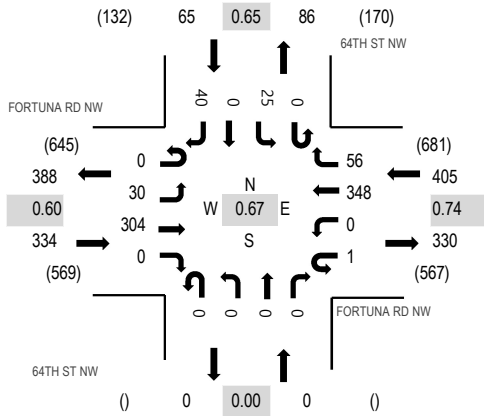
Location: 3 64TH ST NW & FORTUNA RD NW AM

Date: Tuesday, August 13, 2024

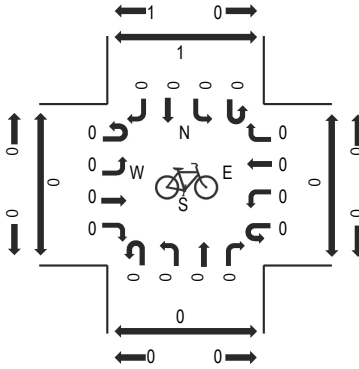
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

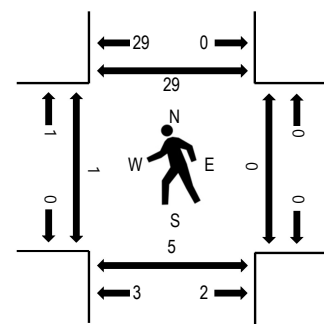
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FORTUNA RD NW Eastbound				FORTUNA RD NW Westbound				64TH ST NW Northbound				64TH ST NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	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
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	0	40	804		1	0	5	29



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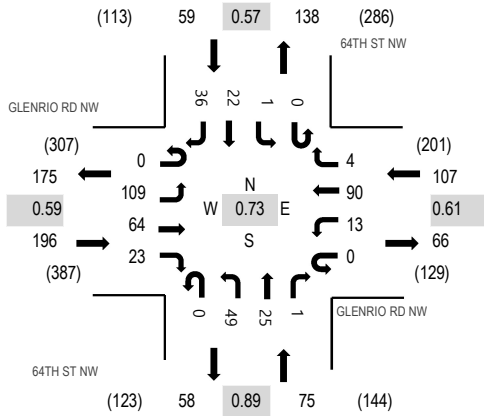
Location: 4 64TH ST NW & GLENRIO RD NW AM

Date: Tuesday, August 13, 2024

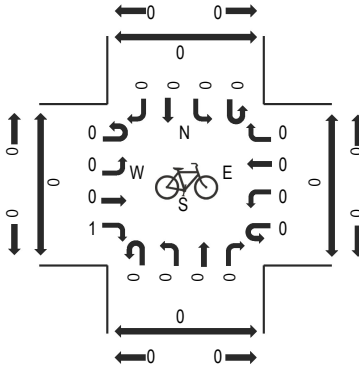
Peak Hour: 07:45 AM - 08:45 AM

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

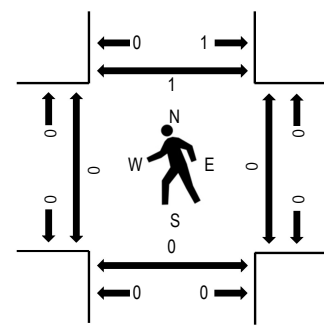
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GLENRIO RD NW Eastbound				GLENRIO RD NW Westbound				64TH ST NW Northbound				64TH ST NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	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	1	0	1	22	36	437		0	0	0	1



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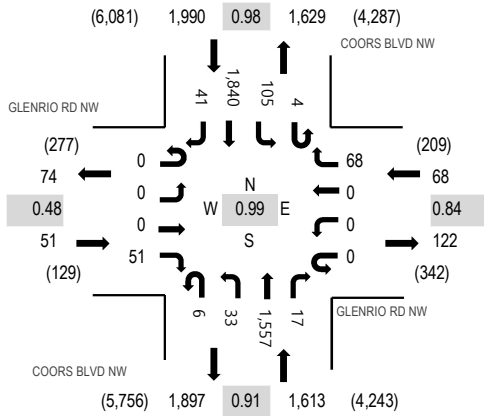
Location: 1 COORS BLVD NW & GLENRIO RD NW PM

Date: Tuesday, August 13, 2024

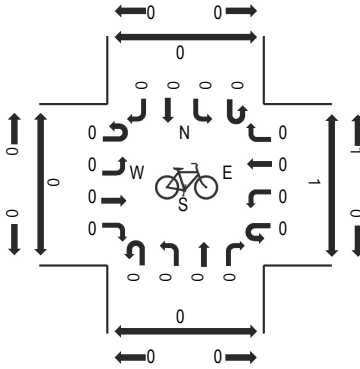
Peak Hour: 03:15 PM - 04:15 PM

Peak 15-Minutes: 03:15 PM - 03:30 PM

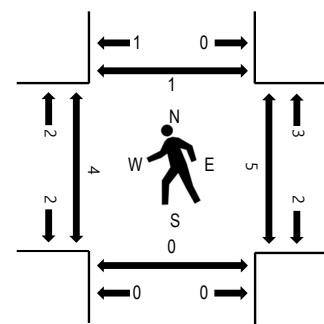
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GLENRIO RD NW Eastbound				GLENRIO RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
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	1,840	41	3,722		4	5	0	1



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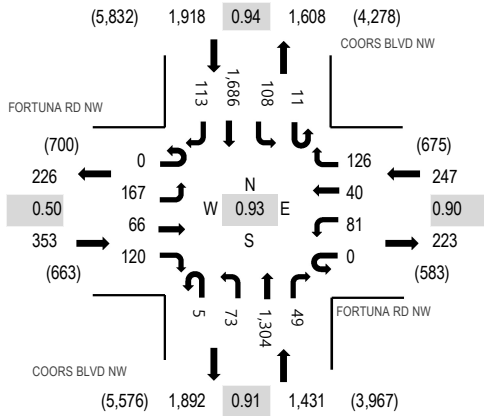
Location: 2 COORS BLVD NW & FORTUNA RD NW PM

Date: Tuesday, August 13, 2024

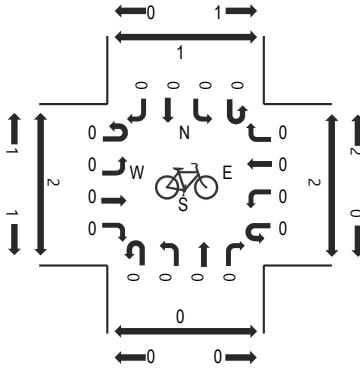
Peak Hour: 03:30 PM - 04:30 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM

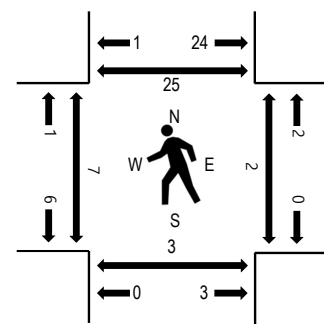
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FORTUNA RD NW Eastbound				FORTUNA RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
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	3,949		7	2	3	25



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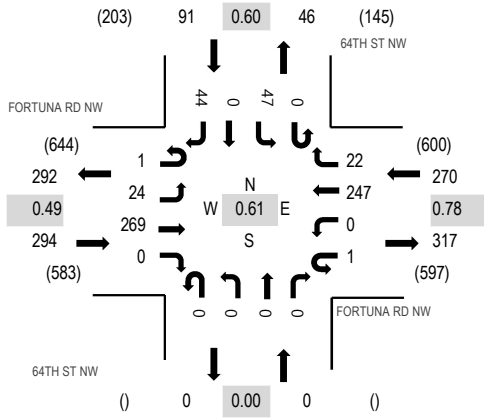
Location: 3 64TH ST NW & FORTUNA RD NW PM

Date: Tuesday, August 13, 2024

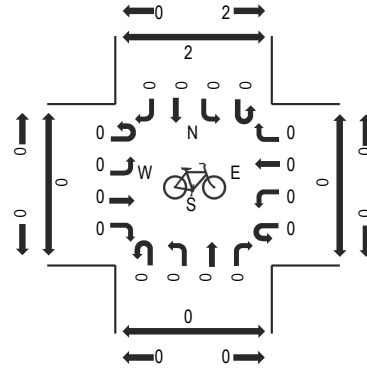
Peak Hour: 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM

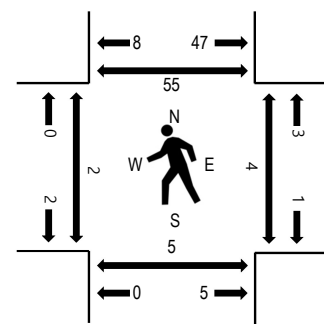
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FORTUNA RD NW Eastbound				FORTUNA RD NW Westbound				64TH ST NW Northbound				64TH ST NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
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	0	44	655		2	4	5	55



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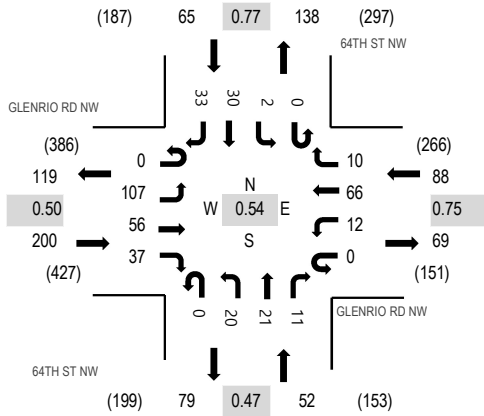
Location: 4 64TH ST NW & GLENRIO RD NW PM

Date: Tuesday, August 13, 2024

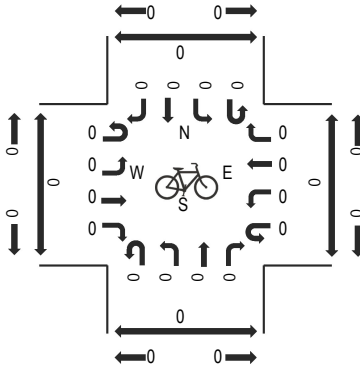
Peak Hour: 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:15 PM - 03:30 PM

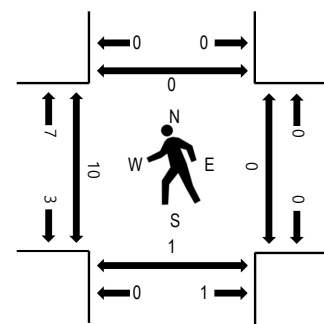
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GLENRIO RD NW Eastbound				GLENRIO RD NW Westbound				64TH ST NW Northbound				64TH ST NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
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
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	405		10	0	1	0

	A	B	C	D	E	F
1	Start Date: 12/17/2024					
2						
3	Start Time: 12:00:00 AM					
4	Site Code: 1					
5	Station ID: 1					
6	Location 1: COORS BLVD PED BRIDGE					
7						
8	Date	Time	EB PEDS	EB BIKES	WB PEDS	WB BIKES
9	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	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



Intersection	Control Type	Movement	Existing				2025 Background				2025 Opening Year				2025 Mitigation				2035 Background				2035 Horizon Year				2035 Mitigation																			
			Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)																
Coors Blvd & Glenrio Rd	TWSC	EB	R	55	11.1	B	0.3	56	11.2	B	0.3	69	11.3	B	0.4					61	11.2	B	0.3	74	11.4	B	0.4																			
		EB Approach		55	11.1	B	-	56	11.2	B	-	69	11.3	B	-	0				61	11.2	B	-	74	11.4	B	-	0																		
		WB	R	129	12.1	B	0.8	130	12.1	B	0.8	130	12.1	B	0.8					144	12.4	B	1.0	144	12.4	B	1.0																			
		WB Approach		129	12.1	B	-	130	12.1	B	-	130	12.1	B	-	0				144	12.4	B	-	144	12.4	B	-	0																		
		NB	U	5	11.6	B	0.3	5	11.6	B	0.3	5	11.7	B	0.3					6	11.7	B	0.3	6	11.8	B	0.3																			
			L	40				40				41								45				46																						
			T	1699				-				-				-	1716	-	-	-				1783				-	-	-	-	-	-	1896	-	-	-	1963	-	-	-	-	-	-	-	
			R	36				-				-				-	36	-	-	-				36				-	-	-	-	-	-	40	-	-	-	40	-	-	-	-	-	-		
		NB Approach		1780	0.3	A	-	1797	0.3	A	-	1865	0.3	A	-	0				1987	0.3	A	-	2055	0.3	A	-	0																		
		SB	U	2	12.2	B	0.5	2	12.2	B	0.5	2	12.2	B	0.5					2	12.3	B	0.5	2	12.3	B	0.5																			
			L	70				71				71								78				78																						
			T	1312				-				-				-	1325	-	-	-				1321				-	-	-	-	-	-	1464	-	-	-	1460	-	-	-	-	-	-	-	
			R	67				-				-				-	68	-	-	-				89				-	-	-	-	-	-	75	-	-	-	96	-	-	-	-	-	-	-	
		SB Approach		1451	0.6	A	-	1466	0.6	A	-	1483	0.6	A	-	0				1619	0.6	A	-	1636	0.6	A	-	0																		
		Intersection Totals		3415	-	-	-	3449	-	-	-	3547	-	-	-	0	-	-	-	3811	-	-	-	3909	-	-	-	0	-	-	-	-														
Coors Blvd & Fortuna Rd	Signal	EB	L	169	34.5	C	7.0	171	34.2	C	7.0	229	42.6	D	9.9					189	35.4	D	7.8	247	50.7	D	5.6																			
			T	68	31.5	C	6.4	69	30.7	C	6.4	78	33.1	C	9.7					76	30.0	C	7.1	85	31.7	C	10.1																			
			R	102				103				176								114				187																						
		EB Approach		339	33.1	C	-	343	32.5	C	-	483	37.7	D	-	0				379	32.8	C	-	519	40.9	D	-	0																		
		WB	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	94	45.2	D	9.5	95	45.1	D	9.6	98	45.0	D	9.7					105	46.1	D	10.7	108	46.0	D	10.8																			
			R	122				123				123								136				136																						
		WB Approach		301	44.3	D	-	304	43.9	D	-	307	44.1	D	-	0				336	44.4	D	-	339	44.6	D	-	0																		
		NB	U	2	14.6	B	3.6	2	15.3	B	3.7	2	15.4	B	4.1					2	17.7	B	4.3	2	18.5	B	4.8																			
			L	163				165				184								182				201																						
			T	1429				19.5				B				13.2	1443	20.5	C	13.7				1444				20.3	C	13.7					1594	23.0	C	16.0	1595	23.6	C	16.2				
			R	41				20.5				C				13.4	41	21.5	C	13.9				41				21.3	C	13.9					46	24.4	C	16.2	46	25.0	C	16.5				
		NB Approach		1635	19.3	B	-	1651	20.2	C	-	1671	20.1	C	-	0				1824	22.9	C	-	1844	23.4	C	-	0																		
		SB	U	13	15.7	B	2.5	13	16.5	B	2.6	22	16.5	B	2.8					15	19.3	B	3.0	24	20.0	B	3.3																			
			L	98				99				109								109				109																						
			T	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				
			R	157				16.6				B				3.8	159	17.4	B	4.0				155				17.3	B	3.9					175	19.0	B	4.7	171	19.5	B	4.7				
		SB Approach		1432	19.0	B	-	1447	19.9	B	-	1456	19.9	B	-	0				1598	22.2	C	-	1607	23.0	C	-	0																		
		Intersection Totals		3707	22.4	C	-	3745	23.1	C	-	3917	24.0	C	-	0	-	-	-	4137	25.2	C	-	4309	27.0	C	-	0	-	-	-	-														
64th St & Fortuna Rd	TWSC	EB	L	30	8.3	A	0.1	30	8.3	A	0.1	31	8.3	A	0.1					33	8.4	A	0.1	34	8.5	A	0.1																			
			T	304	0.3	A	-	307	0.3	A	-	309	0.3	A	-					339	0.4	A	-	341	0.4	A	-																			
			R	349	-	-	-	352	-	-	-	361	-	-	-					389	-	-	-	398	-	-	-																			
		WB	L																																											
			R	56	-	-	-	57	-	-	-	59	-	-	-					62	-	-	-	64	-	-	-																			
		SB	L	25	13.8	B	0.5	25	13.8	B	0.5	57	16.7	C	1.1					28	15.1	C	0.7	60	18.7	C	1.3																			
			R	40				40				44								45				49																						
		Intersection Totals		804	-	-	-	811	-	-	-	861	-	-	-	0	-	-	-	896	-	-	-	946	-	-	-	0	-	-	-	-														
64th St & Glenrio Rd	AWSC	EB	L	109	9.0	A	1.1	110	9.0	A	1.1	110	9.2	A	1.1					122	9.5	A	1.3	122	9.6	A	1.3																			
			T	64				65				68								71				74																						
			R	23				23				24								26				27																						
		WB	L	13	8.3	A	0.5	13	8.3	A	0.5	14	8.4	A	0.6					15	8.5	A	0.6	16	8.7	A	0.7																			
			T	90				91				100								100				109																						
			R	4				4				8								4				8																						
		NB	L	49	8.5	A	0.4	49	8.5	A	0.4	53	8.6	A	0.4					66	8.8	A	0.5	59	8.9	A	0.5																			
			T	25				25				29								28				32																						
			R	1				1				5								1				5																						
		SB	L	1	7.8	A	0.3	1	7.8	A	0.3	2	7.9	A	0.3					1	8.0	A	0.3	2	8.1	A	0.3																			
			T	22				22				23								25				26																						
			R	36				36				36								40				40																						
Intersection Totals		437	8.6	A	-	440	8.6	A	-	472	8.7	A	-	0	-	-	-	499	8.9	A	-	520	9.0	A	-	0	-	-	-	-																
Glenrio Rd & Driveway A	TWSC	EB	T									65	-	-	-					71	-	-	-	71	-	-	-																			
			R								5	-	-	-					5	-	-	-	5	-	-	-																				
		WB	L									21	7.4	A	0.0					21	7.4	A	0.0	21	7.4	A	0.0																			
			T								109	0.1	A	-					120	0.1	A	-	120	0.1	A	-																				
		NB	L									13	9.5	A	0.1					13	9.6	A	0.1	13	9.6	A	0.1																			
Intersection Totals														0	-	-	-					239	-	-	-	0	-	-	-	-																
64th St & Driveway B	TWSC	WB	L									37	9.5	A	0.2								37	9.6	A	0.2																				
			R								12												12																							
		NB	T									81	-	-	-					89	-	-	-	89	-	-	-																			
			R									3	-	-	-					3	-	-	-	3	-	-	-																			
		SB	L									4	7.4	A	0.0					4	7.4	A	0.0	4	7.4	A	0.0																			
			T									63	0.0	A	-					69	0.0	A	-	69	0.0	A	-																			
Intersection Totals														0	-	-	-					214	-	-	-	0	-	-	-	-																
Fortuna Rd & Driveway C	TWSC	EB	L									2	8.3	A	0.0					2	8.4	A	0.0	2	8.4	A	0.0																			
			T								369	0.0	A	-					405	0.0	A	-	405	0.0	A	-																				
		WB	T									416	-	-	-					459	-	-	-	459	-	-	-																			
			R									17	-	-	-					17	-	-	-	17	-	-	-																			
		SB	L									107	22.1	C	1.8					107	25.7	D	2.1	107	25.7	D	2.1																			
			R									9								9				9																						

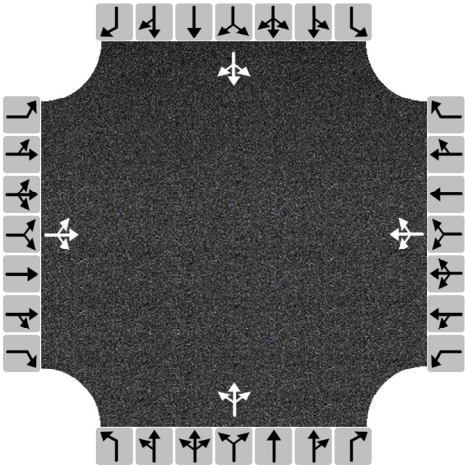
Intersection	Control Type	Movement	Existing				2025 Background				2025 Opening Year				2025 Mitigation				2035 Background				2035 Horizon Year				2035 Mitigation					
			Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)		
Coors Blvd & Glenrio Rd	TWSC	EB	R	51	11.1	B	0.3	52	11.1	B	0.3	60	11.2	B	1.5					57	11.2	B	0.3	65	11.3	B	0.4					
		EB Approach		51	11.1	B	-	52	11.1	B	-	60	11.2	B	-	0				-	57	11.2	B	-	65	11.3	B	-	0			-
		WB	R	68	11.3	B	0.4	69	11.3	B	0.4	69	11.3	B	1.3					76	11.4	B	0.4	76	11.4	B	0.4					
		WB Approach		68	11.3	B	-	69	11.3	B	-	69	11.3	B	-	0				-	76	11.4	B	-	76	11.4	B	-	0			-
		NB	U	6			6			6			11.6	B	2.0					7				7								
			L	33	11.5	B	0.2	33	11.5	B	0.2	37								37	12.0	B	0.3	41	13.0	B	0.3					
			T	1557	-	-	-	1573	-	-	-	1605	-	-	-	-	-	-	-	1737	-	-	-	1769	-	-	-	-	-	-	-	
			R	17	-	-	-	17	-	-	-	17	-	-	-	-	-	-	-	19	-	-	-	19	-	-	-	-	-	-	-	
		NB Approach		1613	0.3	A	-	1629	0.3	A	-	1665	0.3	A	-	0				-	1800	0.3	A	-	1836	0.3	A	-	0			-
		SB	U	4			4			4			12.8	B	5.9					4				4								
			L	105	12.8	B	0.8	106	12.8	B	0.8	106								117	13.0	B	0.9	117	13.0	B	0.9					
			T	1840	-	-	-	1858	-	-	-	1857	-	-	-	-	-	-	-	2053	-	-	-	2052	-	-	-	-	-	-	-	
			R	41	-	-	-	41	-	-	-	97	-	-	-	-	-	-	-	46	-	-	-	102	-	-	-	-	-	-	-	
		SB Approach		1990	0.7	A	-	2009	0.7	A	-	2064	0.7	A	-	0				-	2220	0.7	A	-	2275	0.7	A	-	0			-
		Intersection Totals		3722	-	-	-	3759	-	-	-	3858	-	-	-	0	-	-	-	-	4153	-	-	-	4252	-	-	-	0	-	-	-
Coors Blvd & Fortuna Rd	Signal	EB	L	167	38.0	D	7.7	169	37.9	D	7.7	196	39.1	D	8.9					186	38.2	D	8.4	213	40.8	D	9.6					
			T	66	36.1	D	7.8	67	36.1	D	7.9	73	36.4	D	9.4					74	35.4	D	8.6	80	36.2	D	10.1					
			R	120				121				156								134				169								
		EB Approach		353	37.0	D	-	357	37.0	D	-	425	37.7	D	-	0				-	394	36.8	D	-	462	38.3	D	-	0			-
		WB	L	81	47.0	D	4.2	82	47.0	D	4.3	82	46.8	D	4.3					90	46.6	D	4.7	90	46.5	D	4.7					
			T	40	48.9	D	8.1	40	48.9	D	8.2	48	48.8	D	8.5					45	48.8	D	9.0	53	48.7	D	9.3					
			R	126				127				127								141				141								
		WB Approach		247	48.3	D	-	249	48.3	D	-	257	48.2	D	-	0				-	276	48.1	D	-	284	48.0	D	-	0			-
		NB	U	5	16.5	B	1.7	5	16.8	B	1.8	5	19.8	B	3.2					6	20.6	C	2.0	6	25.4	C	4.3					
			L	73				74				135								81				142								
			T	1304				18.1				B				12.3	1317	18.3	B	12.5				1321				19.1	B	12.9		
			R	49	18.8	B	12.4	49	19.0	B	12.6	49	19.9	B	12.9					55	21.3	C	14.6	55	21.9	C	14.8					
		NB Approach		1431	18.2	B	-	1445	18.4	B	-	1510	19.4	B	-	0				-	1597	20.7	C	-	1662	21.6	C	-	0			-
		SB	U	11	13.7	B	2.6	11	13.8	B	2.6	17	15.0	B	2.9					12	15.8	B	3.0	18	17.0	B	3.2					
			L	108				109				109								120				120								
T	1686		19.6	B				15.9				1703				19.8	B	16.1	1706	22.2				C				17.2				
R	113		13.7	B	2.5	114	13.8	B	2.6	113	15.4	B	2.7					126	14.9	B	3.0	125	16.3	B	3.2							
SB Approach		1918	18.9	B	-	1937	19.1	B	-	1945	21.4	C	-	0				-	2139	21.8	C	-	2147	23.9	C	-	0			-		
Intersection Totals		3949	22.0	C	-	3988	22.2	C	-	4137	23.9	C	-	0	-	-	-	-	4406	24.3	C	-	4556	25.9	C	-	0	-	-	-		
64th St & Fortuna Rd	TWSC	EB	L	25	7.9	A	0.1	25	7.9	A	0.1	29	7.9	A	0.1					28	8.0	A	0.1	32	8.0	A	0.1					
			T	269	0.2	A	-	272	0.2	A	-	279	0.2	A	-					300	0.2	A	-	307	0.3	A	-				-	
			R	248	-	-	-	250	-	-	-	255	-	-	-	-	-	-	-	277	-	-	-	282	-	-	-	-	-	-	-	
		WB	L	22	-	-	-	22	-	-	-	30	-	-	-					25	-	-	-	33	-	-	-			-	-	
			R	47	12.9	B	0.7	47	13.0	B	0.7	65	14.2	B	0.9					52				70								
		SB	L	44				44				47								49	14.0	B	0.8	52	15.5	C	1.2					
Intersection Totals		655	-	-	-	660	-	-	-	705	-	-	-	0				-	731	-	-	-	776	-	-	-	0			-		
64th St & Glenrio Rd	AWSC	EB	L	107				108				108								119				119								
			T	56	8.8	A	1.0	57	8.8	A	1.1	65	9.1	A	1.2					62	9.1	A	1.2	70	9.4	A	1.4					
			R	37				37				41								41				45								
		WB	L	12				12				16								13				17								
			T	66	8.0	A	0.4	67	8.0	A	0.4	73	8.2	A	0.5					74	8.1	A	0.5	80	8.3	A	0.5					
			R	10				10				13								11				14								
		NB	L	20				20				23								22				25								
			T	21	8.0	A	0.2	21	8.0	A	0.2	24	8.2	A	0.3					23	8.2	A	0.3	26	8.3	A	0.3					
			R	11				11				14								12				15								
		SB	L	2				2				6								2				6								
			T	30	7.8	A	0.3	30	7.8	A	0.3	34	8.0	A	0.3					33	8.0	A	0.3	37	8.2	A	0.4					
			R	33				33				33								37				37								
Intersection Totals		405	8.4	A	-	408	8.4	A	-	450	8.6	A	-	0				-	449	8.6	A	-	491	8.8	A	-	0			-		
Glenrio Rd & Driveway A	TWSC	EB	T									64	-	-	-		-	-	-					70	-	-	-		-	-	-	
			R									13	-	-	-		-	-	-					13	-	-	-		-	-	-	
		WB	L										56	7.5	A	0.1		-	-	-					56	7.5	A	0.1				
			T										86	0.3	A	-				-					94	0.3	A	-				-
64th St & Driveway B	TWSC	NB	L								8	9.7	A	0.1									8	9.8	A	0.1						
			R								6													6								
		Intersection Totals										233	-	-	-	0	-	-	-					247	-	-	-	0	-	-	-	
		64th St & Driveway C	TWSC	WB	L							20													20							
R											8	9.4	A	0.1										8	9.5	A	0.1					
NB	T										51	-	-	-		-	-	-														
	R										12	-	-	-		-	-	-														
Fortuna Rd & Driveway C	TWSC	SB	L								13	7.4	A	0.0																		
			T								86	0.1	A	-																		
		Intersection Totals										190	-	-	-	0	-	-	-					204	-	-	-	0	-	-	-	

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/5/2025
Analysis Year	2024
Analysis Time Period (hrs)	1.00
Time Analyzed	AM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	109	64	23	13	90	4	49	25	1	1	22	36
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
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, h _d (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, h _d (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, t _s (s)	2.43			2.50			2.87			2.41		

Capacity, Delay and Level of Service

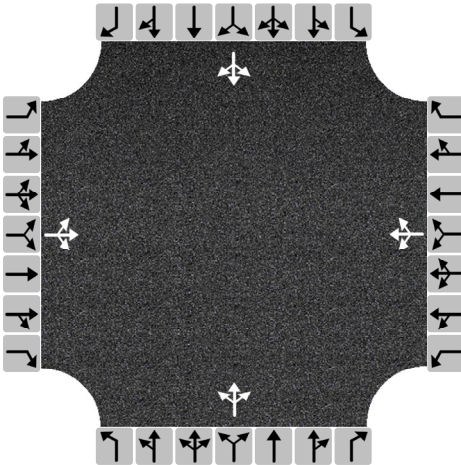
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	213			116			82			64		
Capacity (veh/h)	812			800			740			816		
95% Queue Length, Q ₉₅ (veh)	1.1			0.5			0.4			0.3		
Control Delay (s/veh)	9.0			8.3			8.5			7.8		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	9.0		A	8.3		A	8.5		A	7.8		A
Intersection Delay (s/veh) LOS	8.6						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/5/2025
Analysis Year	2024
Analysis Time Period (hrs)	1.00
Time Analyzed	PM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	107	56	37	12	66	10	20	21	11	2	30	33
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
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, h_d (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, h_d (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 Service

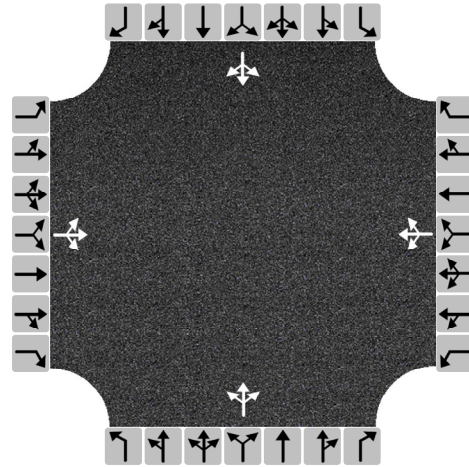
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	217			96			57			71		
Capacity (veh/h)	837			819			775			821		
95% Queue Length, Q ₉₅ (veh)	1.0			0.4			0.2			0.3		
Control Delay (s/veh)	8.8			8.0			8.0			7.8		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	8.8		A	8.0		A	8.0		A	7.8		A
Intersection Delay (s/veh) LOS	8.4						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/5/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	AM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	110	65	23	13	91	4	49	25	1	1	22	36
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
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, h_d (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, h_d (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, t_s (s)	2.43			2.50			2.87			2.42		

Capacity, Delay and Level of Service

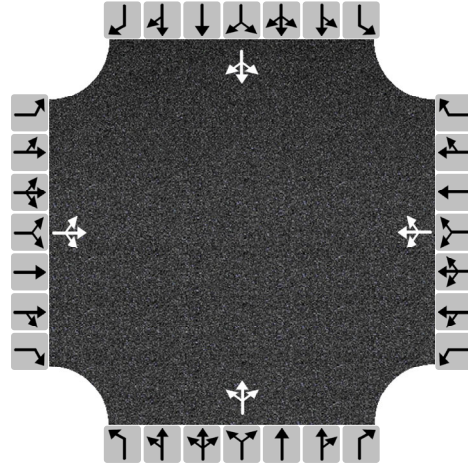
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	215			117			82			64		
Capacity (veh/h)	812			800			739			815		
95% Queue Length, Q ₉₅ (veh)	1.1			0.5			0.4			0.3		
Control Delay (s/veh)	9.0			8.3			8.5			7.8		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	9.0		A		8.3		A		8.5		A	
Intersection Delay (s/veh) LOS	8.6						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/5/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	PM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	108	57	37	12	67	10	20	21	11	2	30	33
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
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, h_d (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, h_d (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 Service

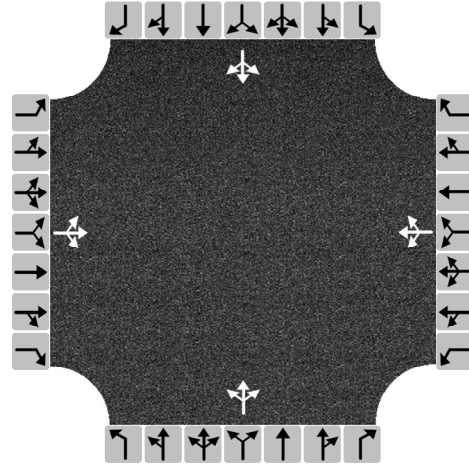
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	220			97			57			71		
Capacity (veh/h)	836			818			774			820		
95% Queue Length, Q ₉₅ (veh)	1.1			0.4			0.2			0.3		
Control Delay (s/veh)	8.8			8.0			8.0			7.8		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	8.8		A		8.0		A		8.0		A	
Intersection Delay (s/veh) LOS	8.4						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/6/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	AM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	110	68	24	14	100	8	53	29	5	2	23	36
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
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, h_d (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, h_d (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, t_s (s)	2.49			2.54			2.90			2.51		

Capacity, Delay and Level of Service

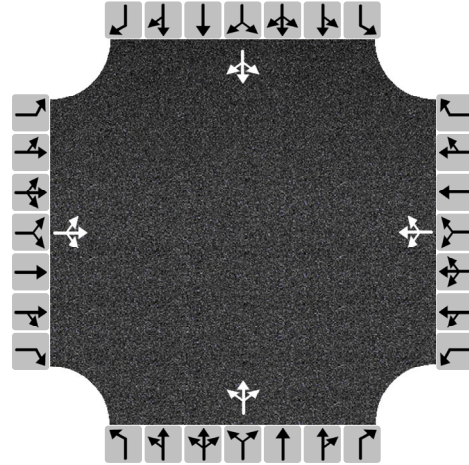
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	220			133			95			66		
Capacity (veh/h)	801			794			735			799		
95% Queue Length, Q ₉₅ (veh)	1.1			0.6			0.4			0.3		
Control Delay (s/veh)	9.2			8.4			8.6			7.9		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	9.2		A		8.4		A		8.6		A	
Intersection Delay (s/veh) LOS	8.7						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/6/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	PM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	108	65	41	16	73	13	23	24	14	6	34	33
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
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, h_d (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, h_d (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, t_s (s)	2.36			2.47			2.72			2.52		

Capacity, Delay and Level of Service

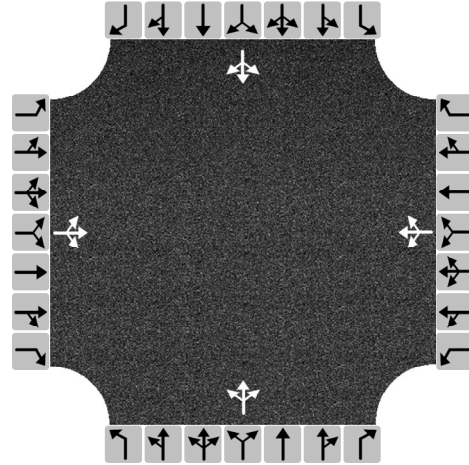
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	233			111			66			79		
Capacity (veh/h)	825			806			762			797		
95% Queue Length, Q ₉₅ (veh)	1.2			0.5			0.3			0.3		
Control Delay (s/veh)	9.1			8.2			8.2			8.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	9.1		A		8.2		A		8.2		A	
Intersection Delay (s/veh) LOS	8.6						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/6/2025
Analysis Year	2035
Analysis Time Period (hrs)	1.00
Time Analyzed	AM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	122	71	26	15	100	4	66	28	1	1	25	40
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
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, h_d (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, h_d (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, t_s (s)	2.54			2.63			3.00			2.55		

Capacity, Delay and Level of Service

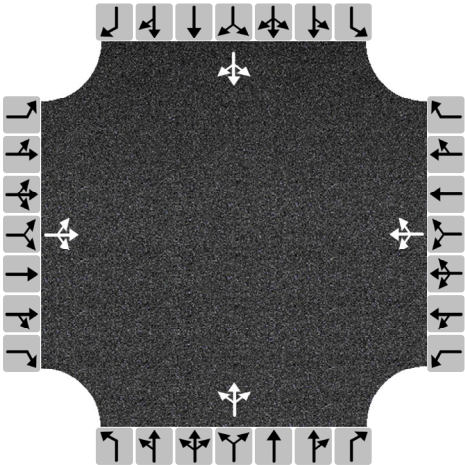
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	238			129			103			72		
Capacity (veh/h)	794			778			721			790		
95% Queue Length, Q ₉₅ (veh)	1.3			0.6			0.5			0.3		
Control Delay (s/veh)	9.5			8.5			8.8			8.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	9.5		A		8.5		A		8.8		A	
Intersection Delay (s/veh) LOS	8.9						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/6/2025
Analysis Year	2035
Analysis Time Period (hrs)	1.00
Time Analyzed	PM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	119	62	41	13	74	11	22	23	12	2	33	37
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
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, h _d (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, h _d (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, t _s (s)	2.36			2.46			2.74			2.47		

Capacity, Delay and Level of Service

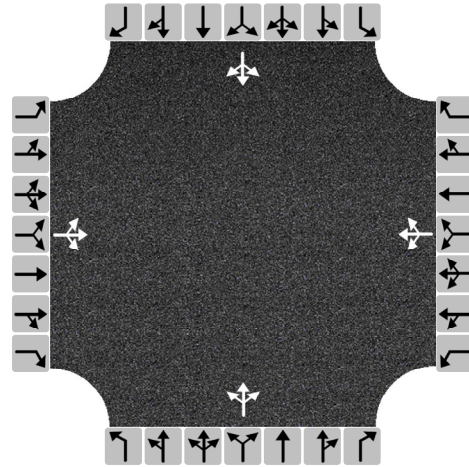
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	241			107			62			78		
Capacity (veh/h)	827			807			759			805		
95% Queue Length, Q ₉₅ (veh)	1.2			0.5			0.3			0.3		
Control Delay (s/veh)	9.1			8.1			8.2			8.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	9.1		A	8.1		A	8.2		A	8.0		A
Intersection Delay (s/veh) LOS	8.6						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/6/2025
Analysis Year	2035
Analysis Time Period (hrs)	1.00
Time Analyzed	AM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	122	74	27	16	109	8	59	32	5	2	26	40
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
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, h_d (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, h_d (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 Service

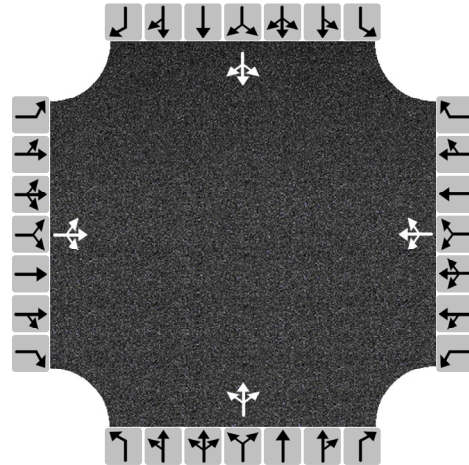
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	242			145			104			74		
Capacity (veh/h)	789			778			719			779		
95% Queue Length, Q ₉₅ (veh)	1.3			0.7			0.5			0.3		
Control Delay (s/veh)	9.6			8.7			8.9			8.1		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	9.6		A		8.7		A		8.9		A	
Intersection Delay (s/veh) LOS	9.0						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Alex Montoya
Agency/Co.	
Date Performed	2/6/2025
Analysis Year	2035
Analysis Time Period (hrs)	1.00
Time Analyzed	PM
Project Description	WMR Analysis Existing
Intersection	64th St & Glenrio Rd
Jurisdiction	
East/West Street	Glenrio Rd
North/South Street	64th St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	119	70	45	17	80	14	25	26	15	6	37	37
% Thrus in Shared Lane												

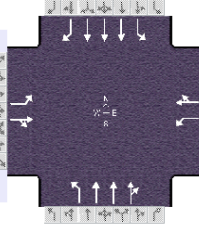
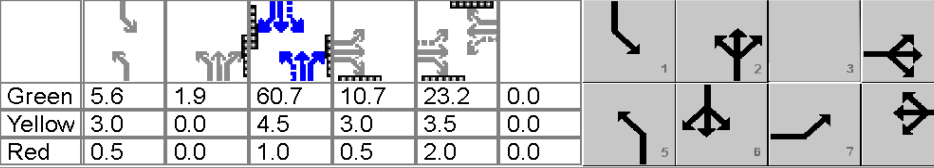
Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
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, h_d (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, h_d (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		

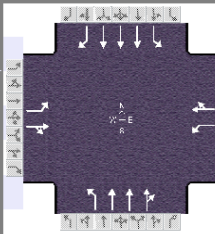
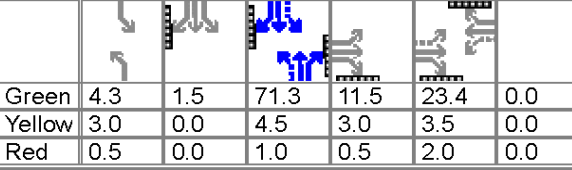
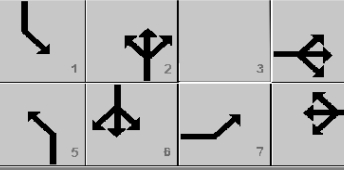
Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
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	A			A			A			A		
Approach Delay (s/veh) LOS	9.4		A		8.3		A		8.3		A	
Intersection Delay (s/veh) LOS	8.8						A					

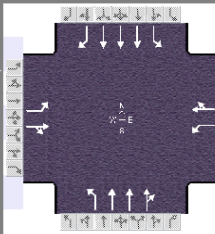
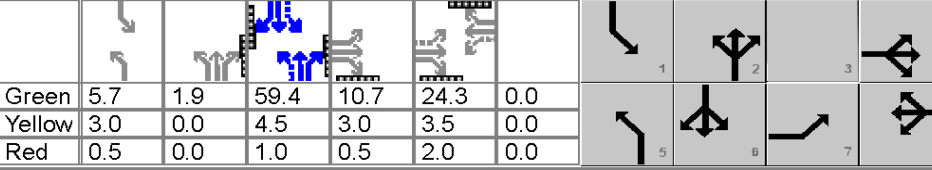
HCS Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		1.000											
Analyst		Victoria Edington		Analysis Date		Feb 14, 2025		Area Type		Other									
Jurisdiction				Time Period		AM		PHF		1.00									
Urban Street		Coors Blvd		Analysis Year		2024		Analysis Period		1> 7:45									
Intersection		Fortuna Rd		File Name		Signal_Coors&Fortuna_2024_Existing_AM.xus													
Project Description		WMR Analysis Existing																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				169	68	102	85	94	122	165	1429	41	111	1164	157				
Signal Information																			
Cycle, s	120.0	Reference Phase	6																
Offset, s	0	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	5.6	1.9	60.7	10.7	23.2	0.0									
				Yellow	3.0	0.0	4.5	3.0	3.5	0.0									
				Red	0.5	0.0	1.0	0.5	2.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4				8		5		2		1		6	
Case Number				1.0		4.0				6.3		1.1		4.0		1.1		3.0	
Phase Duration, s				14.2		42.9				28.7		10.9		68.0		9.1		66.2	
Change Period, ($Y+R_c$), s				3.5		5.5				5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s				3.2		3.4				3.4		3.0		0.0		3.0		0.0	
Queue Clearance Time (g_s), s				10.7		10.6				15.3		7.2				5.6			
Green Extension Time (g_e), s				0.0		1.0				0.9		0.2		0.0		0.1		0.0	
Phase Call Probability				1.00		1.00				1.00		1.00				0.98			
Max Out Probability				1.00		0.00				0.00		0.00				0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				169	160		85	204		165	982	484	111	1164	142				
Adjusted Saturation Flow Rate (s), veh/h/ln				1795	1690		1239	1687		1795	1885	1860	1781	1698	1577				
Queue Service Time (g_s), s				8.7	8.6		7.1	13.3		5.2	20.2	20.2	3.6	17.6	5.9				
Cycle Queue Clearance Time (g_c), s				8.7	8.6		7.1	13.3		5.2	20.2	20.2	3.6	17.6	5.9				
Green Ratio (g/C)				0.30	0.31		0.19	0.19		0.57	0.52	0.52	0.55	0.51	0.51				
Capacity (c), veh/h				318	527		300	326		346	1965	969	264	2576	797				
Volume-to-Capacity Ratio (X)				0.531	0.304		0.284	0.625		0.477	0.500	0.500	0.420	0.452	0.176				
Back of Queue (Q), ft/ln (95 th percentile)				176.2	161.5		99.3	238.3		90	333.8	336	62.8	275.5	97.1				
Back of Queue (Q), veh/ln (95 th percentile)				7.0	6.4		4.0	9.5		3.6	13.2	13.4	2.5	10.8	3.8				
Queue Storage Ratio (RQ) (95 th percentile)				0.88	0.00		0.50	0.00		0.42	0.00	0.00	0.36	0.00	0.55				
Uniform Delay (d_1), s/veh				33.7	31.4		41.9	44.4		14.2	18.6	18.6	15.3	19.0	16.1				
Incremental Delay (d_2), s/veh				0.8	0.1		0.2	0.7		0.4	0.9	1.9	0.4	0.6	0.5				
Initial Queue Delay (d_3), s/veh				0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh				34.5	31.5		42.1	45.2		14.6	19.5	20.5	15.7	19.6	16.6				
Level of Service (LOS)				C	C		D	D		B	B	C	B	B	B				
Approach Delay, s/veh / LOS				33.1	C		44.3	D		19.3	B		19.0	B					
Intersection Delay, s/veh / LOS				22.4						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.61	C		2.76	C		1.97	B		1.97	B					
Bicycle LOS Score / LOS				1.03	A		0.96	A		1.38	A		1.27	A					

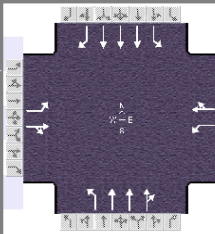
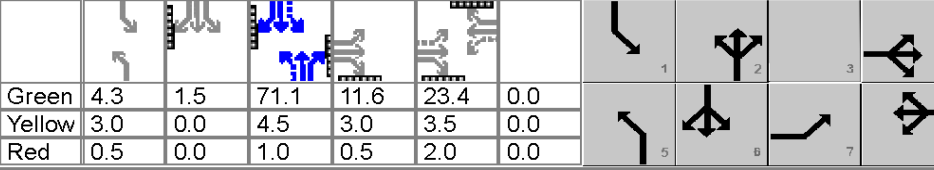
HCS Signalized Intersection Results Summary

General Information						Intersection Information										
Agency						Duration, h		1.000								
Analyst		Victoria Edington		Analysis Date		Feb 14, 2025		Area Type		Other						
Jurisdiction				Time Period		PM		PHF		1.00						
Urban Street		Coors Blvd		Analysis Year		2024		Analysis Period		1> 3:30						
Intersection		Fortuna Rd		File Name		Signal_Coors&Fortuna_2024_Existing_PM.xus										
Project Description		WMR Analysis Existing														
Demand Information				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h				167	66	120	81	40	126	78	1304	49	119	1686	113	
Signal Information																
Cycle, s	130.0	Reference Phase	2													
Offset, s	0	Reference Point	Begin													
Uncoordinated	No	Simult. Gap E/W	On			Green	4.3	1.5	71.3	11.5	23.4	0.0				
Force Mode	Fixed	Simult. Gap N/S	On			Yellow	3.0	0.0	4.5	3.0	3.5	0.0				
				Red	0.5	0.0	1.0	0.5	2.0	0.0						
Timer Results				EBL	EBT	WBL		WBT	NBL		NBT	SBL		SBT		
Assigned Phase				7	4			8	5	2		1	6			
Case Number				1.0	4.0			6.3	1.1	4.0		1.1	3.0			
Phase Duration, s				15.0	43.8			28.9	7.8	76.8		9.3	78.4			
Change Period, (Y+R c), s				3.5	5.5			5.5	3.5	5.5		3.5	5.5			
Max Allow Headway (MAH), s				3.2	3.4			3.4	3.0	0.0		3.0	0.0			
Queue Clearance Time (g s), s				11.5	12.4			13.3	4.5			5.7				
Green Extension Time (g e), s				0.0	0.9			0.9	0.1	0.0		0.2	0.0			
Phase Call Probability				1.00	1.00			1.00	0.94			0.99				
Max Out Probability				1.00	0.00			0.00	0.00			0.00				
Movement Group Results				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16	
Adjusted Flow Rate (v), veh/h				167	174		81	154		78	905	443	119	1686	102	
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1706		1225	1606		1795	1885	1847	1795	1712	1554	
Queue Service Time (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 Clearance Time (g c), s				9.5	10.4		7.5	11.3		2.5	18.5	18.5	3.7	27.9	4.0	
Green Ratio (g/C)				0.28	0.29		0.18	0.18		0.58	0.55	0.55	0.59	0.56	0.56	
Capacity (c), veh/h				331	503		276	289		212	2069	1013	302	2878	871	
Volume-to-Capacity Ratio (X)				0.504	0.346		0.294	0.533		0.368	0.437	0.437	0.395	0.586	0.117	
Back of Queue (Q), ft/ln (95 th percentile)				191.4	195.8		105.1	203		43.6	311	309.9	65.2	399.7	63.9	
Back of Queue (Q), veh/ln (95 th percentile)				7.7	7.8		4.2	8.1		1.7	12.3	12.4	2.6	15.9	2.5	
Queue Storage Ratio (RQ) (95 th percentile)				0.96	0.00		0.53	0.00		0.20	0.00	0.00	0.37	0.00	0.37	
Uniform Delay (d 1), s/veh				37.6	36.0		46.8	48.4		16.1	17.4	17.4	13.4	18.7	13.4	
Incremental Delay (d 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 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		B	B	B	B	B	B	
Approach Delay, s/veh / LOS				37.0	D		48.3	D		18.2	B		18.9	B		
Intersection Delay, s/veh / LOS				22.0						C						
Multimodal Results				EB			WB			NB			SB			
Pedestrian LOS Score / LOS				2.62	C		2.76	C		1.97	B		1.97	B		
Bicycle LOS Score / LOS				1.05	A		0.88	A		1.27	A		1.54	B		

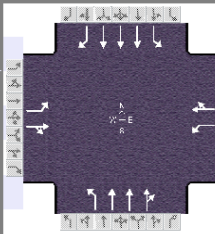
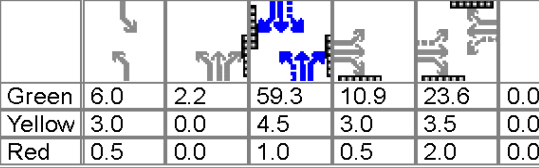
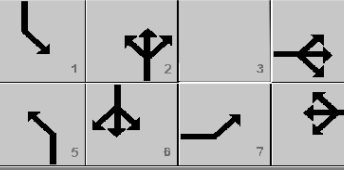
HCS Signalized Intersection Results Summary

General Information						Intersection Information									
Agency						Duration, h		1.000							
Analyst		Victoria Edington		Analysis Date		Feb 14, 2025		Area Type		Other					
Jurisdiction				Time Period		AM		PHF		1.00					
Urban Street		Coors Blvd		Analysis Year		2025		Analysis Period		1> 7:45					
Intersection		Fortuna Rd		File Name		Signal_Coors&Fortuna_2025_Background_AM.xus									
Project Description		WMR Analysis Background													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				171	69	103	86	95	123	167	1443	41	112	1176	159
Signal Information															
Cycle, s	120.0	Reference Phase	6												
Offset, s	0	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On		Green	5.7	1.9	59.4	10.7	24.3	0.0				
Force Mode	Fixed	Simult. Gap N/S	On		Yellow	3.0	0.0	4.5	3.0	3.5	0.0				
				Red	0.5	0.0	1.0	0.5	2.0	0.0					
Timer Results				EBL	EBT	WBL		WBT	NBL		NBT	SBL		SBT	
Assigned Phase				7	4			8	5		2	1		6	
Case Number				1.0	4.0			6.3	1.1		4.0	1.1		3.0	
Phase Duration, s				14.2	44.0			29.8	11.1		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 Headway (MAH), s				3.2	3.3			3.3	3.0		0.0	3.0		0.0	
Queue Clearance Time (g s), s				10.7	10.6			17.0	7.4			5.7			
Green Extension Time (g e), s				0.0	1.0			0.9	0.2		0.0	0.1		0.0	
Phase Call Probability				1.00	1.00			1.00	1.00			0.98			
Max Out Probability				1.00	0.00			0.00	0.00			0.00			
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h				171	162		86	206		167	991	489	112	1176	144
Adjusted Saturation Flow Rate (s), veh/h/ln				1795	1691		1238	1520		1795	1885	1860	1781	1698	1577
Queue Service Time (g s), s				8.7	8.6		7.1	15.0		5.4	20.9	20.9	3.7	18.2	6.1
Cycle Queue Clearance Time (g c), s				8.7	8.6		7.1	15.0		5.4	20.9	20.9	3.7	18.2	6.1
Green Ratio (g/C)				0.31	0.32		0.20	0.20		0.56	0.51	0.51	0.54	0.49	0.49
Capacity (c), veh/h				312	543		311	308		339	1926	950	258	2521	780
Volume-to-Capacity Ratio (X)				0.548	0.299		0.277	0.669		0.493	0.515	0.515	0.434	0.466	0.189
Back of Queue (Q), ft/ln (95 th percentile)				176.7	161.2		99.2	241.2		93.5	344.8	347.2	65.3	285.3	101.4
Back of Queue (Q), veh/ln (95 th percentile)				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 percentile)				0.88	0.00		0.50	0.00		0.43	0.00	0.00	0.37	0.00	0.58
Uniform Delay (d 1), s/veh				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 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				34.2	30.7		41.2	45.1		15.3	20.5	21.5	16.5	20.5	17.4
Level of Service (LOS)				C	C		D	D		B	C	C	B	C	B
Approach Delay, s/veh / LOS				32.5	C		43.9	D		20.2	C		19.9	B	
Intersection Delay, s/veh / LOS				23.1						C					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.61	C		2.76	C		1.97	B		1.97	B	
Bicycle LOS Score / LOS				1.04	A		0.97	A		1.39	A		1.28	A	

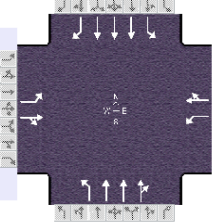
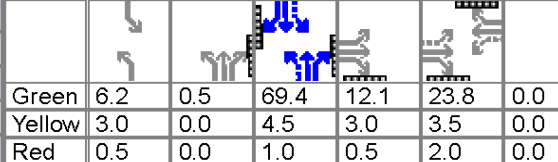
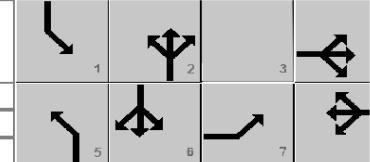
HCS Signalized Intersection Results Summary

General Information						Intersection Information									
Agency						Duration, h		1.000							
Analyst		Victoria Edington		Analysis Date		Feb 14, 2025		Area Type		Other					
Jurisdiction				Time Period		PM		PHF		1.00					
Urban Street		Coors Blvd		Analysis Year		2025		Analysis Period		1> 3:30					
Intersection		Fortuna Rd		File Name		Signal_Coors&Fortuna_2025_Background_PM.xus									
Project Description		WMR Analysis Background													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				169	67	121	82	40	127	79	1317	49	120	1703	114
Signal Information															
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 N/S	On												
				Green	4.3	1.5	71.1	11.6	23.4	0.0					
				Yellow	3.0	0.0	4.5	3.0	3.5	0.0					
				Red	0.5	0.0	1.0	0.5	2.0	0.0					
Timer Results				EBL	EBT		WBL	WBT		NBL	NBT		SBL	SBT	
Assigned Phase				7	4			8		5	2		1	6	
Case Number				1.0	4.0			6.3		1.1	4.0		1.1	3.0	
Phase Duration, s				15.1	44.0			28.9		7.8	76.6		9.4	78.2	
Change Period, (Y+R c), s				3.5	5.5			5.5		3.5	5.5		3.5	5.5	
Max Allow Headway (MAH), s				3.2	3.4			3.4		3.0	0.0		3.0	0.0	
Queue Clearance Time (g s), s				11.6	12.5			13.4		4.5			5.8		
Green Extension Time (g e), s				0.0	0.9			0.9		0.1	0.0		0.2	0.0	
Phase Call Probability				1.00	1.00			1.00		0.94			0.99		
Max Out Probability				1.00	0.00			0.00		0.00			0.00		
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h				169	176		82	155		79	913	448	120	1703	103
Adjusted Saturation Flow Rate (s), veh/h/ln				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 Clearance Time (g c), s				9.6	10.5		7.7	11.4		2.5	18.8	18.8	3.8	28.5	4.1
Green Ratio (g/C)				0.28	0.30		0.18	0.18		0.58	0.55	0.55	0.59	0.56	0.56
Capacity (c), veh/h				332	505		276	289		209	2062	1011	299	2870	868
Volume-to-Capacity Ratio (X)				0.508	0.348		0.297	0.536		0.377	0.443	0.443	0.402	0.593	0.119
Back of Queue (Q), ft/ln (95 th percentile)				192.8	197.4		106.4	203.9		44.4	315.6	314.6	66.1	406.7	64.8
Back of Queue (Q), veh/ln (95 th percentile)				7.7	7.9		4.3	8.2		1.8	12.5	12.6	2.6	16.1	2.6
Queue Storage Ratio (RQ) (95 th percentile)				0.96	0.00		0.53	0.00		0.21	0.00	0.00	0.38	0.00	0.37
Uniform Delay (d 1), s/veh				37.5	35.9		46.8	48.3		16.4	17.6	17.6	13.5	18.9	13.5
Incremental Delay (d 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 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				37.9	36.1		47.0	48.9		16.8	18.3	19.0	13.8	19.8	13.8
Level of Service (LOS)				D	D		D	D		B	B	B	B	B	B
Approach Delay, s/veh / LOS				37.0		D	48.3		D	18.4		B	19.1		B
Intersection Delay, s/veh / LOS				22.2						C					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.62		C	2.76		C	1.97		B	1.97		B
Bicycle LOS Score / LOS				1.06		A	0.88		A	1.28		A	1.55		B

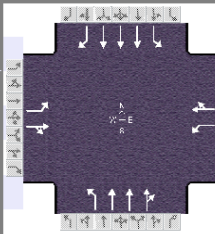
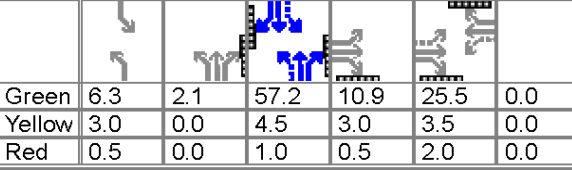
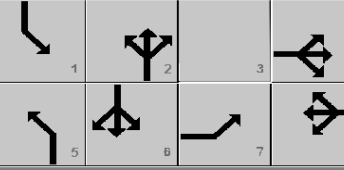
HCS Signalized Intersection Results Summary

General Information						Intersection Information										
Agency						Duration, h		1.000								
Analyst		Victoria Edington		Analysis Date		Feb 14, 2025		Area Type		Other						
Jurisdiction				Time Period		AM		PHF		1.00						
Urban Street		Coors Blvd		Analysis Year		2025		Analysis Period		1> 7:45						
Intersection		Fortuna Rd		File Name		Signal_Coors&Fortuna_2025_Future_AM.xus										
Project Description		WMR Analysis Future														
Demand Information				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h				229	78	176	86	98	123	186	1444	41	121	1180	155	
Signal Information																
Cycle, s	120.0	Reference Phase	6													
Offset, s	0	Reference Point	Begin													
Uncoordinated	No	Simult. Gap E/W	On			Green	6.0	2.2	59.3	10.9	23.6	0.0				
Force Mode	Fixed	Simult. Gap N/S	On			Yellow	3.0	0.0	4.5	3.0	3.5	0.0				
				Red	0.5	0.0	1.0	0.5	2.0	0.0						
Timer Results				EBL	EBT	WBL		WBT	NBL		NBT	SBL		SBT		
Assigned Phase				7	4			8	5	2		1		6		
Case Number				1.0	4.0			6.3	1.1	4.0		1.1		3.0		
Phase Duration, s				14.4	43.5			29.1	11.7	67.0		9.5		64.8		
Change Period, (Y+R c), s				3.5	5.5			5.5	3.5	5.5		3.5		5.5		
Max Allow Headway (MAH), s				3.2	3.4			3.4	3.0	0.0		3.0		0.0		
Queue Clearance Time (g s), s				12.9	16.1			15.6	8.0			6.0				
Green Extension Time (g e), s				0.0	1.2			1.2	0.3	0.0		0.1		0.0		
Phase Call Probability				1.00	1.00			1.00	1.00			0.98				
Max Out Probability				1.00	0.00			0.00	0.00			0.00				
Movement Group Results				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16	
Adjusted Flow Rate (v), veh/h				229	244		86	209		186	992	489	121	1180	140	
Adjusted Saturation Flow Rate (s), veh/h/ln				1795	1659		1149	1691		1795	1885	1860	1781	1698	1577	
Queue Service Time (g s), s				10.9	14.1		7.8	13.6		6.0	20.9	20.9	4.0	18.3	5.9	
Cycle Queue Clearance Time (g c), s				10.9	14.1		7.8	13.6		6.0	20.9	20.9	4.0	18.3	5.9	
Green Ratio (g/C)				0.30	0.32		0.20	0.20		0.57	0.51	0.51	0.54	0.49	0.49	
Capacity (c), veh/h				321	525		285	332		347	1933	954	264	2518	779	
Volume-to-Capacity Ratio (X)				0.713	0.465		0.301	0.630		0.536	0.513	0.513	0.458	0.469	0.180	
Back of Queue (Q), ft/ln (95 th percentile)				249.2	243.3		100.8	242.7		103.3	344	346.4	70.2	286.5	98.2	
Back of Queue (Q), veh/ln (95 th percentile)				9.9	9.7		4.0	9.7		4.1	13.7	13.9	2.8	11.3	3.9	
Queue Storage Ratio (RQ) (95 th percentile)				1.25	0.00		0.50	0.00		0.48	0.00	0.00	0.40	0.00	0.56	
Uniform Delay (d 1), s/veh				36.1	32.9		41.9	44.2		14.9	19.3	19.3	16.1	20.0	16.8	
Incremental Delay (d 2), s/veh				6.5	0.2		0.2	0.7		0.5	1.0	2.0	0.5	0.6	0.5	
Initial Queue Delay (d 3), s/veh				0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh				42.6	33.1		42.1	45.0		15.4	20.3	21.3	16.5	20.6	17.3	
Level of Service (LOS)				D	C		D	D		B	C	C	B	C	B	
Approach Delay, s/veh / LOS				37.7		D	44.1		D	20.1		C	19.9		B	
Intersection Delay, s/veh / LOS				24.0						C						
Multimodal Results				EB			WB			NB			SB			
Pedestrian LOS Score / LOS				2.61		C	2.76		C	1.97		B	1.97		B	
Bicycle LOS Score / LOS				1.27		A	0.97		A	1.40		A	1.28		A	

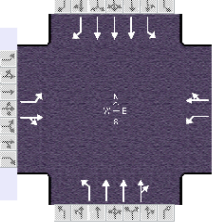
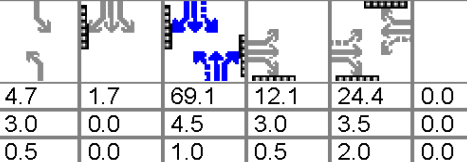
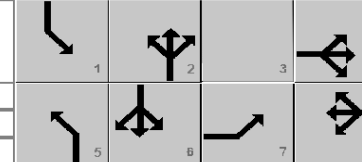
HCS Signalized Intersection Results Summary

General Information						Intersection Information									
Agency						Duration, h		1.000							
Analyst		Victoria Edington		Analysis Date		Feb 14, 2025		Area Type		Other					
Jurisdiction				Time Period		PM		PHF		1.00					
Urban Street		Coors Blvd		Analysis Year		2025		Analysis Period		1> 3:30					
Intersection		Fortuna Rd		File Name		Signal_Coors&Fortuna_2025_Future_PM.xus									
Project Description		WMR Analysis Future													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (<i>v</i>), veh/h				196	73	156	82	48	127	140	1321	49	126	1706	113
Signal Information						Cycle, s			130.0	Reference Phase			2		
Offset, s		0	Reference Point			Begin		Green	6.2	0.5	69.4	12.1	23.8	0.0	
Uncoordinated		No	Simult. Gap E/W			On		Yellow	3.0	0.0	4.5	3.0	3.5	0.0	
Force Mode		Fixed	Simult. Gap N/S			On		Red	0.5	0.0	1.0	0.5	2.0	0.0	
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				7	4		8	5	2	1	6				
Case Number				1.0	4.0		6.3	1.1	4.0	1.1	3.0				
Phase Duration, s				15.6	44.9		29.3	10.2	75.4	9.7	74.9				
Change Period, (<i>Y+R_c</i>), s				3.5	5.5		5.5	3.5	5.5	3.5	5.5				
Max Allow Headway (<i>MAH</i>), s				3.2	3.4		3.4	3.0	0.0	3.0	0.0				
Queue Clearance Time (<i>g_s</i>), s				13.2	15.3		13.9	6.6		6.1					
Green Extension Time (<i>g_e</i>), s				0.0	1.1		1.0	0.2	0.0	0.2	0.0				
Phase Call Probability				1.00	1.00		1.00	0.99		0.99					
Max Out Probability				1.00	0.00		0.00	0.00		0.00					
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (<i>v</i>), veh/h				196	217		82	163		140	916	449	126	1706	102
Adjusted Saturation Flow Rate (<i>s</i>), veh/h/ln				1810	1694		1178	1619		1795	1885	1848	1795	1712	1553
Queue Service Time (<i>g_s</i>), s				11.2	13.3		7.9	11.9		4.6	19.3	19.3	4.1	30.1	4.3
Cycle Queue Clearance Time (<i>g_c</i>), s				11.2	13.3		7.9	11.9		4.6	19.3	19.3	4.1	30.1	4.3
Green Ratio (<i>g/C</i>)				0.29	0.30		0.18	0.18		0.59	0.54	0.54	0.58	0.53	0.53
Capacity (<i>c</i>), veh/h				338	513		271	296		235	2027	993	291	2741	829
Volume-to-Capacity Ratio (<i>X</i>)				0.580	0.423		0.302	0.550		0.596	0.452	0.452	0.433	0.622	0.123
Back of Queue (<i>Q</i>), ft/ln (95 th percentile)				221.4	236		106.3	212.3		81.2	324	323	72.2	433.1	68.9
Back of Queue (<i>Q</i>), veh/ln (95 th percentile)				8.9	9.4		4.3	8.5		3.2	12.9	12.9	2.9	17.2	2.7
Queue Storage Ratio (<i>RQ</i>) (95 th percentile)				1.11	0.00		0.53	0.00		0.38	0.00	0.00	0.41	0.00	0.39
Uniform Delay (<i>d₁</i>), s/veh				37.5	36.2		46.6	48.2		18.9	18.4	18.4	14.7	21.2	15.1
Incremental Delay (<i>d₂</i>), s/veh				1.7	0.2		0.2	0.6		0.9	0.7	1.5	0.4	1.1	0.3
Initial Queue Delay (<i>d₃</i>), 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				39.1	36.4		46.8	48.8		19.8	19.1	19.9	15.0	22.2	15.4
Level of Service (LOS)				D	D		D	D		B	B	B	B	C	B
Approach Delay, s/veh / LOS				37.7		D	48.2		D	19.4		B	21.4		C
Intersection Delay, s/veh / LOS				23.9						C					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.62		C	2.76		C	1.97		B	1.97		B
Bicycle LOS Score / LOS				1.17		A	0.89		A	1.32		A	1.55		B

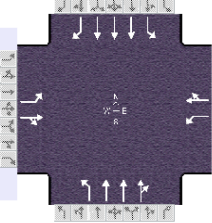
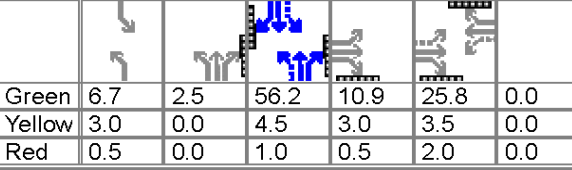
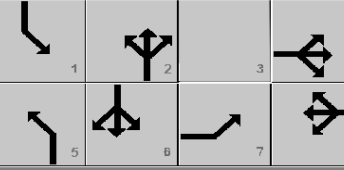
HCS Signalized Intersection Results Summary

General Information						Intersection Information										
Agency						Duration, h		1.000								
Analyst		Victoria Edington		Analysis Date		Feb 14, 2025		Area Type		Other						
Jurisdiction				Time Period		AM		PHF		1.00						
Urban Street		Coors Blvd		Analysis Year		2035		Analysis Period		1> 7:45						
Intersection		Fortuna Rd		File Name		Signal_Coors&Fortuna_2035_Background_AM.xus										
Project Description		WMR Analysis Background														
Demand Information				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h				189	76	114	95	105	136	184	1594	46	124	1299	175	
Signal Information																
Cycle, s	120.0	Reference Phase	6													
Offset, s	0	Reference Point	Begin													
Uncoordinated	No	Simult. Gap E/W	On			Green	6.3	2.1	57.2	10.9	25.5	0.0				
Force Mode	Fixed	Simult. Gap N/S	On			Yellow	3.0	0.0	4.5	3.0	3.5	0.0				
				Red	0.5	0.0	1.0	0.5	2.0	0.0						
Timer Results				EBL	EBT	WBL		WBT	NBL		NBT	SBL		SBT		
Assigned Phase				7	4			8	5		2	1		6		
Case Number				1.0	4.0			6.3	1.1		4.0	1.1		3.0		
Phase Duration, s				14.4	45.4			31.0	11.9		64.8	9.8		62.7		
Change Period, ($Y+R_c$), s				3.5	5.5			5.5	3.5		5.5	3.5		5.5		
Max Allow Headway (MAH), s				3.2	3.4			3.4	3.0		0.0	3.0		0.0		
Queue Clearance Time (g_s), s				11.6	11.5			18.7	8.1			6.2				
Green Extension Time (g_e), s				0.0	1.1			1.0	0.3		0.0	0.1		0.0		
Phase Call Probability				1.00	1.00			1.00	1.00			0.98				
Max Out Probability				1.00	0.00			0.00	0.00			0.00				
Movement Group Results				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16	
Adjusted Flow Rate (v), veh/h				189	180		95	229		184	1096	540	124	1299	160	
Adjusted Saturation Flow Rate (s), veh/h/ln				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 Clearance Time (g_c), s				9.6	9.5		8.0	16.7		6.1	24.9	24.9	4.2	21.5	7.1	
Green Ratio (g/C)				0.32	0.33		0.21	0.21		0.55	0.49	0.49	0.53	0.48	0.48	
Capacity (c), veh/h				308	562		319	324		313	1863	919	236	2428	751	
Volume-to-Capacity Ratio (X)				0.613	0.320		0.298	0.708		0.589	0.588	0.588	0.526	0.535	0.213	
Back of Queue (Q), ft/ln (95 th percentile)				197.5	177.8		109.1	267.1		108.1	402.1	406.1	75.9	330	119.2	
Back of Queue (Q), veh/ln (95 th percentile)				7.8	7.1		4.4	10.7		4.3	16.0	16.2	3.0	13.0	4.7	
Queue Storage Ratio (RQ) (95 th percentile)				0.99	0.00		0.55	0.00		0.50	0.00	0.00	0.43	0.00	0.68	
Uniform Delay (d_1), s/veh				32.7	29.9		40.3	43.8		17.0	21.6	21.6	18.6	22.1	18.3	
Incremental Delay (d_2), s/veh				2.7	0.1		0.2	2.3		0.7	1.4	2.8	0.7	0.9	0.6	
Initial Queue Delay (d_3), s/veh				0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh				35.4	30.0		40.5	46.1		17.7	23.0	24.4	19.3	22.9	19.0	
Level of Service (LOS)				D	C		D	D		B	C	C	B	C	B	
Approach Delay, s/veh / LOS				32.8	C		44.4	D		22.9	C		22.2	C		
Intersection Delay, s/veh / LOS				25.2						C						
Multimodal Results				EB			WB			NB			SB			
Pedestrian LOS Score / LOS				2.61	C		2.76	C		1.97	B		1.97	B		
Bicycle LOS Score / LOS				1.10	A		1.02	A		1.49	A		1.36	A		

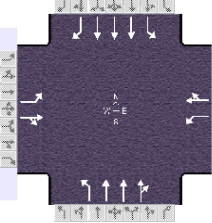
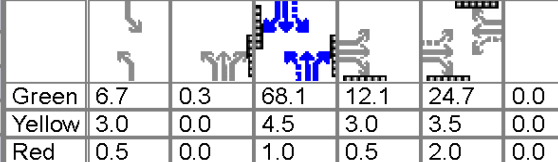
HCS Signalized Intersection Results Summary

General Information						Intersection Information										
Agency						Duration, h		1.000								
Analyst		Victoria Edington		Analysis Date		Feb 14, 2025		Area Type		Other						
Jurisdiction				Time Period		PM		PHF		1.00						
Urban Street		Coors Blvd		Analysis Year		2035		Analysis Period		1> 3:30						
Intersection		Fortuna Rd		File Name		Signal_Coors&Fortuna_2035_Background_PM.xus										
Project Description		WMR Analysis Background														
Demand Information				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h				186	74	134	90	45	141	87	1455	55	132	1881	126	
Signal Information																
Cycle, s	130.0	Reference Phase	2													
Offset, s	0	Reference Point	Begin													
Uncoordinated	No	Simult. Gap E/W	On			Green	4.7	1.7	69.1	12.1	24.4	0.0				
Force Mode	Fixed	Simult. Gap N/S	On			Yellow	3.0	0.0	4.5	3.0	3.5	0.0				
				Red	0.5	0.0	1.0	0.5	2.0	0.0						
Timer Results				EBL	EBT	WBL		WBT	NBL		NBT	SBL		SBT		
Assigned Phase				7	4			8	5	2		1	6			
Case Number				1.0	4.0			6.3	1.1	4.0		1.1	3.0			
Phase Duration, s				15.6	45.5			29.9	8.2	74.6		9.9	76.3			
Change Period, ($Y+R_c$), s				3.5	5.5			5.5	3.5	5.5		3.5	5.5			
Max Allow Headway (MAH), s				3.2	3.4			3.4	3.0	0.0		3.0	0.0			
Queue Clearance Time (g_s), s				12.5	13.7			14.8	4.9			6.3				
Green Extension Time (g_e), s				0.0	1.1			1.0	0.1	0.0		0.2	0.0			
Phase Call Probability				1.00	1.00			1.00	0.96			0.99				
Max Out Probability				1.00	0.00			0.00	0.00			0.00				
Movement Group Results				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16	
Adjusted Flow Rate (v), veh/h				186	196		90	174		87	1010	495	132	1881	115	
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1705		1201	1608		1795	1885	1846	1795	1712	1553	
Queue Service Time (g_s), s				10.5	11.7		8.6	12.8		2.9	22.3	22.3	4.3	34.2	4.7	
Cycle Queue Clearance Time (g_c), 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 (c), veh/h				333	524		280	301		186	2005	982	271	2797	846	
Volume-to-Capacity Ratio (X)				0.559	0.374		0.321	0.578		0.468	0.504	0.504	0.488	0.673	0.136	
Back of Queue (Q), ft/ln (95 th percentile)				209.3	214.1		116.7	224.1		51.4	365.5	365	75.7	479.4	76	
Back of Queue (Q), veh/ln (95 th percentile)				8.4	8.6		4.7	9.0		2.0	14.5	14.6	3.0	19.0	3.0	
Queue Storage Ratio (RQ) (95 th percentile)				1.05	0.00		0.58	0.00		0.24	0.00	0.00	0.43	0.00	0.43	
Uniform Delay (d_1), s/veh				36.9	35.2		46.4	48.1		19.9	19.5	19.5	15.3	21.3	14.6	
Incremental Delay (d_2), s/veh				1.3	0.2		0.2	0.7		0.7	0.9	1.9	0.5	1.3	0.3	
Initial Queue Delay (d_3), s/veh				0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh				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	D		D	D		C	C	C	B	C	B	
Approach Delay, s/veh / LOS				36.8		D	48.1		D	20.7		C	21.8		C	
Intersection Delay, s/veh / LOS				24.3						C						
Multimodal Results				EB			WB			NB			SB			
Pedestrian LOS Score / LOS				2.62		C	2.76		C	1.97		B	1.97		B	
Bicycle LOS Score / LOS				1.12		A	0.92		A	1.36		A	1.66		B	

HCS Signalized Intersection Results Summary

General Information						Intersection Information											
Agency						Duration, h		1.000									
Analyst		Victoria Edington		Analysis Date		Feb 14, 2025		Area Type		Other							
Jurisdiction				Time Period		AM		PHF		1.00							
Urban Street		Coors Blvd		Analysis Year		2035		Analysis Period		1> 7:45							
Intersection		Fortuna Rd		File Name		Signal_Coors&Fortuna_2035_Future_AM.xus											
Project Description		WMR Analysis Future															
Demand Information				EB			WB			NB			SB				
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R		
Demand (v), veh/h				247	85	187	95	108	136	203	1595	46	133	1303	171		
Signal Information																	
Cycle, s	120.0	Reference Phase	6														
Offset, s	0	Reference Point	Begin			Green	6.7	2.5	56.2	10.9	25.8	0.0					
Uncoordinated	No	Simult. Gap E/W	On			Yellow	3.0	0.0	4.5	3.0	3.5	0.0					
Force Mode	Fixed	Simult. Gap N/S	On			Red	0.5	0.0	1.0	0.5	2.0	0.0					
Timer Results				EBL	EBT	WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7	4			8		5		2		1		6	
Case Number				1.0	4.0			6.3		1.1		4.0		1.1		3.0	
Phase Duration, s				14.4	45.7			31.3		12.6		64.1		10.2		61.7	
Change Period, ($Y+R_c$), s				3.5	5.5			5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s				3.2	3.4			3.4		3.0		0.0		3.0		0.0	
Queue Clearance Time (g_s), s				12.9	16.9			18.9		8.9				6.6			
Green Extension Time (g_e), s				0.0	1.4			1.2		0.3		0.0		0.1		0.0	
Phase Call Probability				1.00	1.00			1.00		1.00				0.99			
Max Out Probability				1.00	0.00			0.01		0.00				0.00			
Movement Group Results				EB			WB			NB			SB				
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R		
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16		
Adjusted Flow Rate (v), veh/h				247	262		95	232		203	1096	541	133	1303	156		
Adjusted Saturation Flow Rate (s), veh/h/ln				1795	1661		1131	1523		1795	1885	1859	1781	1698	1577		
Queue Service Time (g_s), s				10.9	14.9		8.7	16.9		6.9	25.2	25.2	4.6	21.9	7.0		
Cycle Queue Clearance Time (g_c), s				10.9	14.9		9.2	16.9		6.9	25.2	25.2	4.6	21.9	7.0		
Green Ratio (g/C)				0.32	0.34		0.22	0.22		0.55	0.49	0.49	0.52	0.47	0.47		
Capacity (c), veh/h				309	556		298	328		318	1842	908	239	2384	738		
Volume-to-Capacity Ratio (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), ft/ln (95 th percentile)				140.3	253.5		110.2	269.9		120.9	407.4	411.6	83	336.6	118.3		
Back of Queue (Q), veh/ln (95 th percentile)				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 percentile)				0.70	0.00		0.55	0.00		0.56	0.00	0.00	0.47	0.00	0.68		
Uniform Delay (d_1), s/veh				36.5	31.5		40.8	43.6		17.7	22.1	22.1	19.2	22.8	18.8		
Incremental Delay (d_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 Delay (d_3), s/veh				0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Control Delay (d), s/veh				50.7	31.7		41.1	46.0		18.5	23.6	25.0	20.0	23.7	19.5		
Level of Service (LOS)				D	C		D	D		B	C	C	B	C	B		
Approach Delay, s/veh / LOS				40.9	D		44.6	D		23.4	C		23.0	C			
Intersection Delay, s/veh / LOS				27.0						C							
Multimodal Results				EB			WB			NB			SB				
Pedestrian LOS Score / LOS				2.61	C		2.76	C		1.97	B		1.97	B			
Bicycle LOS Score / LOS				1.33	A		1.03	A		1.50	A		1.36	A			

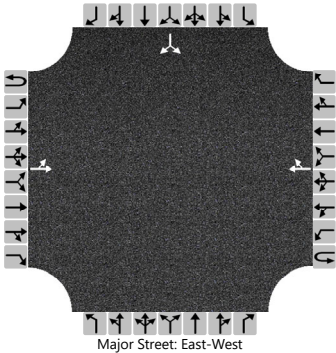
HCS Signalized Intersection Results Summary

General Information						Intersection Information											
Agency						Duration, h		1.000									
Analyst		Victoria Edington		Analysis Date		Feb 14, 2025		Area Type		Other							
Jurisdiction				Time Period		PM		PHF		1.00							
Urban Street		Coors Blvd		Analysis Year		2035		Analysis Period		1> 3:30							
Intersection		Fortuna Rd		File Name		Signal_Coors&Fortuna_2035_Future_PM.xus											
Project Description		WMR Analysis Future															
Demand Information				EB			WB			NB			SB				
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R		
Demand (v), veh/h				213	80	169	90	53	141	148	1459	55	138	1884	125		
Signal Information																	
Cycle, s	130.0	Reference Phase	2														
Offset, s	0	Reference Point	Begin														
Uncoordinated	No	Simult. Gap E/W	On		Green	6.7	0.3	68.1	12.1	24.7	0.0						
Force Mode	Fixed	Simult. Gap N/S	On		Yellow	3.0	0.0	4.5	3.0	3.5	0.0						
				Red	0.5	0.0	1.0	0.5	2.0	0.0							
Timer Results				EBL	EBT	WBL		WBT	NBL	NBT	SBL	SBT					
Assigned Phase				7	4			8	5	2	1	6					
Case Number				1.0	4.0			6.3	1.1	4.0	1.1	3.0					
Phase Duration, s				15.6	45.8			30.2	10.6	73.9	10.2	73.6					
Change Period, (Y+R c), s				3.5	5.5			5.5	3.5	5.5	3.5	5.5					
Max Allow Headway (MAH), s				3.2	3.4			3.4	3.0	0.0	3.0	0.0					
Queue Clearance Time (g s), s				14.1	16.6			15.3	6.9		6.6						
Green Extension Time (g e), s				0.0	1.2			1.1	0.2	0.0	0.2	0.0					
Phase Call Probability				1.00	1.00			1.00	1.00		0.99						
Max Out Probability				1.00	0.00			0.00	0.00		0.00						
Movement Group Results				EB			WB			NB			SB				
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R		
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16		
Adjusted Flow Rate (v), veh/h				213	237		90	182		148	1013	496	138	1884	114		
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1694		1157	1619		1795	1885	1846	1795	1712	1553		
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		
Cycle Queue Clearance Time (g c), s				12.1	14.6		8.9	13.3		4.9	22.6	22.6	4.6	35.9	4.9		
Green Ratio (g/C)				0.30	0.31		0.19	0.19		0.58	0.53	0.53	0.58	0.52	0.52		
Capacity (c), veh/h				331	526		276	308		213	1985	972	266	2690	813		
Volume-to-Capacity Ratio (X)				0.644	0.451		0.327	0.591		0.694	0.510	0.510	0.518	0.700	0.140		
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	79.7		
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	3.2		
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	0.46		
Uniform Delay (d 1), s/veh				37.4	36.0		46.2	48.0		23.9	19.9	19.9	16.4	23.3	15.9		
Incremental Delay (d 2), s/veh				3.4	0.2		0.3	0.7		1.5	0.9	1.9	0.6	1.6	0.4		
Initial Queue Delay (d 3), s/veh				0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Control Delay (d), s/veh				40.8	36.2		46.5	48.7		25.4	20.9	21.9	17.0	24.8	16.3		
Level of Service (LOS)				D	D		D	D		C	C	C	B	C	B		
Approach Delay, s/veh / LOS				38.3		D	48.0		D	21.6		C	23.9		C		
Intersection Delay, s/veh / LOS				25.9						C							
Multimodal Results				EB			WB			NB			SB				
Pedestrian LOS Score / LOS				2.62		C	2.76		C	1.97		B	1.97		B		
Bicycle LOS Score / LOS				1.23		A	0.94		A	1.40		A	1.66		B		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Alex Montoya	Intersection	64th St & Fortuna Rd
Agency/Co.		Jurisdiction	
Date Performed	2/5/2025	East/West Street	Fortuna Rd
Analysis Year	2024	North/South Street	64th Street
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	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	Undivided															

Critical and Follow-up Headways

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

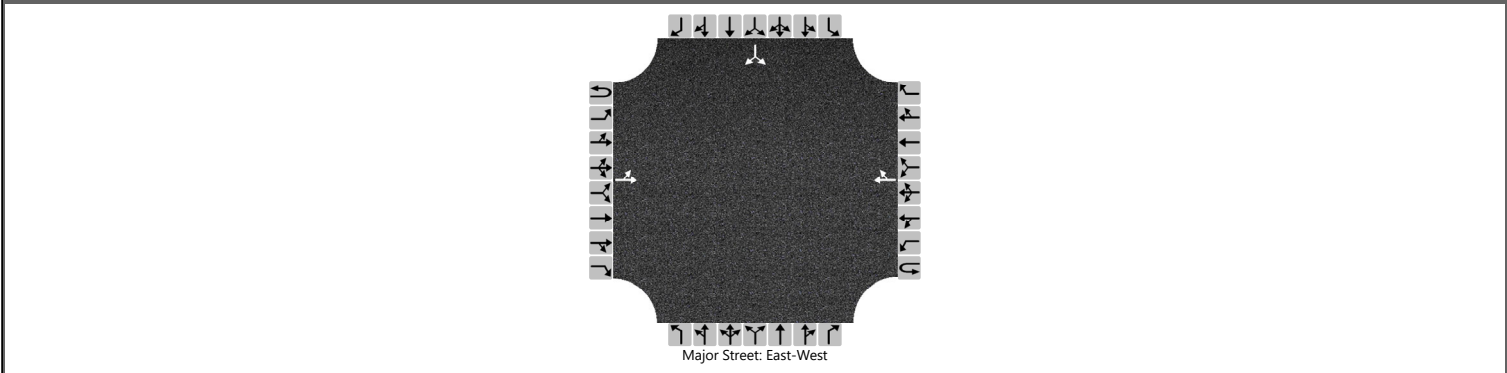
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		33													71	
Capacity, c (veh/h)		1130													481	
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												B	
Approach Delay (s/veh)	1.0												13.8			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Alex Montoya	Intersection	64th St & Fortuna Rd
Agency/Co.		Jurisdiction	
Date Performed	2/5/2025	East/West Street	Fortuna Rd
Analysis Year	2024	North/South Street	64th Street
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	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)		25	269				248	22						47		44
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

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

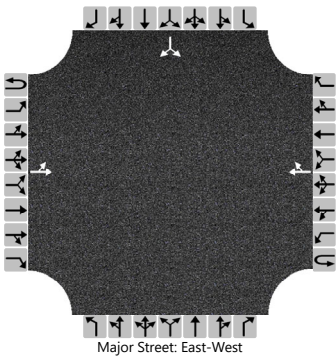
Delay, Queue Length, and Level of Service

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												B	
Approach Delay (s/veh)	0.9												12.9			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Alex Montoya	Intersection	64th St & Fortuna Rd
Agency/Co.		Jurisdiction	
Date Performed	2/5/2025	East/West Street	Fortuna Rd
Analysis Year	2025	North/South Street	64th Street
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	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	307				352	57						25		40
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

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

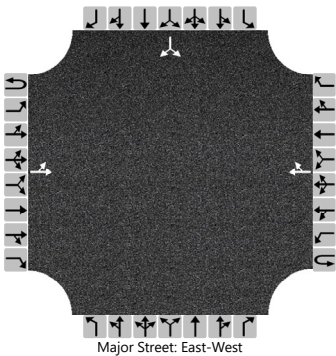
Delay, Queue Length, and Level of Service

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												B	
Approach Delay (s/veh)	1.0												13.8			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Alex Montoya	Intersection	64th St & Fortuna Rd
Agency/Co.		Jurisdiction	
Date Performed	2/5/2025	East/West Street	Fortuna Rd
Analysis Year	2025	North/South Street	64th Street
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	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)		25	272				250	22						47		44
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

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

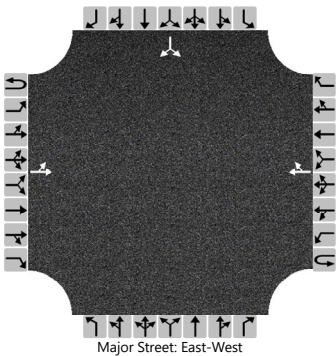
Delay, Queue Length, and Level of Service

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												B	
Approach Delay (s/veh)	0.8												13.0			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Alex Montoya	Intersection	64th St & Fortuna Rd
Agency/Co.		Jurisdiction	
Date Performed	2/6/2025	East/West Street	Fortuna Rd
Analysis Year	2025	North/South Street	64th Street
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	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)		31	309				361	59						57		44
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

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

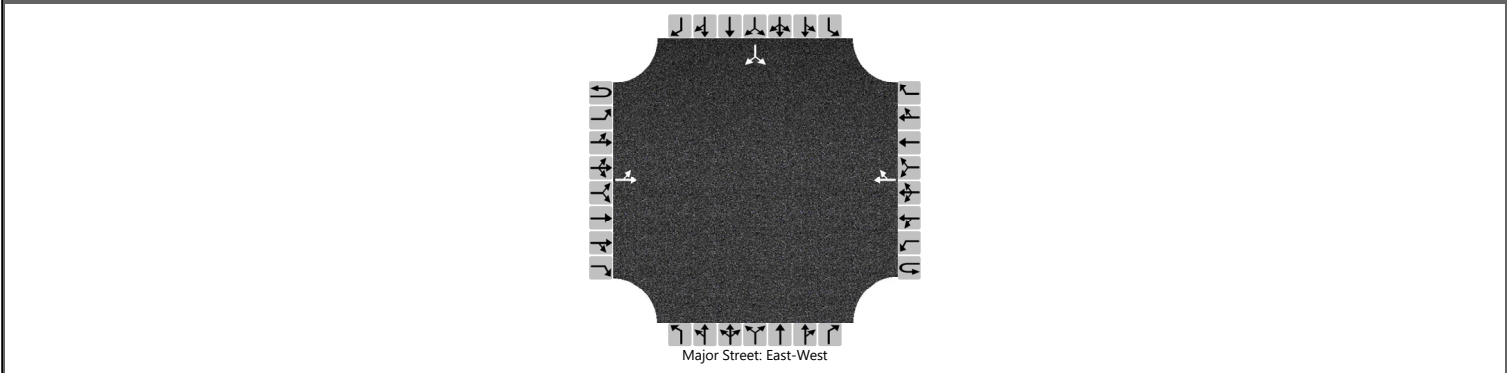
Delay, Queue Length, and Level of Service

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)		A	A												C	
Approach Delay (s/veh)	1.0												16.7			
Approach LOS	A												C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Alex Montoya	Intersection	64th St & Fortuna Rd
Agency/Co.		Jurisdiction	
Date Performed	2/6/2025	East/West Street	Fortuna Rd
Analysis Year	2025	North/South Street	64th Street
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	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)		29	279				255	30						65		47
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

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

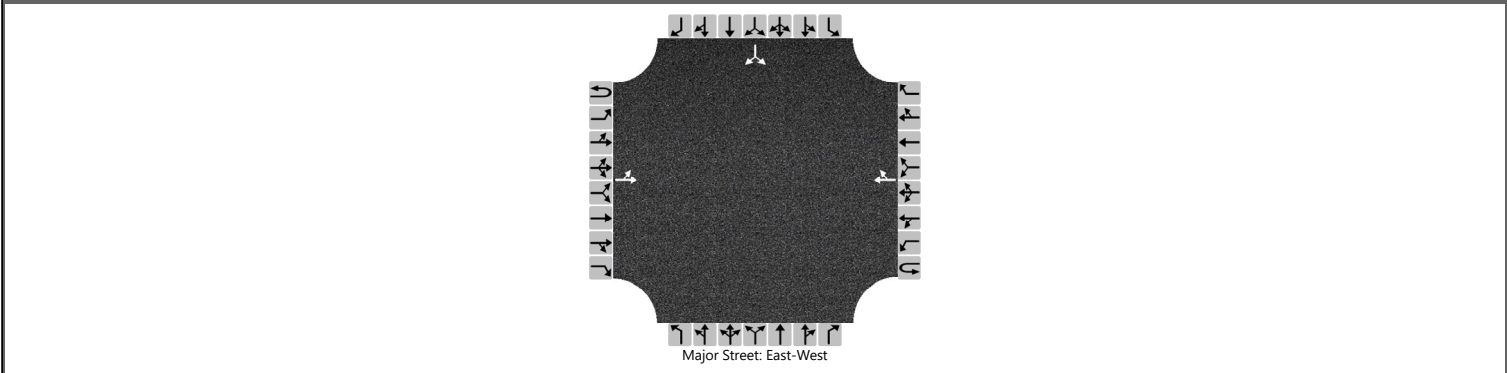
Delay, Queue Length, and Level of Service

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												B	
Approach Delay (s/veh)	1.0												14.2			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Alex Montoya	Intersection	64th St & Fortuna Rd
Agency/Co.		Jurisdiction	
Date Performed	2/6/2025	East/West Street	Fortuna Rd
Analysis Year	2035	North/South Street	64th Street
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	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	Undivided															

Critical and Follow-up Headways

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

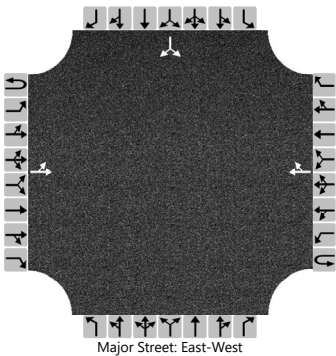
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		36													79	
Capacity, c (veh/h)		1084													436	
v/c Ratio		0.03													0.18	
95% Queue Length, Q ₉₅ (veh)		0.1													0.7	
Control Delay (s/veh)		8.4	0.4												15.1	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)	1.1												15.1			
Approach LOS	A												C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Alex Montoya	Intersection	64th St & Fortuna Rd
Agency/Co.		Jurisdiction	
Date Performed	2/6/2025	East/West Street	Fortuna Rd
Analysis Year	2035	North/South Street	64th Street
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	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)		28	300				277	25						52		49
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

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

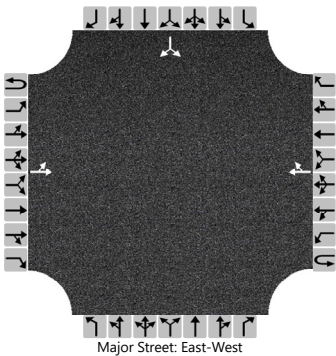
Delay, Queue Length, and Level of Service

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)		A	A												B	
Approach Delay (s/veh)	0.9												14.0			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Alex Montoya	Intersection	64th St & Fortuna Rd
Agency/Co.		Jurisdiction	
Date Performed	2/6/2025	East/West Street	Fortuna Rd
Analysis Year	2035	North/South Street	64th Street
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	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)		34	341				398	64						60		49
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

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

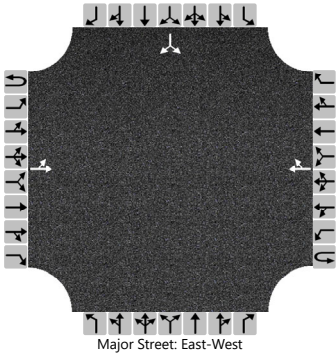
Delay, Queue Length, and Level of Service

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	A												C	
Approach Delay (s/veh)	1.1												18.7			
Approach LOS	A												C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Alex Montoya	Intersection	64th St & Fortuna Rd
Agency/Co.		Jurisdiction	
Date Performed	2/6/2025	East/West Street	Fortuna Rd
Analysis Year	2035	North/South Street	64th Street
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	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)		32	307				282	33						70		52
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

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

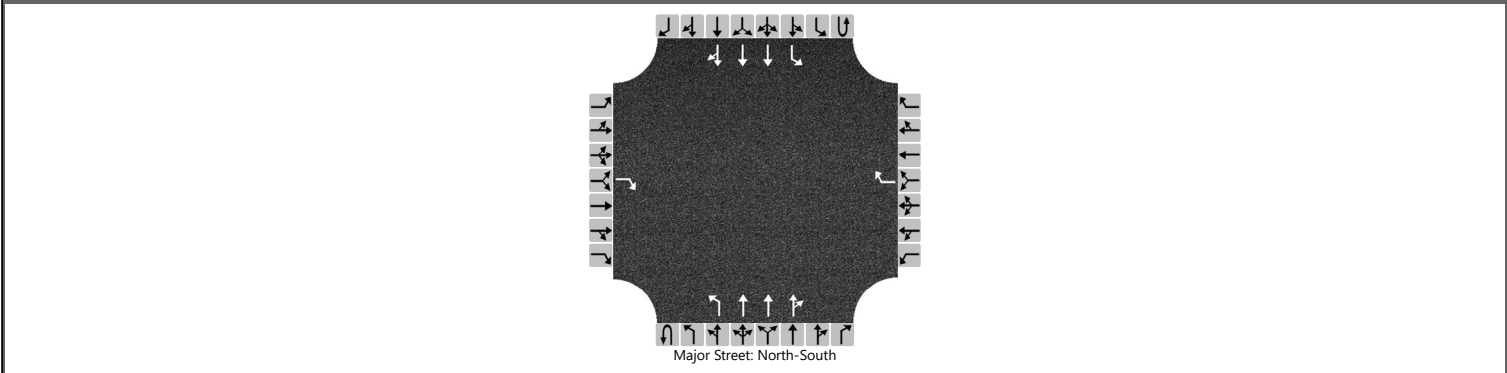
Delay, Queue Length, and Level of Service

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												C	
Approach Delay (s/veh)	1.0												15.5			
Approach LOS	A												C			

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	AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	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				0											
Right Turn Channelized	No				No											
Median Type Storage	Undivided															

Critical 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		

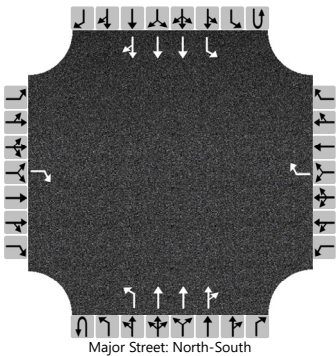
Delay, Queue Length, and Level of Service

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)				B				B		B				B		
Approach Delay (s/veh)	11.1				12.1				0.3				0.6			
Approach LOS	B				B				A				A			

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



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	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				0											
Right Turn Channelized	No				No											
Median Type Storage	Undivided															

Critical 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		

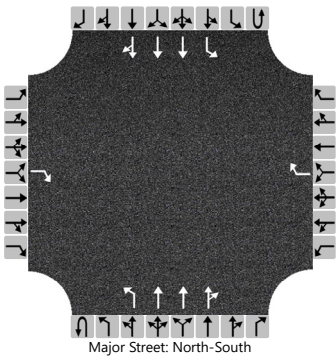
Delay, Queue Length, and Level of Service

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)				B				B		B				B		
Approach Delay (s/veh)	11.1				11.3				0.3				0.7			
Approach LOS	B				B				A				A			

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	AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	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	No				No											
Median Type Storage	Undivided															

Critical 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		

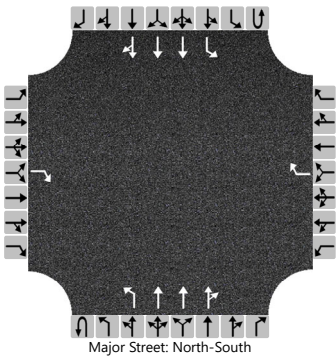
Delay, Queue Length, and Level of Service

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)				B				B		B				B		
Approach Delay (s/veh)	11.2				12.1				0.3				0.6			
Approach LOS	B				B				A				A			

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



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	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				0											
Right Turn Channelized	No				No											
Median Type Storage	Undivided															

Critical 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		

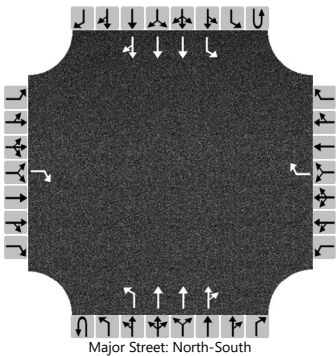
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				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)				B				B		B				B		
Approach Delay (s/veh)	11.1				11.3				0.3				0.7			
Approach LOS	B				B				A				A			

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	AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	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 (%)	0				0											
Right Turn Channelized	No				No											
Median Type Storage	Undivided															

Critical 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		

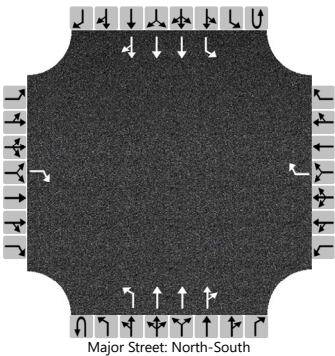
Delay, Queue Length, and Level of Service

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)				B				B		B				B		
Approach Delay (s/veh)	11.3				12.1				0.3				0.6			
Approach LOS	B				B				A				A			

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	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 Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	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				0											
Right Turn Channelized	No				No											
Median Type Storage	Undivided															

Critical 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		

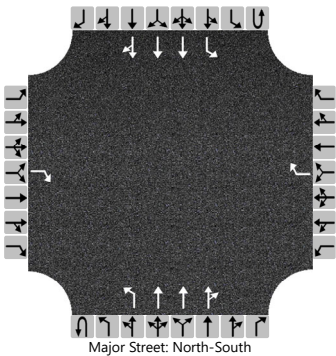
Delay, Queue Length, and Level of Service

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)				B				B		B				B		
Approach Delay (s/veh)	11.2				11.3				0.3				0.7			
Approach LOS	B				B				A				A			

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	AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	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				0											
Right Turn Channelized	No				No											
Median Type Storage	Undivided															

Critical 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		

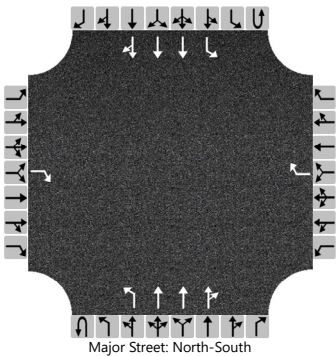
Delay, Queue Length, and Level of Service

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)				B				B		B				B		
Approach Delay (s/veh)	11.2				12.4				0.3				0.6			
Approach LOS	B				B				A				A			

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



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	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				0											
Right Turn Channelized	No				No											
Median Type Storage	Undivided															

Critical 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		

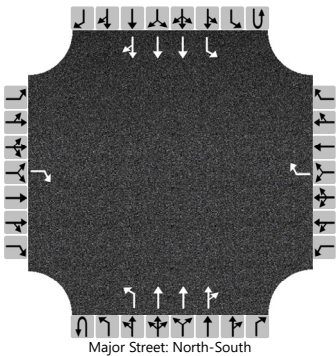
Delay, Queue Length, and Level of Service

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)				B				B		B				B		
Approach Delay (s/veh)	11.2				11.4				0.3				0.7			
Approach LOS	B				B				A				A			

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	AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	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				0											
Right Turn Channelized	No				No											
Median Type Storage	Undivided															

Critical 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		

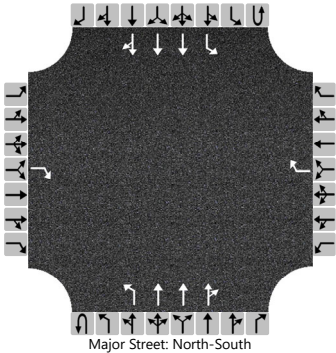
Delay, Queue Length, and Level of Service

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)				B				B		B				B		
Approach Delay (s/veh)	11.4				12.4				0.3				0.6			
Approach LOS	B				B				A				A			

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



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	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	No				No											
Median Type Storage	Undivided															

Critical 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		

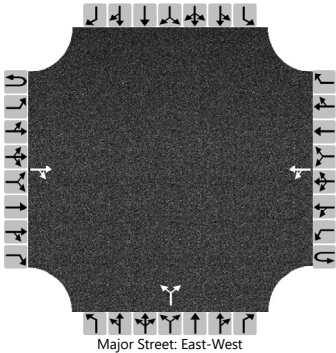
Delay, Queue Length, and Level of Service

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)				B				B		B				B		
Approach Delay (s/veh)	11.3				11.4				0.3				0.7			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Alex Montoya	Intersection	Driveway 1
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/6/2025	East/West Street	Glenrio Rd
Analysis Year	2025	North/South Street	Driveway A
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	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)			65	5		21	109			13		9				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

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			

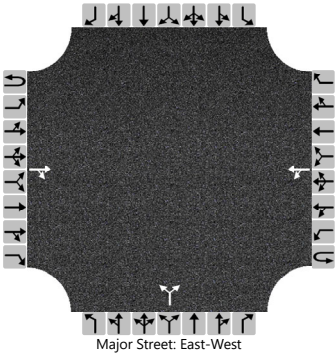
Delay, Queue Length, and Level of Service

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	A					A				
Approach Delay (s/veh)					1.3				9.5							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Alex Montoya	Intersection	Driveway 1
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/6/2025	East/West Street	Glenrio Rd
Analysis Year	2025	North/South Street	Driveway A
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	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	Undivided															

Critical and Follow-up Headways

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			

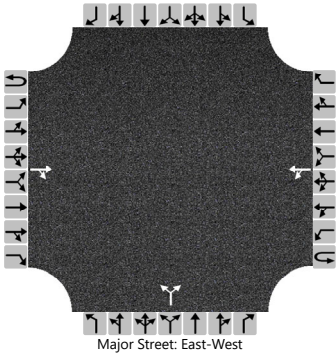
Delay, Queue Length, and Level of Service

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				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Alex Montoya	Intersection	Driveway 1
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/6/2025	East/West Street	Glenrio Rd
Analysis Year	2035	North/South Street	Driveway A
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	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)			71	5		21	120			13		9				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

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			

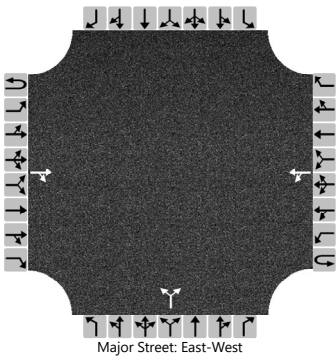
Delay, Queue Length, and Level of Service

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)						A	A					A				
Approach Delay (s/veh)					1.2				9.6							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Alex Montoya	Intersection	Driveway 1
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/6/2025	East/West Street	Glenrio Rd
Analysis Year	2035	North/South Street	Driveway A
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	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	Undivided															

Critical and Follow-up Headways

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			

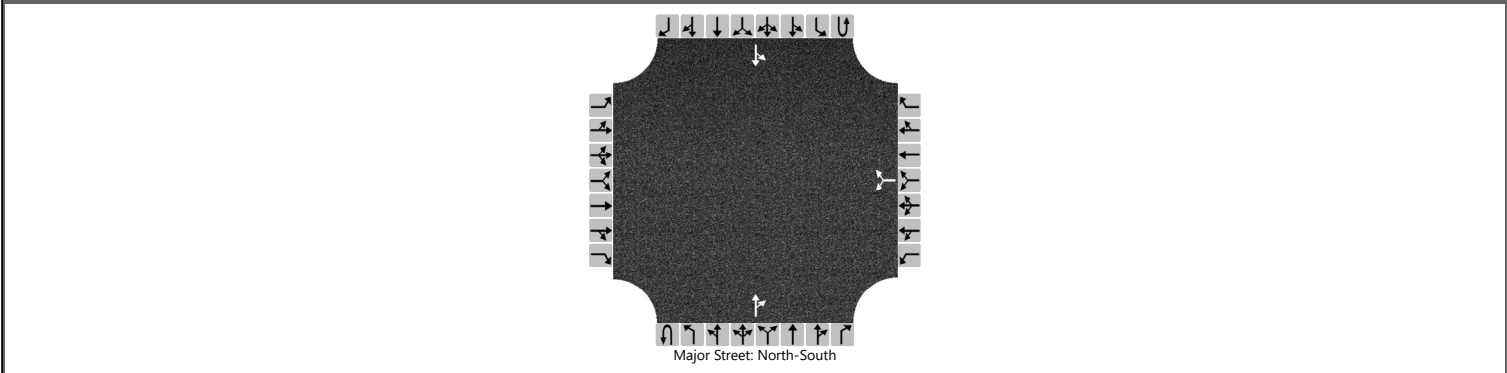
Delay, Queue Length, and Level of Service

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	A					A				
Approach Delay (s/veh)					3.0				9.8							
Approach LOS					A				A							

HCS Two-Way 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



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	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	Undivided															

Critical and Follow-up Headways

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		

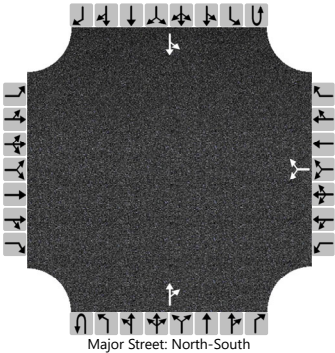
Delay, Queue Length, and Level of Service

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	A	
Approach Delay (s/veh)					9.5								0.5			
Approach LOS					A								A			

HCS Two-Way 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	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 Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	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	Undivided															

Critical and Follow-up Headways

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		

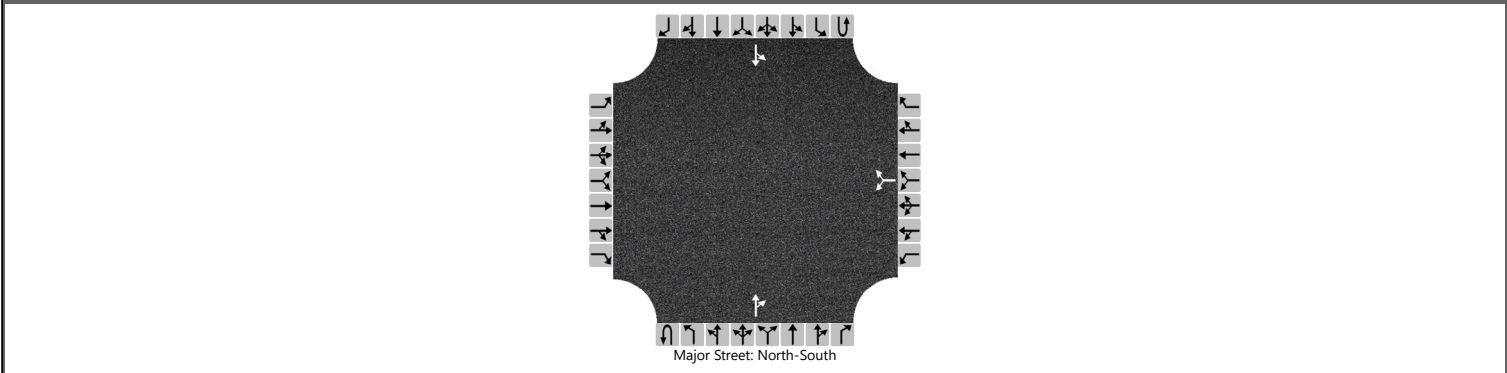
Delay, Queue Length, and Level of Service

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					A								A			

HCS Two-Way 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



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	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	Undivided															

Critical and Follow-up Headways

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		

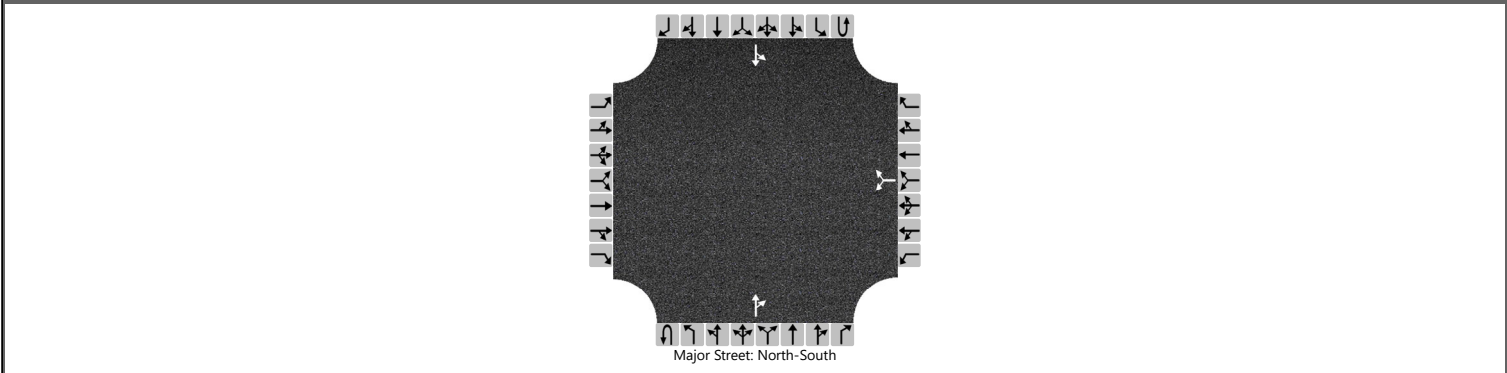
Delay, Queue Length, and Level of Service

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	A	
Approach Delay (s/veh)					9.6								0.4			
Approach LOS					A								A			

HCS Two-Way 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



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	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	Undivided															

Critical and Follow-up Headways

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		

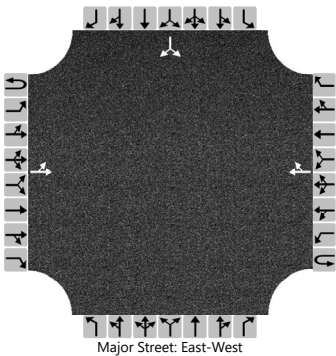
Delay, Queue Length, and Level of Service

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	A	
Approach Delay (s/veh)					9.5								1.0			
Approach LOS					A								A			

HCS Two-Way Stop-Control Report

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

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	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	Undivided															

Critical and Follow-up Headways

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

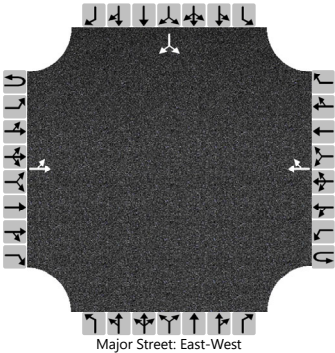
Delay, Queue Length, and Level of Service

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												C	
Approach Delay (s/veh)	0.1												22.1			
Approach LOS	A												C			

HCS Two-Way Stop-Control Report

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

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	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	Undivided															

Critical and Follow-up Headways

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

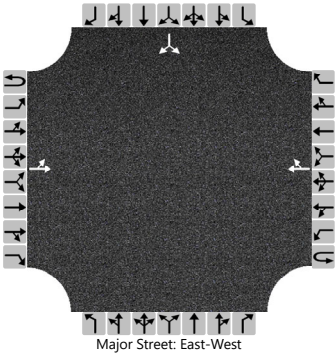
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		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												C	
Approach Delay (s/veh)	0.2												15.2			
Approach LOS	A												C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Alex Montoya	Intersection	
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/7/2025	East/West Street	Fortuna Rd
Analysis Year	2035	North/South Street	Driveway C
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	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	Undivided															

Critical and Follow-up Headways

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

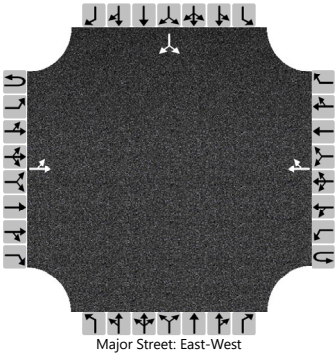
Delay, Queue Length, and Level of Service

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)	0.1												25.7			
Approach LOS	A												D			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Alex Montoya	Intersection	
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/7/2025	East/West Street	Fortuna Rd
Analysis Year	2035	North/South Street	Driveway C
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	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	Undivided															

Critical and Follow-up Headways

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 Level of Service

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												C	
Approach Delay (s/veh)	0.2												16.3			
Approach LOS	A												C			

Appendix C Crash Data Summary



CRASH SUMMARY REPORT

West Mesa Ridge Apts TIS Crash Query Summary

Created on October 24, 2024

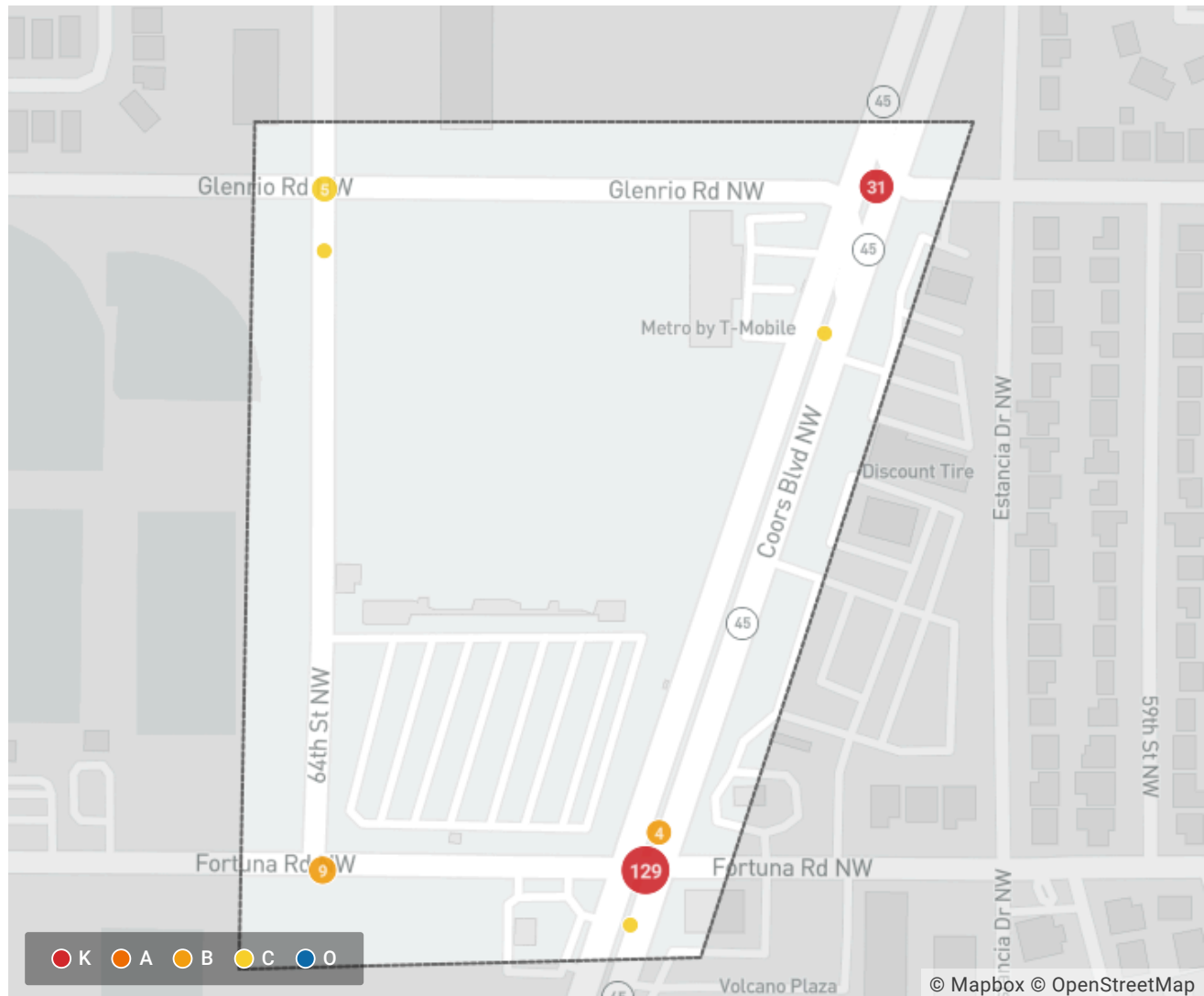
Created by Clay Koontz

Data extents: January 10, 2018 to December 31, 2022



Applied Filters

Shape: Polygon



Total Crashes

181

Fatal Crashes

4

New Mexico Summary

Crash

Total Crashes

181

100.00%

Intersection Involved

67

37.02%

Alcohol Involved	15	8.29%
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	
(O) 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	Crash	
MV in Transport	138	76.24%
Not Available	17	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	Crash	
Not Available	61	33.70%
On Roadway	39	21.55%
On Median	1	0.55%
On Roadside - Left	1	0.55%
On Roadside - Right	1	0.55%
+ 7 more	0	0%

First Harmful Event - Manner of Impact	Crash	
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	0%

Injury Severity	Person	
No Apparent Injury (O)	407	79.03%
Possible Injury (C)	67	13.01%
Suspected Minor Injury (B)	32	6.21%
Suspected Serious Injury (A)	5	0.97%
Fatal Injury (K)	4	0.78%

Contributing Factors	Vehicle	
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%
+ 47 more	61	18.72%

Driver Actions	Vehicle	
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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%