May 6, 2025

Prepared for: Jeebs & Zuzu, LLC

Prepared by: Stantec

Project/File: 1720001002



Revision	Description	Author	Date	Qual. Check	Date	Ind. Review	Date
		VE/BH	2/14	CR	2/19/25		
		СК	2/14-19	Ck	2/24/25		
		ZO	4-15-25	Ck	5/5/25		



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

Stantec has assumed all information received from the Client and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Report is intended solely for use by the Client in accordance with Stantec's contract with the Client. While the Report may be provided by the Client to applicable authorities having jurisdiction and to other third parties in connection with the project, Stantec disclaims any legal duty based upon warranty, reliance or any other theory to any third party, and will not be liable to such third party for any damages or losses of any kind that may result.





Table of Contents

Executiv	e Summary	iii
1	Introduction	1
1.1	Study Purpose	
1.2	Study Procedures	
	,	-
2	Existing Traffic Conditions	
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	0
2.6	Crash Data Summary	2
3	Future Traffic Conditions	13
3.1	Project Implementation Year	
3.2	Traffic Growth and Other Developments	
3.3	Programmed Transportation Improvements	
3.4	Future Background Traffic Operations	
3.4	Tuture Background Traine Operations	J
4	Proposed Development	
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	}5
List of Ta	phiae	
	Level of Service Criteria – Highway Capacity Manual	7
	Existing Conditions Results Summary	
	Existing Bicycle and Pedestrian Counts1	
	Pedestrain and Pedalcycle Crashes1	
	Year 2025 Future Background Conditions Results Summary1	
	ear 2035 Future Background Conditions Results Summary1	
	West Mesa Ridge Land Uses	
	West Mesa Ridge Trip Generation2	
	Used Car Lot Trip Generation2	
	Year 2025 Future Build Conditions Results Summary	
	, and the second se	
List of Fi	gures West Mesa Ridge Vicinity Map	2
	West Mesa Ridge Study Area	
	West Mesa Ridge Study Area	
rigure 4.	Existing Traffic Volumes – AM [PM]	О



West Mesa Ridge Traffic Impact Study Table of Contents

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	
Figure 9. Used Car Lot Trip Distribution	24
Figure 10. West Mesa Ridge Site Traffic	
Figure 11. Year 2025 Build Traffic Volumes – AM [PM]	
Figure 12. Year 2035 Build Traffic Volumes – AM [PM]	

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:

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

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

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

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

The following recommendations and mitigation measures are offered:

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



Executive Summary

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

(

1 Introduction

1.1 Study Purpose

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

1.2 Study Procedures

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

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

2 Existing Traffic Conditions

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

2.1 General Area Characteristics

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

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



No. 1997 | Section 19

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.

. РОВТИИА ВР. COORS BLVD./ NM 45 PLAZA LĄĎERA, LLC сгеикіо кр.

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.



Existing Traffic Conditions

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; Sectionsee **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.



Project: 1720001002 5

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**.

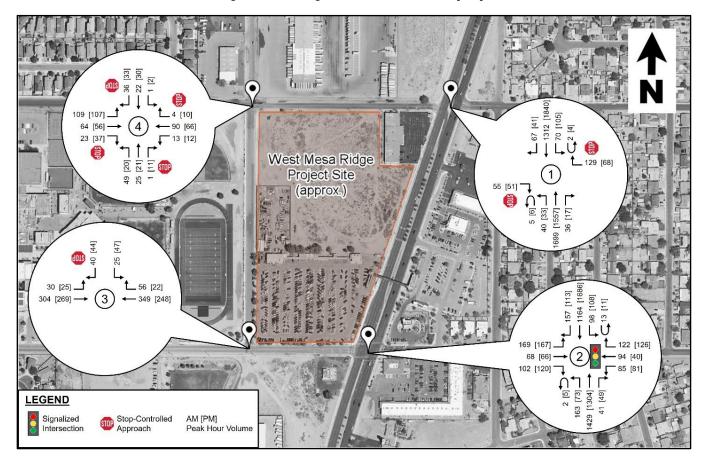


Figure 4. Existing Traffic Volumes – AM [PM]



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 "—".

	Avg. Vehicle D	Delay (sec/veh)
LOS	Signalized Movement	Unsignalized Movement
Α	0 – 10	0 – 10
В	10 – 20	10 – 15
С	20 – 35	15 – 25
D	35 – 55	25 – 35
Е	55 – 80	35 – 50
F	80+	50+

Table 1. Level of Service Criteria – Highway Capacity Manual

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

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



Table 2. Existing Conditions Results Summary

	O a return l				AM Ex	isting			PM Exi	sting	
Intersection	Control Type	Movem	ent	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
		EB	R	55	11.1	В	0.3	51	11.1	В	0.3
		EB Appro	oach	55	11.1	В	-	51	11.1	В	-
		WB	R	129	12.1	В	0.8	68	11.3	В	0.4
		WB Appr	oach	129	12.1	В	-	68	11.3	В	-
			U	5	11.6	В	0.3	6	11.5	В	0.2
		NB	L	40	11.0	Б	0.5	33	11.5	В	0.2
Coors Blvd & Glenrio		IND	T	1699	-	-	-	1557	-	-	-
	TWSC		R	36	-	-	-	17	-	-	-
Rd		NB Appro	oach	1780	0.3	Α	-	1613	0.3	Α	-
			U	2	12.2	В	0.5	4	12.8	В	0.8
		SB	L	70				105			
			T	1312	-	-	-	1840	-	-	-
			R	67	-	-	-	41	-	-	-
		SB Appro		1451	0.6	Α	-	1990	0.7	Α	-
		Intersection Total		3415	-	-	-	3722	-	-	-
			L	169	34.5	С	7.0	167	38.0	D	7.7
		EB Appro	T	68	31.5	С	6.4	66	36.1	D	7.8
			R	102				120		_	
		EB Appro		339	33.1	С	-	353	37.0	D	-
			L -	85	42.1	D	4.0	81	47.0	D	4.2
		WB	T	94	45.2	D	9.5	40	48.9	D	8.1
		NA/D A	R	122	44.0			126	40.0	-	
		WB Appr		301	44.3	D	-	247	48.3	D	-
Coors Blvd	Ci era al		U	2	14.6	В	3.6	5	16.5	В	1.7
& Fortuna Rd	Signal	NB	L T	163 1429	10 E	В	13.2	73	10.1	В	10.0
			R		19.5	С		1304	18.1		12.3
		NID Appr		41	20.5		13.4	49	18.8	В	12.4
		NB Appro	U U	1635 13	19.3	В	-	1431 11	18.2	В	-
			L	98	15.7	В	2.5	108	13.7	В	2.6
		SB	T	98 1164	19.6	В	10.8	1686	19.6	В	15.9
			R	157	16.6	В	3.8	113	13.7	В	2.5
		SB Appro		1432	19.0	В	3.0	1918	18.9	В	۷.5
		Intersection		3707	22.4	С		3949	22.0	С	
Intersection		Movem		- 3707	AM Ex			- 3343	PM Exi		
I	ı	I		<u> </u>	/\	0			,	٥	



Existing Traffic Conditions

	Control Type			Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
		EB	L	30	8.3	Α	0.1	25	7.9	Α	0.1
		LD	T	304	0.3	Α	-	269	0.2	Α	-
C 4+b C+ 9		WB	T	349	-	-	-	248	-	-	-
64th St & Fortuna Rd	TWSC	VVD	R	56	-	-	-	22	-	-	-
		SB	L	25	13.8	В	0.5	47	12.9	В	0.7
		30	R	40	13.0	Б	0.5	44	12.9	В	0.7
		Intersection	n Total	804	-	-	-	655	-	-	-
			L	109				107			
		EB	T	64	9.0	Α	1.1	56	8.8	Α	1.0
			R	23				37			
			L	13				12			
		WB	T	90	8.3	Α	0.5	66	8.0	Α	0.4
			R	4				10			
64th St & Glenrio Rd	AWSC		L	49				20			
Oterino na		NB	T	25	8.5	Α	0.4	21	8.0	Α	0.2
			R	1				11			
			L	1				2			
		SB	T	22	7.8	Α	0.3	30	7.8	Α	0.3
			R	36				33			
		Intersection	n Total	437	8.6	Α		405	8.4	Α	-

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

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

^{*} 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 at total of 181 crashes over the five-year period, yielding an average crash frequency (ACF) of 36 crashes per year. There was a total of 129 crashes at Coors/Fortuna and 31 crashes at Glenrio and Coors.

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

Table 4 Pedestrian and Pedalcycle Crash Data

Туре	Year	Location	Severity	Cause
	2019	Coors Blvd./ Glenrio Rd.	(A) Suspected Serious Injury	Pedestrian Error
	2019	Fortuna Rd./ Coors Blvd.	(K) Fatal Injury	Pedestrian Under the Influence of Alcohol
Pedestrian	2019 Fortuna Rd./ Coors Blvd.		(B) Suspected Minor Injury	Driver Inattention
	Coors Blvd./ 2021 Fortuna Rd.		(B) Suspected Minor Injury	Excessive Speed/Avoid No Contact Vehicle
	2022	Coors Blvd./ Fortuna Rd.	(C) Possible Injury	Driver Inattention, Failed to Yield Right of Way, Weather Conditions
	2021	Coors Blvd./ Fortuna Rd.	(C) Possible Injury	Disregarded Traffic Signal
Pedalcycle	2022	Coors Blvd./ Fortuna Rd.	(B) Suspected Minor Injury	Driver Inattention



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

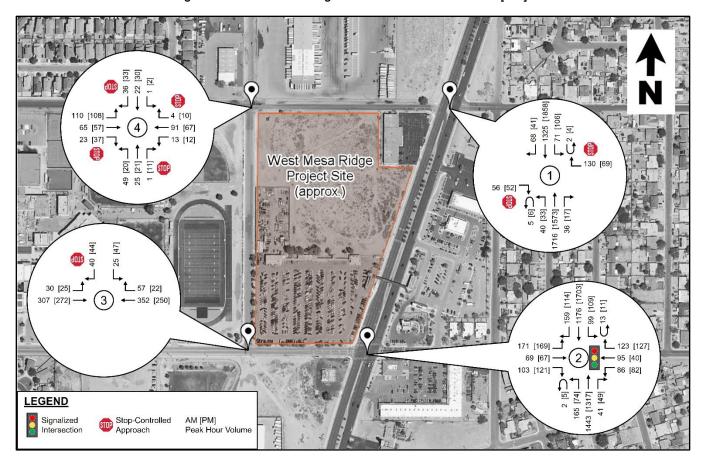
However, detailed information regarding transportation analyses for these sites were unable to be provided to the Stantec team. Specific traffic generated by these sites was therefore not included in the future background traffic estimates.

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.



13

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





ť West Mesa Ridge 144 [76] [23] [23] [12] Project Site (approx.) 28 **1** 62 [25] 175 [126] 1299 [188⁻ 109 [120] 339 [300] 389 [277] 15 [12] 189 [206] 76 [81] 114 [148] 95 [90] **LEGEND** Signalized Stop-Controlled Approach AM [PM] Peak Hour Volume Intersection

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 5**, 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. **Table 6** 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 Future Traffic Conditions

Table 5. Year 2025 Future Background Conditions Results Summary

			AM	2025 Ba	ckgrou	nd	Р	M 2025 I	Backgr	ound	
Intersection	Control Type	Movem	ent	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
		EB	R	56	11.2	В	0.3	52	11.1	В	0.3
		EB Appr	oach	56	11.2	В	-	52	11.1	В	-
		WB	R	130	12.1	В	0.8	69	11.3	В	0.4
		WB Approa		130	12.1	В	-	69	11.3	В	-
		NB	U	5	11.6	В	0.3	6	11.5	В	0.2
			L	40	11.0	В	0.5	33	11.5	В	0.2
0 51 10			T	1716	-	-	-	1573	-	-	-
Coors Blvd & Glenrio Rd	TWSC		R	36	-	-	-	17	-	-	-
Glenrio Rd		NB Appr	oach	1797	0.3	Α	-	1629	0.3	Α	-
		SB	U	2	10.0	_	0.5	4	10.0	_	0.0
			L	71	12.2	В	0.5	106	12.8	В	0.8
			T	1325	-	-	-	1858	-	-	-
			R	68	-	-	-	41	-	-	-
		SB Appr	oach	1466	0.6	Α	-	2009	0.7	Α	-
		Intersed Tota		3449	-	-	-	3759		-	-
		EB	L	171	34.2	С	7.0	169	37.9	D	7.7
			T R	69 103	30.7	С	6.4	67 121	36.1	D	7.9
		EB Approach		343	32.5	С	-	357	37.0	D	-
		WB	L	86	41.2	D	4.0	82	47.0	D	4.3
			T R	95 123	45.1	D	9.6	40 127	48.9	D	8.2
		WB Approa		304	43.9	D	-	249	48.3	D	-
Coors Blvd &	Signal	NB	U	2		_		5		_	
Fortuna Rd	Olgilat		L	165	15.3	В	3.7	74	16.8	В	1.8
			T	1443	20.5	С	13.7	1317	18.3	В	12.5
			R	41	21.5	С	13.9	49	19.0	В	12.6
		NB Appr	oach	1651	20.2	С	-	1445	18.4	В	-
		SB	U	13	10.5	_	0.0	11	40.0	_	0.0
			L	99	16.5	В	2.6	109	13.8	В	2.6
			T	1176	20.5	С	11.2	1703	19.8	В	16.1
			R	159	17.4	В	4.0	114	13.8	В	2.6
		SB Appr	oach	1447	19.9	В	-	1937	19.1	В	-



Future Traffic Conditions

				AM	2025 Ba	ckgrou	nd	Р	M 2025 I	Backgro	ound
Intersection	Control Type	Movement		Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
Coors Blvd & Fortuna Rd	Signal	Intersection Total		3745	23.1	С	-	3988	22.2	С	-
		EB	L	30	8.3	Α	0.1	25	7.9	Α	0.1
			T	307	0.3	Α	-	272	0.2	Α	-
		WB	T	352	-	-	-	250	-	-	-
64th St & Fortuna Rd	TWSC		R	57	-	-	-	22	-	-	-
Fortuna Rd		SB	L	25	13.8	В	0.5	47	13.0	В	0.7
			R	40	13.0	D	0.5	44	15.0	ם	0.7
		Intersection Total		811	-	•	-	660	•	•	-
		EB	L	110				108			
			T	65	9.0	Α	1.1	57	8.8	Α	1.1
			R	23				37			
		WB	L	13		А	0.5	12			
			T	91	8.3			67	8.0	Α	0.4
			R	4				10			
64th St &	AWSC	NB	L	49				20			
Glenrio Rd			T	25	8.5	Α	0.4	21	8.0	Α	0.2
			R	1				11			
		SB	L	1				2			
			T	22	7.8	Α	0.3	30	7.8	Α	0.3
			R	36				33			
		Intersed Tota		440	8.6	Α	-	408	8.4	A	-

Table 5. 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 Future Traffic Conditions

Table 6 Year 2035 Future Background Conditions Results Summary

				AN	1 2035 Ba	ackgrou	nd	PN	1 2035 Ba	ackgrou	nd
Intersection	Control Type	Movem	ent	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
		EB	R	61	11.2	В	0.3	57	11.2	В	0.3
		EB Approach		61	11.2	В	-	57	11.2	В	-
		WB	R	144	12.4	В	1.0	76	11.4	В	0.4
		WB Appro	oach	144	12.4	В	-	76	11.4	В	-
Coors Blvd & Glenrio Rd		NB	U	6	11.7	В	0.3	7	12.0	В	0.3
			L	45	11.7	D	0.3	37	12.0	D	0.3
		IND	T	1896	-	-	-	1737	-	-	-
	TWSC	/sc	R	40	-	-	-	19	-	-	ı
Otenno na		NB Appro	oach	1987	0.3	Α	-	1800	0.3	Α	-
			U	2	12.3	В	0.5	4	13.0	В	0.9
		SB	L	78	12.3	D	0.5	117	13.0	D	0.9
			T	1464	-	-	-	2053	-	-	-
			R	75	-	-	-	46	-	-	-
		SB Appro	ach	1619	0.6	Α	-	2220	0.7	Α	-
		Intersectio	n Total	3811		-	-	4153	-	-	-
		EB	L	189	35.4	D	7.8	186	38.2	D	8.4
			Т	76	20.0	С	7.1	74	25.4	2	2
			R	114	30.0	C	7.1	134	35.4	D	8.6
		EB Appro	ach	379	32.8	С	-	394	36.8	D	-
			L	95	40.5	D	4.4	90	46.6	D	4.7
		WB	Т	105	46.1	D	10.7	45	48.8	D	9.0
			R	136	40.1	D	10.7	141	40.0	D	9.0
		WB Appro	oach	336	44.4	D	-	276	48.1	D	•
0 51 10			U	2	17.7	В	4.3	6	20.6	С	2.0
Coors Blvd & Fortuna Rd	Signal	NB	L	182	17.7	Б	4.5	81	20.0	C	2.0
T Ortana ria		IND	T	1594	23.0	С	16.0	1455	20.4	С	14.5
			R	46	24.4	С	16.2	55	21.3	С	14.6
		NB Appro	oach	1824	22.9	С	-	1597	20.7	С	-
			U	15	10.2	D	2.0	12	15.0	D	2.0
		СD	L	109	19.3	В	3.0	120	15.8	В	3.0
		SB	T	1299	22.9	С	13.0	1881	22.6	С	19.0
			R	175	19.0	В	4.7	126	14.9	В	3.0
		SB Appro	ach	1598	22.2	С	-	2139	21.8	С	-
		Intersectio	n Total	4137	25.2	С	-	4406	24.3	С	-

West Mesa Ridge Traffic Impact Study Future Traffic Conditions

				AM	1 2035 Ba	ackgrou	nd	PN	1 2035 Ba	ackgrou	nd
Intersection	Control Type	Movem	ent	Volume Delay LOS Length (veh) Volume (veh) L 33 8.4 A 0.1 28 T 339 0.4 A - 300 T 389 - - - 277 R 62 - - - 25 L 28 15.1 C 0.7 52 R 45 - - - - 731 L 122 - - - - 731 L 122 - - - - 731 R 26 - - - - - - - 74 R 26 -	Volume	Delay	LOS	Q Length (veh)			
		EB	L	33	8.4	Α	0.1	28	8.0	Α	0.1
64th St & TV		ED	Т	339	0.4	Α	-	300	0.2	Α	-
		SC WB	Т	389	-	-	-	277	-	-	-
	TWSC		R	62	-	-	-	25	-	-	1
1 ortana rta		SB	L	28	15 1	_	0.7	52	14.0	В	0.8
		SD	R	45	13.1	C	0.7	49	14.0	Б	0.0
		Intersection Total		896	-	-	-	731	-	-	-
		EB	L	122				119			
			T	71	9.5	Α	1.3	62	9.1	Α	1.2
			R	26				41			
			L	15	8.5	А	0.6	13		А	
		WB	Т	100				74	8.1		0.5
			R	4				11			
64th St & Glenrio Rd	AWSC		L	66				22			
Otenno na		NB	Т	28	8.8	Α	0.5	23	8.2	Α	0.3
			R	1				12			
			L	1				2			
	SB	T	25	8.0	Α	0.3	33	8.0	Α	0.3	
) JD	R	40				37			
		Intersectio	n Total	499	8.9	Α	-	449	8.6	Α	-

Table 6. 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 7** summarizes the specific land use and size of each phase, expressed in the same units indicated in the *ITE Trip Generation Manual*, 11th Edition.

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

Table 7. West Mesa Ridge Land Uses

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 8**.

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

Table 8. West Mesa Ridge Trip Generation



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

Proposed Development

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 9** summarizes the land use and trip generation values for the used car lot, which was estimated based on aerial imagery to have a Gross Floor Area (GFA) of approximately 7,000 square feet.

AM Peak **PM Peak** Land Use GFA Total ln Out Total ln Out 841: Automobile Sales (Used) 7.000 14 11 3 26 12 14

Table 9. Used Car Lot Trip Generation

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

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

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

4.3 Trip Distribution

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



Project: 1720001002 21

Proposed Development

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.

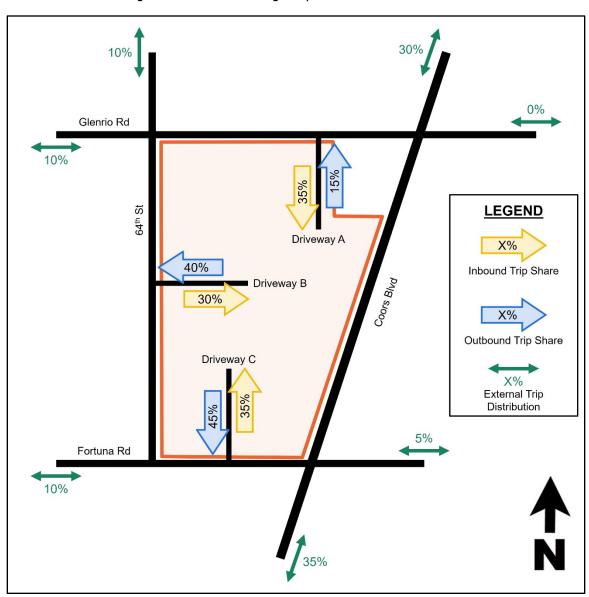


Figure 7. West Mesa Ridge Trip Distribution – Residential

Proposed Development

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.

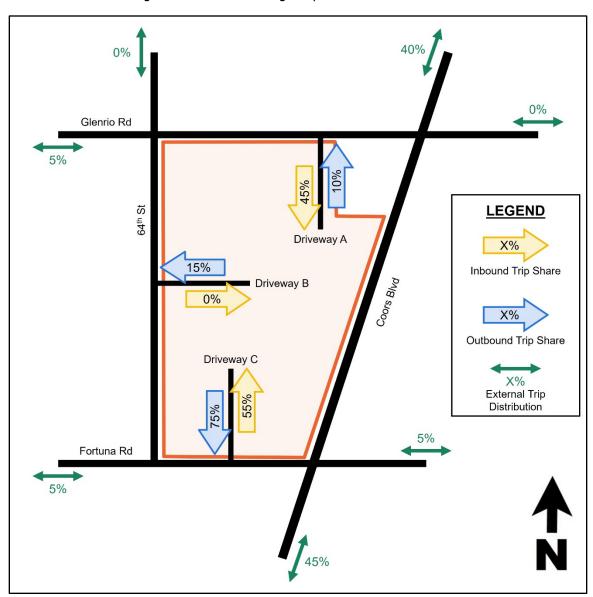


Figure 8. West Mesa Ridge Trip Distribution - Childcare



Proposed Development

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.

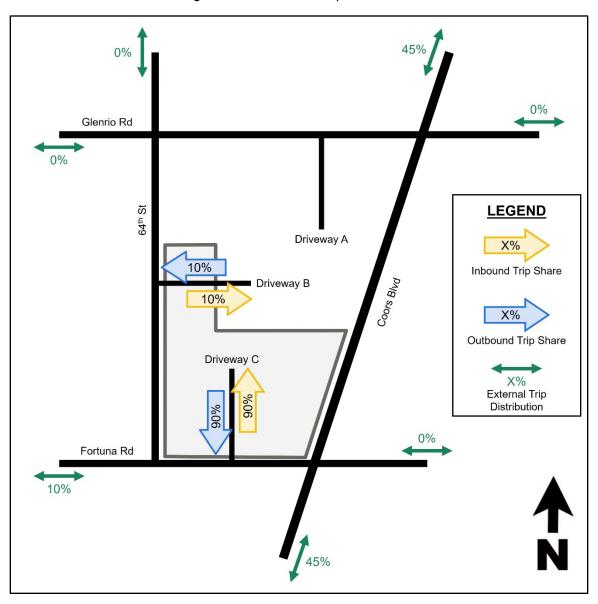


Figure 9. Used Car Lot Trip Distribution



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.

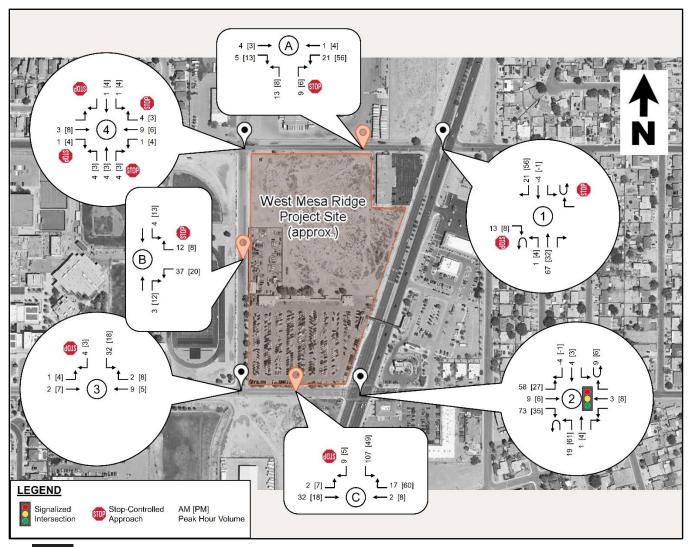


Figure 10. West Mesa Ridge Site Traffic

Proposed Development

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.

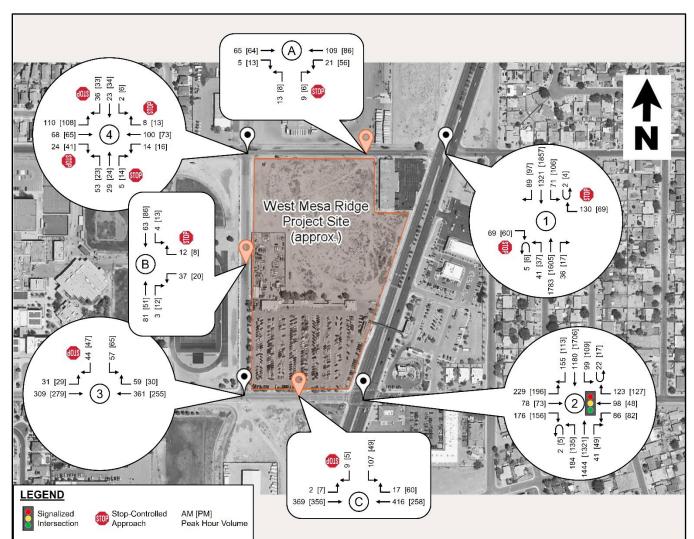
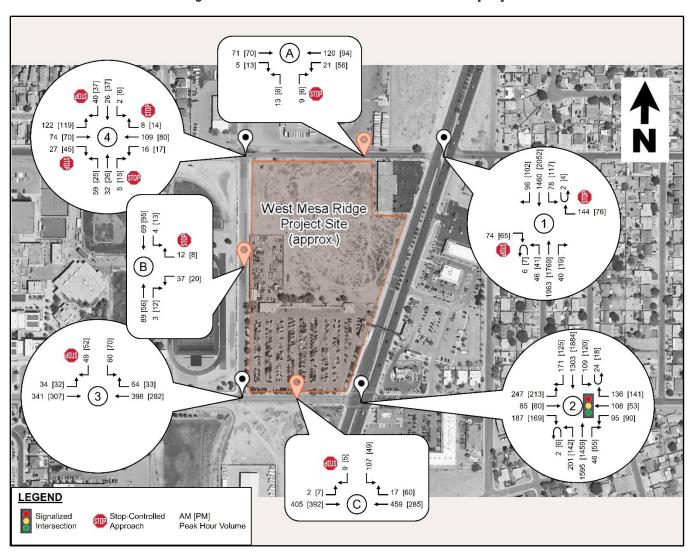


Figure 11. Year 2025 Build Traffic Volumes – AM [PM]



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.



Project: 1720001002 28

West Mesa Ridge Traffic Impact Study Future Build Traffic Operations

Table 10. Year 2025 Future Build Conditions Results Summary

		Movement		AM 2025 Opening Year				PM 2025 Opening Year			
Intersection	Control Type			Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
	TWSC	EB	R	69	11.3	В	0.4	60	11.2	В	1.5
		EB Approach		69	11.3	В	-	60	11.2	В	-
		WB R		130	12.1	В	0.8	69	11.3	В	1.3
		WB Approach		130	12.1	В	-	69	11.3	В	-
		NB	U	5	11.7	В	0.3	6	11.6	В	2.0
			L	41				37			
			T	1783	-	-	-	1605	-	-	-
Coors Blvd & Glenrio Rd			R	36	-	-	-	17	-	-	-
Oterino na		NB Approach		1865	0.3	Α	-	1665	0.3	Α	-
		SB	U	2	12.2	В	0.5	4	10.0	В	5.9
			L	71				106	12.8		
			Т	1321	-	-	-	1857	-	-	-
			R	89	-	-	-	97	-	-	-
		SB Approach		1483	0.6	Α	-	2064	0.7	Α	-
		Intersection Total		3547	-	-	-	3858	-	-	-
		EB	L	229	42.6	D	9.9	196	39.1	D	8.9
			T	78	33.1	С	9.7	73	36.4	D	9.4
	Signal		R	176				156			
		EB Approach		483	37.7	D	-	425	37.7	D	-
		WB	L	86	42.1	D	4.0	82	46.8	D	4.3
			Т	98	45.0	D	9.7	48	48.8	D	8.5
			R	123				127			
		WB Approach		307	44.1	D	-	257	48.2	D	-
		NB	U	2	15.4	В	4.1	5	10.0	В	3.2
Coors Blvd &			L	184				135	19.8		
Fortuna Rd			T	1444	20.3	С	13.7	1321	19.1	В	12.9
			R	41	21.3	С	13.9	49	19.9	В	12.9
		NB Approach		1671	20.1	С	-	1510	19.4	В	-
			U	22	16.5	В	2.8	17	15.0	В	2.9
		0.0	L	99				109			
		SB	Т	1180	20.6	С	11.3	1706	22.2	С	17.2
			R	155	17.3	В	3.9	113	15.4	В	2.7
		SB Approach		1456	19.9	В	-	1945	21.4	С	-
		Intersection Total		3917	24.0	С	-	4137	23.9	С	-

		l Movement		AM	2025 Op	ening `	Year	PM	2025 Op	ening `	Year
Intersection	Control Type	Move	ement	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
			L	31	8.3	Α	0.1	29	7.9	Α	0.1
		EB	T	309	0.3	A	-	279	0.2	A	-
			T	361	-	-	-	255	-	-	-
64th St &	TWSC	WB	R	59	_	_	-	30	_	_	-
Fortuna Rd			L	57				65			
		SB	R	44	16.7	С	1.1	47	14.2	В	0.9
		Intersec	tion Total	861	-	-	-	705	-	-	-
			L	110				108			
		EB	Т	68	9.2	Α	1.1	65	9.1	Α	1.2
			R	24				41			
			L	14				16			
		WB	Т	100	8.4	Α	0.6	73	8.2	Α	0.5
			R	8				13			
64th St &	AWSC		L	53				23			
Glenrio Rd		NB	Т	29	8.6	Α	0.4	24	8.2	Α	0.3
			R	5				14			
			L	2				6			
		SB	Т	23	7.9	Α	0.3	34	8.0	Α	0.3
			R	36				33			
		Intersec	tion Total	472	8.7	Α	-	450	8.6	Α	-
		- FD	T	65	-	-	-	64	-	-	-
		EB	R	5	-	-	-	13	-	-	-
		MD	L	21	7.4	Α	0.0	56	7.5	Α	0.1
Glenrio Rd & Driveway A	TWSC	WB	Т	109	0.1	Α	-	86	0.3	Α	-
Dilveway A		NB	L	13	9.5	٨	0.1	8	9.7	٨	0.1
		IND	R	9	9.5	Α	0.1	6	9.7	Α	0.1
		Intersec	tion Total	222	-	-	-	233	-	-	-
		WB	L	37	9.5	٨	0.2	20	9.4	٨	0.1
		VVD	R	12	9.5	Α	0.2	8	9.4	Α	0.1
0.411.01.0		NB	T	81	-	-	1	51	-	-	ı
64th St & Driveway B	TWSC	IND	R	3	-	-	-	12	-	-	-
Billeway B		CD	L	4	7.4	Α	0.0	13	7.4	Α	0.0
		SB	Т	63	0.0	Α	-	86	0.1	Α	-
		Intersec	tion Total	200	-	-	-	190	-	-	-
Fortuna Rd & Driveway C	TWSC	EB	L	2	8.3	Α	0.0	7	8.0	Α	0.0
	TWSC	EB	Т	369	0.0	Α	-	356	0.1	Α	-



				AM	2025 Op	ening '	Year	PM	2025 Op	ening '	Year
Intersection	Control Type	Move	ment	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
		WD	T	416	-	-	-	258	-	-	-
		WB	R	17	-	-	-	60	-	-	-
Fortuna Rd & Driveway C		SB	L	107	22.1	С	1.8	49	15.2	С	0.5
Diliveway		J JD	R	9	22.1	C	1.0	5	13.2	C	0.5
		Intersect	ion Total					735	-	-	-

Table 10. 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.



Project: 1720001002 31

Table 11 Year 2035 Future Build Conditions Results Summary

				AM	2035 H	orizon Y	/ear	PM	2035 H	orizon \	'ear
Intersection	Control Type	Mo	vement	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
		EB	R	74	11.4	В	0.4	65	11.3	В	0.4
		EB A	Approach	74	11.4	В	-	65	11.3	В	-
		WB	R	144	12.4	В	1.0	76	11.4	В	0.4
		WB	Approach	144	12.4	В	-	76	11.4	В	-
			U	6	11.8	В	0.3	7	13.0	В	0.3
		NB	L	46				41			
Coors Blvd &			Т	1963	-	-	-	1769	-	-	-
Glenrio Rd	TWSC		R	40	-	-	-	19	-	-	-
		NB A	Approach	2055	0.3	Α	-	1836	0.3	Α	-
		CD.	U L	2 78	12.3	В	0.5	4 117	13.0	В	0.9
		SB	Т	1460	-	-	-	2052	-	-	-
			R	96	-	1	-	102	-	-	-
		SB A	Approach	1636	0.6	А	-	2275	0.7	Α	-
			rsection Total	3909	-	•	-	4252	-	-	
			L	247	50.7	D	5.6	213	40.8	D	9.6
		EB	T	85	31.7	С	10.1	80	36.2	D	10.1
			R	187	31.7)	10.1	169	30.2	D	10.1
		EB A	Approach	519	40.9	D	-	462	38.3	D	-
			L	95	41.1	D	4.4	90	46.5	D	4.7
		WB	T	108	46.0	D	10.8	53	48.7	D	9.3
			R	136	40.0		10.0	141	40.7		0.0
		WB	Approach	339	44.6	D	-	284	48.0	D	-
Coors Blvd &	Signal		U	2	18.5	В	4.8	6	25.4	С	4.3
Fortuna Rd		NB	L	201				142			
			T	1595	23.6	С	16.2	1459	20.9	С	14.7
			R	46	25.0	С	16.5	55	21.9	С	14.8
		NB A	Approach	1844	23.4	С	-	1662	21.6	С	-
			U	24	20.0	В	3.3	18	17.0	В	3.2
		SB	L	109	20.7	-	10.0	120	24.0	0	20.0
			T	1303	23.7	С	13.3	1884	24.8	С	20.0
		SD /	R Approach	171	19.5	B C	4.7	125	16.3	В	3.2
		SB F	Approacii	1607	23.0	U	-	2147	23.9	C	-



				AM	2035 H	orizon Y	⁄ear	PM	I 2035 H	orizon \	⁄ear
Intersection	Control Type		ovement	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
Coors Blvd & Fortuna Rd	Signal		rsection Total	4309	27.0	O		4555	25.9	С	-
		EB	L	34	8.5	А	0.1	32	8.0	Α	0.1
		ED	T	341	0.4	А	ı	307	0.3	Α	-
		WB	T	398	1	ı	1	282	-	-	-
64th St &	TWSC	WD	R	64	-	-	-	33	-	-	-
Fortuna Rd		SB	L	60	18.7	С	1.3	70	15.5	С	1.2
		35	R	49	10.7)	1.5	52	10.0	C	1.2
			ersection Total	946	•	•	•	776	-	-	-
			L	122				119			
		EB	Т	74	9.6	Α	1.3	70	9.4	Α	1.4
			R	27				45			
			L	16				17			
		WB	T	109	8.7	Α	0.7	80	8.3	Α	0.5
			R	8				14			
64th St &	AWSC		L	59				25			
Glenrio Rd		NB	T	32	8.9	Α	0.5	26	8.3	Α	0.3
			R	5				15			
			L	2				6			
		SB	Т	26	8.1	Α	0.3	37	8.2	Α	0.4
			R	40				37			
			rsection Total	520	9.0	Α	-	491	8.8	Α	-
		EB	Т	71	-	-	-	70	-	-	-
			R	5	-	-	-	13	-	-	-
		WB	L	21	7.4	А	0.0	56	7.5	Α	0.1
Glenrio Rd & Driveway A	TWSC		Т	120	0.1	Α	-	94	0.3	Α	-
Dilveway A		NB	L	13	9.6	Α	0.1	8	9.8	Α	0.1
			R	9				6			
			rsection Total	239	-	-	-	247	-	-	-
		WB	L R	37 12	9.6	Α	0.2	20 8	9.5	Α	0.1
64th St &			T	89	-	_	-	56	-	-	-
Driveway B	TWSC	NB	R	3	-	-	-	12	-	-	-
			L	4	7.4	А	0.0	13	7.4	А	0.0
		SB	Т	69	0.0	Α	-	95	0.1	Α	-



				AM	2035 H	orizon \	/ear	PM	2035 H	orizon Y	'ear
Intersection	Control Type	Мо	vement	Volume	Delay	LOS	Q Length (veh)	Volume	Delay	LOS	Q Length (veh)
64th St & Driveway B	TWSC		rsection Total	214	-	•	-	204	•	-	•
		EB	L	2	8.4	Α	0.0	7	8.0	Α	0.0
		ED	Т	405	0.0	Α	-	392	0.1	Α	-
		WB	Т	459	-	-	-	285	-	-	-
Fortuna Rd &	TWSC	VVB	R	17	-	-	-	60	-	-	-
Driveway C	''''	CD	L	107	25.7	2	0.1	49	10.0	_	0.0
		SB	R	9	25.7	D	2.1	5	16.3	С	0.6
			rsection Total	999	-	-	-	798	•	-	-

Table 11. Year 2035 Future Build Conditions Results Summary (continued)

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

6 Site Access Requirements

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

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

7 Summary of Findings

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

8 Recommendations & Mitigation Measures

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

Proposed Mitigation Measures:

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

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

Traffic Signal Operation at Coors/Fortuna.

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



West Mesa Ridge Traffic Impact Study

Recommendations & Mitigation Measures

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.



Project: 1720001002 36

Appendix A Traffic Count Data



Project: 1720001002 A-37



ALBUQUERQUE POLICE DEPT REPORTING DEPARTMENT

STATE OF NEW MEXICO UNIFORM CRASH REPORT

Priva	te Prop	erty?		Fata	aı Ir	Property Damage	1 1	er \$500		nd Run	?	Cas	se Nun	nber:19	009	1577									
NO			<u> </u>	Inju		Only	\$500	or More	e NO				NME	OOT:					CAI	D Nun	n: 192	77056	i 1		
	h Date 4/201 9		Military 11:45		- 1	ity Occuri LBUQU		•							Cou BE	inty RNAL	ILLO								
Day (of Week	ς .	Occurr	ed O	n: (Rou	ıte No. or	Name)					At	Interse	ction W	/ith:								Т	ribal Lar	nd?
FRIE	DAY		COOF	RS B	SLVD N	IW						GL	ENRI	O RD	NW								N	10	
Othe	er	Measu	rement	D	irection		Perman	ent Land	dmark -	County	Line - II	nterse	ction						Mile	post		Lat:			
Loca	ation																					Long:			
Crasi	h Occur	rred				ash Class						- 1	-	Code											
ON I	ROAD	WAY			PE	DESTR	IAN					0	3 - VE	H TUI	RNII	NG LE	FT								
		CLE N		- 1	Unit Dir		On:											Left to	he Sce e Cras	h?		d Speed	d S	afe Spe	ed
	HEAD			1	SOUTI	н	COO	RS BLV										<u> </u>	NO		35		丄		
	Driver's	s Last I	Name					Driver's	First N	ame			Driv	er's Mid	ddle	Name		Driv	er's St	treet A	Addres	S	_		
	Deisse	- 1 :			04-4		04-4	D4-:-4:			lr			O:t.					04	-1- 7	- 0-1		Dhai		
	Drivers	s Licen	se Num	iber	NM	e Type D	Status	Restriction	ons En	dorsen	nents E	Expires	2020	City ABQ					NI		ip Cod 7121	e	Phor	ie	
	Date of	f Rirth	Occu	natio		ال	V						Seat Pos		_	1_	Injury	OP		Used	_	an L		EMS	Med
		/1973	Occu	pauo	<i>,</i> 11								Pos LF	Age	Se	x Ra	ce Injury Code	Code	Pro	perly	Airba Depl	ioy Eje	ected	Num	Trans
001	Seat	Occup				rst Middle								46	М	H	1 0	6	Y	ES	N		N	N/A	NO
	Pos	Occup	ant's Ac	ddres	ss (Stree	et City Sta	ate Zip)									-			+			+	\dashv		
NO.										Т															
CLE							Т				\top					+			+		\vdash	+	\dashv		
VEHICLE										П				ĺ											
							<u> </u>				T								1			十	\neg		
							·				<u> </u>			1											
										•															
															L,										
	Veh. Y		/ehicle I		9		Color					y Style	Car Typ	go Bod	y	Veh. L	Jse1 Veh.	Use2	Ve	eh. To NC			Vehi	icle Disa	abled
	2008	\rightarrow	ΓΟΥΟΤ	Α			BLUE,				PC		.,,,,		\dashv		Р	_	Dan		Severit	ly	Da	amage A	rea
	Lic. Ye 2020		State NM		- 1	License F KBM611		nber		IN TOKO:	200687	7200	20		DC)T#		- 1		NON			1 12 🌈	2 3 4	5 Tage
		ate Car				Towed B			J	IDKB		owed						-		Exte	ent		6	10 9 8	پار م
	IIIICISI	ale Cai	iici ?			Towed B	y				-	oweu	10					- 1		NON	NE			16	•
	Numbe	er of		Gr	oss Veh	l nicle/Com	b Weight	t Rating	Hazi	Mat Pla	card?	Haz	zmat P	lacard 4	1-diq	it OR I	Hazmat Na	me	AND)	1-d	digit#	HazN	Mat Relea	ased
	Axles															П							NO		
	Carrier	r's Nam	ie					Street A	Address	;						Carrie	r City						State	Carrie	r's Zip
	Owner's Last Name							Owner's	s First N	Name			Owne	er's Mid	dle N	lame		Owi	ner's C	compa	ıny Na	me			
	ARCHULETA							FRAN	CES																
		Addres							ner's Ci	ity						State	Owner Z	р	l	er's Ph					
			HERM					АВ								NM	87105		<u>`</u>		-2237				
	l	d By: (N TATE	Name of	Con	npany)				Policy	Numbe	er			r or Tov les (1)	ved	Type	Year	Make	L	ic. Ye	ar Lio	c State	Lice	ense Nu	m
	Trailer of Towed 71							Year L	ic State	Lice	nse Nun	n		r or Tov	ved	Туре	Year	Make	1	ic. Ye	ar Lic	c State	Lice	ense Nu	m
	Vehicle	es (2)		Ц,			1-						venic	les (3)				Loft #	ho Cor	one T			<u></u>		
	VEHICLE NO. Unit Direction On: HEADED 02 WEST COO							RS BLV	/D NW	,								of the	he Sce e Cras NO		Posted 25	d Spee	a t	Safe Spe	ed
	Driver's	river's Last Name							First N	ame			Driv	er's Mi	ddle	Name		Driv	er's St	treet A	Addres	s			

	Driver's	s Lice	nse N	lumber	Sta	ite -	Туре	Status	Restr	ictions	Endors	sements	E	xpires		City						9	State Zip	Code	P	none	
					AB	3		E							2020	ABQ	_	_						121			
	Date o	f Birtl / 196		ccupati	on										Seat Pos PD	Age	Sex	x F	Race	Injury Code	OP Code	e Pi	P Used roperly	Airbag Deploy	Ejecte	d EMS Num	Med Trans
002	Seat	Occi	ıpant':	s Name	(Last F	irst	Middle	e) /								54	F		н	Α	0		NO	N	0	29	YES
	Pos	Occi	ıpant'	s Addre	ss (Stre	eet C	City Sta	ate Zip)				Τ				1		+				+				+	
VEHICLE NO.												T'															
읦								I				\perp	_			4											
>								<u> </u>	Π				<u> </u>					+				+				+	
								I				\perp	Т			4											
	Veh. Y	ear	Vehi	cle Mak	e			Color					Bod	y Style		l Irgo Bod	y	Veh.	Use1	l Veh	. Use2	١	/eh. Tov	ved?	V	ehicle Dis	sabled
															Ту	pe	\perp					Da	ımage S	everity		Damage 2 3 4	Area
	Lic. Ye	ar	State	9		Lic	ense F	Plate No	ımber		VIN						DO)T #					J		12	2 3 4	5 111 6
	Interst	ate C	L arrier?	?		То	wed B	Ву					Т	owed 1	То								Exter	nt		11 10 9 8	7
				- 1-		L							\perp							4							
	Number Axles	er of		G	ross Ve	ehicle	e/Com	b Weig	ht Ratii	ng	HazMat	Placard	?	Hazı	mat F	Placard 4	4-digi	it OR	Hazı	mat Na	ame	AN	D	1-digi	t# Ha	zMat Rel	eased
	Carrier	's Na	me						Stree	et Add	Iress							Carr	ier Ci	ity					Sta	te Carri	er's Zip
	Owner	's Las	st Nan	ne					Own	er's Fi	irst Nam	e			Owr	ner's Mid	dle N	lame	•		Ov	/ner's	Compar	ny Name			
																								,			
	Street	Addr	ess							Owner	r's City							State	e O	wner Z	ip.	Own	er's Pho	one			
	Insure	d By:	(Nam	e of Co	mpany))			•	P	olicy Nu	mber		- 1		er or Tov cles (1)	ved	Туре	Ye	ar	Mak	е	Lic. Yea	ar Lic S	tate L	icense N	um
	Trailer Vehicle			Туре	Year		Make	Li	c. Year	Lic S	State L	icense	Num	- 1		er or Tov	ved	Туре	Ye	ar	Mak	е	Lic. Yea	ar Lic S	tate L	icense N	um
Veh.	Seat			s Name	(Last F	irșt	Middle	2) /							VCIII	Age	Sex	,	Race	Injury Code	OP	Ol	P Used	Airbag Deploy	Eigetod	EMS	Med
Num	Pos	Occi	ıpant'	s Addre	ss (Stre	eet C	City Sta	ate Zip)	T			T				Age	367	^ ^	lace	Code	Code	e Pi	roperly	Deploy	Ljecieu	Num	Trans
COND	Lightin DAYI	•	т						ather	<u>.</u>						Road Ch		er					Road	i Grade '⊏ı			
	VEH N	_		Conditio	on .			+	ad Surf					Tr		Control			F	Road L	anes	Road	Design		Road	Design	
ROAD	01		NET					PA	VED (CENT	ER ST	RIPE		N	о с	ONTRO	LS		2	2 LAN						ACCES	
						APF	PAREN	IT CON	ITRIBL	ITING	FACTO	RS								DRI	/ER'S A	CTIO	NS		<u>EQUEI</u> IRST	ICE OF E	VENTS
Ļ																								- ⊢	VENT		
EVENT	NONE																	LEF	T TI	URN					ECONI VENT		
																									HIRD VENT		
																									OURTH VENT	1	
			DF	RIVER/F	PEDEST			DALCY	CLIST			1				EDALCY		ST		-						ACTION	l
					SC	JRK	IETY						Р	HYSIC	AL C	CONDITI	ON				t Inters						
																				Ľ							

Crash Report Number: 710454470 STATE OF NEW MEXICO UNIFORM CRASH REPORT NM STATUTE 66-7-209 NMDOT COPY

DRIVER	HAD NO	OT CONS	SUMED ALCOHO	L		NO APP. D	EFECTS			PEDESTRIAN		Intersection				
	Breath To	est Results	5		Driver Physic	cal Condition - C	Other			H.	Pedest	rian Action	- Other			
ROAD	VEH NO.	. Road C	ondition	Road Si	urface CENTER ST	RIPE	Traffic Cor				Lanes	Road Des	•		d Design LL ACCE	SS CT
			APPAR	ENT CONTRI	BUTING FACTO	RS				DR	RIVER'S	ACTIONS			ENCE OF	EVENTS
E														FIRST EVENT	Γ	
EVENT	PEDES1	ΓRIAN EI	RROR						OTHER	R				SECOI EVENT	Γ	
														THIRD EVENT	Γ	
														FOUR EVENT		
		DRI	VER/PEDESTRIAN/		ST		/PED/PED/		ST			PEDESTRI	AN/PEDA	CYCLIS	ST ACTIO	N
			SOBRIET	Y		PHY	SICAL CON	IDITION		z	At Inter					
H	HAD NO	OT CONS	SUMED ALCOHO	L		NO APP. D	EFECTS			IRIA		Intersection				
DRIVER				_						PEDESTRIAN		ROSSWA				
	Breath To	est Results	3		Driver Physic	cal Condition - C	Other			8	Pedest	rian Action	- Other			
						NARRA	ATIVE									
CAF TO \	R. HE AP	PLIED T	ED HE WAS TUR HE BRAKES BUT KED FOR NORTH	TIT WAS TO	O LATE. PED	ESTRIAN MS			REPO	RTE	D SHE	WAS CR	OSSING	COOR	S FROM	EAST
		Туре	Description of Prop	erty and Dama	ge											
	er perty olved	Owner's La	ast Name			Owner's Fi	rst Name					Owner's M	liddle Nam	ie		
	-	Owner's S	treet Address		Owne	er's City				State	e Zip	Code	Owner's	Phone		
SS	Witness's	s Last Nan	ne		Witi	ness's First Nan	ne				Witness	's Middle N	lame			Age
WITNESS	Witness's	s Street Ad	ddress		Witness's City					Zip Co		Witness	s's Phone			
_					ABQ	CEMENT AC	TION VII	OL ATIO	<u> </u>	8710	5					
VEH	NO. Las	t Name		Firs	t Name	CEWENT AC	Middle N		NO .	Vi	olation (Common N	lame)		Action	า
								ı								
Time 11:4	Notified 5	Time Arri 11:52	ved Notified By RADIO					'	Sor at Sco							
	ked By															
		•	0/5/2019	0#:	Nome			Dort			in t	li inala e -	le.	ntriet	Dec 5) oto
Office	er's Signat	ay//-	u=75	Officer's	MAN, C.			Rank P1/C			000	lumber 2		strict	Report D	

Diagram Drawn By HEITZMAN, C.	Measurements Taken By NONE
GLENRIO NW NOT TO SCALE	
	COORS NW



ALBUQUERQUE POLICE DEPT

STATE OF NEW MEXICO UNIFORM CRASH REPORT

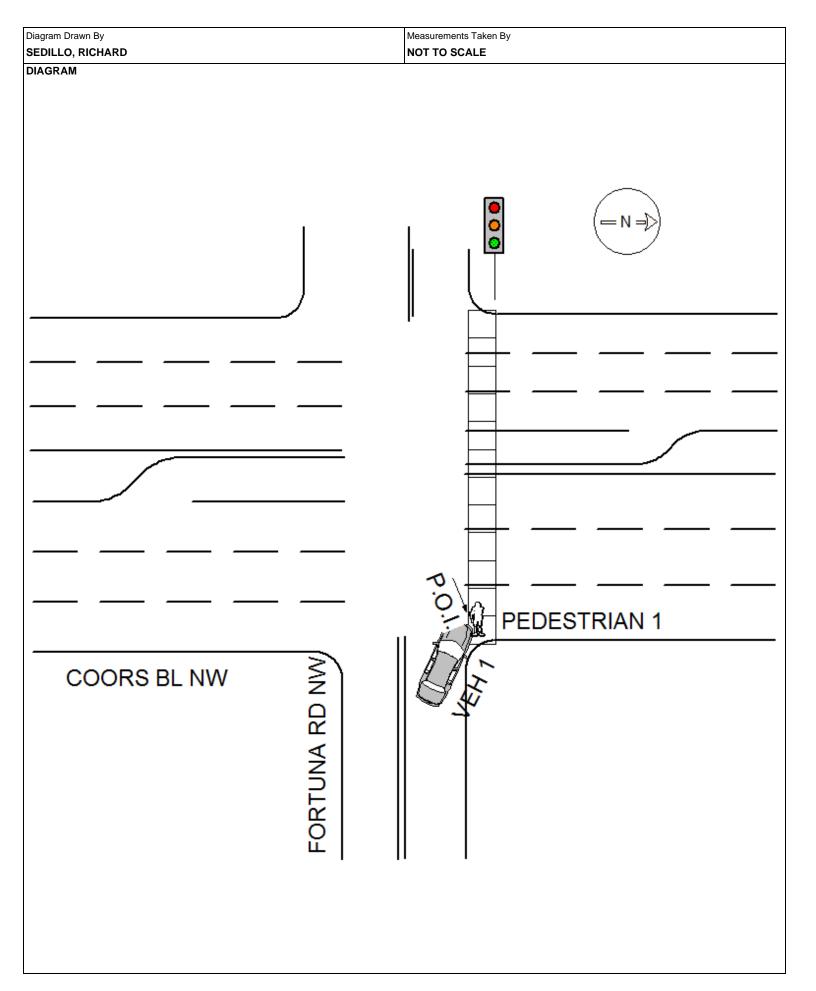
710553928

REPORTING DEPARTMENT

Priva	te Prope	erty?		atal		operty mage	Unc	ler \$500	Hit	and	Run?		Case	Num	ber: 19	00050	04								
NO			✓ I	njury	On		\$50	0 or Mo	re NC)		_		NMD	OT:					CAD No	um: 19	90160	183		
Crast	Date		Military T	ïme	City	/ Occurr	ed In									Count	у								
01/1	6/2019		06:58		AL	BUQUI	ERQU	E								BERN	NALII	LLO							
Day o	of Week		Occurred	On:	(Route	No. or	Name)						At In	terse	ction W	/ith:								Tribal La	nd?
WED	NESD	AY	FORTU	NA F	RD NV	V							CO	ORS	BLVD	NW								NO	
Othe	er	Measu	rement	Dire	ction		Permar	nent Lan	dmark	- Co	unty Line	- Inte	rsect	ion						Milepos	t	La	ıt:		
Loca	ation																					Lon	g:		
	Occur					h Classi								•	Code										
ON F	ROADI	WAY			PED	ESTRI	AN						02	- VE	H TUI	RNING	RIG	HT							
	VEHIC	CLE N			it Direc	ction	On:													e Scene Crash?		ted Sp	- 1	Safe Spe	eed
	HEAD	ED	01	W	EST		coo	RS BL	VD N	W										NO	45			45	
	Driver's	s Last N	Name					Driver'	s First	Nam	е			Driv	er's Mid	ddle Na	ame		Drive	er's Stree	t Addr	ess		_	
	Driver's	Licens	se Numbe	er	State	Туре	Status	Restrict	tions E	Endor	rsements	Exp	oires		City			_		State	'		Pho	one	
	D /		T _o		NM								10		ALBU	JQUE	KQUI		0.7		8710			ENIO	N-1
	Date of		Occupa											eat os	Age	Sex	Race	Injury Code	OP Code	OP Use Proper	ly De	rbag eploy	Ejected	EMS Num	Med Trans
901	Seat	2004 Occupa	STUD ant's Nan		ast Fire	t Middle) /							D	14	М	н	В	NA	YES		N	N	48	NO
°	Pos		ant's Add												,		<u> </u>				\perp			ļ	[
Š.																									
삧											Щ,										_				
VEHICLE																									
>							-														_				
											\dashv	_													
							1														+	-+			
	}										\dashv														
	Veh. Y	ear V	/ehicle Ma	ake			Color					Body S	Style	Car	go Bod	v Ve	h. Us	e1 Veh. I	Jse2	Veh.	Towed	!?	Ve	hicle Disa	abled
							00.0.					ou, c	,	Тур		, I	00								
	Lic. Ye	ar S	State		Li	cense P	late Nu	mber		VIN						DOT	#		-1	Damage	e Seve	erity	1 ^C	amage A	rea 5
																							12	7	7 6
	Intersta	ate Carr	rier?		Т	owed B	y		I			Tow	ved T	o						Ex	tent		11	10 9 8	7
	Numbe	r of		Gros	s Vehic	:le/Comb) Weigh	nt Rating	На	zMat	Placard	?	Hazn	nat Pl	acard 4	1-digit (OR Ha	zmat Nar	me	AND	1	l-digit i	# Haz	Mat Rele	ased
	Axles																								
	Carrier	's Nam		Street	Addres	SS						C	arrier	City					Stat	e Carrie	r's Zip				
	Owner'	s Last I		Owner	's First	Nam	ne			Owne	er's Mid	dle Nai	me		Own	er's Com	pany N	Name							
				Ц,											Щ,										
	Street	Address	s					O	wner's (City						St	tate	Owner Zip		Owner's F	Phone				
	_								1				_			_			1	1.	. 1		, I.		
	Insured	By: (N	lame of C	ompa	any)				Polic	cy Nu	ımber				or Tow es (1)	ved Ty	/pe Y	'ear	Make	Lic. `	Year	Lic Sta	ate Li	cense Nu	ım
			J-r.			100-1	l	V I	Lie C'	4. I.	Lies-:	di e	-					/aar	10-1		Va-:	Lie C'	40		
	Trailer Vehicle	or Tow	ed Type	Yea	ır	Make	Lic	. Year	Lic Sta	ite	License I	Num			or Toves es (3)	ved 1	/pe Y	'ear	Make	LIC. `	rear	Lic Sta	ate Li	cense Nu	ım
_		• •		1	it Di	rtion	loni							· CHIC	55 (5)				Left th	e Scene	Door	tod C-	004	Cofo C-	od
	VEHICLE NO. Unit Direction On:							RS BL	VD NI	w										e Scene Crash? VO	45	ted Sp	- 1	Safe Spe 45	æu
ı	HEADED 02 NORTH COO Driver's Last Name						000							Deire	ode Ma	ddlo N-	ame					000		40	
	Dilvers	Lasin	vallie					Dilver	s First	NdIII	C			DIIV	er's Mic	uule Na	anne		DIIVE	er's Stree	ı Addı	C55			

	Driver'	s Lice	nse N	lumber	State	е Тур	e St	tatus	Restric	ctions	Endors	ements	E	xpires		City						:	State Zip	o Code	Pt	ione	
		6 B : U		4-	NM	D	٧		В						2022	ALBU	JQU	ERQ	UE	Initian .	0.0			114		FMO	
	Date o	f Birth / 199 0		ccupation NKNO											Seat Pos LF	Age	Sex	x R	ace	Injury Code	OP Code	e P	P Used roperly	Airbag Deploy	Ejected	I EMS Num	Med Trans
005	Seat Pos	Occu	pant's	Name Addres	(Last Fi	rst Mid et Citv	dle) State	/ Zip)								28	М		н	0	6		YES	N	N		NO
NO.	RF					,										27	F		Н	0	6		YES	N	N		NO
VEHICLE NO.							Α	LBU	QUER	QUE		NM	87	105				+				+					
VEH												T,				1											
							Т					\top	Τ			1											
												\perp	_														
	Veh. Y	'ear	Vehic	de Make	e		C	olor				<u> </u>	Body	/ Style		rgo Bod	<u> </u> у	Veh. l	Jse1	Veh.	Use2		Veh. Tov		V	ehicle Dis	abled
	2010		FOR		1.				K - BL	.K	h		PC		Тур	pe		IB		Р		Da	NO amage S			NO Damage 2 3 4	Area
	Lic. Ye 2019		State NM	:	- 1	Licens AFAC		te Nui	mber		VIN 2FAE	3P7BV	4AX	(1366	63		DC)T #					NON	_	12		3 6
	Interst	ate Ca	rrier?	•		Towe	d By						To	owed 1	Го								Exter NON		1	1 10 9 8 16	7
	Numbe	er of		Gr	oss Veh	icle/C	omb V	Weigh	t Ratin	g H	łazMat	Placard	?	Haz	mat F	Placard 4	1-digi	it OR	Hazr	nat Na	me	ΑN	I D	1-digi	t# Ha	zMat Rel	eased
	Axles	r's Nar	me						Stree	t Addr	229							Carrie	er Ci	tv					NC Sta		er's Zip
	oao.	- Trus							0.00	· / tuui								Jun		-,							or o z.p
	Owner CHA\		t Nam	ne					Owne ROB		st Name	е				er's Mid SHUA	dle N	lame			Ov	vner's	Compar	ny Name	:		
	Street				D 1114					wner's	•	0115					- 1	State	1	vner Zip	p	1	ner's Pho				
				e of Cor	npany)						QUER licy Nur				Traile	er or Tov		NM Type	Ye	'114 ar	Mak	,	5) 545- Lic. Yea	_	tate L	icense N	um
	FREE				/	1.4-			V	Lie Of				\dashv		des (1)		T	V-		NA-II		Lie Ver	1:- 0	4-4- 1	11	
	Trailer Vehicle		wed	Type \	r ear	Ma	ке	LIC.	Year	Lic St	late L	icense I	Num	- 1		er or Tov cles (3)	ved	Type	Yea	ar	Mak	e	Lic. Yea	ar Lic S	tate L	icense N	um
Veh. Num	Seat Pos	Occu Occu	pant's pant's	Name Addres	(Last Fi ss (Stree	rst Mid et City	dle) State	/ Zip)								Age	Sex	x Ra	ace	Injury Code	OP Code	e O	P Used roperly	Airbag Deploy	Ejected	EMS Num	Med Trans
							\top					\dashv	Τ			1											
COND	Lightir	_						Wea				<u> </u>				Road Cha		er			<u> </u>		- 1	d Grade			
	VEH N		oad (Conditio	n			\vdash	AR d Surfa	re .				Тг		Control	НТ		T _G	Road La	nec	Doad	Design	GRADI	_	Design	
ROAD	01		RY	Soriditio							ER STI	RIPE				FIC SIG	SNA	LS		LANE	ES	PHY	SICAL	DIVIDE	отн	R	
					А	PPAR	ENT	CONT	rribu'	FING F	FACTO	RS								DRIVE	ER'S A	CTIC	NS	F	IRST	PED	VENTS
Ä																								-	VENT		
EVENT	NONE																	STA	RT	IN TR	AFFIC	LA	NE	-	VENT		
																								E	VENT		
				n /===		Divi		1.63	N 10=					ree :=			10:	\	_		Di	EDEC	TDIANI/F	E	OURTH VENT	ACTION	
			DR	IVER/P	EDEST SO	RIAN/I BRIET		ILCYC	LIST							ONDITI		δĺ			Inters	ectior	1	LUALO	TOLIST	ACTION	
																				W	ITH S	IGN	AL				

DRIVER	HAD	NOT (CONSUME	D ALCOHOL			NO APP. D	EFECTS			PEDESTRIAN		ntersection	1			
_	Breath	Test F	Results			Driver Physica	al Condition - C	ther			8	Pedesti	rian Action	- Other			
ROAD	VEH N		oad Conditio		Road Surfa			Traffic Con				Lanes	Road Des	•		d Design	
2	02	D	RY			CENTER STR		TRAFFIC	SIGNA	LS	<u> </u>	NES	PAINTE	D DIVI			
				APPARENT (CONTRIBU	TING FACTOR	RS				DR	RIVER'S	ACTIONS			NCE OF	EVENTS
EVENT															FIRST EVENT SECON EVENT	ID)
Э	DRIV	ER INA	ATTENTIO	N						RIGHT	TUR	RN			THIRD EVENT		
															FOURT EVENT		
			DRIVER/P	EDESTRIAN/PEDAI	LCYCLIST			/PED/PEDA		ST				AN/PED	ALCYCLIS	T ACTIC	N
				SOBRIETY			PHYS	SICAL CON	IDITION		Į	At Inter	section				
DRIVER	HAD	NOT (CONSUME	D ALCOHOL			NO APP. D	EFECTS			PEDESTRIAN	Not At I	ntersection	1			
_	Breath	Test F	Results			Driver Physica	al Condition - C	ther			- H	Pedesti	rian Action	- Other			
						L	NARR <i>A</i>	TIVE			<u> </u>						
CAU DRIN SAII THE WIT SAII	ISING VER 1 D HE I CRO NESS D VEH	HIM T SAID HAD T SSWA 1 SAI 1 WA	TO GO DO HE WAS (HE GREEN LK HAD T D SHE SA S ON FOR ER CAME (EN VEH 1 WAS TO WIN TO THE GROGOING WESTBOON LIGHT BUT DID HE RIGHT OF WAS CONTUNED TO THE AND TURN AND TRANS	OUND. PE UND ON F O NOT NO' AY. DRIV ROSSING NED RIGH SPORTED	D 1 SAID VE FORTUNA AI TICE THE PE ER 1 SAID H COORS BL HT TO GO NO HIM TO THE	H 1 RAN OV ND WAS GO ED WALKING IE HIT PED 1 IN THE CRO DRTHBOUNI	ER HIS L ING TO TO IN THE C SSWALK OON COC	EFT FOURN RIC CROSS CROSSV WITH T	OT. GHT ON WALK. VALK. THE RIC	N CO DRI	ORS BIVER 1	L TO GO SAID HE Y TO GO	NORT ALSO WEST	HBOUND DID NOT BOUND.	. DRIVI NOTIC	E IF
		1.760		por or reporty a.	.a zamage												
Oth Pro	er perty	Own	er's Last Na	me			Owner's Fi	rst Name					Owner's M	iddle Na	ame		
Invo	lved	0	Ot A	44			de Oite				04-4	. 7:- (21-		's Phone		
		Own	er's Street A	uuress		Owner	's City				State	zip (Code	Owner	S FIIONE		
ss	Witne	ss's La	st Name			Witn	ess's First Nam	ne				Witness'	s Middle N	ame			Age
WITNESS					-					1 1							21
₹	Witne	ss's Str	eet Address			Witness's City ALBUQUER	OUE				Zip Co 8710 :		Witness	s's Phon	ie		
					<u> </u>		EMENT ACT	TION - VIC	N ATIO		07 10						
VEH	NO. I	_ast Na	me		First N		CIVILITY ACT	Middle Na		140	Vi	olation (Common N	lame)		Actio	n
												`		,			
Time 06:5	Notifie 9	d Tim	ne Arrived :03	Notified By RADIO					Supervis	sor at Sc	ene						
	ked By								<u>i </u>								
5195	- LO	PEZ, D	ANIEL - 2	15/2019													
Office	r's Sig	nature	J-7 J-6-7		Officer's Na	ame			Rank			ID N	umber		District	Report I	Date
			-332		SEDILLO	, RICHARD			P 2/C			211	2		111	01/16/2	2019





ALBUQUERQUE POLICE DEPT REPORTING DEPARTMENT

STATE OF NEW MEXICO UNIFORM CRASH REPORT

		_			_																						
	te Prop	erty?		Fatal		operty amage	1 1	er \$500	'	and R	un?		Case N	Num	ber: 19	0050)424										
NO				Injury	Oı	nly		O or Moi	re NO)			N	IMD	OT:						CAD	lum: '	191521	246			
	h Date 1/2019		Military 21:12	Time	_ I _ '	y Occum .BUQUI		=								Cour	-	ILLO									
	of Week			d On:		e No. or							At Inte	ersec	tion W		NIA.	ILLO							Tribal	Land	?
•	URDA		FORTL		•		,						l		BLVD		,								NO		
Othe	er	Measu	rement	Dire	ction		Perman	ent Lan	dmark	- Cour	nty Line	e - Inte	rsectio	n							Milepo	st	La	at:			
Loca	ation			NO	RTH		COOR	S BLV	D NW	/ FO	RTUN	IA RD	NW										Lon	g:			
	h Occur					sh Classi							1	•	Code												
ON	ROAD		_	1		DESTRI	_						02 -	VE	H TUF	RNIN	IG R	GHT	_	Left the	e Scene	9 D-	-1-10-		0-6- (
	HEAD	CLE N	O. 01		it Dire		On:	RS BL	VD NV	٧											e Scene Crash? IO	45	sted Sp		Safe 5	speed	
	Driver's	s Last N	Name					Driver's	s First I	Name				Drive	er's Mic	ddle N	Name			Drive	r's Stre	et Ado	dress				
	Driver's	s Licens	se Numb	er	State	Туре	Status	Restrict	ions E	ndorse	ements	s Exp	oires		City						State	e Zip (Code	Ph	one		
					NM	1 1	v						/20	22	ALBU	QUI	ERQ	JE			NM	875	07				
	Date of	f Birth	Occup	ation									Sea Poi		Age	Sex	Ra	ice In	jury ode	OP Code	OP Us Prope	sed /	Airbag Deploy	Ejected	EM Nur		Med Trans
001	Seat Pos	Occup				st Middle t City Sta									34	M		4	0	0	UNI	ĸ	N	N			
Ŏ.	RF	Оссир	ant's Aut	11622 (Silect	, 	.,				\Box				22	F	Τ,	1	0	0	UNI	K	N	N	+	N	10
Ϋ́							ALBU	QUER	QUE		NM	8712	21	_			+	_				\dashv			┿	_	
VEHICLE	CR					I	SANT	A EE			NM	8750	17	\dashv	8	M		4	o	0	UNI	ĸ	N	N			
>							JANTI	112			I	0730	,,	+			+	-	_			+			+	+	
											Т			\dashv													
																						T					
		L									Щ,									_	<u> </u>				<u> </u>		
	Veh. Y 2013		ehicle M				Color GRAY	GPV	,		- 1	Body S		Carg Type	jo Body e	/ \	/eh. l	Jse1 \ F	/eh. l	Jse2	ven	. Towe	ed?	VE	ehicle [N (lea
	Lic. Ye	-	State		<u> </u>	icense P				/IN		I K				DO	Т#			-	Dama	_	•	1	Damag	e Are	a
	2019		IM			BSJ45	iato i tai	iibei			W5F1	XDX3	317066	6			• "				Н	EAV	′	12			6
	Intersta	ate Can	rier?		<u> </u>	Towed B	у					Tov	ved To							-1		Extent KNOV		1	1 10 9	8 7	
																					Olvi	WO.	•		10,11,	12	
	Numbe Axles	er of		Gross	s Vehi	cle/Comb) Weigh	t Rating	Haz	zMat P	Placard	1?	Hazma	at Pla	acard 4	-digit	t OR I	Hazma	t Nan	ne	AND		1-digit		zMat R	eleas	ed
	Carrior	r's Nam						Stroot	Addres								Carrie	r City						Stat		rrier's	7in
	Carrier	5 INaiii		Succi	Addres	3						ľ	Carrie	City						Siai	.e Cai	ilici S	Zip				
	Owner	's Last	Name					Owner	's First	Name	;		0	wne	r's Mid	dle N	ame			Owne	er's Cor	npany	Name				
	LUIS			CARL	.os																						
		Addres			vner's (•						- 1	State	Own			Owner's	Phon	ie								
		OCAT		Αl	LBUQI							\rightarrow	NM	8750	07		L.		I								
	Insured	d By: (N	lame of (Compa	any)				Polic	y Num	nber				or Tow es (1)	/ed	Гуре	Year		Make	Lic	. Year	Lic Sta	ate Li	icense	Num	
	Trailer Vehicle	or Tow es (2)	red Type	Yea	ar	Make	Lic.	Year	Lic Stat	te Lic	cense	Num			or Tow	/ed	Туре	Year		Make	Lic.	. Year	Lic Sta	ate Li	icense	Num	
	VEHICLE NO. Unit Direction On:																	<u> </u>		Left the	e Scene Crash?	Po	sted Sp	eed	Safe S	Speed	1
	VEHICLE NO.							TUNA I	RD NV	V											10						
	Driver's Last Name							Driver	s First I	Name				Drive	er's Mic	ddle N	Name			Drive	r's Stre	et Ado	iress				

	Driver	s Lice	nse N	lumber	Sta	te	Туре	Status	Restric	ctions	Endorse	ements	Exp	ires	<u> </u>	City						Sta	ate Z	ip Cod	le	Pho	ne	
	Date o	f Birth	0	ccupatio	on						<u> </u>				eat Pos	Age	Sex	Rad	ce Inju	ry le C	OP ode	OP Pro	Used perly	Airb Depl	ag loy E	jected	EMS Num	Med Trans
005	Seat Pos	Occu	pant's pant's	s Name s Addre	(Last F ss (Stre	irst et C	Middle City Sta) / ite Zip)											к		0	U	NK	N		N		YES
VEHICLE NO.												\dashv																
ÆHICI												\prod																
							I					井																
												\Box	<u> </u>							\dagger								
	Veh. Y	'ear	Vehic	cle Mak	e			Color				E	Body S	style	Car Typ	go Body e	y V	eh. U	se1 Ve	h. Use	e2	Ve	h. To	owed?		Veh	nicle Disa	abled
	Lic. Ye	ear	State	;		Lic	ense P	late Nu	ımber		VIN				1"		DOT	Γ#			1	Dam	age S	Severit	ty	Da 1	amage A	Area 5
	Interst	ate Ca	rrier?	·		То	wed B	у					Tow	ed T	ō						+		Exte	ent		12	10 9 8	7 6
	Numbe	er of		Gi	ross Ve	hicle	e/Comb	b Weigl	ht Ratin	g ⊦	HazMat F	Placard	?	Hazn	nat Pi	lacard 4	1-digit	OR H	azmat I	Name		AND		1-0	ligit#	Hazı	Mat Rele	eased
	Axles	r's Naı	ne						Stree	t Addr	ess						C	Carrier	City							State	Carrie	er's Zip
	Owner	's Las	t Nan	ne					Owne	er's Fir	st Name	<u> </u>		I	Owne	er's Mid	dle Na	ame			Owne	er's C	ompa	any Na	me			
	Street	Δddre	ee							wner's	s City						Is	State	Owner	7in		Owne						
				e of Cor	mn anu i						licy Num	hor		_					Year		lake			ear Lic	o Ctat	مار م	ense Nu	
																r or Tow les (1)		ype										
	Trailer Vehicle		wed	Type	Year		Make	Lic	c. Year	Lic S	tate Li	cense N	Num			r or Tow les (3)	ved	ype	Year		lake			ear Lie	c Stat	<u> </u>	ense Nu	
	VEHIC HEAD		NO.	03	Unit Di		tion	On: FOR	TUNA	RD N	w									L	eft the of the	e Sce Crasi NO	ne h?	Posted	d Spe	ed S	Safe Spe	eed
	Driver'	s Last	Nam	е					Drive	r's Firs	st Name				Driv	er's Mid	ddle N	ame			Drive	er's St	reet A	Addres	s			
	Driver'	s Lice	nse N	lumber	Sta	te	Туре	Status	Restric	ctions	Endorse	ements	Exp	ires		City						Sta	ate Z	ip Cod	le	Pho	ne	
	Date o	f Birth	0	ccupatio	on						•				eat os PD	Age	Sex	Rad	ce Inju	ry le C	OP ode	OP Pro	Used perly	Airb Depl	ag loy E	jected	EMS Num	Med Trans
. 003	Seat Pos			s Name s Addre															А		6			N		N		
VEHICLE NO.												廿																
VEHIC												\perp																
												\perp																
												干																
				cle Mak				Color					Body S						se1 Ve				h. To	wed?		Veh	nicle Disa	abled
Cra	sh Repo			71055				\dashv				STAT	Ŀ OF	NEV	NM S	EXICO STATU NMDO	JTE 6	6-7-2	л CRA 209	SH R	EPO	KT				St	neet 2	Of 6

													Car Typ	go Body e	Ц					Da	mage Se	everity		Dama	age Ar	rea
	Lic. Ye		State arrier?		Towed B		nber		VIN		Tow	ed To)		DC	OT#			4		Exten	t	12		9 8) 6
	Numbe Axles	er of		Gross Vel	hicle/Com	o Weight	t Rating	Ha	ızMat i	Placard?	<u> </u> 	Hazma	at P	lacard 4	-digi	it OR	Hazr	nat Nar	ne	ANI	D	1-digi	t# H	azMat	Relea	ased
	Carrier	's Nai	me				Street	Addres	SS							Carrie	er Cit	ty					Sta	ate C	Carrier'	's Zip
	Owner	's Las	t Name				Owner	's First	Name	е		C	Owne	er's Mido	dle N	lame			Owr	ner's	Compan	y Name				
	Street			Compony			Ov	vner's		mhor		_				State		vner Zip		Own	er's Pho		tata I	Licono	o Nive	
	Trailer		(Name of 0	1	Make	Lic.	Year		te Li	icense N	lum	Ve	ehicl	r or Tow les (1) r or Tow		Type Type	Yea		Make Make		Lic. Yea				e Nun	
Veh.	Vehicle Seat	es (2)		ne (Last Fi	irst Middle) /								les (3)	Se		ice	Injury Code	OP		Used	Airbag	Ejecte	N .	MS	Med
Num	Pos	Occu	pant's Add	iress (Sire	et City Sta	ile Zip)				$\overline{\Box}$				7.90				Code	Code	Pr	operly	Deploy	Ljosio	N	um	Trans
COND	Lightin	•	HTED			Weat							1	oad Cha TRAIG		er				•	Road LEV	Grade EL		1		
ΑD	VEH N		Road Cond	lition		- 1	Surfac		D ANI	D EDGI	ELIN			Control	NIA	16		Road La	- 1		Design [1	Desig		e ct
RO	-		,	, ,	RIBUT					1110		10 010					R'S AC							ENTS		
EVENT																						S	IRST VENT ECON		ED ED	
EV	UNDE	R IN	FLUENC	E OF ALC	COHOL											GOII	NG :	STRAI	GHT			Т	VENT HIRD VENT			
																E	OURT VENT									
			DRIVE	R/PEDEST SO	RIAN/PEI BRIETY	DALCYC	LIST			D				DALCY		ST		At	PEI Interse		TRIAN/P	EDALC	YCLIS	T ACT	ION	
																		L								
Cra			mber: 710							STATE	OF		MI S	STATU	ΤE	66-7			REP	ORT				Shee	t 3 C	Of 6
	Cas	se Nu	mber: 190	U50424										NMDO												

æ	CORDIET	TV LINIKNIONANI			LINIKNOWA			RIAN			
DRIVER	SUBRIEI	Y UNKNOWN			UNKNOWN	l		PEDESTRIAN	Not At I	ntersection	
_	Breath Tes	t Results		Driver Physica	al Condition - C	ther		2	Pedestr	ian Action - Other	
_	VEH NO.	Road Condition	Road Surfa	ice		Traffic Control		Road	Lanes	Road Design Div	Road Design
ROAD	-				EDGE LIN	TRAFFIC SIGNA			NES	PAINTED DIVIDE	· ·
<u> </u>		APPARENT (CONTRIBU	TING FACTOR	.S					<u> </u>	SEQUENCE OF EVENTS
											FIRST EVENT
EVENT	NONE										SECOND EVENT
_	NONE										THIRD EVENT
											FOURTH EVENT
		DRIVER/PEDESTRIAN/PEDA SOBRIETY	LCYCLIST			PED/PEDALCYCLIS	ST		At Inters	PEDESTRIAN/PEDAL	CYCLIST ACTION
		OODRIETI			11110	DICAL CONDITION		z		SIGNAL	
ER	SOBRIET	Y UNKNOWN			NO APP. D	EFECTS		TRIA		ntersection	
DRIVER								()		SWALK	
	Breath Tes	t Results		Driver Physica	al Condition - C	ther		H		ian Action - Other	
Φ	VEH NO.	Road Condition	Road Surfa	ice		Traffic Control		Road	Lanes	Road Design Div	Road Design
ROAD	03	DRY	PAVED C	ENTER AND	EDGE LIN	TRAFFIC SIGNA	LS	2 LA	NES	PAINTED DIVIDE	FULL ACCESS CT
		APPARENT (CONTRIBU	TING FACTOR	:S			DR	IVER'S	i	SEQUENCE OF EVENTS
											FIRST EVENT
EVENT											SECOND EVENT
Ш	NONE										THIRD EVENT
											FOURTH EVENT
		DRIVER/PEDESTRIAN/PEDA	LCYCLIST			PED/PEDALCYCLIS	ST			EDESTRIAN/PEDAL	CYCLIST ACTION
		SOBRIETY			PHYS	SICAL CONDITION			At Inters		
쏦	SORDIET	Y UNKNOWN			NO APP. D	FEECTS		RIA		SIGNAL	
DRIVER	OODINE	TOMMOTIN			NO ALL.D	LILOIO		(C)		ntersection SWALK	
	Breath Tes	t Dogulto		Driver Physics	al Condition - C	thor		PEC		ian Action - Other	
	Dieatii ies	rresults		Driver Friysica	ar Condition - C	ulei			reuesii	ian Action - Other	
					NARR/						
		WAS DISPATCHED TO 700 C ATED "VEHICLE VERSUS P						EFEF	RENCE	TO A TRAFFIC A	CCIDENT. THE CAD
			-	,							
		VED ON SCENE THE TWO PE EAK TO THE TWO PEDESTRI									IRIES.I WAS NOT TILL UNIDENTIFIED.
AS I	HE WAS D	ENE I SPOKE WITH DRIVER : RIVING THROUGH THE INTE D HE HAD A GREEN LIGHT A	RSECTION AND THAT	TIT WAS DA	S BLVD NW RK OUTSIDI	AND FORTUNA E. STAT	RD NW, TED TH <i>A</i>	TWO	O PEOI	LD NOT SEE THE	T IN FRONT OF HIM. TWO PEOPLE UNTIL
IHE	Y WERE I	RIGHT IN FRONT OF HIM.	SA	וט HE HAD "	HII" THE B	KAKES AND THE	EN HIS V	/EHI(LLE HA	AD IMPACTED THE	E IWO PEOPLE.
THR	OUGH TH	PASSENGER #1 IE INTERSECTION OF COOR SON. SAID		W AND FOR	TUNA RD N	N THE RIGHT FR W, SHE HAD TUP PLAY LIST ON T	RNED A	ROU		HELP	HEY WERE GOING IS URNED AROUND
	TRUCK F										

		Туре	Desc	ription of Property	and Dama	ge												
Othe Prop Invo	erty	Owner's La	st Na	me				Owner's Fire	st Name					Owner's M	liddle Na	ame		
	-	Owner's Str	reet A	ddress			Owner's	City				State	Zip	Code	Owner'	's Phone		
WITNESS	Witness'	's Last Nam	ie				Witness	s's First Nam	е			٧	Vitness	's Middle N	lame			Age 25
WITI	Witness'	's Street Ad	dress			Witness	s's City QUERQU	JE				Zip Co 87102		Witnes	s's Phon	е		
WITNESS	Witness'	's Last Nam	ie				Witness	s's First Nam	e			٧	Vitness	's Middle N	lame			Age 23
MIT	Witness'	's Street Ad	dress			Witness	s's City QUERQU	JE			State NM	Zip Co 87102		Witnes	s's Phon	е		
						EN	IFORCE	MENT ACT	ION - VIC	DLATIO	NS							
1 HBV	NO. Las	st Name			First	Name			Middle Na	ame		Vic	lation (Common N	Name)		Action	
Time 21:12	Notified 2	Time Arriv 21:17		Notified By DISPATCH						Supervis A.HOIS								
	ed By - THON	MAS, WILI	LIAM	- 6/5/2019														
Office	r's Signa	ture	,		Officer's	Name	FR			Rank P2C			ID N 648	lumber		District 111	Report Da	
		15			JLLAC					. 20			0-70				30/01/20	

CRASH
NVESTEATION
SH 10070
9. Jay 2018
NAMIO TUCK
E July 2018

ALBUQUERQUE POLICE DEPT

REPORTING DEPARTMENT

STATE OF NEW MEXICO UNIFORM CRASH REPORT

	E_JUL	Y_201	8																						
Private I	Property	F	atal	Prop Dam		Unde	er \$500			Bus Direc	tly Involved	' L	ase Numl	er: 21	00556	638			C	CAD Nur	n: 2119	71416			
Seconda	ary Crast	ı 🗸 lı	njury		Only [\$500	or More				ectly Involve icle Involve	IΔ	gency: 1	- ALB	UQU	ERC	QUE F	OLICE	DEP	ARTME	NT				
Orash Date 07/16/202		Cras 224	h Tim 8	ne	1 1	Occurr UQUI	red In ERQU	E							Count BER	•	ILLO								
Day of We	ek			On: (I		No. or	Name)							At Inte	ersection										
Other	Mea	sureme	ent	Direct	tion		Perma	nent L	andma	ırk - Cou	ınty Line -	- Inter	section - I	Milepos	t							Lat:			
Location	1			NOR	TH																L	.ong:			
Crash Occ					First Ha								Manner	•			.				er of Cra				
ON ROA	DWAY one-Cons						N W/P		ON				FRONT	-TO-F	RON	T (E	X. HE	AD-OI	_		RSEC			(Т-ВС	NE)
Work Zo	ne-Main	tenance		ribal La I O		•	sis Code ESTRI													on of Fir	st Harmi 'A∨	ul Ever	nt		
	one-Utility		_				-91Ki/	NIN											ON	CADII	Λ1				
TRA	FFI	C	JN	11 I	0.	1																			
VEHICLE				Туре		_				Directio									-	Left Sce of Crash	ne Pos	sted Sp	eed S	Safe Sp	peed
Driver's La		01	IN 1	ΓRAN	ISPOR	RT		- Ir		N First Na		KS BI	LVD NW				Dr	iver's Mi	ddlo N	NO	40				
Dilver's La	ISI Nam	е						ľ	Dilvers	FIISLIN	ame						DI	ivers ivii	aale N	ame					
Driver's St	reet Ad	dress						(City								Sta	ate Zip	Code		Phone				
								1	ALBU	QUER	QUE						NI	VI 87	105						
Date of Bir		river's L	icens	se Nun		State	Туре	CDI	1	ıs Rest	trictions	Endors	sements	Expire	-	- 1	nterlock	Occup	ation						
/200		O.F.				NM	<u> </u>		V	1,4	of Occupy	onto	Coat Doc		/202		10	Injury I	OP	OP	Airhag		d EN	AS .	Med
Incident Re	espond	EI								1	of Occupa	ants	Seat Pos LF	Age	Sex	X F	Race	Injury Code	Code	Used	Airbag Deploy	Ejecte	Nun		Frans
Supple	ment	tal O	CCU	ıpan	t Inf	orm	ation	1						20	М		Н	0	0	NO	N	N	N/	/A	
Vehicle																		•					•		
Year Ve	hicle M	ake				٧	/ehicle I	Model				Colo	or	Veh Us	e1 V	eh L	Jse2	/eh Use	3	Veh. To				isabled?	?
2008 M	ERCE	DES-B	ENZ				es					SIL				Р	•			NO			N	10	
Body Style	Carg Type	o Body		ic. Yea		tate					Number		VIN							Damage : SLIG				3 4 5	n.
PC	- 71		2	023	N	М			ASGC				WDDG	F54X	48R0	3948	80		_	Exte	ent	12	F	9 8 7)°
Towed By									- [Fowed T	0									MIN	OR		-Top 1	5-Underc	arriage
Gross Veh	icle/Co	mb Wei	iaht B	Rating	Hazk	Ant Di	acard?	Нат	Mat De	eleased	Hazma	nt Plac	card 4-dig	t OR H	azmat	Nan	ne	AND			1-digit#		i,12 #		
01000 1011	icie/ Coi	110 110	giici	tuting		go Onl			rgo Onl		Hazma	it i ide	ara + arg		azmat	Ttul		7410			l digit #		•		
State #			mber		Carri	er Typ	pe Code	•			<u> </u>										<u> </u>				
		of a	Axles	6																					
Carrier's N	ame						Stre	et Ad	dress					C	Carrier	City						State	Carrier	's Zip	
									irst Na	me				s Middl	e Nam	ne		C	wner's	Compa	ny Name	9			
THOMLIS							AN	GEL					RYAN		1	_			-						
Street Add									er's City								ner Zip			wner's P					
300 59TH NW Insured By: (Name of Company)										RQUE			T "		Tyro	871 e Y		Make	<u> </u>	05) 308 Lic Year	Lic Sta	ate Iti	cense	Num	
FREEWA	•		-	• • • • • • • • • • • • • • • • • • • •					Oncy IV	MINDE			Trailer or Vehicles		l ype	Ŭ	Cui	iviak		LIC I Cal	Lic St	**C LI	CONST	. will	
Trailer or T			Year	.	Make	L	ic Year	Lic	State	Licens	e Num		Trailer or	Towed	Тур	e Y	ear	Make	:	Lic Year	Lic Sta	ate Li	cense l	Num	
Vehicles (2)													Vehicles												
								_													_	_			

Condition	<u>n Info</u>	rmat	tion																						
Lighting				Weat	her								Inters	ection	Туре	9		Relat	tion To	Junctio	n				
DARK LIGI	HTED			CLE									FOU	R-WA	Υ			INTE	RSEC	TION	l				
Work Zone L	ocation				W	ork Zo	ne Type	е					Work	ers Pre	esent	Li	aw Enf	orceme	nt Prese	ent					
Road Charac	cter	Road (Grade	Road C	onditio	on				F	Road S	Surface	<u> </u>					Traffic	Control						
STRAIGHT	-	LEVE	L	DRY						- Ju	ANE	MARKE	RS					TRAF	FIC SI	GNAL	.S				
Road Lanes				Road D	esign	Div				F	Road D	esign													
3 LANES				PAINT	ED D	IVIDE	ER (>4	FT)		ļ1	WO-	WAY, DI	VIDE	D											
			APPA	RENT C	ONTR	IBUTII	NG FAC	CTOR	S							DR	VER'S	ACTIO	NS		S	SEQUE	NCE O	F EV	ENT
EXCESSIV	E SPEE	ĒD												GOIN	G S	TRAI	GHT				S E T E	ECOND ECOND EVENT HIRD EVENT COURTH EVENT	PEI		
	DRIVE	R/PEC	ESTRIAN	V/PEDAL	CYCLI	ST				DRI	VER/P	ED/PEDA	LCYC	LIST				PEDES	STRIAN	/PEDA	LCY(CLIST A	CTIO	V	
	Ditive	-101	SOBRIE		OTOLI	· ·						CAL CON						At Inter	section			Not a	t Inters	sectio	n
HAD NOT	CONSU	MED .	ALCOH	OL					NO A	APP. C)EFE(стѕ				L		rior to (Crash of Crash	1					
Breath Test F	Results				Dr	iver P	hysical	Condi	tion -	Other						Lo	cation	at Time	of Cras	sh					
TRAF	FIC	: UI	NIT	02																					
VEHICLE N								Dire E	ection		TUNA	A RD NW	,						Left So of Cra NO	cene ish? O	Post	ed Spe	ed S	afe S	peed
Driver's Last	Name						Drive	r's Firs	st Nan	ne						D	river's	Middle	Name						
Driver's Stree	et Addres	SS					City ALB	UQU	ERQ	UE						- 1		Zip Cod 8 7105	е	Pho	ne				
Date of Birth		r's Lice	nse Numb					atus F	Restri	ctions	Endor	rsements	Expi	_		nterloc	k Occ	upation	l						
/1998				NN	I NC	ON N	ı v							/202	1 1	10	Linium	Lon	Lon	A :!			LEM	o I	Mad
Incident Resp POLICE	ponder								# of	f Occup	oants	Seat Pos PD	Age		+	Race	Injury Code	OP Code	\neg	d Dep	oloy	Ejected	Num	ber '	Med Trans
Supplem	ental	Occ	upant	Infor	mati	on							23	F		С	В		NO	l N	A	0	AA	8	EG
Vehicle I													•							•					
	cle Make				Vehic	le Mod	del				Col	or	Veh U	lse1 \	/eh l	Jse2	Veh U	se3	Veh.	Towed	?	١	/eh. Dis	abled	?
	Cargo B Type	ody	Lic. Year	State			Licer	ise Pla	ate Nu	umber	•	VIN								je Seve	rity	12	2 3	4 5	6
Towed By								Tow	ed To	1									E	xtent		14-T	11 10 9 op 15	8 7 -Under	carriage
Gross Vehicle/Comb Weight Rating (Cargo Only)							lazMat I Cargo C		sed	Hazm	at Pla	card 4-dig	it OR I	Hazma	t Nar	ne	ANI	D		1-dig	git#	DOT#			
State # Number Carrier Type Cod of Axles													- 1							-					
Carrier's Nan	ne	<u> </u>	!		S	Street /	Address	5						Carrier	City	,					5	State C	arrier's	s Zip	
Owner's Last Name Own							's First N	Name				Owner	's Mid	dle Nar	ne			Owner	's Comp	pany N	lame				
Street Address							/ner's C	ity						State	Owr	ner Zip)		Owner's	Phone	е				
Orach Dane	of Niconstr	on = 4 *				$\overline{}$				CTAT		NIEW ME	VICC	LIMIT	ΔD	M C	ACII	DEDA	DT						

Insured By: (Nam	e of Co	ompany)				Policy No	umber		Trailer or Vehicles		Туре	Year	Ma	ake	Lic Year	Lic Sta	te Lice	nse Num	1
Trailer or Towed	Туре	Year	Make	Lic Ye	ar Lic	State	License Num		Trailer or		Туре	Year	Ma	ake	Lic Year	Lic Sta	te Lice	nse Num	1
Vehicles (2)									Vehicles	(3)									
Condition In	nforr	nation	14/0	ather						Intorna	ection Ty	/DO		Polo	tion To Jur	nation			
DARK LIGHTE	:D			EAR							R-WAY	•			ERSECTI				
Work Zone Locat					ork Zon	е Туре					rs Prese		aw Enf		nt Present				
								I											
Road Character STRAIGHT	-	ad Grade	Road	l Conditio	n			Road S PAVE	Surface D CENT	ER AN	ID EDG	SE LIN	E	Traffic TRAF	Control FIC SIGN	NALS			
Road Lanes	ı		Road	l Design [Div			Road D	Design										
2 LANES			PAI	NTED DI	IVIDEI	R (>4 F1	Γ)	TWO-	WAY, DI	VIDED)								
		AF	PPARENT	CONTRI	BUTIN	G FACTO	ORS					DR	IVER'S	ACTIO	NS		SEQUEN	CE OF E	VENTS
																	FIRST EVENT	MVT	
																	SECOND EVENT		
AVOID NO CO	NTAC	T VEHIC	LE							G	OING	STRA	IGHT				THIRD EVENT		
																ı	OURTH EVENT		
																	MHE	MVT	
DI	RIVER/	PEDESTR	IAN/PEDA	ALCYCLIS	ST		DF	RIVER/P	PED/PEDA	LCYCL	IST			PEDES	STRIAN/PI	EDALCY	CLIST A	CTION	
			RIETY					PHYSI	CAL CON	DITION			✓	At Inter	section		Not at	Intersec	tion
														Prior to (Crash ADWAY				
SOBRIETY UN	IKNO\	٧N					UNKNOV	VN				<u> </u>			of Crash				
															BEY TRAF	FIC SIG	NS, SIGN	NALS	
Breath Test Resu	ılts			Dri	ver Phy	ysical Co	ndition - Othe	r				Lo	ocation	at Time	of Crash				
												SI	HOULD	ER/RO	ADSIDE				
NARRA	T۱۱	/E																	
ON JULY 16, 20																		INJUR	IES.
THE CALL WAS	BLE II	NJURIES	TO HER	RIGHT L	EG AN	ND WAS	GETTING C	CHECKE	ED BY AI	MBULA					III PEDI		N LD NOT	PROVI	DE
ANY INFORMA	TION	ABOUT T	HE ACCII	DENT. I	THEN	MADE	CONTACT W	ITH DR	RIVER ON	IE.									
DRIVER ONE S																			
FRONT BUMPE ONE DID SAY I																			ΞR
							_				-								_
NUMBER ONE	"FLEV	V BY HIM	" AND AI	PPEARE	D TO	BE RAC	ING. WITNE	SS #1 I	DID SAY	вотн	OF TH	E THE	M HAD	THE G	REEN LI	IGHT W	HEN FEI	MALE	
STARTED CRO									ER ONE	APPEA	ARED T	о пот	HAVE	NOTI	CED THE	COLLIS	SION AT	THE ST	TART
I THEN MADE	CONT	ACT WITH	1	ΔΤ	UNM F	HOSPITA	ΔΙ	DID	ADMIT	CROSS	SING TI	HF STE	REET E	=ASTR	OUND W	HEN TH	F OTHE	R VFHI	CLES
HAD THE RIGH STREET AS QU	APPEAR	ED TO INCR	REASE		ED IN	A ATTE	EMPT 1	го ніт	HER.		TRIE	D TO C	ROSS T	HE					
INCIDENT. ALL							ENDED N				IO PK	OVIDE	ANT OT	HEK INI	ORWIA	ION ON	IINE		
WITNE	SS	01																	
Witness's Last Na	ame					Wit	tness's First N	lame					Witn	ess's M	iddle Nam	е			Age 20
Witness's Street	Addres	S				Witness	s's City					State	Zip C	Code	Wit	tness's P	hone		1
UNKNOWN						ALBU	QUERQUE					NM	871	05					
VIOLATION 01																			
VEH NO. Last Name First Name									Middle	Name			Violati	on (Cor	nmon Nan	ne)		Action	

Crash Report Number: 710758579

CONC	LU:	SIO	N						
Time Notified	Time /	Arrived	Notified B	у		Supervisor at Scene			
2348	2351		DISPAT	CHED		SGT HERERRA			
Time Roadway C	eared	Time Incide	ent Cleared	Checked	Ву	•			
0000		0229		3852 - V	ALLEJOS, MARIO - 7/22/2021				
Officer's Signat				1	Officer's Name	Rank	ID Number	District	Report Date
	G	للستور			FLORES-VELA, JOSE	P1C	5888	111	07/17/2021

DIAGRAM		
Diagram Drawn By	Measurements Taken By	
FLORES-VELA, JOSE		
DIAGRAM		
Crash Report Number: 710758579	STATE OF NEW MEXICO UNIFORM CRASH REPORT	
Case Number: 210055638	STATE OF NEW MEXICO UNIFORM CRASH REPORT NM STATUTE 66-7-209 NMDOT COPY	Sheet 5 Of 5

CRASH INVESTIGATION SH 1007d See July 2018 MARIO TUCR E July 2018

ALBUQUERQUE POLICE DEPT

REPORTING DEPARTMENT

STATE OF NEW MEXICO UNIFORM CRASH REPORT

E	_JULY	2018		L						REPORTIN	IG DE	PARTMEN	ΝT						_		710	1182	084	
Private Pro	operty	Fatal	Prop		Unde	er \$500	ľ	-	Bus Direc	tly involved		ase Num	ber: 21	00743	21			(CAD Nur	m: 212 6	10526	i		
Secondary	/ Crash	✓ Injun		Only [\$500	or Mor	e _	-		ectly Involved icle Involved	- Δ	gency: 1	- ALB	UQUI	RQL	JE PC	LICE	DEP	ARTME	ENT				
Crash Date		Crash T	īme	City	Occurr	red In					•			Count	у									
09/18/2021		0845		ALE	BUQU	ERQL	JE							BER	IALIL	LO								
Day of Week	(Occurre	d On: (Route	No. or	Name)						At Inte	rsectio	n Witt	1:								
SATURDA	Υ	COOR	S BLVI	D NW									FORT	TUNA	RD N	IW								
Other	Measu	rement	Direct			Perma	nent	Landma	rk - Cou	ınty Line -	Inter	section -	Milepos	t						⊢	Lat:			
Location			NOR																-		ong:			
Crash Occur					Harmfu			NON.				Manner	•		-v +	DON	IE A.	ICI E		er of Cr		3 A TU	/T D	ONE)
ON ROAD		uction			LISIO			ON				FRON	1-10-8	IDE (I	-X . I	-BON	IE, AI) INTE				(I-B	ONE)
Work Zone		nance	Tribal La	and?		sis Cod													on of Fir		tul Ever	nt		
Work Zone	e-Utility		NO		PEDA	ALCY	LE											ON R	OADW	AT				
TRAF	FIC	C U	ΝIΤ	0	1																			
VEHICLE I	NO.	M	V Type						Directio	n On:								1	Left Sce of Crash	ne Po	sted Sp	eed	Safe S	Speed
HEADED		01 IN	ITRAN	SPO	RT				S	COOR	S B	LVD NV	ı						YES	35			35	
Driver's Last	Name							Driver's	First Na	ame						Driv	er's Mi	ddle N	ame					
Driver's Stree	ot Addr							City								Ctat	. 7in	Code		Phone				
Dilver's Sile	el Addir	ESS						City ALBU	OUER	OUE						State		120		PHONE				
Date of Birth	Driv	er's Lice	nse Nur	nber	State	Туре	C	OL Statu			ndor	sements	Expire	es	Inte	—	Occup							
/1962					NM	D		V						/2024	NO									
Incident Res	ponder					•			#	of Occupa	nts	Seat Pos	Age	Sex	Ra	ce Ir	jury ode	OP Code	OP Used	Airbag Deploy	Ejecte	ed E	MS mber	Med Trans
POLICE									1			PC	59	١.,	١.	\neg		NP	UNK			ING	IIIDCI	NT
Supplem	nenta	ıl Occ	upan	t In	form	atio	n						59	M	Н		С	NP	UNK	N	N			NI
<u>Vehicle</u>			n																					
	cle Mak	e				/ehicle					Cold		Veh Us	e1 V	eh Use	2 Ve	h Use	3	Veh. To	owed?		Veh. I	Disable	d?
	YCLE					WHE	ELS				PLE	_	VA		Р			_	Damage :	Coverity				
Body Style	Cargo Type	Body	Lic. Yea	ar	State			License	e Plate I	Number		VIN							MODE		12	6	3 4	5 7 1 8
Towned Dry								<u> </u>	Taura d T									4	Exte	ent	'-		9 8	ر آر
Towed By								- [owed T	U									DISAE	BLED	14		15-Unde	
Gross Vehicl	le/Comb) Weight	Rating	Haz	Mat Di	acard?	На	zMat De	leased	Hazmat	Plac	card 4-dig	it OR H	azmat	Name		AND			1-digit#	DOT:	#		
oroso romo		· · · · · · · · · · · · ·	·······································		rgo On			argo Onl		· razma		Jara Fang		aziriat	rianio		,			digital	-			
State #		Numb	er	Car	rier Typ	oe Cod	e																	
		of Axi	es																					
Carrier's Nar	ne					Str	eet A	ddress					C	arrier	City						State	Carrie	er's Zip)
Owner's Las	t Name					Ow	ner's	First Na	me			Owner	's Middl	e Nam	е		О	wner's	Compa	ny Nam	е			
PENA					RU	IMAI	LEO																	
Street Address								ner's City					S	tate	Owner	Zip		Oı	wner's P	hone				
3509 RON			BUQUE					N	_	37120			<u> </u>	05) 377										
Insured By: (Name of Company)							- 1	Policy N	umber			Trailer of			Yea	ır	Make		Lic Year	Lic St	ate Li	icense	Num	
NONE								NONE				Vehicles	(1)	BIC	1		BIK			1	\perp			
Trailer or Towed Vehicles (2) Type Year M Vehicles (2)					L	ic Yea	r Lic	: State	Licens	e Num		Trailer of Vehicles		Туре	Yea	ır	Make		Lic Year	Lic St	ate Li	cense	Num	
2(2)													\-/				<u> </u>							

Condition Inf	ormation																			
Lighting		Weath	ner						Inter	sectior	Туре	:		Relati	on To Ju	ınction				
DAYLIGHT		CLE	AR						FOL	JR-W	٩Y			INTE	RSECT	TION				
Work Zone Location	n	•	Work	Zone Ty	pe				Worl	cers Pr	esent	La	w Enfo	rcemen	t Preser	nt				
Road Character	Road Grade	Road C	ondition				Road	Surface					-	Traffic C	Control					
STRAIGHT	LEVEL	DRY					PAV	ED CENT	ER A	ND E	DGE	LINE	: ·	TRAFF	IC SIG	NALS				
Road Lanes	1		esign Div					Design												
3 LANES			ED DIVI		4 FT)			-WAY, DI	VIDE	:D										
O EAITEO	ΔDI	PARENT CO		<u> </u>		2	11110	/- TTA 1, D	VIDE			DDI	VEDIS	ACTIO	NS.		SEQU	FNCE	OF E	/FNT
	AH	ARLINIO	JINTINIDO	TINOTA	CIONS	,						DIXI	VLIV 5	ACTIO	10		FIRST			V LIVII.
																	EVENT		KE	
																	SECON EVENT	D		
																	THIRD			
NO DRIVER ERF	ROR									OVE	RIA	(ING	- PAS	SING			EVENT			
																	FOURT EVENT	Н		
																	MHE		KE	
DRIN	/ER/PEDESTRI		CYCLIST					PED/PEDA						PEDES	TRIAN/F	PEDALO	YCLIST	ACTIO	ON	
	SOBR	RIETY					PHYS	SICAL CON	DITIO	N		Ł	√	At Inters	ection		Not	at Inte	ersecti	on
												Ac	tions P	rior to C	rash					
HAD NOT CONS	LIMED ALCO	401			l,	NO AE	PP. DEFI	ECTS				CF	ROSSIN	IG ROA	DWAY					
TIAD NOT CONS	OWILD ALCO	IOL				IO AI	I . DEI I	2013				Ac	tions at	Time o	f Crash					
												NC	IMPR	OPER A	ACTION					
Breath Test Results	;		Drive	Physica	I Conditi	ion - O	ther					Lo	cation a	t Time	of Crash	1				
												IN'	TERSE	CTION	- OTHE	R				
TRAFFI	CONTI	02																		
VEHICLE NO.	MV Type				Direc	ction (On:								Left Sce of Cras	ene Po	osted Sp	eed	Safe S	Speed
HEADED	02 IN TRAN	ISPORT			N		coors	BLVD NW	1						YES	4	5		45	
Driver's Last Name				Driv	er's First	t Name	2					D	river's I	/liddle N	Name					
Driver's Street Addr	ess			City								S	tate Z	ip Code	;	Phone				
				,																
Date of Birth Driv	er's License Nur	nber Stat	е Туре	CDL S	tatus R	Restricti	ions End	orsements	Exp	ires	In	terlock	k Occi	pation		<u> </u>				
UN	KNOWN		''						Ι.					•						
Incident Responder						# of C	Occupants	Seat Pos	Δ.σ.		F	2000	Injury	OP	OP	Airbag	Lionto	a E	MS	Med
modern responder						1	occupant	LF	Ag	6 26	ex F	Race	Codé	Code	Used	Deplo	Ejecte	Nu	mber	Trans
Clamanta		4 1-4	41			<u>. </u>			┨	Įι	,		0	0	UNK	NA	N			NT
Supplementa		t intorr	nation	<u> </u>																
Vehicle Infor								_						-						
Year Vehicle Mak			Vehicle N					olor	Veh l	Jse1	Veh U		Veh Us	se3	Veh. T	owed?			Disable NO	d?
CHEVROL	.ET		SILVER	ADO			G	RY			Р									
Body Style Cargo	Body Lic. Yea	ar State		Lice	ense Pla	ite Nun	nber	VIN							Damage	-		1 2	3 4	5
PC Type															UNKN		1:			6
Towed By	•	•			Towe	ed To		•							Ext	ent			9 8	7
-																		-Top 1,12	15-Unde	ercarriage
Gross Vehicle/Coml	h Weight Dating	HazMat F	Diacard?	HazMat	Release	od F	Jazmat Di	lacard 4-dig	it OD	Hazm:	of Nan	ne	AND	\		1-digit #		•		
Oloss vehicle/Colli	b Weight Rating	(Cargo O		(Cargo		-	iazmat i	acaru 4-uig	II OIC	Пагна	at i vaii		ANL			1-digit 7		,,		
01.1.11	In .	0 : -																		
State #	Number of Axles	Carrier T	ype Code																	
Carrier's Name			Stre	et Addres	SS					Carrie	r City						State	Carrie	r's Zip)
Owner's Last Name	:	er's First	Name			Owner	's Mid	dle Na	me			Owner'	s Compa	any Nan	ne					
UNKNOWN		KNOWN	ı										•	•						
Street Address				Owner's						State	Own	or 7in		10	wner's F	Phone				
			•					State	Own	ici ZIÇ	,	ľ	WIICE S F	none						
UNKNOWN				UNKNO	WW															

Crash Report Number: 710782684

Insured By: (Name	of Compa	any)			Policy N	lumber		Trailer or		Туре	Year	M	ake	Lic Year	Lic State	e Lic	cense Num
UNKNOWN								Vehicles	(1)								
Trailer or Towed Vehicles (2)	Type Yea	ar M	lake	Lic Year	Lic State	License Num	l	Trailer or Vehicles		Туре	Year	Ma	ake	Lic Year	Lic State	e Lic	cense Num
Condition Inf	ormat	tion		-1								ı			1		
Lighting			Weat							ection Ty	•			ion To Jun			
DAYLIGHT			CLE							R-WAY				RSECTI	ON		
Work Zone Location	n			Work	Zone Type				Worke	rs Prese	ent l	Law Enf	orceme	nt Present			
Road Character	Road C			Condition			Road S						Traffic (
STRAIGHT	LEVE	L	DRY					CENT	ER AN	D EDG	E LIN	IE	TRAF	FIC SIGN	ALS		
Road Lanes				Design Div	DED (4.5	·-·	Road D	•									
3 LANES		۸۵۵۸			DER (>4 F		TWO-V	WAY, DI	VIDED		DE	DIVED'S	ACTIO	NC	le	EOUE	NOE OF EVENTS
		APP	AKENI C	ONTRIBU	TING FACT	UKS					DF	KIVERS	ACTIO	INO		RST	NCE OF EVENTS BIKE
																VENT	
																ECONI VENT)
DISREGARDED	TRAFF	IC SIGN	AL						R	RIGHT	TURN					HIRD VENT	
															<u> </u>	OURTH	1
															E,	VENT	
															М	HE	BIKE
DRI	VER/PED	DESTRIAN		CYCLIST		DF		ED/PEDA						STRIAN/PE	DALCYC		
		SOBRIE	EIY				PHYSIC	CAL CON	DITION				At Inter			Not	at Intersection
											A	ctions F	Prior to C	Crash			
SOBRIETY UNK	NOWN					NO APP.	DEFEC	CTS			^	ctions o	t Timo (of Crash			
												ictions a	at Tillie (oi Ciasii			
Breath Test Results	3			Drive	Physical Co	ondition - Othe	r				L	ocation	at Time	of Crash			
NARRAT	TIVE	=															
ON SEPTEMBER ACCIDENT WITH ADVISED THAT I	I INJURII HE WAS	ES. UPO RIDING	N ARRIV	VALISP	OKE TO THOORS GOIN	HE CALLER, NG SOUTH A	BOUT T	O CROS	WHO S FOR	WAS TUNA	STRU WHEN	CK BY I A GR	A VEH AY SIL	ICLE WHI VERADO	LE RIDII TRUCK	NG H HIM \	IS BICYCLE. HE WHEN HE WAS
CROSSING THE FAILED TO SEE TRUCK. HE DID AND HE COULD PARTNER ATTE	HIM ANI DECLINI NOT SE MPTED	D STRUC ED ANY EE THE P TO LOCA	CK HIM N MEDAL PLATE O ATE THE	WHILE HI ATTENT OR ANY DE VEHICL	E WAS ON ION. HE W ETAILS OI E IN THAT	HIS BICYCL AS NOT ABL THE VEHIC	E. HE S .E TO SI LE. HE	AID FEL EE WHO ONLY A	L OFF WAS I DVISE	HIS BIO DRIVIN D THAT	CYCLI G THE	E AND E TRUC VEHIC	HIS RIC K BEC LE WEI	GHT FOO AUSE TH NT NORTI	T WAS F	RAN (OWS	OVER BY THE WERE TINTED
MY OBRD WILL			IO EVID	ENCE.CO	JM.												
VIOLAT	ION	01															
VEH NO. Last Na	me				First Name			Middle	Name			Violati	ion (Con	nmon Nam	e)		Action
CONCLU	JSI(NC		,													
Time Notified Tim	ne Arrived	d Notifie	ed Bv						Supe	ervisor a	at Scer	ne					
0859 096		APD	•														
Time Roadway Cleare	d Time In	ncident Clea	ared Che	cked By													
0902	0850				ER, BRIAN	I - 9/27/2021											
Officer's Signature	1		ı	Offic	er's Name				Ran	k			ID Numl	ber	Distr	rict	Report Date
	2	Same.		HEF	RNANDEZ	, DANIEL			P20	:			6779		111		09/18/2021
												<u> </u>			I		1

	Crash Report Number: 710782684	STATE OF NEW MEXICO UNIFORM CRASH REPORT NM STATUTE 66-7-209	01 10 01 1
,	Case Number: 210074321	NMDOT COPY	Sheet 3 Of 4

DIAGRAM		
Diagram Drawn By	Measurements Taken By	
HERNANDEZ, DANIEL		
DIAGRAM		
Crash Report Number: 710782684	STATE OF NEW MEXICO UNIFORM CRASH REPORT NM STATUTE 66-7-209 NMDOT COPY	Sheet 4 Of 4
Case Number: 210074321	NMDOT COPY	Olicet 4 Ol 4

CRASH
NOESTEATION
SH 10078
9. Jiay 2018
NAMO TUCK
E July 2018

ALBUQUERQUE POLICE DEPT REPORTING DEPARTMENT

STATE OF NEW MEXICO UNIFORM CRASH REPORT

E	_JULY	_2018	3								REPORTIN	NG DE	PARTMEN	NT							J		- 1	000	0210	
Private Pro	perty	F		Propert Damag		nder \$	500	Sc		ıs Direc	tly Involved		ase Num	ber: 2 :	200	0971	7			С	AD Nun	n: 220	38029	8		
Secondary	Crash	✓ Ir		Onl		00 or	More	-			ctly Involve cle Involved	- Δ	gency: 1	- AL	BU	QUEF	RQUE	POL	ICE	DEPA	ARTME	NT				
Crash Date			h Time		ity Occi											ounty		^								
02/07/2022		0700			LBUQ									1.4.1-4			ALILL	0								
Day of Week MONDAY	(on: (Roi BLVD N	ute No. (NW	or Na	ime)							1		ection NA R	With: RD NV	v								
Other	Measu	ıreme	nt C	Direction	1	Pe	mane	ent Lar	ndmarl	k - Cou	inty Line -	Inter	section -	Milepo	st								Lat:			
Location																							Long:			
Crash Occur					st Harm								Manner		act						1	er of C				
ON ROAD					DLLISI			RSO	N				OTHE	R							INTE	RSEC	TING	PAT	H (T-B	ONE)
Work Zone Work Zone			- 1	bal Land	- 1	•	Code												- 1		on of Fir		nful Ev	ent		
Work Zone	e-Utility		NC)	PEI	DEST	ΓRIA	N												ON R	OADW	AY				
TRAF	FIC	Cl	JN	ΙΤ	01																					
VEHICLE N	NO.		MV T						- 1	irectio	1									L	eft Scer of Crash	ne Po	osted 9	Speed	Safe	Speed
HEADED Driver's Last	Name	01	IN T	RANS	PORT			Inc	V iverte F			UNA	RD NV					Drivor	o Mid	dlo Na	NO					
Driver's Last	Name							DII	iver's F	TII SU ING	ame							Driver'	S IVIIU	uie iva	ane					
Driver's Stree	et Addr	ess						Cit	ty NKNO	ww								State	Zip (Code		Phone				
Date of Birth	Driv	/er's L	icense	e Numbe	er Sta	te T	ype	—		_	rictions E	ndors	sements	Expi	res		Interio	ck O	cupa	tion		`				
/2007							,,							'												
Incident Res	ponder	,									of Occupa	ints	Seat Pos	Age	9	Sex	Race	Inju Cod	y le C	OP ode	OP Used	Airbag Deploy	Ejed		EMS lumber	Med Trans
Supplem	enta	al O	ccui	pant	Infor	mat	ion			1			PD	14	1	F	o	С		NP	UNK	NA	0) A	AS46	EG
Vehicle														_	_				_							
	cle Mak					Vehi	icle M	odel				Colo	or	Veh U	Jse1	Veh	Use2	Veh	Use3		Veh. To	wed?		Veh	. Disable	ed?
Body Style	Cargo Type	Body	Lic	. Year	State			Lie	cense	Plate N	Number		VIN								Damage S	Severity		1 12	2 3 4	5
Toward Dv									Īτο	wood T	· .									4	Exte	ent		F	10 9 8	ڀَ 'لِ
Towed By									10	wed T	0													14-Top		ercarriage
Gross Vehicl	e/Com	b Wei	ght Ra	ating	lazMat	Placa	rd?	HazM	at Rele	eased	Hazma	t Plac	card 4-dig	jit OR I	Hazı	mat N	ame	Al	ND		1	1-digit#	# DO	Γ#		
				(Cargo C	Only)		(Carg	o Only)																
State #			mber Axles	C	Carrier T	ype (Code																			
Carrier's Nar	ne	-				П	Stree	t Addre	ess					T	Can	rier Ci	ty						State	Can	ier's Zi	D
Owner's Last	t Name	:					Owne	er's Fir	st Nam	ne			Owner	r's Mido	dle N	Name			Ow	ner's	Compa	ny Nan	ne			
Street Addre	SS						С	wner's	s City						Stat	te Ov	wner Z	ip		Ow	ner's Pl	hone				
Insured By: (Name	of Co	mnany	()				Dol	licy Nu	mher					. 17	Гуре	Vear	- Is	//ake	1,	ic Year	Lice	tate	Licono	se Num	
misureu by. (Name	OI COI	прапу	,				Pul	iicy Nu	mbei			Trailer o Vehicles		d	ype	rear	[nake	ľ	ic redi	LIC S	iaic	LICEIR	e Nulli	
Trailer or Tov Vehicles (2)	wed T	уре	Year	Ма	ike	Lic Y	Year	Lic St	ate	License	e Num		Trailer o Vehicles		d 1	Гуре	Year	N	lake	L	ic Year	Lic S	tate	Licens	e Num	
																	_									

Condit	ion Inf	orm	ation																						
Lighting				Weat	her								Inter	section	on Ty	pe		Rel	latio	n To Ju	nction	ı			
DAYLIG	HT			CLE	AR								FOL	JR-V	VAY			IN	TEF	RSECT	ION I	RELA	TED		
Work Zone	e Location	1			W	Vork Z	one T	уре					Work	(ers i	Prese	ent	aw En	forcem	ent	Present	t				
Road Cha	racter	Roa	d Grade	Road C	onditi	ion				Ti	Road 9	Surface						Traffi	c Co	ontrol					
STRAIG	нт	LEV	/EL	DRY							PAVE	D CENT	ER A	ND	EDG	E LIN	ΙE			C SIGI	NALS	3			
Road Lan				Road D	esian	Div						Design													
1 LANE				UNDI	_					- 1		-WAY, N	от п	חועו	FD										
TEANE			ADD/	ARENT C			ING E	ACTO	De		1110	117,11	010			DI	RIVER'S	S ACTI	ON	e		QE() IEN/	CE OF E	VENT
NO DRIV	/ER ERF	ROR												оті	HER					ATIVE)	FIRS EVE SEC EVE THIF	OND NT RD NT RTH NT	PED ONM PED	
	DDIV	/ED/D	EDESTRIA	WDEDAL	CVCI	ICT				DDI	VEDIE	PED/PEDA	I CVC	ч ют	г			PEDI	EST	RIAN/P	EDAL	CYCL	ST AC	CTION	
	DRIV	/ER/P	SOBRIE		CTCL	.131						ICAL CON			'		J	At Inte						Intersec	ion
HAD NO	T CONS	UME	D ALCOH	OL					NO A	APP. I	DEFE	стѕ				C A	ROSS actions	Prior to ING Ro at Time	OAL e of	ash DWAY Crash			NOT UK	mersee	
Breath Te	st Results				D	river F	Physic	cal Con	dition -	Other						- 	ocation	at Tin	ne o	f Crash					
Drodai ro	orriodano				آ		,o.c	Jan 0011	annon	04101										MARKE	ED CE	OSSN	MIK		
					_												VIERS	ECTIO	/N -	WARN	D CR	OSSV	ALK		
TRA	FFIC	_	JNIT	02																					
VEHICL	E NO.		MV Type					Di	rection	On:										Left Sce of Crash	ne F	osted	Speed	d Safe	Speed
HEADED)	02	IN TRANS	PORT				W	1	FOR	TUN	A RD NW	I							NO					
Driver's La	ast Name						Dri	iver's F	irst Na	me							Driver's	Middle	e Na	ame					
Driver's St	treet Addr	ess					Cit	ty									State	Zip Co	ode		Phon	е			
Date of Bi		er's Li	icense Numl	ber Sta	te Ty	уре	CDL	Status	Restr	ictions	Endo	rsements	Exp	ires		Interio	ck Oc	cupation	on						
Incident R									# c	of Occu	pants	Seat Pos	Age	e s	Sex	Race	Injur	y O e Co		OP Used	Airba Deple	ag Dy Eje	ected	EMS Number	Med Trans
•						•			<u> </u>				16	5	F	0	С	N	Р	UNK	NA		o	AAS46	EG
			ccupant	Intor	mat	ion																			
Vehicle Year Ve	e Infor chicle Mak		ion		Vehic	cle Mo	odel				Col	lor	Veh l	Jse1	Veh	ı Use2	Veh l	Jse3		Veh. To	owed?		Ve	h. Disable	ed?
							_													Domogo	Coverit	.,			
Body Style	Cargo Type	Body	Lic. Year	State			Lie	cense i	Plate N	lumber		VIN								Damage :		У	12	2 3 4	5
Towed By				<u> </u>				То	wed To	O		•								Exte	ent		11 14-Top	10 9 8 15-Und	7 ercarriage
Gross Veh	nicle/Coml	b Wei	ght Rating	HazMat (Cargo C				at Rele o Only)		Hazn	nat Pla	card 4-dig	it OR	Hazr	mat N	ame	AN	ID			1-digit	# DC	T#		
State #			mber Axles	Carrier T	уре С	Code				<u> </u>															
Carrier's N	Name				<u> </u>	Street	Addr	ess						Carr	rier C	ity						Stat	e Ca	rrier's Zi	p
Owner's L	ast Name				ľ	Owner	r's Fir	st Nam	e			Owner	's Mid	dle N	Name			Own	er's	Compa	ny Na	me			
Street Add	dress					O	wner's	s City						State	e O	wner Z	ip		Ov	vner's P	hone				
Orach De	anari bi	he-	40000000							OTAT	<u> </u>	NEW ME	VIC	<u> </u>	WE C	DA4 C	D 4 01	DES		_					

Insured By: (Na	ame of C	omp	any)				Policy N	umber			Trailer or Vehicles		Тур	e Ye	ear	Ма	ke	Lic Yea	r Lic S	State	Licen	se Num	
Trailer or Towe Vehicles (2)	Type	Ye	ear N	lake	Lic Year	Lic	State	License	Num		Trailer or Vehicles		Тур	e Ye	ear	Mal	ke	Lic Yea	r Lic S	State	Licen	se Num	
Condition	Infor	ma	tion			•													•				
Lighting				Weat	her							Interse	ection	Гуре	!		Relat	ion To Ju	ınction				
DAYLIGHT				CLE	AR							FOUF	R-WA	Y			INTE	RSECT	ION F	RELAT	ED		
Work Zone Loc	ation				Work	Zon	е Туре					Worke	rs Pre	sent	La	w Enfo	rcemer	nt Presen	t				
Road Characte	r Ro	oad (Grade	Road C	Condition				R	oad S	Surface						Traffic (Control					
STRAIGHT	LI	EVE	L	DRY							D CENT	ER AN	D ED	GE	LINE		TRAF	IC SIG	NALS				
Road Lanes				1	esign Div	/			- 1		esign												
1 LANE			ADD/	UNDI	ONTRIB	ITINI	C EACT	ODe		WO-	WAY, N	אוט וכ	IDEL	'	חסוי	/FD'S	ACTIO	MS		SEO	HENC	E OF E	VENT
			AFF	AREINI C	ONTRIB	יאווזע	GFACI	UKS							DIXI	VLKS	ACTIO	NO		FIRS	Т	PED	VLIVI
																				SECO			
																				EVEN		ONM	
NO DRIVER	ERROF	₹										c	THE	R (S	PEC	IFY IN	INAR	RATIVE	:)	THIR	D NT		
																				FOUR			
																				EVEN	11		
															_					MHE		PED	
	DRIVER	/PEI	DESTRIAN SOBRIE		CYCLIST	•					ED/PEDA				Н	-	At Inters	TRIAN/F	PEDAL			ntersec	ion
			CODITIE							11101	ONE OON	billoli			Act	Ţ	rior to C				iot at i	HIEISEC	IIII
l																		DWAY					
HAD NOT CO	ONSUM	IED	ALCOH	OL				NO A	APP. DI	EFE(CTS				Act	tions at	Time o	of Crash					
															NO	IMPR	OPER	ACTION					
Breath Test Re	sults				Drive	r Phy	ysical Co	ndition -	Other						Loc	cation a	at Time	of Crash					
															INT	ERSE	CTION	- MARK	ED CR	ossw	ALK		
TRAFF	FIC	U	NIT	03																			
VEHICLE NO). 03		∨ Type I TRANS	POPT			- 1	Direction N		RS R	LVD NW	ı						Left Sce of Cras NO	ne h?	osted	Speed	Safe	Speed
Driver's Last Na			TIONIC	, old				First Na				•			Dı	river's N	Middle I					<u> </u>	
Driver's Street	Address						City								St	ate Z	ip Code	<u> </u>	Phone	e			
							•	QUERQ	UE						N		7105						
Date of Birth	Driver's	Lice	ense Numi	ber Sta	te Type	CD N	DL Statu	s Restri	ctions	Endor	rsements	Expire	es / 202 4		terlock	Occi	upation						
Incident Respo	nder				. 10	<u> </u>		# o	f Occupa	ants	Seat Pos	Age	Sex	_	ace	Injury Code	OP	OP	Airba Deplo	g. Eie	cted	EMS	Med
								1			LF		+	+			Code					Number	i i
Suppleme	ntal (Occ	upant	Infor	matio	n						23	F		0	0	6	UNK	N	ļ ,	N		NT
Vehicle In	forma	atio	n																				
Year Vehicle	Make				Vehicle	Mode	el			Cold	or	Veh Us	e1 V	eh U	se2	Veh Us	se3	Veh. To			Vel	n. Disable	ed?
2011 MAZD	A				4 DOO	R				RE	D			Р				N				NO	
Body Style Ca	argo Bod /pe	,	Lic. Year		!		License	Plate N	umber		VIN							Damage UNKN		/		2 3 4	5
PC IV	ре		2022	NM			ATGF:	20			JM3EI	R2A52	B039	3026	6			Ext			12		9 6
Towed By							T	Towed To)									NO			11 14-Top		7 ercarriage
Gross Vehicle/	Comb W	eiah	t Rating	HazMat	Placard?	На	zMat Re	leased	Hazma	at Plac	card 4-dig	it OR H	azmat	Nam	ne	AND)		1-digit	# DO	T#		
			J	(Cargo C			argo Only												T				
State #		lumb f Axl		Carrier 1	ype Code	е																	
Carrier's Name					Qtra	ρt Λ	ddress					Ic	Carrier	City						State	Car	rier's Zi	n
Camers Name					Sue	CL A	uu Coo					١	zai i i Cí	Oity						State	Cal	iici ə Zl	Ρ
0	No. 1								07475	<u> </u>	NIEW SE	VICC	HAVE	051	1.00		DERC	DT		•			
Crash Report	Number	710	1880210		- 1				SIATE	: UF I	NEW ME	:XICO	UNIF	UKN	VI CR	ASH	KEPO	KI			- 1		

Owner's Last Name				Owi	ner's First Na	ame		Owner	's Middl	e Name	е		Owner'	's Compan	y Name			
SALAZAR				MA	RTIN													
Street Address					Owner's Cit	у		I	S	State C	Owner 2	Zip	C	Owner's Ph	one			
312 55TH ST NW					ALBUQUE	ERQUE			N	M 8	37105							
Insured By: (Name of	f Company)			Į.	Policy I	Number		Trailer or	Towed	Туре	Year	M	ake	Lic Year	Lic State	e Lic	cense Num	1
ROOT INSURANCE	CE							Vehicles										
Trailer or Towed Vehicles (2)	rpe Year	Make	e L	ic Year	Lic State	License Num	1	Trailer or Vehicles		Туре	Year	Ma	ake	Lic Year	Lic State	e Lic	cense Num	l
Condition Info	rmation																	
Lighting DAYLIGHT			Weather CLEA							ection T				ion To Jun		ATEI	D	
Work Zone Location		· ·	•	Work	Zone Type				Worke	rs Pres	ent	Law Enf	orcemer	nt Present				
Road Character	Road Grade		Road Co	ndition				Surface					Traffic (
STRAIGHT	LEVEL		DRY				-	D CENT	ER AN	ID ED	GE LII	NE	TRAF	FIC SIGN	ALS			
Road Lanes			Road Des	Ū	/		Road [•		"n=n								
1 LANE	A.D.		JNDIVII		JTING FACT	TORC .	TWO-	WAY, NO	אוט וכ	IDED		RIVER'S	ACTIO	NIC	le:	EOUE	NCE OF E	VENITO
	AP	PARE	ENT CO	NIKIDU	JIING FAC	IURS					ט	KIVEKS	ACTIO	INO .		RST	PED	VENIS
																VENT		
																ECONI VENT	ONM	
DRIVER INATTEN	ITION, FAIL	ED T	O YIEL	D RIG	HT-OF-W	AY, WEATHE	ER CO	NDITION	S F	RIGHT	TURN	١				HIRD VENT		
															FC	OURTH	1	
															E/	VENT		
																HE	PED	
DRIVI	ER/PEDESTRI	IAN/PI RIETY		YCLIST	•	DI		PED/PEDA			_			STRIAN/PE	DALCYC	7		
	3061	KIETI					FHIS	CAL CON	DITION		_		At Inters			Not	at Intersec	tion
											ľ	Actions F	rior to C	rasn				
HAD NOT CONSU	JMED ALCO	HOL				NO APP.	. DEFE	CTS			1	Actions a	at Time o	of Crash				
Breath Test Results				Drive	er Physical C	ondition - Othe	er				I	Location	at Time	of Crash				
NARRAT	IVE																	
ON FEBRUARY 7,		PROX	(IMATE	1 Y 070	11 HOURS	I WAS DISPA	TCHEC	TO A TE	AFFIC	: ACCI	DENT	WITH I	N.IIIRIE	S INVOLV	/ING ON	JE VE	HICLE A	ND
TWO PEDESTRIAL									AFFIC	ACCI	DENI	VVIII I	NJUNIE	3 INVOL	VING ON	AL V	HICLE AI	ND
PEDESTRIAN 1 ST COORS BLVD TO HER BODY WHICH	HEAD TO SO	CHOC ER T	OL. PED O FALL	DESTRI DOW	IAN 1 STAT N AND HIT	TÈD THAT'S (HER HEAD (WHẾN S ON THE	SHE FELT ROADW	ΓΑ ΗΑ /AY. PI	RD BU	JMP F	ROM D	RIVER PLAINE	3'S VEHIC D OF HEA	CLE ON AD AND	THE LEFT	LEFT SID Γ LEG PA	
BUT NO INJURIES																		
PEDESTRIAN 2 ST VEHICLE 1 THE M SHOULDER ON TH PRESBYTERIAN E	OMENTUM C	OF WI Y. PE	HEN PE	EDEST RIAN 2	RIAN 1 FEI COMPLAII	LL DOWN CA	USED	PEDESTR	RIAN 2	TO AL	SO F	ALL DO	WN AN	D PEDES	TRIAN 2	HIT	HER RIGI	
DRIVER 3 STATED DRIVER 3 STATED MADE A WIDE RIC SEE THE PEDEST	THAT THE	RIGH NTO	IT SIDE	OF HI	ER FRONT FROM FO	WINDSHIELD RTUNA RD A	D WAS AND CO	STILL ICI DLLIDED	ED OV	ER AN PEDES	D SHE	COUL N 1 AND	DN'T SI 2. DRI	EE. DRIVE VER 3 ST	ER 3 STA	ATED	THAT SH	ΗE
I ATTEMPTED TO																		
THIS CONCLUDES							LLEFI	IONE BU	1 140 (ONE A	143VVE	יירט וו	IL PHO	/1 1 L.				
WITNES		_:#!	.41 9911		O INCIDEN													
Witness's Last Name					v	/itness's First N	Name					Witn	ess's Mi	ddle Name				Age
																		52
Witness's Street Add	ress				Witne	ss's City					Stat	e Zip (Code	Witn	ness's Ph	one		

Crash Report Number: 710880210

VIOLA	TIO) N	01							
VEH NO. Last	Name				First Name	Middle N	ame	Violation (Common Nam	e)	Action
CONCL	LUS	IOI	N							
Time Notified	Time Arı	rived	Notified B	у			Supervisor at Scene			
0701	0711		DISPAT	СН			NONE			
Time Roadway Cle	ared Tir	me Incide	ent Cleared	Checked I	Зу					
0743	07	743		0492 - A	RMIJO, LOUIS - 2/8/2022					
Officer's Signatu	ıre				Officer's Name		Rank	ID Number	District	Report Date
	1	يهسلار		:	SHARP, DOMINIC		PSA	7455	111	02/07/2022

DIAGRAM		
Diagram Drawn By	Measurements Taken By	
SHARP, DOMINIC	NOT TO SCALE	
DIAGRAM		
Crash Report Number: 710880210	STATE OF NEW MEXICO UNIFORM CRASH REPORT NM STATUTE 66-7-209 NMDOT COPY	Sheet 6 Of 6
Case Number: 220009717	NMDOT COPY	Olleer o Ol o

CRASH
NVESTEATION
SH 10070
SH 10070
SH 2018
NAMOTUCE
E July 2018

ALBUQUERQUE POLICE DEPT

REPORTING DEPARTMENT

STATE OF NEW MEXICO UNIFORM CRASH REPORT

710885039

	_JULY	_2018	5		_															-					
Private Pro	perty	F	atal	Prop Dam		Unde	er \$500		Hit-and-F School E		ctly Involved	C	ase Numb	er: 22 0	0261	82			С	AD Nur	m: 220 9	70380			
Secondary	Crash	✓ In	njury		Only [\$500	O or More	_			ectly Involve icle Involved	ΙΔ(gency: 1	- ALB	UQUE	RQI	JE P	OLICE	DEP	ARTM	ENT				
Crash Date 04/07/2022	!	Crasi 075 8	h Tim 5	ne	1 1	Occum B UQU	red In ERQUI	E							County BERN		LLO								
Day of Week				•	Route NW		Name)							At Inter			h:								
Other	Meas	ureme	nt	Direct	ion		Permar	nent L	.andma	rk - Co	unty Line -	Inter	section - I	Milepost								Lat:			
Location																					L	_ong:			
Crash Occur							I Event N W/M	ото	R VEH	IICLE			Manner FRONT			EX. T	-во	NE. AN	IGLE)		ner of Cr		PATH	(T-B	ONE)
Work Zone	-Consti		Tr	ribal La			sis Code								•						st Harm				,
Work Zone Work Zone		enance	N	0		MV IN	N TRAN	ISPO	ORT										ON R	OADW	ΙΑΥ				
TRAF	FI	Cι	JΝ	IIT	0	1																			
VEHICLE N	NO.	01		Туре	CDO	n.T.				Direction		e Di	LVD NW	,					L	eft Sce of Crast NO	ne Po	sted Sp	eed S	Safe S	Speed
HEADED Driver's Last	Name		IN I	IKAN	ISPO	KI		ľ	Oriver's			(S DI	LVD NVV				Dri	ver's Mi	ddle Na						
Driver's Stree	et Add	ress						(City								Sta	ate Zin	Code		Phone				
Direct o out	ot / taal								ony									ite Zip	Code		THORE				
Date of Birth /2009	- 1	ver's L	icens	se Nun	nber	State	Туре	CDL	Statu	s Res	trictions	Endors	sements	Expire	S	Inte	erlock	Occup	ation						
Incident Res	ponde	Г						•		#	of Occupa	ants	Seat Pos	Age	Sex	Ra	ice	Injury Code	OP Code	OP Used	Airbag Deploy	Ejecte	d EN	/IS nber	Med Trans
Supplem	ent	al O	CCU	ıpan	t Inf	form	ation	_		'			FC	12	М	(В	9A	NO	NA	0	E	4	NT
Vehicle														<u> </u>	_										
	de Ma			•		V	/ehicle N	/lodel				Colo	or	Veh Use	e1 Ve	eh Us	e2 V	/eh Use:	3	Veh. To	owed?		Veh. Di	isabled	1?
ACU	IRA					ľ	Cilicio II	iodei												VOII. 10					
Body Style	Cargo Type	Body	Li	ic. Yea	ar S	State			License	Plate	Number		VIN		•					Damage	Severity	12	1 2	3 4	5
Towed By									Т	owed	То									Exte	ent	14-	11 10 Top 1		7 rcarriage
Gross Vehicl	e/Com	ıb Wei	ght R	Rating			acard?		Mat Re		Hazma	it Plac	ard 4-digi	t OR Ha	azmat	Name)	AND			1-digit#	DOT #	#		
						go On			rgo Onl	y)															
State #			mber Axles		Carr	ier Typ	pe Code	!																	
Carrier's Nar	ne	•					Stre	et Ado	dress					С	arrier (City						State	Carrier	's Zip	
Owner's Last	Name	9					Own	er's F	irst Na	me			Owner	s Middle	e Nam	е		0	wner's	Compa	ny Nam	е			
Street Addre	SS							Owne	r's City					S	tate (Owner	r Zip		Ow	/ner's P	hone				
									,																
Insured By: (Name	of Cor	mpan	ıy)				P	Policy N	umber			Trailer or Vehicles		Туре	Yea	ar	Make	•]	ic Year	Lic St	ate Li	cense I	Num	
Trailer or Tov Vehicles (2)	wed	Гуре	Year		Make	L	ic Year	Lic	State	Licens	se Num		Trailer or Vehicles		Туре	Yea	ar	Make	L	ic Year	Lic St	ate Li	cense N	Num	
								_							_										

Condition in	forma	ation																				
Lighting			Weat									section					n To Ju					
DAYLIGHT			CLE			_						R-WA			_		RSECT					
Work Zone Locatio	n			Wor	k Zone	: Туре					Work	ers Pre	esent	Law E	nforce	nent	Presen	t				
Road Character	Road	Grade	Road C	ondition				Ro	ad Su	ırface					Traf	ic Co	ontrol					
STRAIGHT			DRY	ondition				- 1		MARKE	RS						C SIGI	NALS				
Road Lanes				esign Di	iv				ad De													
3 LANES			PAINT	ED DIV	/IDER	(>4 FT)		Tν	NO-W	AY, DI	VIDE	D										
		APP				FACTOR							С	RIVER	'S ACT	ION	S		SEQU	ENCE	OF E	VENTS
																			FIRST EVENT	N	ΙVΤ	
																			SECON	D		
																			EVENT			
DRIVER INATTE	ENTIO	V										OTHE	R (SP	ECIFY	IN NA	١RR	ATIVE)	THIRD EVENT			
																			FOURT	Н		
																			EVENT			
																			MHE		IVT	
DRI	VER/PE			CYCLIS	Т					D/PEDA			ŀ		rl			EDALC	$\overline{}$			
		SUBRI	EIT					PF	11310/	AL CON	טוווט	N		<u> </u>	At In				Not	at In	tersecti	on
														Actions								
HAD NOT CONS	SUMED	ALCOH	OL				NO A	PP. DE	EFEC	TS			ŀ	CROSS								
														Actions				RRATIV	E/			
Breath Test Result	s			Drive	er Phy	sical Cond	lition - (Other									f Crash	KKATIV	-)			
Dicari reservesare					ci i iiy	olear corre	ildoir (outer										ED CRO	SSWAI	ĸ		
															2011		MIP-U-CI-CL	D OILO	001174			
TRAFFI	СU	INIT	02																			
VEHICLE NO.	ı	MV Type				Dir	ection	On:								I	Left Sce of Crash	ne Po	sted Sp	eed	Safe \$	Speed
HEADED	02	WORKING	G VEHIC	LE/EQ	UIPM	ENT N		COOR	S BL	VD NW	1						NO	"				
Driver's Last Name	:				I	Driver's Fi	rst Nam	ne						Driver'	s Midd	le Na	ame					
Driver's Street Add	ress				- 1	City	.===							State	Zip C			Phone				
5 t (5) t 5 :				- I-	_	ALBUQU					T		1	NM	8710							
	vers Lic	ense Num	ber Stat		CDI	L Status V	Restric	tions	ndorse	ements	Expi	res /202	Inter	OCK O	ccupat	ion						
			INIV	В	'	V	# of	Occupa	into C	Seat Pos		_		ام Inju	rv I ()P	OP	Airbag			EMS	Med
incident Responde	•						1	Occupa	iiits S	LF	Age	e Se	x Rac	e Coo		ode	Used	Deploy	Ejecte		ımber	Trans
Supplement	al Oo	cunant	Infor	natio	-		Т.				52	М	O	В		6	YES	N	N		E7	NT
			mon	nativ							<u> </u>							<u> </u>				
		on		Vehicle	Model				Color	. 1	Veh U	lse1 \	/eh Use	2 Veh	Use3		Veh. To	weed0		Veh	Disable	d2
		TORS O	:0	TRASI					BLU		v Cii C	,501	G	Z VCII	0300		NO				NO	
				ПОЛО		License P	late Nu	ımher	1220	VIN							Damage :	Severity		1 2	2 3 4	5
MT Type	bouy		NM			06980G	iate ivu	iiiibci		3BPDI	70X	7I F10	6613				NOI	NE	1:	_		716
Towed By		2000					ved To			00. 0.	-7 0/1		0010				Exte	ent		11 1	0 9 8	7
Towed by						100	veu 10										FUNCT	IONAL		-Тор	15-Unde	ercarriage
Cross Vahiala/Car	sh Maia	ht Dating	HazMat F	2110		- 14-4 D-1		Llozmo	t Diago	and 4 dist	t OD I	Hormo	t Name	Δ.	NID			1 digit #		03		
Gross venicle/Con	APPAI ARES APPAI BRIVER/PEDESTRIAN, SOBRIE NOT CONSUMED ALCOHO Test Results AFFIC UNIT CLE NO. MV Type WORKING IS Last Name IS Street Address If Birth Driver's License Number 1970 Int Responder Plemental Occupant Cle Information Vehicle Make PETERBILT MOTORS CO Style Cargo Body Lic. Year Type 2099 I By Vehicle/Comb Weight Rating Information Working The Style Cargo Body Lic. Year Type 2099 I By Vehicle/Comb Weight Rating Information With Number of Axies The Style Cargo Body Lic. Year Type 2099 I By Vehicle/Comb Weight Rating Information The Style Cargo Body Lic. Year Type 2099 I By Vehicle/Comb Weight Rating Information The Style Cargo Body Lic. Year Type 2099 I By Vehicle/Comb Weight Rating Information The Style Cargo Body Lic. Year Type 2099 I By					Mat Relea	asea	наита	l Placa	ard 4-digi	IORI	наита	l Name	A	ND			1-digit #		Ħ		
State #	Num	hor	Corrier T	una Cad	<u> </u>																	
State #			Carrier T	ype Cod	ie																	
				lot									0:1						01.1			
Carrier's Name				Str	eet Ad	dress						Carrier	City						State	Cam	er's Zip)
				\bot						1-					-							
Owner's Last Name						First Name				Owner	s Mid	die Nar	ne					ny Nam				
	QUERC	QUE		CIT		LBUQUER	QUE								CIT	_		UQUE	RQUE			
Street Address						er's City							Owner	•		Ov	wner's P	hone				
1 CIVIC PLAZA					ALB	UQUER	QUE					NM	87102			\perp						

Crash Report Number: 710885039

Case Number: 220026182

Insured By: (Nam	e of Co	mpany)				Policy N	umber		Trailer or	Towed	Type	Year	Ma	ake	Lic Year	Lic State	License Nu	m
SELF INSURE	D								Vehicles	(1)								
Trailer or Towed Vehicles (2)	Туре	Year	Make	Lic	c Year	Lic State	License Num	ı	Trailer or Vehicles		Туре	Year	Ма	ike	Lic Year	Lic State	License Nu	m
Condition Ir	nforn	nation			·								,			•		
Lighting			'	Weather	•					Interse	ction Ty	уре		Relati	ion To Jun	ction		
DAYLIGHT				CLEAR	l .					FOUR	-WAY	·		INTE	RSECTION	NC		
Work Zone Locat	on				Work Z	Zone Type				Worker	s Prese	ent	Law Enfo	orcemen	nt Present			
Road Character	Ro	ad Grade	Ro	oad Cond	dition			Road S	Surface					Traffic C	Control			
STRAIGHT	LE	VEL	DI	RY				PAVE	D CENTI	ER ANI	D EDG	E LIN	IE.	TRAFF	IC SIGN	ALS		
Road Lanes				oad Desi	•			Road D	•									
3 LANES						DER (>4 F		TWO-	WAY, DI	VIDED			- II (EDIO	107101		1054		E) (E) ITO
		AP	PAREI	NT CON	TRIBUT	ING FACT	ORS					Dł	RIVER'S	ACTION	NS	FIRS	QUENCE OF	
																EVE	NT IVIVI	
																SEC EVE	OND NT	
DRIVER INATT	FNTI	ON								G	OING	STR	VIGHT			THIE		
DIGITAL INTERIOR		014								ľ	00	0 11117				EVE	IRTH	
																EVE		
																МНЕ	MVT	
DF	RIVER/	PEDESTR	IAN/PE	DALCY	CLIST		DF	RIVER/P	PED/PEDA	LCYCLI	ST			PEDES	TRIAN/PE	DALCYCL	ST ACTION	
		SOBI	RIETY					PHYSI	CAL CON	DITION				At Inters	section		Not at Interse	ection
												A	Actions P	rior to C	rash			
HAD NOT CON	ISUMI	ED ALCO	HOL				NO APP.	DEFE	CTS			_						
												A	Actions a	t Time o	of Crash			
Breath Test Resu	lts				Driver	Physical Co	ondition - Othe	er				1	ocation	at Time	of Crash			
						,												
NARRA	TΙ\	/E																
ON THURSDAY					WAS DI	SPATCHE	D TO A MO	TOR VE	HICLE C	OLLISI	ON WI	TH IN	JURIES	INVOL	VING ON	E PEDES	TRIAN AND	ONE
PEDESTRIAN OF EASTBOUND WITH PEDESTRI	VITH H	IIS BROTI	HER. F	PEDEST	RIAN (ONE STAT	ED AS THE	Y CROS	SED THE	STRE	_	_	_				_	DLLIDED
DRIVER TWO S LEFT TURN ON STATED HE SE TWO DID NOT	ITO CO	OORS BLY	VD NV HIS RE	V NORT Ear Vie	HBOUI	ND. DRIVE RROR AFT	R TWO STA	TED HE	E DID NO HE NOR	T SEE	THE C	HILDF	REN CR	OSSIN	G THE IN	TERSECT	ION. DRIVE	R TWO
THE WITNESS SHE SAW TWO TRUCK HIT TH	YOU	NG BOYS	CROS	SSING C	COORS	EASTBO	UND WHEN											
PEDESTRIAN O		AS CHEC	KED (OUT BY	MEDIC	CAL PERS	ONNEL, WH	IO STA	TED PED	ESTRIA	AN ONI	E SUS	TAINE	MINO	R ABRAS	SIONS TO	HIS BODY,	AND
THERE IS NOT	HING I	FURTHER	AT TI	HIS TIM	IE													
WITNE	SS	01																
Witness's Last Na	ame					W	itness's First N	Name					Witne	ess's Mid	ddle Name	•		Age 61
Witness's Street	Address	3					s's City					State			Witr	ess's Phor	ie	
						ALBU	QUERQUE					NM	8710)5				
VIOLAT		N O	1															
VEH NO. Last N		- -	•		ļ,	irst Name			Middle	Name			Violatio	on (Com	nmon Nam	e)	Actio	n
					ľ	5							1.01011	(5011		-,	7.000	
<u>. </u>													1				ı	

Crash Report Number: 710885039

Case Number: 220026182

CONC	LU:	SIO	N						
Time Notified	Time A	Arrived	Notified B	у		Supervisor at Scene			
0757	0814		DISPAT	СН					
Time Roadway C	eared	Time Incide	ent Cleared	Checked	Ву				
0900		0900		3852 - \	/ALLEJOS, MARIO - 4/13/2022				
Officer's Signat	ure				Officer's Name	Rank	ID Number	District	Report Date
	. Fr	Hodm			HODGKINS, JEREMIAH	PSA	7615	111	04/07/2022

DIAGRAM		
Diagram Drawn By	Measurements Taken By	
HODGKINS, JEREMIAH		
DIAGRAM		
Carab Danast Number 7 1000 Dan	STATE OF NEW MEYICO LINIFORM CDASH REPORT	
Crash Report Number: 710885039 Case Number: 220026182	STATE OF NEW MEXICO UNIFORM CRASH REPORT NM STATUTE 66-7-209 NMDOT COPY	Sheet 5 Of 5

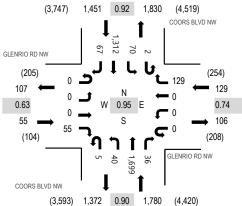


Location: 1 COORS BLVD NW & GLENRIO RD NW AM

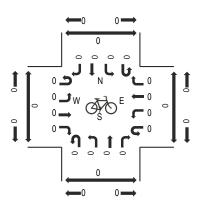
Date: Tuesday, August 13, 2024 Peak Hour: 07:15 AM - 08:15 AM

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

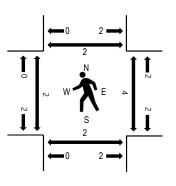




Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

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

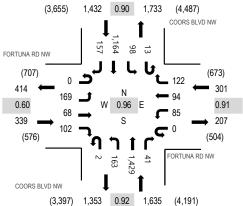


Location: 2 COORS BLVD NW & FORTUNA RD NW AM

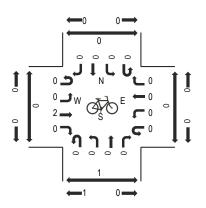
Date: Tuesday, August 13, 2024 **Peak Hour:** 07:45 AM - 08:45 AM

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

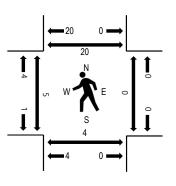
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

manno obanico																						
	FO	RTUNA	A RD N	W	FOF	RTUNA	RD NW	,	CC	ORS B	LVD NV	V	CC	ORS E	BLVD N	W						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestriar	n Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	13	5	6	0	10	8	26	0	8	301	5	3	19	200	13	617	3,167	2	1	0	0
7:15 AM	0	18	6	5	0	13	3	28	1	12	396	10	4	28	225	28	777	3,417	1	0	0	0
7:30 AM	0	20	8	4	0	7	9	39	1	14	415	14	5	15	260	23	834	3,603	0	0	0	2
7:45 AM	0	32	12	9	0	22	13	38	0	16	428	14	3	22	307	23	939	3,707	0	0	0	4
8:00 AM	0	33	7	21	0	28	14	32	0	43	322	7	2	26	299	33	867	3,444	0	0	4	10
8:15 AM	0	37	15	32	0	13	32	26	0	56	341	13	5	27	307	59	963	3,136	2	0	0	3
8:30 AM	0	67	34	40	0	22	35	26	2	48	338	7	3	23	251	42	938	2,821	3	0	0	3
8:45 AM	0	26	8	13	0	18	10	30	0	13	258	8	1	18	250	23	676	2,538	2	2	1	0
9:00 AM	0	8	3	11	0	14	10	19	1	14	208	14	2	18	221	16	559	2,484	0	1	0	0
9:15 AM	0	11	7	9	0	20	3	20	0	16	287	9	7	28	217	14	648		0	0	0	2
9:30 AM	0	15	4	9	0	11	4	27	0	9	270	9	5	28	249	15	655		0	1	0	1
9:45 AM	0	20	2	6	0	16	4	23	1	10	240	12	9	19	246	14	622		0	1	0	6
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	3 1,164	157	3,70	7	5	0	4	20

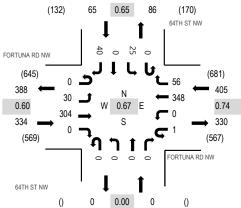


Location: 3 64TH ST NW & FORTUNA RD NW AM

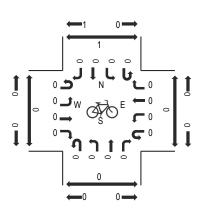
Date: Tuesday, August 13, 2024 **Peak Hour:** 07:45 AM - 08:45 AM

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

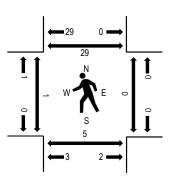
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

mamo odanto	IVIOC	,,,_	4 10		•																	
	FOR	RTUNA	RD N	W	FOF	RTUNA	RD NW	1		64TH S	TNW			64TH S	ST NW							
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestriar	Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	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	5 () 40) 80)4	1	0	5	29

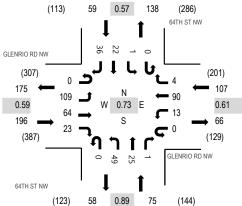


Location: 4 64TH ST NW & GLENRIO RD NW AM

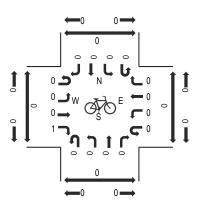
Date: Tuesday, August 13, 2024 **Peak Hour:** 07:45 AM - 08:45 AM

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

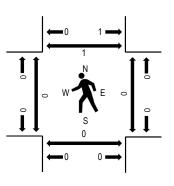
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

manno obanto					•																	
	GL	ENRIC	RD N	N	GLE	ENRIO	RD NW			64TH S	TNW			64TH S	ST NW							
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestriar	n Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru R	ight	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	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	2 3	6 43	37	0	0	0	1

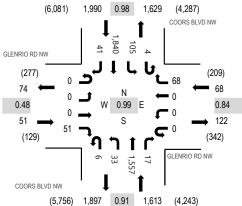


Location: 1 COORS BLVD NW & GLENRIO RD NW PM

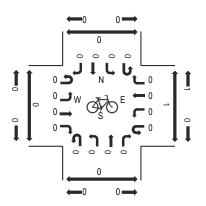
Date: Tuesday, August 13, 2024 **Peak Hour:** 03:15 PM - 04:15 PM

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

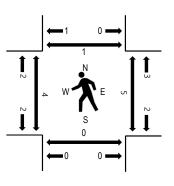
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

	GL	ENRIC	RD N	W	GLI	ENRIO	RD NW		CC	ORS B	LVD NV	V	CC	ORS E	BLVD N	W						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestrian	Crossir	igs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	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	5 1,840) 4	1 3,72	22	4	5	0	1

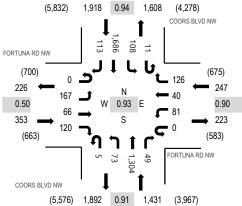


Location: 2 COORS BLVD NW & FORTUNA RD NW PM

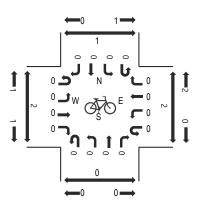
Date: Tuesday, August 13, 2024 **Peak Hour:** 03:30 PM - 04:30 PM

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

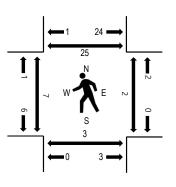
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

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

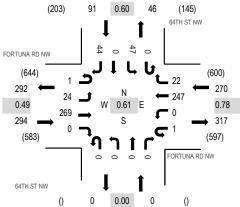


Location: 3 64TH ST NW & FORTUNA RD NW PM

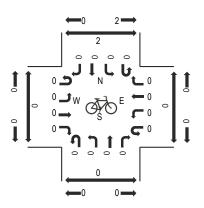
Date: Tuesday, August 13, 2024 **Peak Hour:** 03:00 PM - 04:00 PM

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

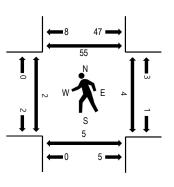
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

manno obanto																						
	FOI	RTUNA	RD N	N	FOR	TUNA	RD NW			64TH S	T NW			64TH 9	ST NW							
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestriar	n Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru R	ight	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	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	47	7 () 44	1 65	5	2	4	5	55

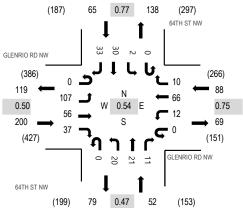


Location: 4 64TH ST NW & GLENRIO RD NW PM

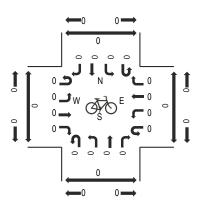
Date: Tuesday, August 13, 2024 **Peak Hour:** 03:00 PM - 04:00 PM

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

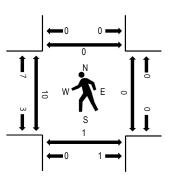
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

manno obanico																						
	GL	ENRIC	RD NV	V	GLE	NRIO	RD NW			64TH S	TNW			64TH \$	ST NW							
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	destriar	n Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru R	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	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	2 30	33	3 40	5	10	0	1	0

	Α	В	С	D	Е	F
1			Start Date:	12/17/2024		
2						
3			Start Time: 1	2:00:00 AM		
4			Site Co			
5			Station	ID: 1		
6		Locatio	n 1: COORS I	BLVD PED BR	IDGE	
7						
8	Date	Time	EB PEDS	EB BIKES	WB PEDS	WB BIKES
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



Project: 1720001002 B-1

				ı	Fxi	sting			2025 Bac	kground		•	2025 Ope	ning Ye	ar		2025 M	itigation	1	2035 Bad	kground	ı	2	2035 Hor	izon Yea	ar		2035 Mi	tigation	
Intersection	Control Type	Move	ement				Q Length				Q Length				Q Length			O Length				Q Length				Q Length			Ī	Q Length
				Volume	Delay	LOS	(veh)	Volume	Delay	LOS	(veh)	Volume	Delay	LOS	(veh)	Volume	Delay	LOS (veh)	Volume	Delay	LOS	(veh)	Volume	Delay	LOS	(veh)	Volume	Delay	LOS	(veh)
		EB	R	55	11.1	В	0.3	56	11.2	В	0.3	69	11.3	В	0.4				61	11.2	В	0.3	74	11.4	В	0.4				
			proach	55	11.1	В	-	56	11.2	В	-	69	11.3	В	-	0		-	61	11.2	В	-	74	11.4	В	-	0			-
		WB Ap	R Inroach	129 129	12.1 12.1	B B	0.8	130 130	12.1 12.1	ВВ	8.0	130 130	12.1 12.1	<u>В</u> В	0.8	n		_	144 144	12.4 12.4	В	1.0	144 144	12.4 12.4	B B	1.0	0			-
		νυλρ	U	5				5				5				0			6		_		6				U			-
		ND	L	40	11.6	В	0.3	40	11.6	В	0.3	41	11.7	В	0.3				45	11.7	В	0.3	46	11.8	В	0.3				
Coors Blvd &		NB	T	1699	-	-	-	1716	-	-	-	1783	-	-	-		-		1896	-	-	-	1963	-	-	-		-	-	-
Glenrio Rd	TWSC	AUD A	R	36	-	-	-	36	-	-	-	36	-	-	-		-		40	-	-	-	40	-	-	-	0	-	-	-
		NR AD	proach	1780 2	0.3	A	-	1797 2	0.3	A	-	1865 2	0.3	A	-	0		-	1987 2	0.3	A	-	2055	0.3	А	-	0			-
			L	70	12.2	В	0.5	71	12.2	В	0.5	71	12.2	В	0.5				78	12.3	В	0.5	78	12.3	В	0.5				
		SB	T	1312	-	-	-	1325	-	-	-	1321	-	-	-		-		1464	-	-	-	1460	-	-	-		-	-	-
			R	67	-	-	-	68	-	-	-	89	-	-	-		-		75	-	-	-	96	-	-	-		-	-	-
		SB Ap	<u> </u>	1451	0.6	А		1466	0.6	Α	-	1483	0.6	Α	-	0		-	1619	0.6	Α	-	1636	0.6	Α		0			-
		ntersec	tion Tota	3 41 5 169	34.5	C	7.0	3449 171	34.2	C	7.0	3547 229	42.6	D	9.9	U	-		3811 189	35.4	- D	7.8	3909 247	50.7	- D	5.6	0	-	-	•
		EB	T	68				69				78							76		-		85							
			R	102	31.5	С	6.4	103	30.7	С	6.4	176	33.1	С	9.7				114	30.0	С	7.1	187	31.7	С	10.1				
		EB Ap	proach	339	33.1	С	-	343	32.5	С	-	483	37.7	D	-	0		-	379	32.8	С	-	519	40.9	D	-	0			-
		WD	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				
		WB	R	94 122	45.2	D	9.5	95 123	45.1	D	9.6	98 123	45.0	D	9.7				105 136	46.1	D	10.7	108 136	46.0	D	10.8				
		WB An	proach	301	44.3	D	-	304	43.9	D	-	307	44.1	D	-	0		-	336	44.4	D	-	339	44.6	D	-	0			-
Coors Blvd &			U	2	14.6	В	3.6	2	15.3	В	3.7	2	15.4	В	4.1				2	17.7	D	4.3	2	18.5	P	4.8				
Fortuna Rd	Signal	NB	L	163				165				184							182		D		201		D					
			T	1429	19.5	В	13.2	1443	20.5	С	13.7	1444	20.3	С	13.7				1594	23.0	С	16.0	1595	23.6	С	16.2				
		NB Ap	R proach	41 1635	20.5	C B	13.4	41 1651	21.5	C	13.9	41 1671	21.3	C C	13.9	0		-	46 1824	24.4	C	16.2	46 1844	25.0 23.4	C	16.5 -	0			-
		Αρ	U	13				13				22				0			15		_		24				0			-
		SB	L	98	15.7	В	2.5	99	16.5	В	2.6	99	16.5	В	2.8				109	19.3	В	3.0	109	20.0	В	3.3				
		SD	T	1164	19.6	В	10.8	1176	20.5	С	11.2	1180	20.6	С	11.3				1299	22.9	С	13.0	1303	23.7	С	13.3				
		OD A.	R	157	16.6	В	3.8	159	17.4	В	4.0	155	17.3	В	3.9	0			175	19.0	В	4.7	171	19.5	В	4.7	0			
		SB Ap	proacn tion Tota	1432 3707	19.0 22.4	B C	-	1447 3745	19.9 23.1	B C	-	1456 3917	19.9 24.0	B C		0		-	1598 4137	22.2 25.2	C C		1607 4309	23.0 27.0	<u>С</u>	-	0			-
			L	30	8.3	A	0.1	30	8.3	A	0.1	31	8.3	A	0.1	U			33	8.4	A	0.1	34	8.5	A	0.1	U			
		EB	T	304	0.3	Α	-	307	0.3	Α	-	309	0.3	Α	-				339	0.4	А	-	341	0.4	Α	-				
64th St &		WB	T	349	-	-	-	352	-	-	-	361	-	-	-				389	-	-	-	398	-	-	-				
Fortuna Rd	TWSC		R	56	-	-	-	57	-	-	-	59	-	-	-				62	-	-	-	64	-	-	-				
		SB	L R	25 40	13.8	В	0.5	25 40	13.8	В	0.5	57 44	16.7	С	1.1				28 45	15.1	С	0.7	60 49	18.7	С	1.3				
		ntersec	tion Tota			-	-	811	-	-	-	861		-	-	0	-		896	-	-		946	-	-	-	0	-	-	-
			L	109				110				110							122				122							
		EB	T	64	9.0	Α	1.1	65	9.0	Α	1.1	68	9.2	Α	1.1				71	9.5	Α	1.3	74	9.6	Α	1.3				
			R	23				23				24							26				27							
		WB	T	13 90	8.3	Δ	0.5	13 91	8.3	Д	0.5	14 100	8.4	Α	0.6				15 100	8.5	А	0.6	16 109	8.7	Δ	0.7				
		"	R	4			0.5	4	0.5	^	0.5	8	0.4		0.0				4	0.0		0.0	8	0.7		0.7				
64th St & Glenrio Rd	AWSC		L	49				49				53							66				59							
Oleillio Ku		NB	T	25	8.5	Α	0.4	25	8.5	Α	0.4	29	8.6	А	0.4				28	8.8	Α	0.5	32	8.9	А	0.5				
		<u> </u>	R	1	1			1				5							1				5							
		SB	T	22	7.8	А	0.3	22	7.8	Α	0.3	23	7.9	Α	0.3				25	8.0	А	0.3	2 26	8.1	А	0.3				
			R	36	1			36	<u> </u>			36	<u> </u>						40	1			40							
		ntersec	tion Tota		8.6	Α	-	440	8.6	Α	-	472	8.7	Α	-	0		-	499	8.9	Α	-	520	9.0	Α	-	0			-
		EB	T									65	-	-	-		-						71	-	-	-		-	-	-
			R									5 21	- 7.4	-	0.0		-						5 21	- 7.4		0.0		-	-	-
Glenrio Rd &	TWSC	WB	T									109	0.1	A A	-			_					120	0.1	A	-				-
Driveway A		NID	L									13											13		٨					
		NB	R									9	9.5	A	0.1								9	9.6	А	0.1				
		ntersec	tion Tota									222	-		-	0	-						239	-	-	-	0	-	-	-
		WB	L R									37 12	9.5	Α	0.2								37 12	9.6	А	0.2				
200.5			T									81	-	_	-		_						89	-	-	-		_	_	_
64th St & Driveway B	TWSC	NB	R									3	-	-	-		-						3	-	-	-		-	-	-
Dilveway B		SB	L									4	7.4	Α	0.0								4	7.4	А	0.0				
			T T									63	0.0	Α	-	-0		-					69	0.0	А	-	-0			-
			tion Tota									200	8.3	- А	0.0	U	-						214 2	8.4	<u>-</u>	0.0	0	-	-	
		EB	T									369	0.0	A	-			-					405	0.0	A	-				-
Fortuna Rd &		WB	Т									416	-	-	-		-						459	-	-	-		-	-	-
Driveway C	TWSC	VVD	R									17	-	-	-		-						17	-	-	-		-	-	-
		SB	L									107	22.1	С	1.8								107 9	25.7	D	2.1				
		ntersec	R tion Tota									9 920				.0	_						999	_		-	0	-		
	1	THE SEC																												

					Exis	sting			2025 Bad	ckground	t		2025 Ope	ning Yea	ar		2025 M	itigation		2035 Bac	ckground	l	2	2035 Hoi	rizon Yea	r		2035 Mi	tigation	
Intersection	Control Type	Move	ement	Volume	Delay	LOS	Q Length	Volume	Delay	LOS	Q Length	Volume	Delay	LOS	Q Length	Volume	Delay	LOS Q Length	Volume	Delay	LOS	Q Length	Volume	Delay	LOS	Q Length	Volume	Delay	LOS	Q Length
		EB	R	51	11.1	В	(veh) 0.3	52	11.1	В	(veh) 0.3	60	11.2	В	(veh) 1.5			(veh)	57	11.2	В	(veh) 0.3	65	11.3	В	(veh) 0.4				(veh)
			proach R	51	11.1	В	- 0.4	52	11.1	B B	- 0.4	60	11.2	В	- 1.0	0		-	57 76	11.2	В	- 0.4	65	11.3	В	- 0.4	0			-
		WB Ap		68 68	11.3 11.3	B B	0.4	69 69	11.3 11.3	В	0.4	69 69	11.3 11.3	B B	1.3 -	0		-	76	11.4	В	-	76 76	11.4 11.4	В	0.4	0			-
			U	6	11.5	В	0.2	6	11.5	В	0.2	6	11.6	В	2.0				7	12.0	В	0.3	7	13.0	В	0.3				
		NB	T	33 1557	-	-	-	33 1573	-	-	-	37 1605	-	_	-		-		37 1737	-	-	-	41 1769	-	-	-		-	-	-
Coors Blvd & Glenrio Rd	TWSC	ND 4	R	17	-	-	-	17	-	-	-	17	-	-	-		-		19	-	-	-	19	-	-	-		-	-	-
		NB Ap	proach U	1613 4	0.3	A	-	1629 4	0.3	A	-	1665 4	0.3	A	-	0		-	1800 4	0.3	A	-	1836 4	0.3	A	-	0			-
		SB	L	105	12.8	В	0.8	106	12.8	В	0.8	106	12.8	В	5.9				117	13.0	В	0.9	117	13.0	В	0.9				
			R	1840 41	-	-	-	1858 41	-	-	-	1857 97	-	-	-		-		2053 46	-	-	-	2052 102	-	-	-		-	-	-
			proach	1990	0.7	А	-	2009	0.7	Α	-	2064	0.7	А		0		-	2220	0.7	А	-	2275	0.7	А	-	0			
		ntersec	tion Tota	3722 167	38.0	D	- 7.7	3759 169	37.9	D	- 7.7	3858 196	39.1	D	8.9	0	-		4153 186	38.2	D	8.4	4252 213	40.8	- D	9.6	0	-	-	•
		EB	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				
		EB Ap	R proach	120 353	37.0	D	_	121 357	37.0	D	_	156 425	37.7	D	-	0		-	134 394	36.8	D	-	169 462	38.3	D	-	0			-
			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				
		WB	T R	40 126	48.9	D	8.1	40 127	48.9	D	8.2	48 127	48.8	D	8.5				45 141	48.8	D	9.0	53 141	48.7	D	9.3				
		WB Ap	proach	247	48.3	D	-	249	48.3	D	-	257	48.2	D	-	0		-	276	48.1	D	-	284	48.0	D	-	0			-
Coors Blvd &	Signal		L	5 73	16.5	В	1.7	5 74	16.8	В	1.8	5 135	19.8	В	3.2				6 81	20.6	С	2.0	6 142	25.4	С	4.3				
Fortuna Rd	2.8	NB	T	1304	18.1	В	12.3	1317	18.3	В	12.5	1321	19.1	В	12.9				1455	20.4			1459	20.9		14.7				
		NB An	R proach	49 1431	18.8	B B	12.4	49 1445	19.0 18.4	B B	12.6	49 1510	19.9 19.4	B B	12.9	0			55 1597	21.3	C C	14.6	55 1662	21.9	C	14.8	0			
		ποπρ	U	11	13.7	В	2.6	11	13.8	В	2.6	17	15.0	В	2.9	U			12	15.8	R	3.0	18	17.0	R	3.2	•			
		SB	L	108 1686	19.6	В	15.9	109 1703	19.8	В	16.1	109 1706	22.2	С	17.2				120 1881	22.6	С	19.0	120 1884	24.8	C	20.0				
			R	113	13.7	В	2.5	114	13.8	В	2.6	113	15.4	В	2.7				126	14.9	В	3.0	125	16.3	В	3.2				
			proach tion Tota	1918 3949	18.9 22.0	B C		1937 3988	19.1 22.2	B C		1945 4137	21.4 23.9	<u>С</u>		0			2139 4406	21.8 24.3	C C		2147 4555	23.9 25.9	C C		0			
		EB	L	25	7.9	A	0.1	25	7.9	A	0.1	29	7.9	A	0.1	U			28	8.0	A	0.1	32	8.0	A	0.1	U			
			T	269 248	0.2	A -	-	272 250	0.2	A -	-	279 255	0.2	A -	-				300 277	0.2	A -	-	307 282	0.3	A -	-		_		-
64th St & Fortuna Rd	TWSC	WB	R	22	-	-	-	22	-	-	-	30	-	-	-		-		25	-	-	-	33	-	-	-		-	-	-
T ortaina ma		SB	L R	47 44	12.9	В	0.7	47 44	13.0	В	0.7	65 47	14.2	В	0.9				52 49	14.0	В	0.8	70 52	15.5	С	1.2				
		ntersec	tion Tota		-		-	660	-	-	-	705	-	-	-	0	-		731		-		776	-	-		0	-	-	-
		EB	L	107 56	8.8	А	1.0	108 57	8.8	А	1.1	108 65	9.1	А	1.2				119 62	9.1	А	1.2	119 70	9.4	А	1.4				
			R	37				37				41							41				45							
		WB	L	12 66	8.0	Α	0.4	12 67	8.0	А	0.4	16 73	8.2	Α	0.5				13 74	8.1	Α	0.5	17 80	8.3	Α	0.5				
64th St &			R	10	1	, î	0.4	10	0.0	, ,	0.4	13	0.2		0.0				11	0.1	Λ	0.0	14		, î	0.0				
Glenrio Rd	AWSC	NB	L	20 21	8.0	Α	0.2	20 21	8.0	А	0.2	23 24	8.2	Α	0.3				22 23	8.2	А	0.3	25 26	8.3	Α	0.3				
			R	11	1	Û	0.2	11	0.0	, ,	0.2	14	0.2		0.0				12	0.2	, A	0.0	15		, î	0.0				
		SB	L	30	7.8	А	0.3	30	7.8	А	0.3	6 34	8.0	Α	0.3				33	8.0	А	0.3	6 37	8.2	А	0.4				
			R	33				33				33							37				37							
			tion Tota	405	8.4	A		408	8.4	A	•	450 64	8.6	A	-	0	-		449	8.6	A		491 70	8.8	A	-	0	-	-	-
		EB	R									13	-	-	-		-						13	-	-	-		-	-	-
Glenrio Rd &	TWSC	WB	L T									56 86	7.5 0.3	A A	0.1 -			-					56 94	7.5 0.3	A	0.1				-
Driveway A	-	NB	L									8	9.7	A	0.1								8	9.8	А	0.1				
			R tion Tota									233	-		-	0	-						6 247	-	-	-	0	-	-	-
		WB	L									20	9.4	Α	0.1								20	9.5	А	0.1				
			R T									8 51	-	-	-		-						8 56	-	-	-		-	_	-
64th St & Driveway B	TWSC	NB	R									12	-	-	-		-						12		-	-		-	-	-
		SB	L T									13 86	7.4 0.1	A A	0.0 -			-					13 95	7.4 0.1	A	0.0				-
		ntersec	tion Tota	a								190	-	-	-	0	-						204	-	-	-	0	-	-	-
		EB	L T									7 356	8.0 0.1	A A	0.0 -			_					7 392	8.0 0.1	A	0.0				
Fortuna Rd &		WB	Т									258	-	-	-		-						285	-	-	-		-	-	-
Driveway C	TWSC		R L									60 49	-	-	-		-						60 49	-	-	-		-	-	-
		SB	R									5	15.2	С	0.5								5	16.3	С	0.6				
		ntersec	tion Tota									735	-	-	-	0	-						798	-	-	•	0		-	-

HCS All-Way Stop Control Report General and Site Information Lanes 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 64th St & Glenrio Rd Intersection Jurisdiction East/West Street Glenrio Rd 64th St North/South Street Peak Hour Factor 0.92 **Turning Movement Demand Volumes** Approach Eastbound Westbound Northbound Southbound Movement 109 4 49 Volume (veh/h) 64 23 13 90 25 1 1 22 36 % Thrus in Shared Lane **Lane Flow Rate and Adjustments** Northbound Southbound Approach Eastbound Westbound L1 L2 L3 L2 L3 L1 L2 L3 L3 11 11 Lane LTR LTR LTR Configuration LTR Flow Rate, v (veh/h) 213 116 82 64 0 0 0 Percent Heavy Vehicles 3.20 3.20 Initial Departure Headway, hd (s) 3 20 3 20 Initial Degree of Utilization, x 0.189 0.103 0.072 0.057 Final Departure Headway, hd (s) 4.43 4.50 4.87 4.41 Final Degree of Utilization, x 0.262 0.145 0.110 0.079 2.0 2.0 2.0 2.0 Move-Up Time, m (s) Service Time, ts (s) 2.43 2.50 2.87 2.41 Capacity, Delay and Level of Service Eastbound Northbound Southbound Approach Westbound L1 L2 L3 L1 L2 L3 L1 L2 L3 L1 L2 L3 LTR LTR LTR Configuration LTR 213 116 82 64 Flow Rate, v (veh/h) Capacity (veh/h) 812 800 740 816 95% Queue Length, Q95 (veh) 1.1 0.4 0.3 Control Delay (s/veh) 9.0 8.3 8.5 7.8 Level of Service, LOS Α Α Α Α Approach Delay (s/veh) | LOS 9.0 Α 83 Α 85 Α 7.8 Α Intersection Delay (s/veh) | LOS 8.6 Α

HCS All-Way Stop Control Report General and Site Information Lanes Analyst Alex Montoya Agency/Co. **Date Performed** 2/5/2025 Analysis Year 2024 Analysis Time Period (hrs) 1.00 РМ Time Analyzed **Project Description** WMR Analysis Existing 64th St & Glenrio Rd Intersection Jurisdiction East/West Street Glenrio Rd 64th St North/South Street Peak Hour Factor 0.92 **Turning Movement Demand Volumes** Approach Eastbound Westbound Northbound Southbound Movement 10 2 Volume (veh/h) 107 56 37 12 66 20 21 11 30 33 % Thrus in Shared Lane **Lane Flow Rate and Adjustments** Northbound Southbound Approach Eastbound Westbound L1 L2 L3 L2 L3 L1 L2 L3 L3 11 11 Lane LTR LTR LTR LTR Configuration Flow Rate, v (veh/h) 217 96 57 71 0 0 Percent Heavy Vehicles 0 0 3.20 Initial Departure Headway, hd (s) 3.20 3 20 3 20 Initial Degree of Utilization, x 0.193 0.085 0.050 0.063 Final Departure Headway, hd (s) 4.30 4.40 4.65 4.38 Final Degree of Utilization, x 0.260 0.117 0.073 0.086 2.0 2.0 2.0 2.0 Move-Up Time, m (s) Service Time, ts (s) 2.30 2.40 2.65 2.38 Capacity, Delay and Level of Service Eastbound Westbound Northbound Southbound Approach L1 L2 L3 L1 L2 L3 L1 L2 L3 L1 L2 L3 LTR LTR LTR Configuration LTR 217 96 57 71 Flow Rate, v (veh/h) Capacity (veh/h) 837 819 775 821 95% Queue Length, Q95 (veh) 1.0 0.2 0.3 Control Delay (s/veh) 8.8 8.0 8.0 7.8 Level of Service, LOS Α Α Α Α Approach Delay (s/veh) | LOS 8.8 Α 8.0 Α 80 Α 7.8 Α

Intersection Delay (s/veh) | LOS

8.4

HCS All-Way Stop Control Report General and Site Information Lanes 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 64th St & Glenrio Rd Intersection Jurisdiction East/West Street Glenrio Rd 64th St North/South Street Peak Hour Factor 0.92 **Turning Movement Demand Volumes** Approach Eastbound Westbound Northbound Southbound Movement 91 4 49 Volume (veh/h) 110 65 23 13 25 1 1 22 36 % Thrus in Shared Lane **Lane Flow Rate and Adjustments** Northbound Southbound Approach Eastbound Westbound L1 L2 L3 L1 L2 L3 L1 L2 L3 L3 11 Lane LTR LTR LTR Configuration LTR Flow Rate, v (veh/h) 215 117 82 64 0 0 0 Percent Heavy Vehicles 3.20 Initial Departure Headway, hd (s) 3.20 3 20 3 20 Initial Degree of Utilization, x 0.191 0.104 0.072 0.057 Final Departure Headway, hd (s) 4.43 4.50 4.87 4.42 Final Degree of Utilization, x 0.265 0.147 0.110 0.079 2.0 2.0 2.0 Move-Up Time, m (s) 20 Service Time, ts (s) 2.43 2.50 2.87 2.42 Capacity, Delay and Level of Service Eastbound Northbound Southbound Approach Westbound L1 L2 L3 L1 L2 L3 L1 L2 L3 L1 L2 L3 LTR LTR LTR Configuration LTR 215 117 82 64 Flow Rate, v (veh/h) Capacity (veh/h) 812 800 739 815 95% Queue Length, Q95 (veh) 1.1 0.4 0.3 Control Delay (s/veh) 9.0 8.3 8.5 7.8 Level of Service, LOS Α Α Α Α Approach Delay (s/veh) | LOS 9.0 Α 83 Α 85 Α 7.8 Α

Intersection Delay (s/veh) | LOS

8.6

HCS All-Way Stop Control Report General and Site Information Lanes Analyst Alex Montoya Agency/Co. Date Performed 2/5/2025 Analysis Year 2025 Analysis Time Period (hrs) 1.00 РМ Time Analyzed **Project Description** WMR Analysis Existing 64th St & Glenrio Rd Intersection Jurisdiction East/West Street Glenrio Rd 64th St North/South Street Peak Hour Factor 0.92 **Turning Movement Demand Volumes** Approach Eastbound Westbound Northbound Southbound Movement Volume (veh/h) 108 10 2 57 37 12 67 20 21 11 30 33 % Thrus in Shared Lane **Lane Flow Rate and Adjustments** Northbound Southbound Approach Eastbound Westbound L1 L2 L3 L2 L3 L1 L2 L3 L3 11 11 Lane LTR LTR LTR LTR Configuration Flow Rate, v (veh/h) 220 97 57 71 0 0 Percent Heavy Vehicles 0 0 3.20 Initial Departure Headway, hd (s) 3.20 3.20 3 20 Initial Degree of Utilization, x 0.195 0.086 0.050 0.063 Final Departure Headway, hd (s) 4.31 4.40 4.65 4.39 Final Degree of Utilization, x 0.263 0.118 0.073 0.086 2.0 2.0 2.0 2.0 Move-Up Time, m (s) 2.39 Service Time, ts (s) 2.31 2.40 2.65 Capacity, Delay and Level of Service Eastbound Westbound Northbound Southbound Approach L1 L2 L3 L1 L2 L3 L1 L2 L3 L1 L2 L3 LTR LTR LTR Configuration LTR 220 97 57 71 Flow Rate, v (veh/h) Capacity (veh/h) 836 818 774 820 95% Queue Length, Q95 (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 Α Α Α Α Approach Delay (s/veh) | LOS 8.8 Α 8.0 Α 80 Α 7.8 Α

Intersection Delay (s/veh) | LOS

8.4

HCS All-Way Stop Control Report General and Site Information Lanes 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 64th St & Glenrio Rd Intersection Jurisdiction East/West Street Glenrio Rd 64th St North/South Street Peak Hour Factor 0.92 **Turning Movement Demand Volumes** Approach Eastbound Westbound Northbound Southbound Movement 14 100 5 2 Volume (veh/h) 110 68 24 8 53 29 23 36 % Thrus in Shared Lane **Lane Flow Rate and Adjustments** Northbound Southbound Approach Eastbound Westbound L1 L2 L3 L1 L2 L3 L1 L2 L3 L3 11 Lane LTR LTR LTR Configuration LTR Flow Rate, v (veh/h) 220 133 95 66 0 0 Percent Heavy Vehicles 0 Initial Departure Headway, hd (s) 3.20 3 20 3 20 3 20 Initial Degree of Utilization, x 0.195 0.118 0.084 0.059 Final Departure Headway, hd (s) 4.49 4.54 4.90 4.51 Final Degree of Utilization, x 0.274 0.167 0.129 0.083 2.0 2.0 2.0 Move-Up Time, m (s) 20 Service Time, ts (s) 2.49 2.54 2.90 2.51 Capacity, Delay and Level of Service Eastbound Northbound Southbound Approach Westbound L1 L2 L3 L1 L2 L3 L1 L2 L3 L1 L2 L3 LTR LTR LTR Configuration LTR 220 133 95 66 Flow Rate, v (veh/h) Capacity (veh/h) 801 794 735 799 95% Queue Length, Q95 (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 Α Α Α Α Approach Delay (s/veh) | LOS 9.2 Α 8.4 Α 8.6 Α 7.9 Α

Intersection Delay (s/veh) | LOS

8.7

HCS All-Way Stop Control Report General and Site Information Lanes Analyst Alex Montoya Agency/Co. **Date Performed** 2/6/2025 Analysis Year 2025 Analysis Time Period (hrs) 1.00 РМ Time Analyzed **Project Description** WMR Analysis Existing 64th St & Glenrio Rd Intersection Jurisdiction East/West Street Glenrio Rd 64th St North/South Street Peak Hour Factor 0.92 **Turning Movement Demand Volumes** Approach Eastbound Westbound Northbound Southbound Movement 108 41 13 Volume (veh/h) 65 16 73 23 24 14 6 34 33 % Thrus in Shared Lane **Lane Flow Rate and Adjustments** Northbound Southbound Approach Eastbound Westbound L1 L2 L3 L1 L2 L3 L1 L2 L3 L3 11 Lane LTR LTR LTR LTR Configuration Flow Rate, v (veh/h) 233 111 66 79 0 0 0 Percent Heavy Vehicles 3.20 Initial Departure Headway, hd (s) 3.20 3 20 3 20 Initial Degree of Utilization, x 0.207 0.099 0.059 0.071 Final Departure Headway, hd (s) 4.36 4.47 4.72 Final Degree of Utilization, x 0.282 0.138 0.087 0.100 2.0 2.0 Move-Up Time, m (s) 20 20 Service Time, ts (s) 2.36 2.47 2.72 2.52 Capacity, Delay and Level of Service Eastbound Northbound Southbound Approach Westbound L1 L2 L3 L1 L2 L3 L1 L2 L3 L1 L2 L3 LTR LTR LTR Configuration LTR 233 111 66 79 Flow Rate, v (veh/h) Capacity (veh/h) 825 806 762 797 95% Queue Length, Q95 (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 Α Α Α Α Approach Delay (s/veh) | LOS 9.1 Α 8.2 Α 82 Α 8.0 Α Intersection Delay (s/veh) | LOS 8.6 Α

HCS All-Way Stop Control Report General and Site Information Lanes 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 64th St & Glenrio Rd Intersection Jurisdiction East/West Street Glenrio Rd 64th St North/South Street Peak Hour Factor 0.92 **Turning Movement Demand Volumes** Approach Eastbound Westbound Northbound Southbound Movement 15 100 4 40 Volume (veh/h) 122 71 26 66 28 1 1 25 % Thrus in Shared Lane **Lane Flow Rate and Adjustments** Northbound Southbound Approach Eastbound Westbound L1 L2 L3 L2 L3 L1 L2 L3 L3 11 11 Lane LTR LTR LTR Configuration LTR Flow Rate, v (veh/h) 238 129 103 72 0 0 0 Percent Heavy Vehicles 3.20 Initial Departure Headway, hd (s) 3.20 3.20 3 20 Initial Degree of Utilization, x 0.212 0.115 0.092 0.064 Final Departure Headway, hd (s) 4.54 4.63 5.00 4.55 Final Degree of Utilization, x 0.300 0.166 0.143 0.091 2.0 2.0 2.0 2.0 Move-Up Time, m (s) 2.54 Service Time, ts (s) 2.63 3.00 2.55 Capacity, Delay and Level of Service Eastbound Northbound Southbound Approach Westbound L1 L2 L3 L1 L2 L3 L1 L2 L3 L1 L2 L3 LTR LTR Configuration LTR LTR 238 129 103 72 Flow Rate, v (veh/h) Capacity (veh/h) 794 778 721 790 95% Queue Length, Q95 (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 Α Α Α Α Approach Delay (s/veh) | LOS 9.5 Α 8.5 Α 88 Α 8.0 Α

Intersection Delay (s/veh) | LOS

8.9

HCS All-Way Stop Control Report General and Site Information Lanes Analyst Alex Montoya Agency/Co. **Date Performed** 2/6/2025 Analysis Year 2035 Analysis Time Period (hrs) 1.00 РМ Time Analyzed **Project Description** WMR Analysis Existing 64th St & Glenrio Rd Intersection Jurisdiction East/West Street Glenrio Rd 64th St North/South Street Peak Hour Factor 0.92 **Turning Movement Demand Volumes** Approach Eastbound Westbound Northbound Southbound Movement 41 74 11 2 37 Volume (veh/h) 119 62 13 22 23 12 33 % Thrus in Shared Lane **Lane Flow Rate and Adjustments** Northbound Southbound Approach Eastbound Westbound L1 L2 L3 L2 L3 L1 L2 L3 L3 11 11 Lane LTR LTR LTR Configuration LTR Flow Rate, v (veh/h) 241 107 62 78 0 0 Percent Heavy Vehicles 0 Initial Departure Headway, hd (s) 3.20 3.20 3 20 3 20 Initial Degree of Utilization, x 0.214 0.095 0.055 0.070 Final Departure Headway, hd (s) 4.36 4.46 4.74 4.47 Final Degree of Utilization, x 0.292 0.132 0.082 0.097 2.0 2.0 2.0 Move-Up Time, m (s) 20 Service Time, ts (s) 2.36 2.46 2.74 2.47 Capacity, Delay and Level of Service Eastbound Northbound Southbound Approach Westbound L1 L2 L3 L1 L2 L3 L1 L2 L3 L1 L2 L3 LTR LTR LTR Configuration LTR 241 107 62 78 Flow Rate, v (veh/h) Capacity (veh/h) 827 807 759 805 95% Queue Length, Q95 (veh) 1.2 0.3 0.3 Control Delay (s/veh) 9.1 8.1 8.2 8.0 Level of Service, LOS Α Α Α Α Approach Delay (s/veh) | LOS 9.1 Α 8.1 Α 82 Α 8.0 Α

Intersection Delay (s/veh) | LOS

8.6

HCS All-Way Stop Control Report General and Site Information Lanes 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 64th St & Glenrio Rd Intersection Jurisdiction East/West Street Glenrio Rd 64th St North/South Street Peak Hour Factor 0.92 **Turning Movement Demand Volumes** Approach Eastbound Westbound Northbound Southbound Movement 74 2 40 Volume (veh/h) 122 27 16 109 8 59 32 5 26 % Thrus in Shared Lane **Lane Flow Rate and Adjustments** Northbound Southbound Approach Eastbound Westbound L1 L2 L3 L2 L3 L1 L2 L3 L3 11 11 Lane LTR LTR LTR Configuration LTR Flow Rate, v (veh/h) 242 145 104 74 0 0 0 Percent Heavy Vehicles 3.20 Initial Departure Headway, hd (s) 3.20 3.20 3 20 Initial Degree of Utilization, x 0.215 0.129 0.093 0.066 Final Departure Headway, hd (s) 4.56 4.63 5.01 Final Degree of Utilization, x 0.307 0.186 0.145 0.095 2.0 2.0 2.0 2.0 Move-Up Time, m (s) Service Time, ts (s) 2.56 2.63 3.01 2.62 Capacity, Delay and Level of Service Eastbound Northbound Southbound Approach Westbound L1 L2 L3 L1 L2 L3 L1 L2 L3 L1 L2 L3 LTR LTR LTR Configuration LTR 242 145 104 74 Flow Rate, v (veh/h) Capacity (veh/h) 789 778 719 779 95% Queue Length, Q95 (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 Α Α Α Α Approach Delay (s/veh) | LOS 9.6 Α 8.7 Α 89 Α 8.1 Α Intersection Delay (s/veh) | LOS 9.0 Α

HCS All-Way Stop Control Report General and Site Information Lanes Analyst Alex Montoya Agency/Co. **Date Performed** 2/6/2025 Analysis Year 2035 Analysis Time Period (hrs) 1.00 РМ Time Analyzed **Project Description** WMR Analysis Existing 64th St & Glenrio Rd Intersection Jurisdiction East/West Street Glenrio Rd 64th St North/South Street Peak Hour Factor 0.92 **Turning Movement Demand Volumes** Approach Eastbound Westbound Northbound Southbound Movement 45 17 14 37 Volume (veh/h) 119 70 80 25 26 15 6 37 % Thrus in Shared Lane **Lane Flow Rate and Adjustments** Northbound Southbound Approach Eastbound Westbound L1 L2 L3 L1 L2 L3 L1 L2 L3 L3 11 Lane LTR LTR LTR LTR Configuration Flow Rate, v (veh/h) 254 121 72 87 0 0 0 Percent Heavy Vehicles 3.20 Initial Departure Headway, hd (s) 3.20 3 20 3 20 Initial Degree of Utilization, x 0.226 0.107 0.064 0.077 Final Departure Headway, hd (s) 4.42 4.53 4.82 Final Degree of Utilization, x 0.312 0.152 0.096 0.111 2.0 2.0 2.0 2.0 Move-Up Time, m (s) Service Time, ts (s) 2.42 2.53 2.82 2.60 Capacity, Delay and Level of Service Eastbound Northbound Southbound Approach Westbound L1 L2 L3 L1 L2 L3 L1 L2 L3 L1 L2 L3 LTR LTR LTR Configuration LTR 254 121 72 87 Flow Rate, v (veh/h) 747 Capacity (veh/h) 815 794 782 95% Queue Length, Q95 (veh) 1.4 0.3 0.4 Control Delay (s/veh) 9.4 8.3 8.3 8.2 Level of Service, LOS Α Α Α Α Approach Delay (s/veh) | LOS 9.4 Α 83 Α 83 Α 8.2 Α

Intersection Delay (s/veh) | LOS

8.8

		НС	S Sign	alize	d Inte	ersect	ion R	esul	ts Sun	nmary	,				
General Inform	nation								Intersec	tion Inf	ormatio	on			
Agency									Duration	, h	1.000)		2+++	*
Analyst		Victoria Edington		Analys	sis Date	Feb 1	4, 2025		Area Typ	e	Other	-	.\$. ,		
Jurisdiction				Time F	Period	AM			PHF		1.00			χ <u>+</u> Ε 8	<u>, -</u>
Urban Street		Coors Blvd		Analys	sis Yea	r 2024			Analysis	Period	1> 7:	45	3		
Intersection		Fortuna Rd		File Na	ame	Signa	I_Coors	&Fortu	ına_2024	4_Existii	ng_AM.	xus		<u> ጎተተ</u>	
Project Descrip	tion	WMR Analysis Exis	sting											4147	* P
Demand Inform	nation				EB			VVE	3		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v				169	68	102	85	94	122	165	1429	9 41	111	1164	157
Signal Informa	tion				7		يتاليا			<u> </u>					
Cycle, s	120.0	Reference Phase	6		R	50	all 👯	Æ.	. 🖹	200		>	Ψ	_	↔
Offset, s	0	Reference Point	Begin	Green	5.6	1.9	60.7	10.	7 23.2	0.0		'		3	K
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.5	3.0		0.0		< 4		<i>></i>	→
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.0	0.5		0.0		5	Ð	7	
Timer Results				EBI	-	EBT	WB	L	WBT	NBI	-	NBT	SBI	-	SBT
Assigned Phase	e			7		4			8	5		2	1		6
Case Number				1.0	_	4.0			6.3	1.1		4.0	1.1		3.0
Phase Duration				14.2	2	42.9			28.7	10.9	9	68.0	9.1		66.2
Change Period				3.5	_	5.5			5.5	3.5	_	5.5	3.5		5.5
Max Allow Head	dway (/	<i>МАН</i>), s		3.2		3.4			3.4	3.0		0.0	3.0		0.0
Queue Clearan	ce Time	e (g s), s		10.7	7	10.6			15.3	7.2			5.6		
Green Extension	n Time	(g e), s		0.0		1.0			0.9	0.2		0.0	0.1		0.0
Phase Call Pro	bability			1.00)	1.00			1.00	1.00)		0.98	3	
Max Out Proba	bility			1.00)	0.00			0.00	0.00)		0.00)	_
Movement Gro	up Res	sults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F	Rate (v), veh/h		169	160		85	204		165	982	484	111	1164	142
Adjusted Satura	ation Flo	ow Rate (s), veh/h/	ln l	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 C	learanc	e Time (<i>g c</i>), 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), v	eh/h			318	527		300	326		346	1965	969	264	2576	797
Volume-to-Cap	acity Ra	ntio (X)		0.531	0.304		0.284	0.625	5	0.477	0.500	0.500	0.420	0.452	0.17
Back of Queue	(Q), fl	t/In (95 th percentile	∍)	176.2	161.5		99.3	238.3	3	90	333.8	336	62.8	275.5	97.1
Back of Queue	(Q), ve	eh/ln (95 th percent	ile)	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 percen	tile)	0.88	0.00		0.50	0.00		0.42	0.00	0.00	0.36	0.00	0.55
Uniform Delay	(d1), s	/veh		33.7	31.4		41.9	44.4		14.2	18.6	18.6	15.3	19.0	16.1
Incremental De	lay (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 De	elay (d	₃), s/ve h		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/ve	eh		34.5	31.5		42.1	45.2		14.6	19.5	20.5	15.7	19.6	16.6
Level of Service	e (LOS)			С	С		D	D		В	В	С	В	В	В
Approach Delay	y, s/veh	/LOS		33.1		С	44.3	3	D	19.3	3	В	19.0)	В
Intersection De	lay, s/ve	eh / LOS				22	2.4						С		
Multimodal Re	eulte				EB			WB			NB			SB	
Pedestrian LOS		// 08		2.61	- 11	С	2.76		С	1.97	- 11	В	1.97		В
							_	_		-	_		_	_	
Bicycle LOS Sc	ore/LC	JG		1.03)	Α	0.96)	Α	1.38)	Α	1.27		Α

		HC	S Sign	alize	d Inte	ersect	ion R	esult	ts Sun	nmary	7				
General Inform	nation								Intersec	tion Inf	ormatio	on			
Agency									Duration		1.000			* * * * *	•
Analyst		Victoria Edington		Analys	sis Date	Feb 1	4, 2025		Area Typ	e	Other		→ ¬		
Jurisdiction				Time F	Period	PM			PHF		1.00		- 	% - E 8	
Urban Street		Coors Blvd		Analys	sis Yea	r 2024			Analysis	Period	1> 3:	30	7		
Intersection		Fortuna Rd		File Na	ame	Signa	I_Coors	&Fortu	ına_202	1_Existir	ng_PM.	xus		<u>ጎ</u> ተተቱ	
Project Descrip	tion	WMR Analysis Exis	sting											4 1 4 4	
Demand Inforr	nation				EB			WE	3		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v				167	66	120	81	40	126	78	1304	1 49	119	1686	113
Signal Informa		D (D)			1 7	F/V		La		뙲	Į		rts.		
Cycle, s	130.0	Reference Phase	2		5	ľ	ាំ 📆		<u> </u>	E		1	Y_2	3	❤
Offset, s	0	Reference Point	Begin	Green	4.3	1.5	71.3	11.5	5 23.4	0.0					- <u>-</u>
Uncoordinated		Simult. Gap E/W	On	Yellow		0.0	4.5	3.0	3.5	0.0		\ 4	<u> </u>	→	7
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.0	0.5	2.0	0.0		5	6	7	
Timer Results				EBI		EBT	WB	1	WBT	NBI		NBT	SBI		SBT
Assigned Phase				7	-	4	VVD	<u> </u>	8	5	-	2	1	-	6
Case Number				1.0		4.0			6.3	1.1		4.0	1.1		3.0
Phase Duration	n, 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 Head	dway (/	<i>MAH</i>), s		3.2		3.4			3.4	3.0		0.0	3.0		0.0
Queue Clearan	ce Time	e (gs), s		11.5	5	12.4			13.3	4.5			5.7		
Green Extension	n Time	(g e), s		0.0		0.9			0.9	0.1		0.0	0.2		0.0
Phase Call Pro	bability			1.00)	1.00			1.00	0.94			0.99	9	
Max Out Proba	bility			1.00)	0.00			0.00	0.00)		0.00)	
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move				L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F	Rate (v), veh/h		167	174		81	154		78	905	443	119	1686	102
Adjusted Satura	ation Flo	ow Rate (s), veh/h/	'In	1810	1706		1225	1606		1795	1885	1847	1795	1712	1554
Queue Service	Time (g	g ₅), s		9.5	10.4		7.5	11.3		2.5	18.5	18.5	3.7	27.9	4.0
Cycle Queue C		e Time (<i>g ₀</i>), s		9.5	10.4		7.5	11.3		2.5	18.5	18.5	3.7	27.9	4.0
Green Ratio (g				0.28	0.29		0.18	0.18		0.58	0.55	0.55	0.59	0.56	0.56
Capacity (c), v				331	503		276	289		212	2069	1013	302	2878	871
Volume-to-Cap				0.504		_	0.294	_	3	0.368	0.437	0.437	0.395	0.586	0.11
		t/In (95 th percentile		191.4	195.8		105.1	203	-	43.6	311	309.9	65.2	399.7	63.9
		eh/ln (95 th percent	-	7.7	7.8		4.2	8.1	-	1.7	12.3	12.4	2.6	15.9	2.5
		RQ) (95 th percen	itile)	0.96	0.00		0.53	0.00		0.20	0.00	0.00	0.37	0.00	0.37
Uniform Delay				37.6	36.0		46.8	48.4	+	16.1	17.4	17.4	13.4	18.7	13.4
Incremental De		·		0.4	0.2	-	0.2	0.6	+	0.4	0.7	1.4	0.3	0.9	0.3
Initial Queue De				0.0	0.0 36.1		0.0	0.0		0.0	0.0	0.0	0.0	0.0 19.6	0.0
Control Delay (Level of Service				38.0 D	36.1 D		47.0 D	48.9 D		16.5 B	18.1 B	18.8 B	13.7 B	19.6 B	13.7 B
Approach Delay				37.0		D	48.3		D	18.2		В	18.9		В
Intersection De				57.0			2.0			10.2			C		
	,, 5,, 0														
Multimodal Re	sults				EB			WB			NB			SB	
Pedestrian LOS	S Score	/LOS		2.62	2	С	2.76	3	С	1.97	'	В	1.97	7	В
Bicycle LOS So	ore / LC	os		1.05	5	Α	0.88	3	Α	1.27		Α	1.54	1	В

		HC	S Sigr	alize	d Inte	ersect	ion R	esul	ts Sui	nmary	/				
General Inforn	nation								Interse	ction Inf	ormatio	on		JIII	
Agency									Duratio	ո, h	1.000)		* * * *	У
Analyst		Victoria Edington		Analys	sis Dat	e Feb 1	4, 2025		Area Ty	ре	Other	-			
Jurisdiction				Time F	Period	AM			PHF		1.00			% - E 8	-
Urban Street		Coors Blvd		Analys	sis Yea	r 2025			Analysi	s Period	1> 7:	45			
Intersection		Fortuna Rd		File Na	ame	Signa	I_Coors	&Fortı	una_202	25_Back	ground_	AM.xus		5 ተ ተ ቱ	,
Project Descrip	tion	WMR Analysis Bac	kground											14144	r
Demand Inform	nation				EB			W	В		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v				171	69	103	86	95	5 123	3 167	1443	3 41	112	1176	159
										шш					
Signal Informa		I =			7		ونالو				_ [-4-		_
Cycle, s	120.0		6		5	50	න් 😘		. 🖹	R.		1	$ Y_2 $	3	→
Offset, s	0	Reference Point	Begin	Green	5.7	1.9	59.4	10.		3 0.0					<u> </u>
Uncoordinated		Simult. Gap E/W	On	Yellow		0.0	4.5	3.0			'	くしく	<u> </u>	⋰ │	7
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.0	0.5	2.0	0.0		5	6	7	
Timer Results				EBI		EBT	WB		WBT	ND		NBT	SBI		SBT
Assigned Phas				7	-	4	VVD	L	8	NB 5	<u> </u>	2	3BI	-	6
Case Number	<u> </u>			1.0		4.0			6.3	1.1		4.0	1.1		3.0
Phase Duration	n. s			14.2	_	44.0			29.8	11.1	_	66.8	9.2		64.9
Change Period		c), s		3.5	_	5.5			5.5	3.5	_	5.5	3.5	_	5.5
Max Allow Hea		· ·		3.2	_	3.3			3.3	3.0	_	0.0	3.0	_	0.0
Queue Clearan				10.7		10.6			17.0	7.4			5.7		
Green Extension				0.0		1.0			0.9	0.2	_	0.0	0.1	\neg	0.0
Phase Call Pro		() //		1.00		1.00			1.00	1.00			0.98	3	
Max Out Proba				1.00	_	0.00			0.00	0.00	_		0.00		
Movement Gre	un Poc	aulte.			EB			WB			NB			SB	
Approach Move		suits			T	R		T T	R		T	R	_	T	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		171	162	14	86	206		167	991	489	112	1176	144
Adjusted Flow I		ow Rate(s), veh/h/	llo.	1795	1691	-	1238	1520	_	1795	1885		_	1698	1577
Queue Service			III	8.7	8.6	-	7.1	15.0		5.4	20.9	1860	1781 3.7	18.2	6.1
Cycle Queue C				8.7	8.6	+	7.1	15.0	_	5.4	20.9	20.9	3.7	18.2	6.1
Green Ratio (g		<u> </u>		0.31	0.32	1	0.20	0.20	_	0.56	0.51	0.51	0.54	0.49	0.49
Capacity (c), v				312	543		311	308	_	339	1926	950	258	2521	780
Volume-to-Cap		atio (X)		0.548	0.299	1	0.277	0.669	_	0.493	0.515	0.515	0.434	0.466	0.18
		t/In (95 th percentile	∋)	176.7	161.2	_	99.2	241.2	_	93.5	344.8	347.2	65.3	285.3	101.4
		eh/ln (95 th percent		7.0	6.4		4.0	9.6		3.7	13.7	13.9	2.6	11.2	4.0
	. , ,	RQ) (95 th percen		0.88	0.00		0.50	0.00		0.43	0.00	0.00	0.37	0.00	0.58
Uniform Delay		, , ,		33.1	30.6		41.0	44.1		14.9	19.5	19.5	16.1	19.9	16.9
Incremental De	lay (<i>d</i> 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 De	elay (<i>d</i>	з), 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/ve	eh		34.2	30.7		41.2	45.1		15.3	20.5	21.5	16.5	20.5	17.4
Level of Service				С	С		D	D		В	С	С	В	С	В
Approach Dela				32.5	5	С	43.9	9	D	20.2	2	С	19.9	9	В
Intersection De	lay, s/ve	eh / LOS				2:	3.1						С		
Multimodal Re	eulte				EB			WB			NB			SB	
Pedestrian LOS		/I OS		2.61	- 11	С	2.76	- 11	С	1.9	- 11	В	1.97		В
Bicycle LOS So				1.04		A	0.97	_	A	1.39	_	A	1.28	-	A
, 200 00				1.5			0.5			1.00		• •			

	НС	S Sign	nalize	d Inte	ersect	ion R	esul	ts Sur	nmary	/				
General Informatio	n							Interse	tion Inf	ormatio	on		1111	
Agency							_	Duration	n, h	1.000	1		K + + +	,
Analyst	Victoria Edington		Analys	sis Date	e Feb 1	4, 2025		Area Ty	ре	Other	-	.A. 		
Jurisdiction			Time F	Period	PM			PHF		1.00			% <u>+</u> E 8	<u>, </u>
Urban Street	Coors Blvd		Analys	sis Yea	r 2025			Analysis	Period	1> 3:	30			
Intersection	Fortuna Rd		File Na	ame	Signa	I_Coors	&Fortu	ına_202	5_Back	ground_	PM.xus		5 ተ ተ ቱ	· [
Project Description	WMR Analysis Bac	kground											日本中华	P
Demand Information	on			EB		$\overline{}$	VVE	3	$\overline{}$	NB		$\overline{}$	SB	
Approach Movemen	t		L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), veh/h			169	67	121	82	40	127	79	1317	7 49	120	1703	114
a : 11 a a :						- U:			ш					
Signal Information				7	F/V				뙲			-4-		_
Cycle, s 130		2		5	ľ	_ <u>" "</u>	R	. 🖹	E		1	Y_2	3	↔
Offset, s 0		Begin	Green	4.3	1.5	71.1	11.6	6 23.	4 0.0					不
Uncoordinated No		On	Yellow		0.0	4.5	3.0		0.0		くしく	<u> </u>	⋰ │	Z
Force Mode Fixe	ed Simult. Gap N/S	On	Red	0.5	0.0	1.0	0.5	2.0	0.0		5	6	7	
Timer Results			EBL		EBT	WB		WBT	NB		NBT	SBI		SBT
Assigned Phase			7	-	4	VVD	L	8	5	<u> </u>	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+	<i>⊦R ₀</i>), s		3.5		5.5			5.5	3.5		5.5	3.5		5.5
Max Allow Headway			3.2		3.4			3.4	3.0		0.0	3.0		0.0
Queue Clearance Ti			11.6	;	12.5			13.4	4.5			5.8		
Green Extension Tin	ne (g е), s		0.0		0.9			0.9	0.1		0.0	0.2	\neg	0.0
Phase Call Probabili			1.00)	1.00			1.00	0.94	1		0.99	9	
Max Out Probability			1.00		0.00			0.00	0.00)		0.00)	
Movement Group F	Results			EB			WB			NB			SB	
Approach Movemen			L	T	R	L	T	R	L	T	R		T	R
Assigned Movement			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate			169	176		82	155		79	913	448	120	1703	103
	Flow Rate (s), veh/h/	′ln	1810	1706		1223	1605		1795	1885	1847	1795	1712	1554
Queue Service Time			9.6	10.5		7.7	11.4	1	2.5	18.8	18.8	3.8	28.5	4.1
Cycle Queue Cleara	ince 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	3	0.377	0.443	0.443	0.402	0.593	0.119
Back of Queue (Q)	, ft/In (95 th percentile	e)	192.8	197.4		106.4	203.9)	44.4	315.6	314.6	66.1	406.7	64.8
	, veh/ln (95 th percent		7.7	7.9		4.3	8.2		1.8	12.5	12.6	2.6	16.1	2.6
	o (<i>R</i> Q) (95 th percen	itile)	0.96	0.00		0.53	0.00		0.21	0.00	0.00	0.38	0.00	0.37
Uniform Delay (d 1)			37.5	35.9		46.8	48.3		16.4	17.6	17.6	13.5	18.9	13.5
Incremental Delay (0.4	0.2		0.2	0.6	-	0.4	0.7	1.4	0.3	0.9	0.3
Initial Queue Delay (• •		0.0	0.0		0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s			37.9	36.1		47.0	48.9		16.8	18.3	19.0	13.8	19.8	13.8
Level of Service (LO			D 27.0	D		D 40.0	D		B	B 1	В	B	В	В
Approach Delay, s/v Intersection Delay, s			37.0	,	D 2	48.3 2.2)	D	18.4	+	В	19.1 C		В
microcollon Delay, S	WIN LOG		I			4								
Multimodal Results	S			EB			WB			NB			SB	
Pedestrian LOS Sco	ore / LOS		2.62	2	С	2.76	3	С	1.97	7	В	1.97	7	В
Bicycle LOS Score /	LOS		1.06	3	Α	0.88	3	Α	1.28	3	Α	1.55	5	В

		HCS	S Sign	alize	d Inte	ersect	ion R	esul	ts S	um	mary	,				
General Inform	ation							\rightarrow			ion Info	ormatic	n		AL AL AGE	NAME OF TAXABLE PARTY.
Agency									Durat	tion,	h	1.000			× + + +	¥
Analyst		Victoria Edington		Analys	sis Date	Feb 1	4, 2025		Area	Туре	e	Other			N	
Jurisdiction				Time F	Period	AM			PHF			1.00			₩ - E	<u>-</u>
Urban Street		Coors Blvd		Analys	sis Yea	r 2025			Analy	ysis l	Period	1> 7:4	45			
Intersection		Fortuna Rd		File Na	ame	Signa	I_Coors	&Fort	una_2	2025	_Future	_AM.xı	us		<u>ጎ</u> ተተት	
Project Descrip	tion	WMR Analysis Futu	ıre												4147	
Demand Inform	nation				EB			W	В			NB			SB	
Approach Move	ment			L	Т	R	L	Т		R	L	Т	R	L	Т	R
Demand (v), v	eh/h			229	78	176	86	98	3 1	123	186	1444	41	121	1180	155
Signal Informa	tion				I L		i.Jii.									
Cycle, s	120.0	Reference Phase	6	1	31		4	_===	<u></u>	2 8	河		_	*		
Offset, s	0	Reference Point	Begin		1	<u> ````</u>	<u>" "1</u>			<u> </u>			1	2	3	Y
Uncoordinated	No	Simult. Gap E/W	On	Green		0.0	59.3 4.5	10. 3.0		23.6 3.5	0.0	_ ,			_	4
Force Mode	Fixed	Simult. Gap N/S	On	Yellow Red	0.5	0.0	1.0	0.5		3.5 2.0	0.0		5	6	7	K
Timer Results				EBI	-	EBT	WB	L	WBT	Т	NBL	-	NBT	SBI	-	SBT
Assigned Phase	9			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		,		14.4		43.5			29.1	_	11.7		67.0	9.5	_	64.8
Change Period,	_	•		3.5		5.5			5.5	_	3.5		5.5	3.5	_	5.5
Max Allow Head				3.2		3.4			3.4		3.0		0.0	3.0		0.0
Queue Clearan				12.9		16.1			15.6	_	8.0			6.0		
Green Extensio		(g e), s		0.0	_	1.2			1.2	_	0.3		0.0	0.1		0.0
Phase Call Prol				1.00	_	1.00	-		1.00	_	1.00	_		0.98	_	
Max Out Proba	bility	_		1.00	,	0.00			0.00	,	0.00			0.00	,	
Movement Gro	up Res	sults			EB			WB				NB			SB	
Approach Move	ment			L	Т	R	L	Т	F	₹	L	Т	R	L	Т	R
Assigned Move	ment			7	4	14	3	8	18	8	5	2	12	1	6	16
Adjusted Flow F	Rate (v), veh/h		229	244		86	209			186	992	489	121	1180	140
Adjusted Satura	ation Flo	ow Rate (s), veh/h/	ln	1795	1659		1149	1691	I		1795	1885	1860	1781	1698	1577
Queue Service	, ,	• • • • • • • • • • • • • • • • • • • •		10.9	14.1		7.8	13.6	i		6.0	20.9	20.9	4.0	18.3	5.9
Cycle Queue C		e Time (g ∘), s		10.9	14.1		7.8	13.6	_		6.0	20.9	20.9	4.0	18.3	5.9
Green Ratio (g				0.30	0.32		0.20	0.20	_	_	0.57	0.51	0.51	0.54	0.49	0.49
Capacity (c), v				321	525		285	332	_		347	1933	954	264	2518	779
Volume-to-Capa	-	<u> </u>		0.713	0.465	_	0.301		_		0.536	0.513	0.513	0.458	0.469	0.180
		/In (95 th percentile	·	249.2	243.3		100.8		_		103.3	344	346.4	70.2	286.5	98.2
		eh/ln (95 th percent		9.9	9.7		4.0	9.7	_		4.1	13.7	13.9	2.8	11.3	3.9
Uniform Delay (RQ) (95 th percent	uie)	1.25 36.1	0.00 32.9		0.50 41.9	0.00 44.2	_		0.48 14.9	0.00	0.00 19.3	0.40 16.1	0.00 20.0	0.56
Incremental De				6.5	0.2		0.2	0.7	_	\dashv	0.5	1.0	2.0	0.5	0.6	0.5
Initial Queue De		•		0.0	0.2		0.2	0.7	_	-	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (<u> </u>		42.6	33.1		42.1	45.C	_		15.4	20.3	21.3	16.5	20.6	17.3
Level of Service		ZII		42.6 D	33.1 C		42.1 D	45.U			15.4 B	20.3	21.3 C	16.5 B	20.6 C	17.3 B
Approach Delay		/LOS		37.7		D	44.1				20.1		С	19.9		В
	tersection Delay, s/veh / LOS						1.0							C		
	Aultime del Deculto															
Multimodal Re		2.61	EB			WB				NB	_		SB			
	Pedestrian LOS Score / LOS					C	2.76	_	C		1.97	_	В	1.97	_	B
Bicycle LOS Sc	ore / LC)S		1.27		Α	0.97		Α		1.40		Α	1.28	5	Α

		НС	S Sigr	nalize	d Inte	ersect	ion R	esul	ts Sun	nmary	,				
General Inform	nation								Intersec	tion Inf	ormatio	on		J]]]]	
Agency									Duration	, h	1.000)		×+++	¥ (
Analyst		Victoria Edington		Analys	sis Date	Feb 1	4, 2025		Area Typ	e	Other	-			
Jurisdiction				Time F	Period	PM			PHF		1.00			₩ <u>+</u> E	<u>-</u>
Urban Street		Coors Blvd		Analys	sis Year	2025			Analysis	Period	1> 3:3	30			
Intersection		Fortuna Rd		File Na	ame	Signa	I_Coors	&Fortu	ına_202	5_Future	e_PM.x	us		5 1 1 1	
Project Descrip	tion	WMR Analysis Futi	ure											14144	P
Demand Inforr	nation				EB			VVE	3		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v				196	73	156	82	48	127	140	1321	49	126	1706	113
Signal Informa				ı	7		يذالي			E	- I		-4-		_
Cycle, s	130.0	Reference Phase	2		5	Str	ef <mark>~↑</mark>		. 🖹	R. J		Y	Y	3	↔
Offset, s	0	Reference Point	Begin	Green	6.2	0.5	69.4	12.		0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.5	3.0	3.5	0.0		くしく		ᄼ	7
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.0	0.5	2.0	0.0		5	6	7	
T:				EDI		EDT) A (T)) A (D.T.	NID		NDT	OD		ODT
Timer Results				EBI	-	EBT	WB	_	WBT 8	NBI 5	-	NBT	SBI	-	SBT
Assigned Phase Case Number	e			7 1.0		4.0			6.3	1.1		4.0	1.1		3.0
Phase Duration				15.6	_	44.9			29.3	10.2	,	75.4	9.7	_	74.9
Change Period		a) s		3.5	_	5.5			5.5	3.5	_	5.5	3.5	_	5.5
Max Allow Head		• •		3.2	_	3.4			3.4	3.0	_	0.0	3.0		0.0
Queue Clearan				13.2		15.3			13.9	6.6		0.0	6.1		0.0
Green Extension				0.0	_	1.1			1.0	0.0	_	0.0	0.1	_	0.0
Phase Call Pro		(9 =), =		1.00	_	1.00			1.00	0.99	_	0.0	0.99		0.0
Max Out Proba				1.00	_	0.00			0.00	0.00	_		0.00		
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move				L	Т	R	L	Т	R	L	T	R	L	Т	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F				196	217		82	163		140	916	449	126	1706	102
		ow Rate (s), veh/h/	'In	1810	1694		1178	1619		1795	1885	1848	1795	1712	1553
Queue Service		-		11.2	13.3		7.9	11.9	_	4.6	19.3	19.3	4.1	30.1	4.3
Cycle Queue C		e lime (g ∘), s		11.2	13.3		7.9	11.9		4.6	19.3	19.3	4.1	30.1	4.3
Green Ratio (g				0.29	0.30		0.18	0.18		0.59	0.54	0.54	0.58	0.53	0.53
Capacity (c), v		P. (3/3)		338	513		271	296		235	2027	993	291	2741	829
Volume-to-Cap			-)	0.580	0.423		0.302	_	_	0.596	0.452	0.452	0.433	0.622	0.12
		t/In (95 th percentile		221.4	236		106.3		2	81.2	324	323	72.2	433.1	68.9
		eh/ln (95 th percent <i>RQ</i>) (95 th percen		8.9 1.11	9.4		4.3 0.53	8.5 0.00		3.2 0.38	12.9 0.00	12.9 0.00	2.9 0.41	17.2 0.00	2.7 0.39
Uniform Delay		, , ,	itile)	37.5	36.2		46.6	48.2		18.9	18.4	18.4	14.7	21.2	15.1
Incremental De				1.7	0.2		0.2	0.6		0.9	0.7	1.5	0.4	1.1	0.3
Initial Queue De		·		0.0	0.0		0.0	0.0	_	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (39.1	36.4		46.8	48.8		19.8	19.1	19.9	15.0	22.2	15.4
Level of Service	•			D	D		D	D		В	В	В	В	С	В
Approach Delay				37.7		D	48.2		D	19.4		В	21.4		С
Intersection De							3.9						С		
Multimodal Re		// 00		0.00	EB		0.70	WB		4.0-	NB		4.0	SB	
Pedestrian LOS				2.62	_	C	2.76	_	C	1.97	_	В	1.97		В
Bicycle LOS So	ore / LC	75		1.17		Α	0.89	1	Α	1.32	<u> </u>	Α	1.5)	В

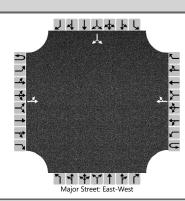
		HC	S Sigr	nalize	d Inte	ersect	ion R	esult	ts Sun	nmary	7				
General Inform	nation							\rightarrow	Intersec		ormatio	on		J]]]	
Agency									Duration		1.000			* * * *	•
Analyst		Victoria Edington		Analys	sis Date	Feb 1	4, 2025		Area Typ	e	Other	-	.∆ → 7		
Jurisdiction				Time F	Period	AM			PHF		1.00			% - E 8	
Urban Street		Coors Blvd		Analys	sis Year	_			Analysis		1> 7:				
Intersection		Fortuna Rd		File Na	ame	Signa	I_Coors	&Fortu	ına_203	5_Backg	round_	AM.xus		<u>ጎተተ</u>	
Project Descrip	tion	WMR Analysis Bac	kground		_	_	_	_	_	_	_	_		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Demand Inform	nation				EB		$\overline{}$	WE	3	$\overline{}$	NB		$\overline{}$	SB	
Approach Move	ement			L	Т	R	L	T	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			189	76	114	95	105	5 136	184	1594	46	124	1299	175
Signal Informa	tion						b 115								
Cycle, s	120.0	Reference Phase	6	ł	3		The same of the sa		2	潯			512		7
Offset, s	0	Reference Point	Begin		<u>ነ</u>	<u> </u> "îî	71 * 11		. 5.			1	2	3	7
Uncoordinated		Simult. Gap E/W	On	Green		2.1	57.2	10.9	9 25.5	0.0				_	Δ
Force Mode		·	On	Yellow Red	3.0	0.0	4.5 1.0	3.0 0.5	3.5 2.0	0.0		<u>م</u> الأ	<u> </u>	- ^ .∥	
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	10.0	1.0	10.5	2.0	10.0		5	Ð	ſ	
Timer Results				EBI		EBT	WB	L	WBT	NBI		NBT	SBI		SBT
Assigned Phase	e			7		4			8	5		2	1		6
Case Number				1.0		4.0			6.3	1.1		4.0	1.1		3.0
Phase Duration	n, 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 Head	dway (/	<i>MAH</i>), s		3.2		3.4			3.4	3.0		0.0	3.0		0.0
Queue Clearan	ce Time	e (gs), s		11.6	;	11.5			18.7	8.1			6.2		
Green Extension	n Time	(g e), s		0.0		1.1			1.0	0.3		0.0	0.1	\neg	0.0
Phase Call Pro	bability			1.00		1.00			1.00	1.00			0.98	3	
Max Out Proba	bility			1.00		0.00			0.00	0.00			0.00		
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move		74110		1	T	R		T	□ R	1	T	R		Т	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F) veh/h		189	180		95	229	10	184	1096	540	124	1299	160
		ow Rate (s), veh/h/	ln	1795	1690		1218	1521		1795	1885	1859	1781	1698	1577
Queue Service				9.6	9.5		8.0	16.7	_	6.1	24.9	24.9	4.2	21.5	7.1
Cycle Queue C		-		9.6	9.5		8.0	16.7	_	6.1	24.9	24.9	4.2	21.5	7.1
Green Ratio (g				0.32	0.33		0.21	0.21		0.55	0.49	0.49	0.53	0.48	0.48
Capacity (c), v				308	562		319	324		313	1863	919	236	2428	751
Volume-to-Cap	acity Ra	itio (X)		0.613	0.320		0.298	0.708	3	0.589	0.588	0.588	0.526	0.535	0.21
Back of Queue	(Q), fl	t/In (95 th percentile	∍)	197.5	177.8		109.1	267.1	i	108.1	402.1	406.1	75.9	330	119.2
Back of Queue	(Q), ve	eh/ln (95 th percent	ile)	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 percen	tile)	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 De	lay (<i>d</i> 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 De	elay (d	з), s/ve h		0.0	0.0		0.0	0.0	T	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/ve	eh		35.4	30.0		40.5	46.1		17.7	23.0	24.4	19.3	22.9	19.C
Level of Service	e (LOS)			D	С		D	D		В	С	С	В	С	В
Approach Delay	y, s/veh	/LOS		32.8	3	С	44.4	1	D	22.9)	С	22.2	2	С
Intersection De	lay, s/ve	eh / LOS				25	5.2						С		
Multimodal Re	sulte				EB			WB			NB			SB	
Pedestrian LOS		/LOS		2.61		С	2.76		С	1.97	- 11	В	1.97		В
Bicycle LOS So				1.10		A	1.02	_	A	1.49	_	A	1.36		A
2.0,000 200 00	. J. J , LC			1.10			1.02			1.70		• •	1.00		, ,

		HC	S Sign	alize	d Inte	ersect	ion R	esul	ts Su	nmary	/					
General Information									Intersection Information				2 AB 124 AB 1 BA 12			
Agency								Duration, h				1.000		* * * *	A [
Analyst Victoria Edington			Analys	sis Date	_				ре		Other					
Jurisdiction			Time F	Period	PM				1.00				% - E 8	-		
Urban Street Coors Blvd			Analys	sis Yea	2035	2035 Analysis			Period 1> 3:30							
Intersection Fortuna Rd			File Name		Signa	Signal_Coors&Fortuna_203			5_Background_PM.xus				5 ተ ተ ቱ	,		
Project Descrip											14144	r				
Demand Information				ЕВ				WI	WB NB					SB		
Approach Movement			L	Т	R	L	Т	R	L	Т	R	L	Т	R		
Demand (v), veh/h			186	74	134	90	45	5 14	1 87	1455	5 55	132	1881	126		
Signal Information				1 7 7 7									-4-		_	
Cycle, s 130.0					5	ľ	or Port	Ħ.	<u> </u>	6.1		Y	Y	3	↔	
Offset, s	0	Reference Point	Begin	Green	4.7	1.7	69.1	12.		4 0.0						
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.5	3.0	3.5	0.0		くしく		⋰ │	7	
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.0	0.5	2.0	0.0		5	6	7		
T:				EDI		EDT) A (T)		WBT	ND		NBT	OD		ODT	
Timer Results			EBI 7	-	EBT 4	WB	WBL			NBL 5		5BI	SBL SB ⁻			
Assigned Phase Case Number			1.0		4.0			8 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.			
Change Period, ($Y+R \circ$), s			3.5		5.5			5.5 3.5		_	5.5	$\overline{}$		5.5		
Max Allow Headway (MAH), s				3.2		3.4			3.4 3.0						0.0	
Queue Clearance Time (g s), s				12.5		13.7			14.8	4.9		0.0	6.3		0.0	
Green Extension Time ($g \in A$), 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	_	0.0	0.99	-	0.0		
Max Out Probability			1.00	_	0.00			0.00	0.00			0.00				
That Sall towards														0.00		
Movement Group Results				EB			WB				NB			SB		
Approach Movement		L	Т	R	L	Т	R	L	Т	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		'In	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 ($g \circ$), 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) Capacity (c), veh/h			0.30	0.31 524		0.19	0.19 301		0.57	0.53 2005	0.53 982	0.58 271	0.54 2797	0.54 846		
Volume-to-Capacity Ratio (X)			0.559	0.374		280	0.578	3	-	0.504		_		0.136		
Back of Queue (Q), ft/ln (95 th percentile)				209.3	214.1		0.321	224.1	_	0.468	365.5	0.504 365	0.488 75.7	0.673 479.4	76	
Back of Queue (Q), veh/ln (95 th percentile)			8.4			116.7	_	-		_	_	_		_		
Queue Storage Ratio (RQ) (95 th percentile)			1.05	8.6 0.00		4.7 0.58	9.0		0.24	14.5 0.00	14.6 0.00	3.0 0.43	19.0	3.0 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	1	0.0	0.0	0.0	0.0	0.0	0.0		
Control Delay (38.2	35.4		46.6	48.8		20.6	20.4	21.3	15.8	22.6	14.9	
Level of Service	•			D	D		D	D		С	С	С	В	С	В	
Approach Delay, s/veh / LOS				36.8 D			48.1 D		20.7	20.7 C			21.8 C			
Intersection Delay, s/veh / LOS				24.3									С			
Multimodal Paculto				ED.				WB			ND			CD		
Multimodal Results			2.60	EB	С			С	1.0	NB 1.97 B		SB				
Pedestrian LOS Score / LOS			2.62			2.76			-	1.97 1.36		1.97 B 1.66 B				
Bicycle LOS Score / LOS			1.12	-	Α	0.92	<u> </u>	Α	1.30	י כ	Α	1.00	,	D		

		НС	S Sigr	alize	d Inte	ersect	ion R	esul	ts Su	mma	у				
General Inforn	nation								Interse	ction l	ıforma	tion			
Agency									Duratio	n, h	1.0	00		× + + +	¥ [_
Analyst		Victoria Edington		Analys	sis Date	e Feb 1	4, 2025		Area T	/ре	Oth	er			
Jurisdiction				Time F	Period	AM			PHF		1.0	0		₩ <u>+</u> E	<u>-</u>
Urban Street		Coors Blvd		Analys	sis Yea	r 2035			Analys	is Perio	1>	7:45	7		
Intersection		Fortuna Rd		File Na	ame	Signa	I_Coors	&Fortu	una_20	35_Futu	re_AM	.xus		5 1 1 1	
Project Descrip	tion	WMR Analysis Fut	ure											14147	11 1
Demand Inform	nation				EB			VVE	3	$\overline{}$	N	В		SB	
Approach Move	ement			L	Т	R	L	Т	R	L	7	R	L	Т	R
Demand (v), v				247	85	187	95	10	8 13	6 20	3 15	95 46	3 133	1303	171
Cianal Informa	4i a sa						h 103			шш					
Signal Informa		Deference Dhace		1	2		The state of			湯			KŤ2		
Cycle, s	120.0		6		5	" "}	7T 😘		. 🖹	"		1	2	3	→
Offset, s	0	Reference Point	Begin	Green		2.5	56.2	10.	9 25	.8 0.		_			<u> </u>
Uncoordinated		Simult. Gap E/W	On	Yellow		0.0	4.5	3.0				\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	₹ } -	- ∕`	
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	1.0	0.5	2.0	0.)	5	6	7	
Timer Results				EBI	_	EBT	WB	L	WBT	∥ N	3L	NBT	SB	L	SBT
Assigned Phas	e			7		4			8	_	5	2	1		6
Case Number				1.0		4.0			6.3	1	1	4.0	1.1		3.0
Phase Duration	n, s			14.4	1	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	5.5
Max Allow Hea		· ·		3.2		3.4			3.4	3	0	0.0	3.0		0.0
Queue Clearan		•		12.9		16.9			18.9	8	_		6.6	3	
Green Extension				0.0	_	1.4			1.2	0	3	0.0	0.1		0.0
Phase Call Pro		() //		1.00	_	1.00			1.00	1.	00		0.9	9	
Max Out Proba				1.00	_	0.00			0.01	0.	_		0.0	0	
Movement Gro	un Res	culte			EB			WB			NE	2		SB	
Approach Move		Suits		1	T	R	—	T	R		T	R	+ -	T	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow I) 1/0h/h		247	262	14	95	232	10	203	_	_		1303	156
		ow Rate(s), veh/h/	lln.	1795	1661		1131	1523		179	_	_	_	1698	1577
Queue Service			111	10.9	14.9		8.7	16.9		6.9	25.:	_		21.9	7.0
Cycle Queue C				10.9	14.9		9.2	16.9	_	6.9	25.:	_		21.9	7.0
Green Ratio (g		<u> </u>		0.32	0.34		0.22	0.22	_	0.55	_	_	_	0.47	0.47
Capacity (c), v				309	556		298	328		318	_	_	_	2384	738
Volume-to-Cap		atio (X)		0.800	0.471		0.319	_	_	0.63	_	_	_	0.546	0.21
		t/In (95 th percentile	e)	140.3	253.5	_	110.2		_	120.	_	\rightarrow	_	336.6	118.0
		eh/ln (95 th percent		5.6	10.1		4.4	10.8	_	4.8	16.:	_		13.3	4.7
	. , ,	RQ) (95 th percen		0.70	0.00		0.55	0.00	_	0.56	_	_	_	0.00	0.68
Uniform Delay		, , ,		36.5	31.5		40.8	43.6	_	17.7	\rightarrow	_		22.8	18.8
Incremental De				14.2	0.2		0.2	2.4		0.8	1.4	2.9	0.8	0.9	0.7
Initial Queue De	elay (d	з), 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/ve	eh		50.7	31.7		41.1	46.0		18.5	23.0	3 25.0	20.0	23.7	19.5
Level of Service	e (LOS)			D	С		D	D		В	С	С	В	С	В
Approach Delag	y, s/veh	/LOS		40.9)	D	44.6	3	D	23	.4	С	23.	0	С
Intersection De	ersection Delay, s/veh / LOS					27	7.0						С		
Multimodal Re	sulte				EB			WB			NE	3		SB	
Pedestrian LOS		/IOS		2.61		С	2.76	- 11	С	1	97	В	1.9		В
Bicycle LOS So				1.33	_	A	1.03	_	A	_	50	A	1.3	_	A
		-		1.00			1.00		, ,			, ,	1.0	_	, ,

	HC	S Sign	alize	d Inte	ersect	ion R	esul	ts Sun	nmary	,				
General Information							\rightarrow	Intersec		ormatio	on		Al ALASA LI	
Agency								Duration		1.000			* * * * *	•
Analyst	Victoria Edington		_		e Feb 1	4, 2025		Area Typ	e	Other	-	.∆. 		ــعد
Jurisdiction			Time F	Period	PM			PHF		1.00			% - E 8	<u>-</u>
Urban Street	Coors Blvd		Analys	sis Yea	r 2035			Analysis	Period	1> 3:	30			
Intersection	Fortuna Rd		File Na	ame	Signa	I_Coors	&Fortu	ına_203	5_Future	e_PM.x	us		<u> ጎተተ</u> ት	
Project Description	WMR Analysis Futi	ure	_	_	_	_	_	_	_	_	_		4144	7 7
Demand Information				EB		$\overline{}$	VVE	3	$\overline{}$	NB			SB	
Approach Movement			L	Т	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h			213	80	169	90	53	3 141	148	1459	55	138	1884	125
Signal Information						b 118		-	-					
Cycle, s 130.0	Reference Phase	2	l	3		The state of the s		2	潯			512		7
Offset, s 0	Reference Point	Begin		ነ	<u> </u> "in	71 <u>"i</u> î					1	2	3	7
Uncoordinated No	Simult. Gap E/W	On	Green		0.3	68.1	12.	1 24.7					_	Δ
		On	Yellow	3.0	0.0	4.5 1.0	3.0 0.5		0.0		<u>م</u> احر	_ا ِ ^{لار} ا	- ∕`_	
Force Mode Fixed	Simult. Gap N/S	On	Red	∥0.5	0.0	1.0	10.5	2.0	10.0		5	D	,	
Timer Results			EBI		EBT	WB	L	WBT	NBI	_	NBT	SBI	_	SBT
Assigned Phase			7		4			8	5		2	1	\neg	6
Case Number			1.0		4.0			6.3	1.1		4.0	1.1		3.0
Phase Duration, s			15.6	8	45.8			30.2	10.6	3	73.9	10.2	2	73.6
Change Period, (Y+F	? ₀), 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 Tim	e (g ଛ), s				16.6			15.3	6.9			6.6		
Green Extension Time	e (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 Re	esults			EB			WB			NB			SB	
Approach Movement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Movement			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		213	237		90	182		148	1013	496	138	1884	114
Adjusted Saturation F	low Rate (s), veh/h/	ln l	1810	1694		1157	1619)	1795	1885	1846	1795	1712	1553
Queue Service Time ([g ₅), s		12.1	14.6		8.9	13.3		4.9	22.6	22.6	4.6	35.9	4.9
Cycle Queue Clearan	ce Time ($g \circ$), 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 R			0.644	0.451		0.327	0.591	_	0.694	0.510	0.510	0.518	0.700	0.140
Back of Queue (Q),	· ·	_	240.8			116.6		1	107.2	370.9	370.5	81.6	505.1	79.7
Back of Queue (Q),			9.6	10.1		4.7	9.3		4.3	14.7	14.8	3.2	20.0	3.2
Queue Storage Ratio		tile)	1.20	0.00		0.58	0.00		0.50	0.00	0.00	0.47	0.00	0.46
Uniform Delay (d 1),			37.4	36.0		46.2	48.0		23.9	19.9	19.9	16.4	23.3	15.9
Incremental Delay (d	·		3.4	0.2		0.3	0.7	+	1.5	0.9	1.9	0.6	1.6	0.4
	tial 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/			40.8	36.2		46.5	48.7		25.4	20.9	21.9	17.0	24.8	16.3
	vel of Service (LOS) proach Delay, s/veh / LOS		D 38.3	D	D	D 48.0	D	 	C 21.6	C	С	B 23.9	С	С
Intersection Delay, s/ve			36.3	, <u> </u>		46.0 5.9	,	D	21.0	·		23.8 C	/	
microcollon Delay, s/					2									
Multimodal Results				EB			WB			NB			SB	
Pedestrian LOS Score	e / LOS		2.62	2	С	2.76	3	С	1.97	7	В	1.97	7	В
Bicycle LOS Score / L	os		1.23	3	Α	0.94	1	Α	1.40)	Α	1.66	3	В

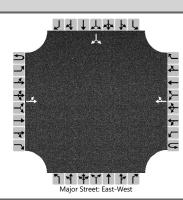
	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Montoya	Intersection	64th St & Fortuna Rd
Agency/Co.		Jurisdiction	
Date Performed	2/5/2025	East/West Street	Fortuna Rd
Analysis Year	2024	North/South Street	64th Street
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection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



Vehicle Volumes and Adj	ustme	nts															
Approach		Eastb	ound			Westl	oound			North	bound			South	bound		
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0	
Configuration		LT						TR							LR		
Volume (veh/h)		30	304				349	56						25		40	
Percent Heavy Vehicles (%)		0												0		0	
Proportion Time Blocked																	
Percent Grade (%)														(0		
Right Turn Channelized																	
Median Type Storage		Undivided															
Critical and Follow-up He	eadwa	dways															
Base Critical Headway (sec)		4.1												7.1		6.2	
Critical Headway (sec)		4.10												6.40		6.20	
Base Follow-Up Headway (sec)		2.2												3.5		3.3	
Follow-Up Headway (sec)		2.20												3.50		3.30	
Delay, Queue Length, and	d Leve	l of Se	ervice														
Flow Rate, v (veh/h)		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														В		
Approach Delay (s/veh)	1.0												13.8				
Approach LOS		A												В			

Generated: 2/5/2025 1:44:26 PM

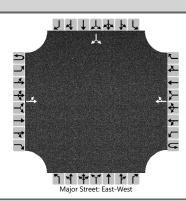
	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Montoya	Intersection	64th St & Fortuna Rd
Agency/Co.		Jurisdiction	
Date Performed	2/5/2025	East/West Street	Fortuna Rd
Analysis Year	2024	North/South Street	64th Street
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection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



Vehicle Volumes and Adju	stme	nts														
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		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 He	adwa	dways														
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	Leve	l of Se	ervice													
Flow Rate, v (veh/h)		27													99	
Capacity, c (veh/h)		1280													552	
v/c Ratio		0.02													0.18	
95% Queue Length, Q ₉₅ (veh)		0.1													0.7	
Control Delay (s/veh)		7.9	0.2												12.9	
Level of Service (LOS)		А	А												В	
Approach Delay (s/veh)		0.9														
Approach LOS	A A					В				В						

Generated: 2/5/2025 1:41:47 PM

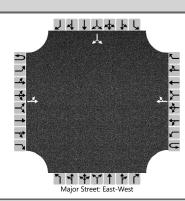
	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Montoya	Intersection	64th St & Fortuna Rd
Agency/Co.		Jurisdiction	
Date Performed	2/5/2025	East/West Street	Fortuna Rd
Analysis Year	2025	North/South Street	64th Street
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection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



Vehicle Volumes and Adju	stme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		30	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 He	adwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30
Delay, Queue Length, and	Leve	l of Se	ervice													
Flow Rate, v (veh/h)		33													71	
Capacity, c (veh/h)		1126													478	
v/c Ratio		0.03													0.15	
95% Queue Length, Q ₉₅ (veh)		0.1													0.5	
Control Delay (s/veh)		8.3	0.3												13.8	
Level of Service (LOS)	A A												В			
Approach Delay (s/veh)	1.0								13.8							
Approach LOS	1.0 A								В				В			

Generated: 2/5/2025 4:02:54 PM

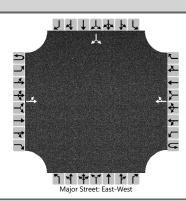
	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Montoya	Intersection	64th St & Fortuna Rd
Agency/Co.		Jurisdiction	
Date Performed	2/5/2025	East/West Street	Fortuna Rd
Analysis Year	2025	North/South Street	64th Street
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection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



Vehicle Volumes and Adju	ustme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		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 He	eadwa	dways														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30
Delay, Queue Length, and	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)		27													99	
Capacity, c (veh/h)		1277													549	
v/c Ratio		0.02													0.18	
95% Queue Length, Q ₉₅ (veh)		0.1													0.7	
Control Delay (s/veh)		7.9	0.2												13.0	
Level of Service (LOS)	A A .													В		
Approach Delay (s/veh)	0.8												13.0			
Approach LOS		,	4										В			

Generated: 2/5/2025 4:05:29 PM

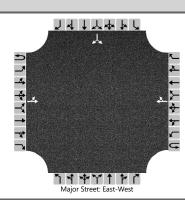
	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Montoya	Intersection	64th St & Fortuna Rd
Agency/Co.		Jurisdiction	
Date Performed	2/6/2025	East/West Street	Fortuna Rd
Analysis Year	2025	North/South Street	64th Street
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection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



Vehicle Volumes and Adj	ustme	nts															
Approach		Eastb	ound			Westl	oound			North	bound			South	bound		
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0	
Configuration		LT						TR							LR		
Volume (veh/h)		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 He	eadwa	dways															
Base Critical Headway (sec)		4.1												7.1		6.2	
Critical Headway (sec)		4.10												6.40		6.20	
Base Follow-Up Headway (sec)		2.2												3.5		3.3	
Follow-Up Headway (sec)		2.20												3.50		3.30	
Delay, Queue Length, and	d Leve	l of Se	ervice														
Flow Rate, v (veh/h)		34													110		
Capacity, c (veh/h)		1115													418		
v/c Ratio		0.03													0.26		
95% Queue Length, Q ₉₅ (veh)		0.1													1.1		
Control Delay (s/veh)		8.3	0.3												16.7		
Level of Service (LOS)	A A													С			
Approach Delay (s/veh)	1.0												16.7				
Approach LOS		A A												С			

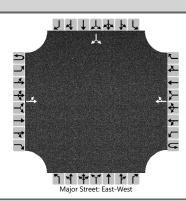
Generated: 2/6/2025 12:10:01 PM

	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		



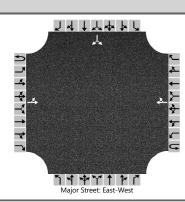
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		29	279				255	30						65		47
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)															0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30
Delay, Queue Length, and	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)		32													122	
Capacity, c (veh/h)		1262													514	
v/c Ratio		0.02													0.24	
95% Queue Length, Q ₉₅ (veh)		0.1													0.9	
Control Delay (s/veh)		7.9	0.2												14.2	
Level of Service (LOS)		А	А												В	
Approach Delay (s/veh)	1.0											14.2				
Approach LOS	А											В				

	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		-



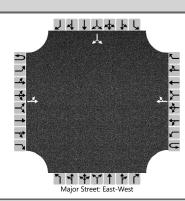
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		33	339				389	62						28		45
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														(0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)		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)		А	А											С		
Approach Delay (s/veh)	1.1											15.1				
Approach LOS	A										С					

	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		



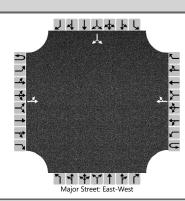
Approach	T	Easth	ound			Westk	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		28	300				277	25						52		49
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														(0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)	T	30													110	
Capacity, c (veh/h)		1243													509	
v/c Ratio		0.02													0.22	
95% Queue Length, Q ₉₅ (veh)		0.1													0.8	
Control Delay (s/veh)		8.0	0.2												14.0	
Level of Service (LOS)		А	Α												В	
Approach Delay (s/veh)		0.9											14.0			
Approach LOS		А												В		

	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		-



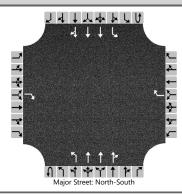
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		34	341				398	64						60		49
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)															0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30
Delay, Queue Length, and	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)		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)		А	Α												С	
Approach Delay (s/veh)	1.1											18.7				
Approach LOS	А											С				

	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		



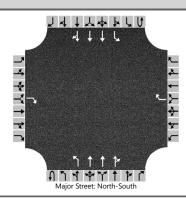
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		32	307				282	33						70		52
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														(0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30
Delay, Queue Length, and	l Leve	l of Se	ervice													
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)		А	А												С	
Approach Delay (s/veh)	1.0							15.5			5.5					
Approach LOS	A										С					

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



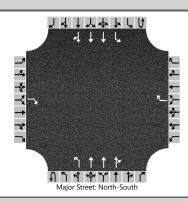
Vehicle Volumes and Adj	ustme	stments														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	TR
Volume (veh/h)				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		١	10			Ν	lo									
Median Type Storage				Undi	vided											
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		
Delay, Queue Length, and	d Leve	l of S	ervice													
Flow Rate, v (veh/h)				60				140		49				78		
Capacity, c (veh/h)				646				646		591				580		
v/c Ratio				0.09				0.22		0.08				0.14		
95% Queue Length, Q ₉₅ (veh)				0.3				0.8		0.3				0.5		
Control Delay (s/veh)				11.1				12.1		11.6				12.2		
Level of Service (LOS)				В				В		В				В		
Approach Delay (s/veh)	11.1				12.1			0.3				0.6				
Approach LOS		В						A			,	А				

	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		



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

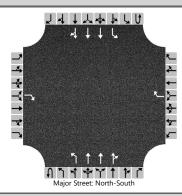
	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Monotya	Intersection	Coors Blvd & Glenrio Rd
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/4/2025	East/West Street	Glenrio Rd
Analysis Year	2025	North/South Street	Coors Blvd
Time Analyzed	АМ	Peak Hour Factor	0.92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



Vehicle Volumes and Adju	ıstme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	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			()									
Right Turn Channelized		Ν	lo			N	lo									
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		
Delay, Queue Length, and	Leve	of Se	ervice													
Flow Rate, v (veh/h)				61				141		49				79		
Capacity, c (veh/h)				646				646		591				580		
v/c Ratio				0.09				0.22		0.08				0.14		
95% Queue Length, Q ₉₅ (veh)				0.3				0.8		0.3				0.5		
Control Delay (s/veh)				11.2				12.1		11.6				12.2		
Level of Service (LOS)				В				В		В				В		
Approach Delay (s/veh)	11.2				12.1			0.3				0.6				
Approach LOS	В					I	3		А				А			

Generated: 2/19/2025 10:02:09 AM

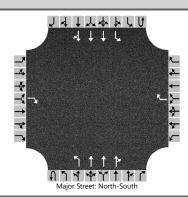
	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Monotya	Intersection	Coors Blvd & Glenrio Rd
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/4/2025	East/West Street	Glenrio Rd
Analysis Year	2025	North/South Street	Coors Blvd
Time Analyzed	PM	Peak Hour Factor	0.92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



Vehicle Volumes and Adju	ıstme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	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			()									
Right Turn Channelized		Ν	lo			N	lo									
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		
Delay, Queue Length, and	Leve	l of Se	ervice													
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)				В				В		В				В		
Approach Delay (s/veh)	11.1				11.3			0.3				0.7				
Approach LOS	В						3		А				А			

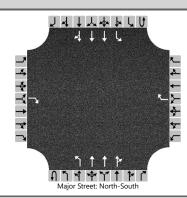
Generated: 2/19/2025 10:05:13 AM

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



Vehicle Volumes and Adj	ustme	nts														
Approach	T	Eastb	oound			Westl	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	Т	TR		L	Т	TR
Volume (veh/h)				69				130	5	41	1783	36	2	71	1321	89
Percent Heavy Vehicles (%)				0				0	1	1			1	1		
Proportion Time Blocked				0.300				0.300		0.500				0.500		
Percent Grade (%)			0			(0									
Right Turn Channelized		١	Мо			Ν	10									
Median Type Storage				Undi	vided											
Critical and Follow-up Ho	eadwa	ys														
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		
Delay, Queue Length, and	d Leve	l of S	ervice													
Flow Rate, v (veh/h)				75				141		50				79		
Capacity, c (veh/h)				646				646		589				580		
v/c Ratio				0.12				0.22		0.08				0.14		
95% Queue Length, Q ₉₅ (veh)				0.4				0.8		0.3				0.5		
Control Delay (s/veh)				11.3				12.1		11.7				12.2		
Level of Service (LOS)				В				В		В				В		
Approach Delay (s/veh)	11.3				12.1			0.3				0.6				
Approach LOS		В					В		А				А			

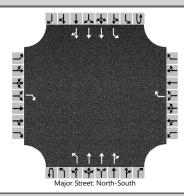
	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Monotya	Intersection	Coors Blvd & Glenrio Rd
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/6/2025	East/West Street	Glenrio Rd
Analysis Year	2025	North/South Street	Coors Blvd
Time Analyzed	PM	Peak Hour Factor	0.92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



Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	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		١	10			Ν	lo									
Median Type Storage				Undi	vided											
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		
Delay, Queue Length, and	d Leve	l of S	ervice													
Flow Rate, v (veh/h)				65				75		47				120		
Capacity, c (veh/h)				646				646		593				582		
v/c Ratio				0.10				0.12		0.08				0.21		
95% Queue Length, Q ₉₅ (veh)				0.3				0.4		0.3				0.8		
Control Delay (s/veh)				11.2				11.3		11.6				12.8		
Level of Service (LOS)				В				В		В				В		
Approach Delay (s/veh)	11.2				11.3			0.3				0.7				
Approach LOS		В					В		А				A			

Generated: 2/19/2025 10:10:13 AM

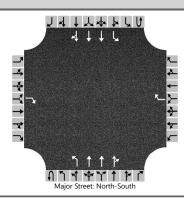
	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Monotya	Intersection	Coors Blvd & Glenrio Rd
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/6/2025	East/West Street	Glenrio Rd
Analysis Year	2035	North/South Street	Coors Blvd
Time Analyzed	АМ	Peak Hour Factor	0.92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



Vehicle Volumes and Adju	ıstme	nts														
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	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			()									
Right Turn Channelized		Ν	lo			N	lo									
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		
Delay, Queue Length, and	Leve	of Se	ervice													
Flow Rate, v (veh/h)				66				157		55				87		
Capacity, c (veh/h)				646				646		591				579		
v/c Ratio				0.10				0.24		0.09				0.15		
95% Queue Length, Q ₉₅ (veh)				0.3				1.0		0.3				0.5		
Control Delay (s/veh)				11.2				12.4		11.7				12.3		
Level of Service (LOS)				В				В		В				В		
Approach Delay (s/veh)	11.2				12.4			0.3				0.6				
Approach LOS	В					I	3		А				А			

Generated: 2/19/2025 10:18:22 AM

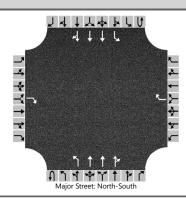
	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Monotya	Intersection	Coors Blvd & Glenrio Rd
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/6/2025	East/West Street	Glenrio Rd
Analysis Year	2035	North/South Street	Coors Blvd
Time Analyzed	PM	Peak Hour Factor	0.92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



Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	Т	TR		L	Т	TR
Volume (veh/h)				57				76	7	37	1737	19	4	117	2053	46
Percent Heavy Vehicles (%)				0				0	1	1			1	1		
Proportion Time Blocked				0.300				0.300		0.500				0.500		
Percent Grade (%)			0			()									
Right Turn Channelized		Ν	lo			N	lo									
Median Type Storage				Undi	vided											
Critical and Follow-up Ho	eadwa	ys														
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		
Delay, Queue Length, and	d Leve	of Se	ervice													
Flow Rate, v (veh/h)				62				83		48				132		
Capacity, c (veh/h)				646				646		562				582		
v/c Ratio				0.10				0.13		0.09				0.23		
95% Queue Length, Q ₉₅ (veh)				0.3				0.4		0.3				0.9		
Control Delay (s/veh)				11.2				11.4		12.0				13.0		
Level of Service (LOS)				В				В		В				В		
Approach Delay (s/veh)	11.2			11.4			0.3				0.7					
Approach LOS	В			В			A				A					

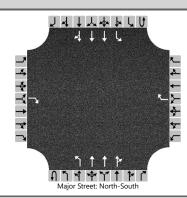
Generated: 2/19/2025 10:20:31 AM

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



Approach		Eastb	ound			Westl	oound			North	bound		Southbound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0	
Configuration				R				R		L	Т	TR		L	Т	TR	
Volume (veh/h)				74				144	6	46	1963	40	2	78	1460	96	
Percent Heavy Vehicles (%)				0				0	1	1			1	1			
Proportion Time Blocked				0.300				0.300		0.500				0.500			
Percent Grade (%)			0			()										
Right Turn Channelized		Ν	lo			N	lo										
Median Type Storage				Undi	vided												
Critical and Follow-up Ho	eadwa	ys															
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3			
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32			
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1			
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11			
Delay, Queue Length, and	d Leve	l of Se	ervice														
Flow Rate, v (veh/h)				80				157		57				87			
Capacity, c (veh/h)				646				646		589				579			
v/c Ratio				0.12				0.24		0.10				0.15			
95% Queue Length, Q ₉₅ (veh)				0.4				1.0		0.3				0.5			
Control Delay (s/veh)				11.4				12.4		11.8				12.3			
Level of Service (LOS)				В				В		В				В			
Approach Delay (s/veh)	11.4				12.4			0.3				0.6					
Approach LOS	В			В			A				A						

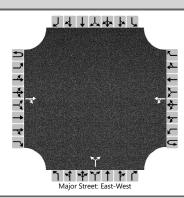
	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Monotya	Intersection	Coors Blvd & Glenrio Rd
Agency/Co.	Stantec	Jurisdiction	
Date Performed	2/6/2025	East/West Street	Glenrio Rd
Analysis Year	2035	North/South Street	Coors Blvd
Time Analyzed	PM	Peak Hour Factor	0.92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



Vehicle Volumes and Adj	ustme	nts														
Approach	I	Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	Т	TR		L	Т	TR
Volume (veh/h)				65				76	7	41	1769	19	4	117	2052	102
Percent Heavy Vehicles (%)				0				0	1	1			1	1		
Proportion Time Blocked				0.300				0.300		0.500				0.500		
Percent Grade (%)			0			(0									
Right Turn Channelized		Ν	lo			Ν	lo									
Median Type Storage				Undi	vided											
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)				7.1				7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)				7.10				7.10	5.62	5.32			5.62	5.32		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)				3.90				3.90	2.31	3.11			2.31	3.11		
Delay, Queue Length, and	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)				71				83		52				132		
Capacity, c (veh/h)				646				646		500				582		
v/c Ratio				0.11				0.13		0.10				0.23		
95% Queue Length, Q ₉₅ (veh)				0.4				0.4		0.3				0.9		
Control Delay (s/veh)				11.3				11.4		13.0				13.0		
Level of Service (LOS)				В				В		В				В		
Approach Delay (s/veh)		1	1.3			1	1.4			0	.3			0	.7	
Approach LOS	В					В		А				A				

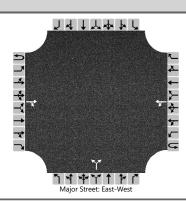
Generated: 2/19/2025 10:25:36 AM

	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Montoya	Intersection	Drivway 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		



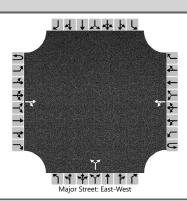
Approach		Eastb	ound			Westk	ound			North	oound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			65	5		21	109			13		9				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)										()					
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.41		6.21				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)	Τ					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)						А	А				Α					
Approach Delay (s/veh)						1.	.3			9.	5					
Approach LOS						P	4			A	١					

	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Montoya	Intersection	Drivway 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		



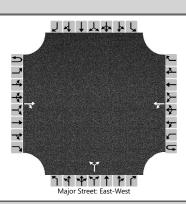
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	oound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			64	13		56	86			8		6				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)	Т									()					
Right Turn Channelized	Т															
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)	Т					4.11				6.41		6.21				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)	T					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)						Α	А				А					
Approach Delay (s/veh)						3	.1			9	.7					
Approach LOS						,	Α			,	4					

	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Montoya	Intersection	Drivway 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	АМ	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		



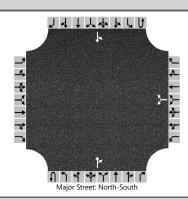
Vehicle Volumes and Adju	ıstme	nts														
Approach		Eastb	oound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			71	5		21	120			13		9				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)										()					
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.41		6.21				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				
Delay, Queue Length, and	l Leve	l of Se	ervice													
Flow Rate, v (veh/h)						23					24					
Capacity, c (veh/h)						1521					811					
v/c Ratio						0.02					0.03					
95% Queue Length, Q ₉₅ (veh)						0.0					0.1					
Control Delay (s/veh)						7.4	0.1				9.6					
Level of Service (LOS)						А	А				А					
Approach Delay (s/veh)						1	.2			9	.6					
Approach LOS						,	4			A	4					

	HCS Two-Way Stop	-Control Report	
General Information		Site Information	
Analyst	Alex Montoya	Intersection	Drivway 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		



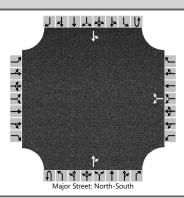
Vehicle Volumes and Ad	justme	nts														
Approach	T	Eastk	ound			Westl	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			70	13		56	94			8		6				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)											0					
Right Turn Channelized																
Median Type Storage				Undi	ivided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)	T					4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.41		6.21				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)	Τ					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)						Α	А				А					
Approach Delay (s/veh)						3	.0			9	.8					
Approach LOS							A				4					

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



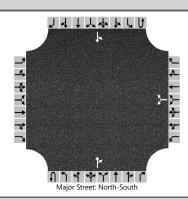
Vehicle Volumes and Adju	ıstme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						37		12			81	3		4	63	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						(0									
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		
Delay, Queue Length, and	Leve	of Se	ervice													
Flow Rate, v (veh/h)							53							4		
Capacity, c (veh/h)							855							1510		
v/c Ratio							0.06							0.00		
95% Queue Length, Q ₉₅ (veh)							0.2							0.0		
Control Delay (s/veh)							9.5							7.4	0.0	
Level of Service (LOS)							Α							А	А	
Approach Delay (s/veh)					9.5							0.5				
Approach LOS					А								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		



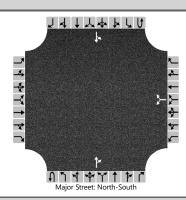
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastk	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						20		8			51	12		13	86	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						(0									
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)	T						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)							А							А	А	
Approach Delay (s/veh)					9.4							1.0				
Approach LOS					А								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		



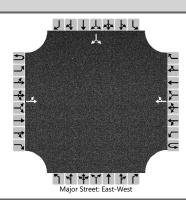
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						37		12			89	3		4	69	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						(0									
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		
Delay, Queue Length, and	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)							53							4		
Capacity, c (veh/h)							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)							А							А	Α	
Approach Delay (s/veh)					9.6							0.4				
Approach LOS						,	Α						А			

	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										



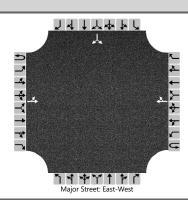
Vehicle Volumes and Adju	ıstme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						20		8			56	12		13	95	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						()									
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.21						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		
Delay, Queue Length, and	Leve	of Se	ervice													
Flow Rate, v (veh/h)							30							14		
Capacity, c (veh/h)							836							1532		
v/c Ratio							0.04							0.01		
95% Queue Length, Q ₉₅ (veh)							0.1							0.0		
Control Delay (s/veh)							9.5							7.4	0.1	
Level of Service (LOS)							Α							А	А	
Approach Delay (s/veh)					9.5							1.0				
Approach LOS					А								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	АМ	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	WMR Analysis Existing		



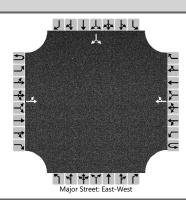
Vehicle Volumes and Adju	ıstme	nts															
Approach		Eastb	ound			Westl	oound			North	bound			South	bound		
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0	
Configuration		LT						TR							LR		
Volume (veh/h)		2	369				416	17						107		9	
Percent Heavy Vehicles (%)		1												1		1	
Proportion Time Blocked																	
Percent Grade (%)														(0		
Right Turn Channelized																	
Median Type Storage				Undi	vided												
Critical and Follow-up He	adwa	ys															
Base Critical Headway (sec)		4.1												7.1		6.2	
Critical Headway (sec)		4.11												6.41		6.21	
Base Follow-Up Headway (sec)		2.2												3.5		3.3	
Follow-Up Headway (sec)		2.21												3.51		3.31	
Delay, Queue Length, and	Leve	l of Se	ervice														
Flow Rate, v (veh/h)		2													126		
Capacity, c (veh/h)		1096													336		
v/c Ratio		0.00													0.38		
95% Queue Length, Q ₉₅ (veh)		0.0													1.8		
Control Delay (s/veh)		8.3	0.0												22.1		
Level of Service (LOS)		А	Α												С		
Approach Delay (s/veh)	0.1						22.1			2.1							
Approach LOS		А												С			

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								



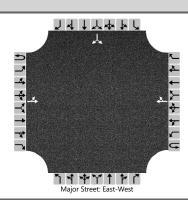
Vehicle Volumes and Adju	ıstme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		7	356				258	60						49		5
Percent Heavy Vehicles (%)		1												1		1
Proportion Time Blocked																
Percent Grade (%)															0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.11												6.41		6.21
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.51		3.31
Delay, Queue Length, and	Leve	l of Se	ervice													
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)		А	А												С	
Approach Delay (s/veh)		0	.2										15.2			
Approach LOS		-	4												С	

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								



Vehicle Volumes and Adju	ıstme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		2	405				459	17						107		9
Percent Heavy Vehicles (%)		1												1		1
Proportion Time Blocked																
Percent Grade (%)														(0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.11												6.41		6.21
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.51		3.31
Delay, Queue Length, and	l Leve	l of Se	ervice													
Flow Rate, v (veh/h)		2													126	
Capacity, c (veh/h)		1054													299	
v/c Ratio		0.00													0.42	
95% Queue Length, Q ₉₅ (veh)		0.0													2.1	
Control Delay (s/veh)		8.4	0.0												25.7	
Level of Service (LOS)		А	Α												D	
Approach Delay (s/veh)		0	.1										25.7			
Approach LOS		,	4											ı)	

	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									



Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		7	392				285	60						49		5
Percent Heavy Vehicles (%)		1												1		1
Proportion Time Blocked																
Percent Grade (%)															0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.11												6.41		6.21
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.51		3.31
Delay, Queue Length, and	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)		8													59	
Capacity, c (veh/h)		1189													377	
v/c Ratio		0.01													0.16	
95% Queue Length, Q ₉₅ (veh)		0.0													0.6	
Control Delay (s/veh)		8.0	0.1												16.3	
Level of Service (LOS)		А	А												С	
Approach Delay (s/veh)		0	.2										16.3			
Approach LOS		,	Ą											(С	

Appendix C Crash Data Summary



Project: 1720001002

C-2

West Mesa Ridge Apts TIS Crash Query Summary

Created on October 24, 2024

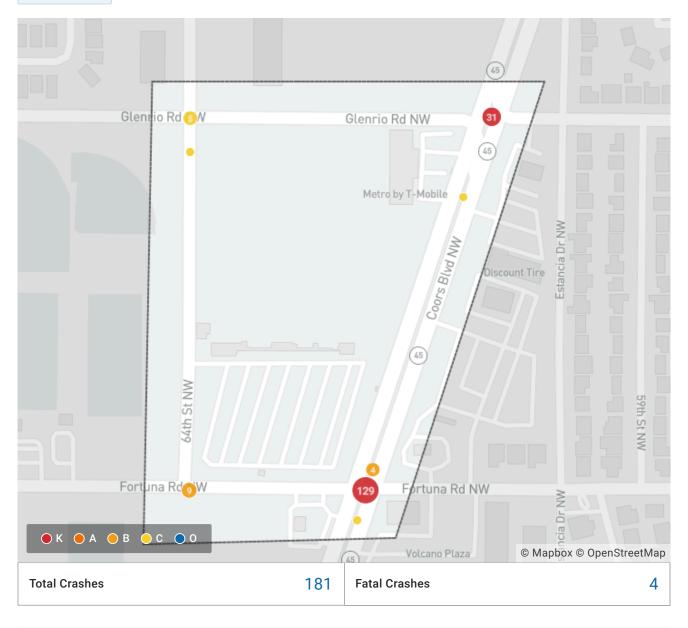
Created by Clay Koontz

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



Applied Filters

Shape: Polygon



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
(0) Property-Damage Only	115	63.54%
(C) Possible Injury	42	23.20%
(B) Suspected Minor Injury	17	9.39%
(K) Fatal Injury	4	2.21%
(A) Suspected Serious Injury	3	1.66%
Crash Date (Year)		Crash
2022	50	27.62%
2021	35	19.34%
2020	35	19.34%
2019	34	18.78%
2018	27	14.92%
+ 5 more	0	0%
Crash Classification		Crash
Other Vehicle	74	40.88%
Pedestrian	3	1.66%
Fixed Object	2	1.10%
Parked Vehicle	2	1.10%
Other (Object)	1	0.55%
Rollover	1	0.55%
Vehicle on Other Road	1	0.55%
+ 6 more	0	0%
First Harmful Event - Analysis		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 (0)	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
Driver Actions		venicie

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%