CHUZE FITNESS

COORS BOULEVARD AND CENTRAL AVENUE

Traffic Impact Study (TIS)

10-11-2022

OCTOBER 2022 | VER. 1

Prepared By:

Kimley»Horn

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This report documents a Traffic Impact Study (TIS) for the proposed Chuze Fitness ("Project") located in the southern section of an existing shopping center that is located in Albuquerque, New Mexico. The shopping center is bounded by Central Avenue (US Route 66) to the north, Coors Boulevard to the east and south, and the Cielo Vista shopping mall to the west. The Project will consist of a 50,845 square-foot (SF) health/fitness center located in an existing shopping center at 6600 Central Avenue.

The Project will be served by two existing driveways along Central Avenue and two existing driveways along Coors Boulevard. No new access driveways are proposed to be constructed with the Project. The Project is anticipated to be opened by 2022 and will be completed in one phase.

The scoping document for this analysis can be found in **Appendix A**.

1.2 REPORT PURPOSE AND OBJECTIVES

Kimley-Horn and Associates, Inc. has been retained by Chuze Fitness to prepare a TIS for the proposed development. The analysis addresses traffic impacts of the proposed Chuze Fitness on surrounding streets and intersections. This traffic impact study was prepared to address the following objectives:

- Evaluate lane requirements on existing roadway links and at existing intersections within the study area;
- Determine future level of service (LOS) for existing study area intersections and recommend capacity improvement needs;
- Determine necessary lane configurations at driveways within the proposed development to provide acceptable future levels of service; and
- Evaluate the need for auxiliary lanes at study area intersections.

1.3 PRINCIPAL FINDINGS AND RECOMMENDATIONS

The proposed development is estimated to generate 1,466 daily trips, with 67 trips occurring in the AM peak hour, 100 trips occurring in the Midday peak hour, and 175 trips occurring in the PM peak hour. This analysis concludes that the proposed Project will be accommodated by the surrounding street network, with the following findings:

- The development will be accessed from existing driveway connections on Central Avenue (Driveway A and Driveway B) and Coors Boulevard (Driveway C and Driveway D).
- Study area intersections operate at acceptable LOS in each analysis scenario, including Existing (2022), Buildout (2022), Background (2032), and Buildout (2032) traffic scenarios with the following exceptions:
    - The left turn movement in all approaches at Coors Boulevard and Central Avenue (Intersection 1) operates at LOS E or LOS F in all study scenarios during the AM, Midday, and PM peak hours.

- The northbound through movement at Coors Boulevard and Central Avenue (Intersection 1) operates at either LOS E or LOS F in all study scenarios during the AM and PM peak hours.
- The southbound through movement at Coors Boulevard and Central Avenue (Intersection 1) operates at LOS E or LOS F in the PM peak hour for the 2022 total traffic conditions, 2032 background, and 2032 total traffic conditions.
- The overall intersection of Coors Boulevard and Central Avenue (Intersection 1) operates at LOS E in the AM and PM peak hours in the 2032 Background and 2032 Buildout scenarios.
- The left turn movement for the northbound and southbound approach at Driveway B and Central Avenue (Intersection 3) operates at LOS E and LOS F during the PM peak hour in all study scenarios. Note that the southbound left is a shared through/left turn lane in the existing conditions.

- The 2032 horizon year queue length of the southbound left turn, eastbound left turn, and westbound left turn approaches on Coors Boulevard and Central Avenue (Intersection 1) exceeds the existing striped storage length in both the background and buildout conditions.
- The 2032 horizon year queue length of the southbound right turn and westbound right turn approaches on Coors Boulevard and Central Avenue (Intersection 1) exceeds the existing striped storage length in both the background and buildout conditions.
- 310 crashes occurred on the segments of Central Avenue and Coors Boulevard in the Project site vicinity between 2016 and 2020.
- There is some limited southbound cut-through traffic that travels through the site from intersection #2 (Driveway A and Central Avenue) to intersection #5 (Coors Boulevard and Driveway D). The maximum number of vehicles using the route as a cut-through in a one-hour period is approximately 37 vehicles during the Midday peak hour.
- Deceleration lanes are currently provided for the westbound right-turn movements along Coors Boulevard at Driveways C and D where they meet the NMDOT criteria. Deceleration lanes are not recommended at any other intersections.
- An acceleration lane is currently provided for the southbound right-turn from Driveway C onto Coors Boulevard. NMDOT has indicated that the acceleration lane may be removed. Analysis for the Buildout (2022), Background (2032), and Buildout (2032) scenarios shows that the southbound right-turn would operate with an acceptable level of service with stop control if the acceleration lane were to be removed.
- Recommended lane configuration is shown in **Figure 10.**

2.0 PROPOSED DEVELOPMENT

2.1 SITE LOCATION

The proposed Chuze Fitness ("Project") consists of a health/fitness center located in Albuquerque, New Mexico. The city of Albuquerque classifies the existing site's land use as mixed-use – moderate intensity (MX-M).

The project location is shown in **Figure 1**.

2.2 LAND USE AND SITE PLAN

The total site area is approximately 5.2-acres. The Project is proposed to consist of a 50,845 SF health/fitness center. The preliminary concept plan for the Project is shown in **Figure 2**.

2.3 SITE ACCESSIBILITY

The site is accessed via four existing driveways. Road users will enter the existing commercial development parking lot via Driveways A and B on Central Avenue and Driveways C and D on Coors Boulevard.

2.4 SITE CIRCULATION

Access to the site is provided by drive aisles from each of the four driveways. The primary parking area is located north of the Project. The parking area includes 169 parking stalls and 8 ADA parking spaces.

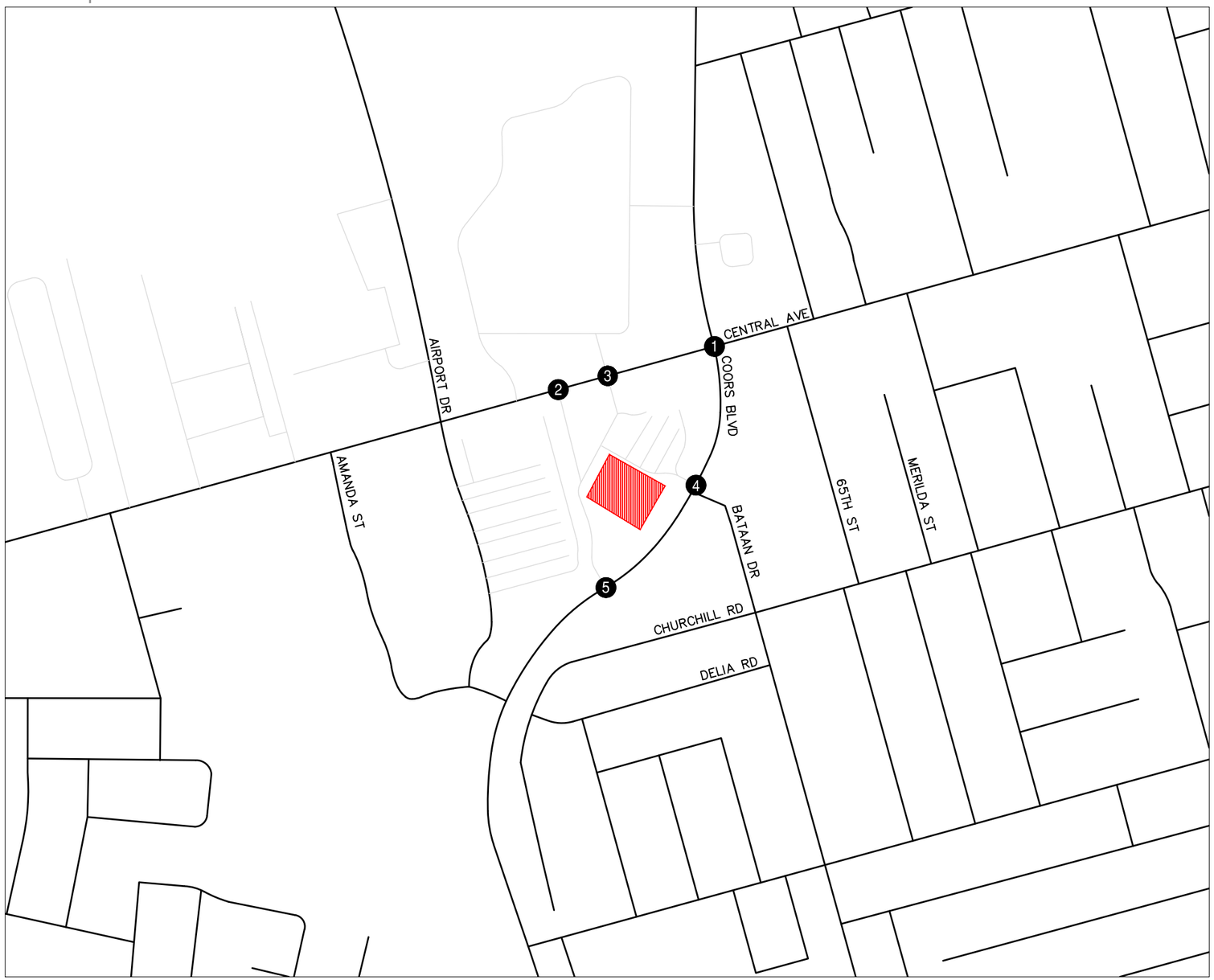
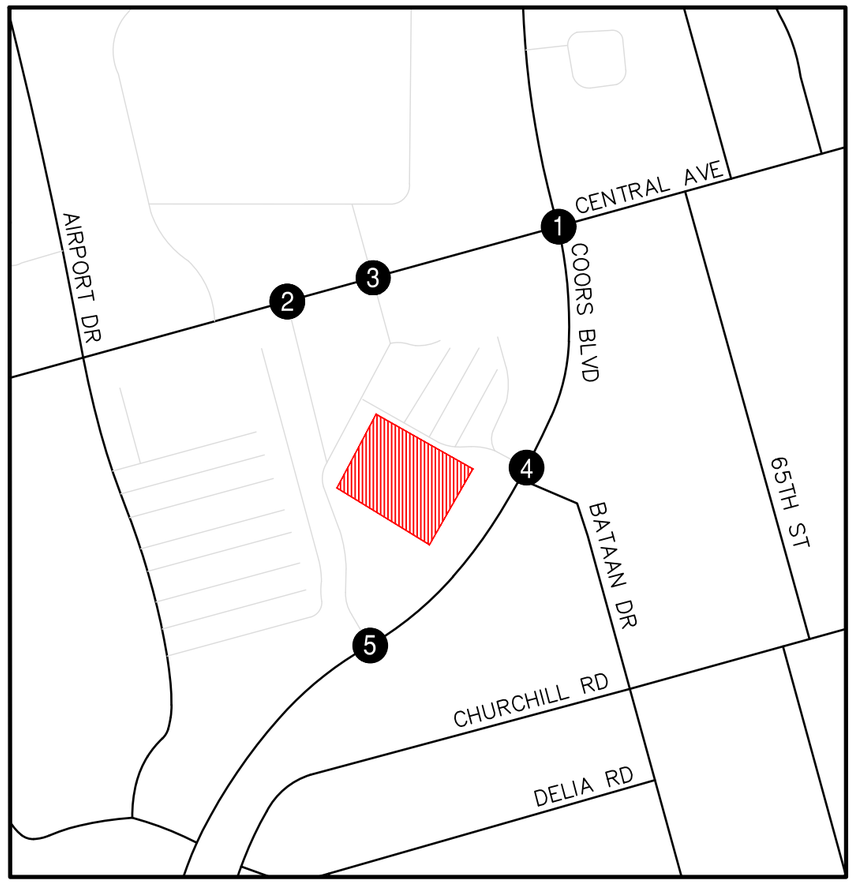


FIGURE 1
Albuquerque Chuze Fitness
Vicinity Map



Project Location

LEGEND
Intersection ID
Project Site

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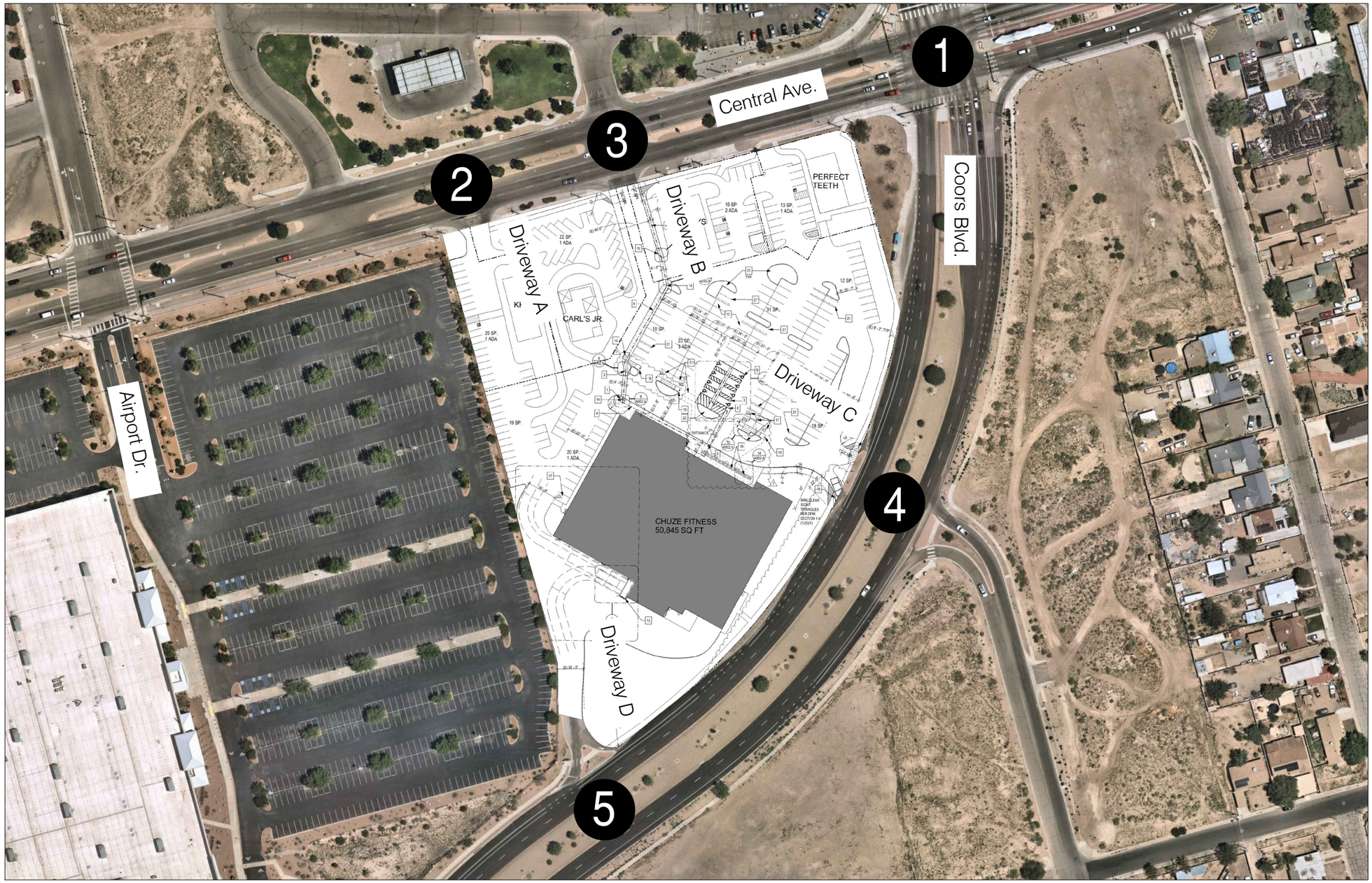


FIGURE 2
Albuquerque Chuze Fitness
Site Plan

3.0 STUDY AREA

3.1 STUDY AREA

Per the TIS Scoping Meeting held virtually on September 8, 2022, with City of Albuquerque and New Mexico Department of Transportation (NMDOT) staff, the study area includes the following five study intersections:

1. Coors Boulevard and Central Avenue (signalized)
2. Driveway A and Central Avenue (unsignalized)
3. Driveway B and Central Avenue (unsignalized)
4. Coord Boulevard and Driveway C (unsignalized)
5. Coors Boulevard and Driveway D (unsignalized)

The signalized intersection of Coors Boulevard and Central Avenue was included in the analysis as an additional analysis Intersection due to its proximity to the site and the assumption that a portion of site generated trips will utilize that intersection to access the Project.

The study area intersections are shown in previously referenced **Figure 2**. The Scope of Traffic Impact Study (TIS) is contained in **Appendix A**.

3.2 ADJACENT LAND USE

The area directly surrounding the site consists of commercial land uses. The site is surrounded by primarily residential land uses further away in all directions and undeveloped land further west and south.

Interstate 40 (I-40) is located approximately 1.5 miles to the north and is accessed along Coors Boulevard.

4.0 EXISTING CONDITIONS

4.1 PHYSICAL CHARACTERISTICS

The primary existing roadway network within the study area includes Coors Boulevard, Central Avenue, Driveway A, Driveway B, Driveway C, and Driveway D. The existing lane configurations and intersection control types for the study intersections are shown in **Figure 3**.

Coors Boulevard (NM-448) is a north-south roadway within the study area, with two through travel lanes in each direction south of Central Avenue and three through lanes in each direction north of Central Avenue. The travel lanes are separated by a raised median.

Central Avenue is an east-west roadway within the study area, with two through travel lanes in each direction. There are back-to-back, opposing left turn lanes with a raised median separation ending at the intersection of Driveway B. West of Driveway B, a raised median separation begins and ends beyond Driveway A.

The Mid-Region Council of Governments (MRCOG) classifies Coors Boulevard and Central Avenue as a principal arterial.

The posted speed limit for Coors Boulevard is 45 miles per hour (mph) and the posted speed limit for Central Avenue is 40 mph within the vicinity of the site.

4.2 TRAFFIC VOLUMES

AM, Midday, and PM peak hour turning movement counts (TMCs) were collected on Thursday, September 8, 2022 at the five study intersections. TMCs were collected between 7:00 AM and 9:00 AM, between 11:00 AM and 1:00 PM, and between 4:00 PM and 6:00 PM.

The existing AM and PM peak hour turning movement volumes are shown in **Figure 4a**. The existing Midday peak hour turning movements are shown in **Figure 4b**. Detailed reports with AM, Midday, and PM peak hour turning movement volumes are included in **Appendix B**.

4.3 EXISTING LEVEL OF SERVICE

The level of service (LOS) at the existing study area intersections was evaluated using traffic count data described previously and existing intersection geometry and control, shown in **Figure 3**. Highway Capacity Manual (HCM) 6th Edition methodology is used to analyze intersection operations within Highway Capacity analysis software (HCS). For signalized intersections, LOS and delay are reported for each movement and the intersection as a whole. For unsignalized intersections, LOS and delay are reported for minor movements only and an overall intersection LOS or delay is not provided.

The analysis results are shown in

Table 1 and reported as “LOS/delay”. Delay is rounded up to the nearest whole second. Note that an asterisk (*) denotes the movement had zero traffic volume during the peak hour. A dash (-) indicates a free movement. **Bolded** values indicate a movement is operating at a poor LOS. LOS analysis reports for the existing condition are included in **Appendix C**.

Table 1. Existing Level of Service and Delay

Intersection	EB Approach			WB Approach			NB Approach			SB Approach			
	L	T	R	L	T	R	L	T	R	L	T	R	Overall
1. Coors Boulevard / Central Avenue													
AM Peak	**E/80**	C/23	C/23	**E/62**	C/25	C/27	**E/57**	**F/95**	D/36	**E/57**	C/35	C/32	D/54
Midday Peak	**E/66**	B/20	B/20	**E/60**	C/23	C/26	**E/58**	D/53	D/41	**E/64**	D/41	D/39	D/42
PM Peak	**E/75**	C/24	C/24	**E/62**	C/31	C/28	**E/58**	**E/62**	D/38	**E/65**	D/49	D/36	D/46
2. Driveway A / Central Avenue													
AM Peak		-	-		-				B/12				
Midday Peak		-	-		-				B/11				
PM Peak		-	-		-				B/11				
3. Driveway B / Central Avenue													
AM Peak	A/9	-	-	B/11	-	-	C/22	B/12		C/18		A/10	
Midday Peak	B/11	-	-	A/9	-	-	C/22	B/11		C/25		B/12	
PM Peak	C/16	-	-	A/9	-	-	**E/48**	B/11		**F/77**		C/17	
4. Coors Boulevard / Driveway C[1]													
AM Peak		-	-		-	-			-			-	
Midday Peak		-	-		-	-			-			-	
PM Peak		-	-		-	-			-			-	
5. Coors Boulevard / Driveway D													
AM Peak		-			-	-						B/11	
Midday Peak		-			-	-						B/12	
PM Peak		-			-	-						B/14	

(-) Dash indicates a free movement

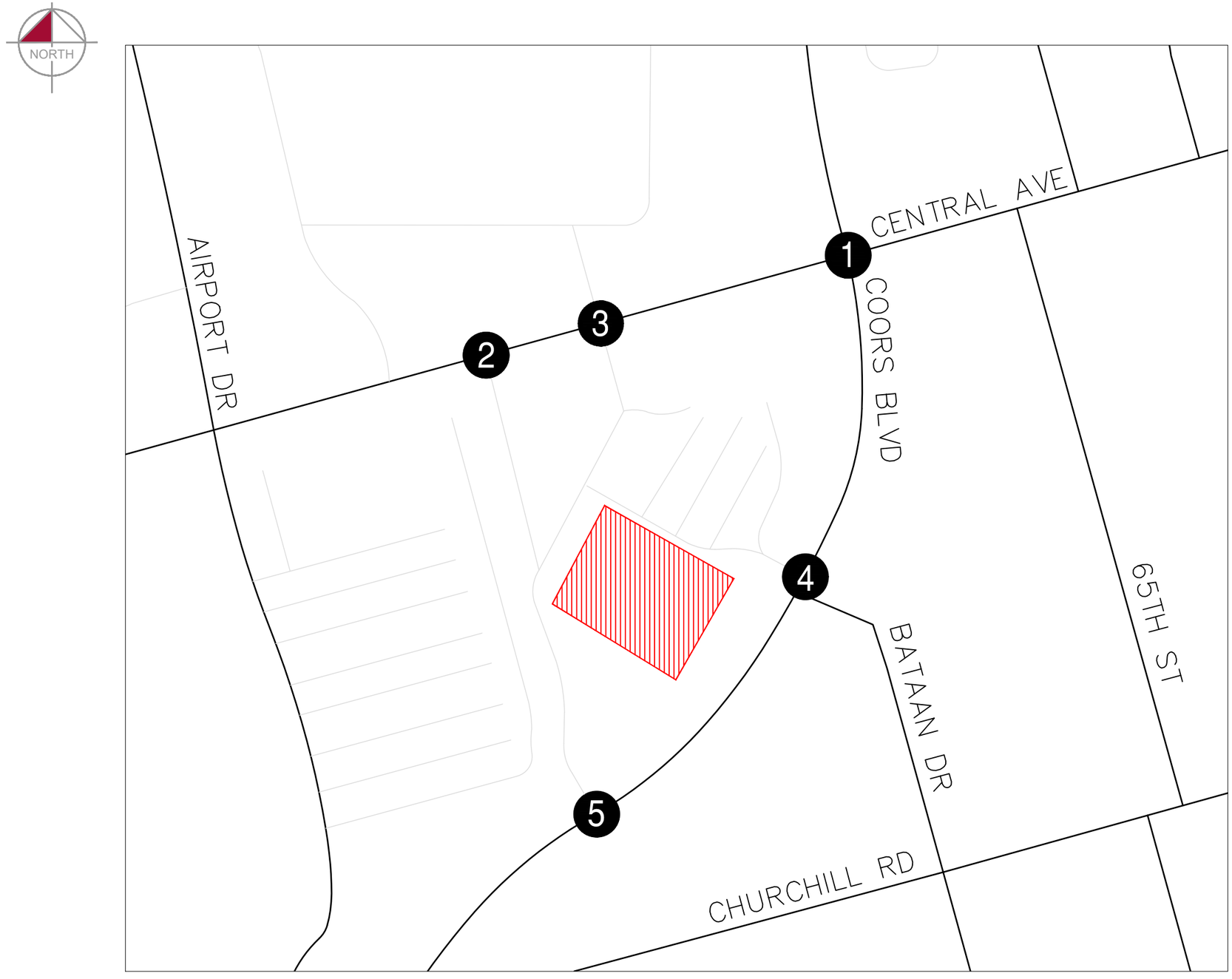
Bold values indicate movement is operating at poor LOS

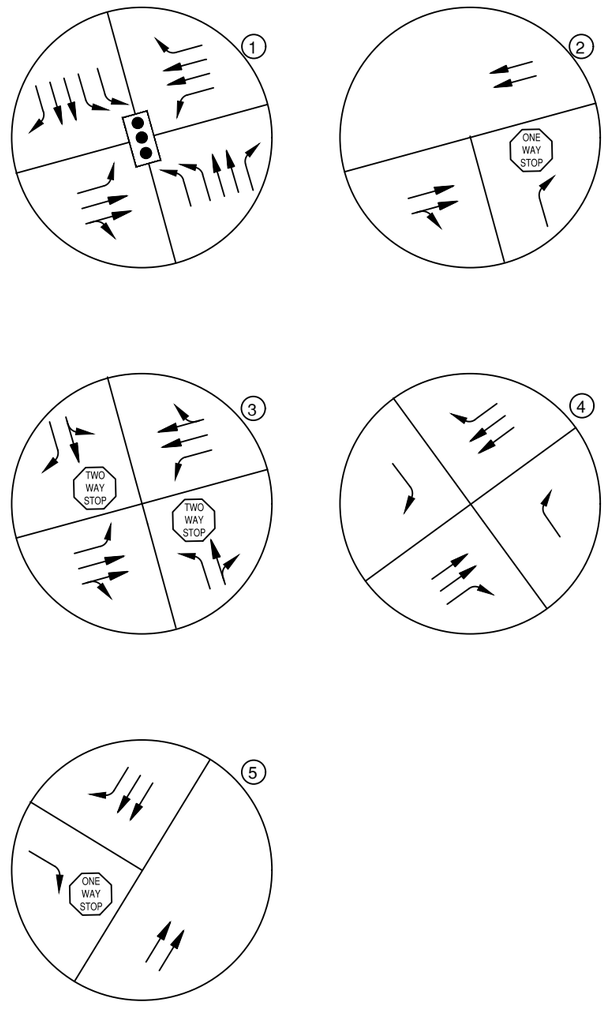
[1] Intersection 4 currently operates with free movements in all directions, so no delay or LOS are reported

The left-turn movement of all approaches at the intersection of Coors Boulevard/Central Avenue (Intersection 1) operates at LOS E during the existing AM, Midday, and PM peak hours. The northbound through (NBT) movement of Intersection 1 also operates at LOS E during the AM peak hour and LOS F during the PM peak hour.

The northbound left-turn (NBL) and southbound left-turn (SBL) movement of Driveway B/Central Avenue (Intersection 3) operates at LOS E and LOS F respectively during the PM peak hour.

All other movements operate at acceptable LOS D or better. All intersections operate at an acceptable overall LOS.





LEGEND

#	Intersection ID	STOP	Stop Controlled Intersection
	Project Site		Existing Traffic Signal
	Lane Use	*	Functional Right Turn

FIGURE 3
Albuquerque Chuze Fitness
Existing (2022) Project Intersection Lane Geometry and Control Type

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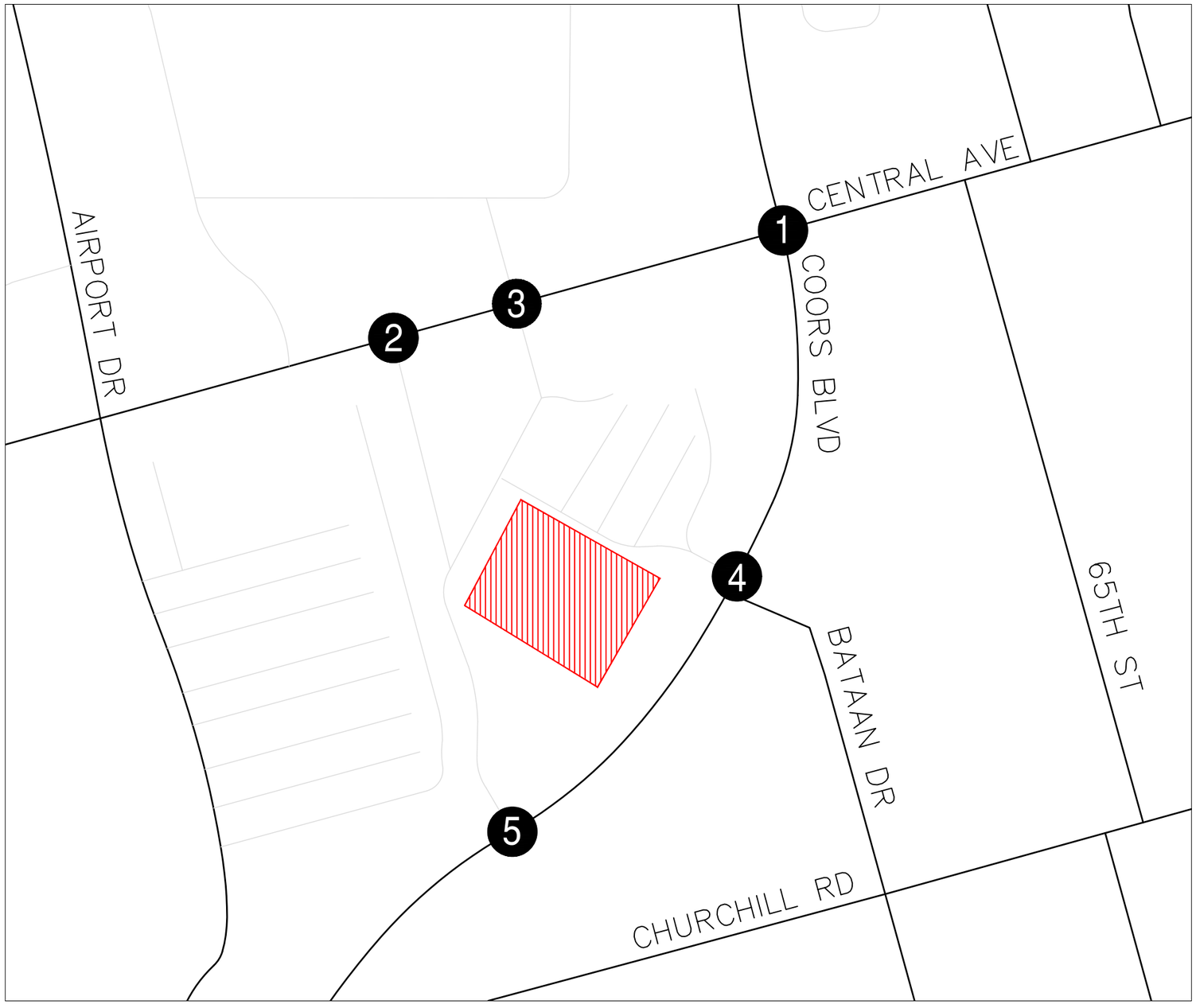

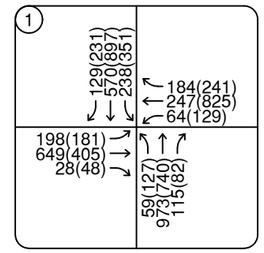

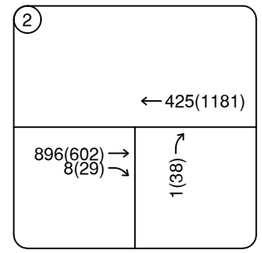

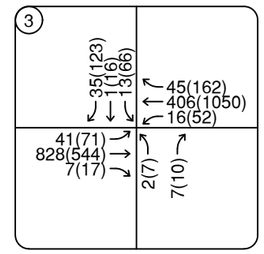

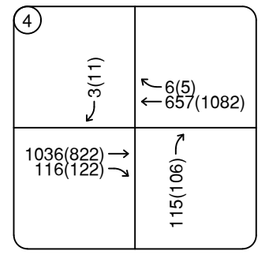

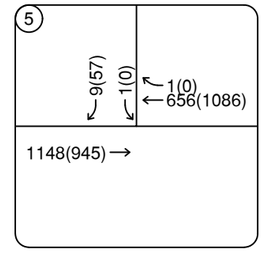

LEGEND

#	Intersection ID
	Project Site
←XX(XX)	AM(PM) Peak Hour Traffic Volumes

FIGURE 4a
Albuquerque Chuze Fitness
Existing (2022) Weekday Peak-Hour Turning Movement Volumes

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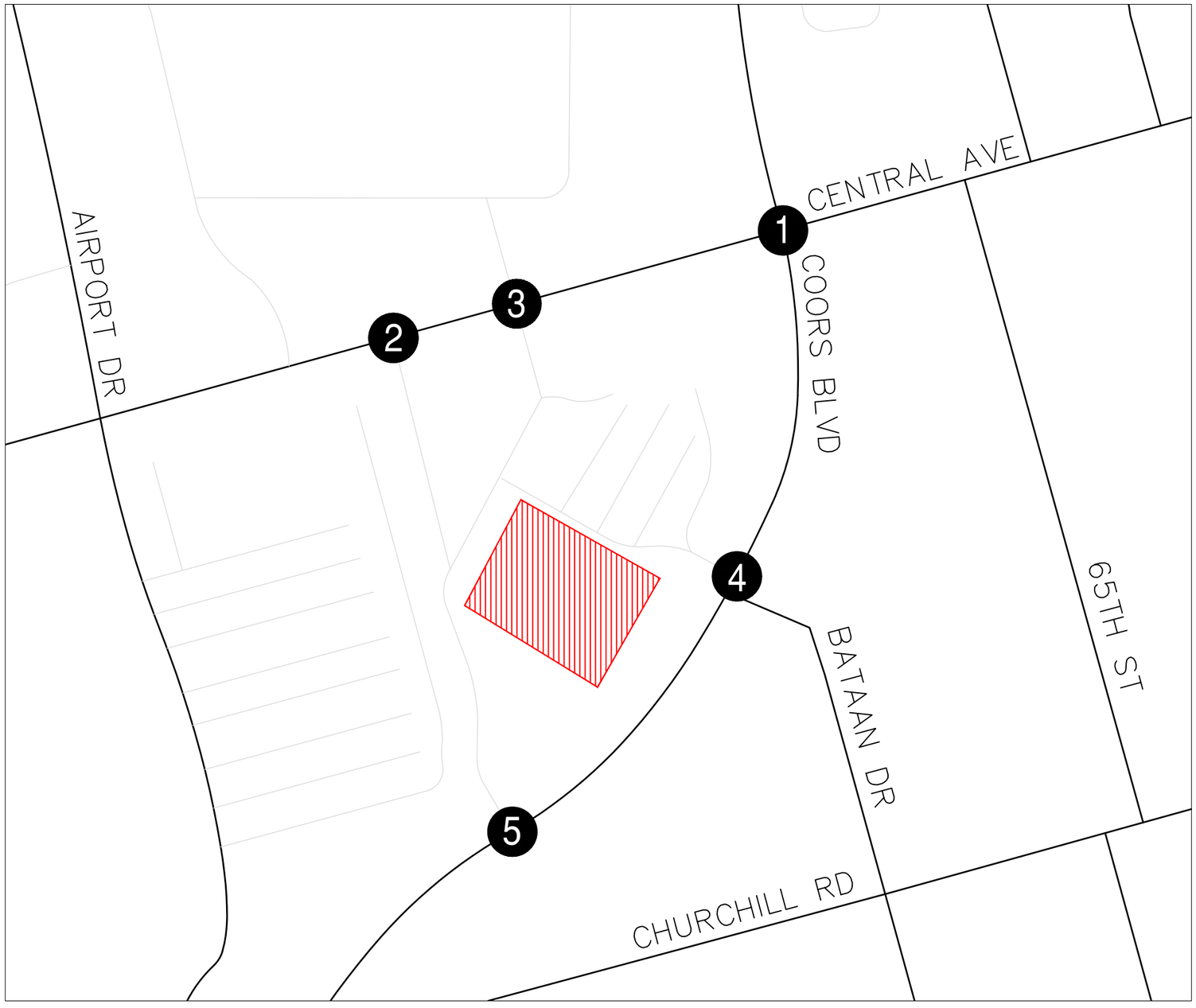

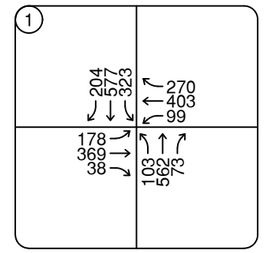

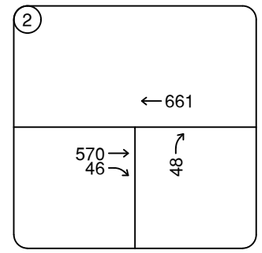

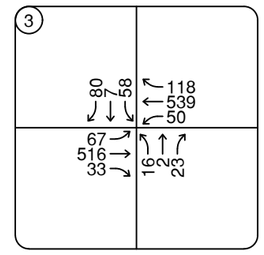

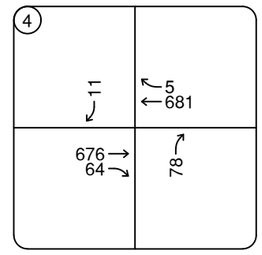

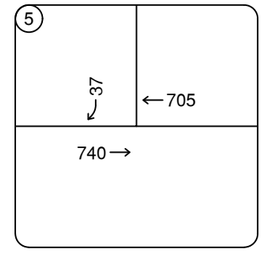

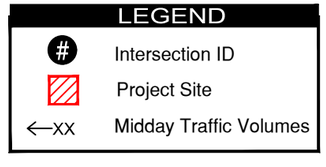

FIGURE 4b
Albuquerque Chuze Fitness
Existing (2022) Weekday Midday Peak-Hour Turning Movement Volumes

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5.0 PROJECTED TRAFFIC

5.1 SITE TRAFFIC FORECASTS

5.1.1 TRIP GENERATION

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* was used to estimate the number of new trips that are anticipated to be generated by the Project. The ITE *Trip Generation Manual* is a widely accepted reference that contains a compilation of trip generation studies completed at sites throughout the country. Daily and peak hour trips, shown in **Table 2**, were calculated using the applicable regression equation/rates from the ITE *Trip Generation Manual*. The ITE *Trip Generation Manual* information is provided in **Appendix D.**

Table 2. Project Trip Generation

Land Use	Land Use Code	Size/ Qty	Units	Total Trips Weekday									
				Daily[1]	AM Peak Hour			Midday Peak Hour[2]			PM Peak Hour		
					In	Out	Total	In	Out	Total	In	Out	Total
Health/Fitness Center	492	50.85	1,000 SF	1,466	34	33	67	57	43	100	100	75	175

[1] Daily trip generation rates is not provided for Health/Fitness Center. Daily trips were estimated using ITE LUC #495 for Recreational Community Center.
[2] Midday peak hour rates are not provided in the ITE Trip Generation Manual, 11th Edition. Trip generation for the Midday peak hour was estimated by comparing parking demand data from the ITE Parking Generation Manual for the Midday peak hour (48% of maximum demand) and PM peak hour (91% of maximum demand)

The proposed development is estimated to generate 1,466 daily trips, with 67 trips occurring in the AM peak hour, 100 trips occurring in the Midday peak hour, and 175 trips occurring in the PM peak hour.

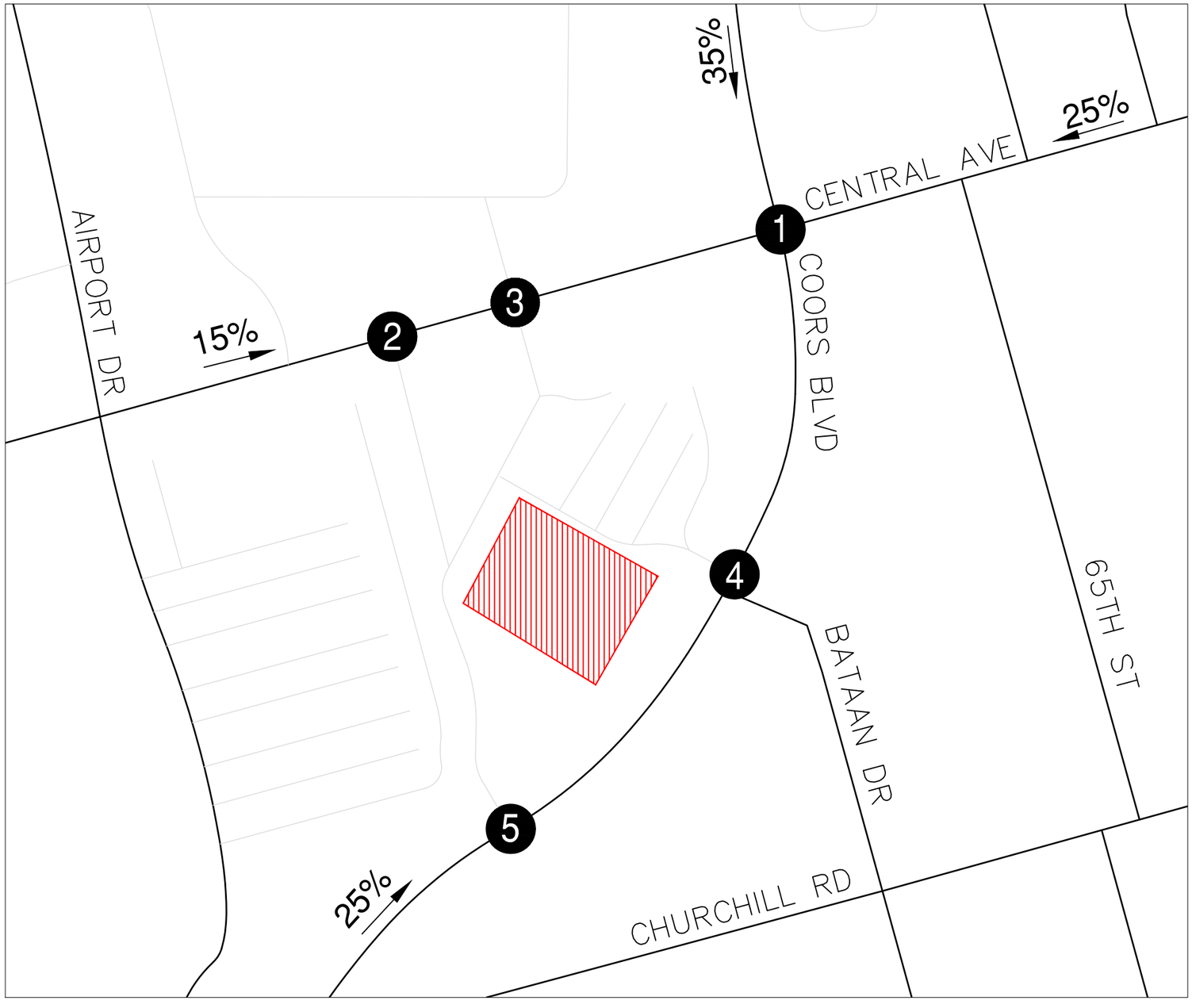
5.1.2 TRIP DISTRIBUTION

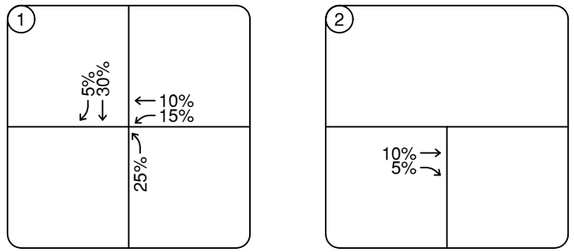
Project trips were distributed based on the surrounding roadway system using MRCOG population data projections for 2040. Based on analysis of population projects it is anticipated that 35% of trips will travel to/from the north, 28% to/from the south, 25% to/from the east, and 12% to/from the west. A map showing the basis of trip distribution estimates is included in **Appendix E**.

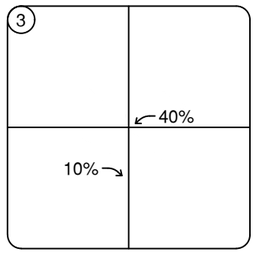
Figure 6a illustrates the proposed inbound trip distribution for the study area, and **Figure 6b** illustrates the proposed outbound trip distribution for the study area.

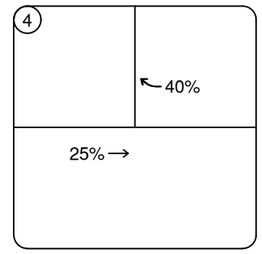
5.1.3 TRAFFIC ASSIGNMENT

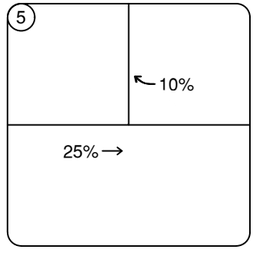
Trips generated by the proposed development were assigned to the roadway network based on the trip distribution and likely travel patterns to and from the site. **Figure 6a** shows the project development traffic assignment for the AM and PM peak hours, and **Figure 6b** shows the project development traffic assignment for the Midday peak hour.











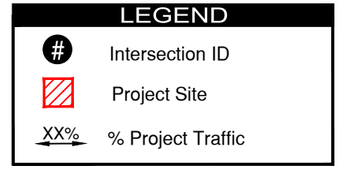


FIGURE 5a
Albuquerque Chuze Fitness
Project Trip Distribution Percentages (Inbound)

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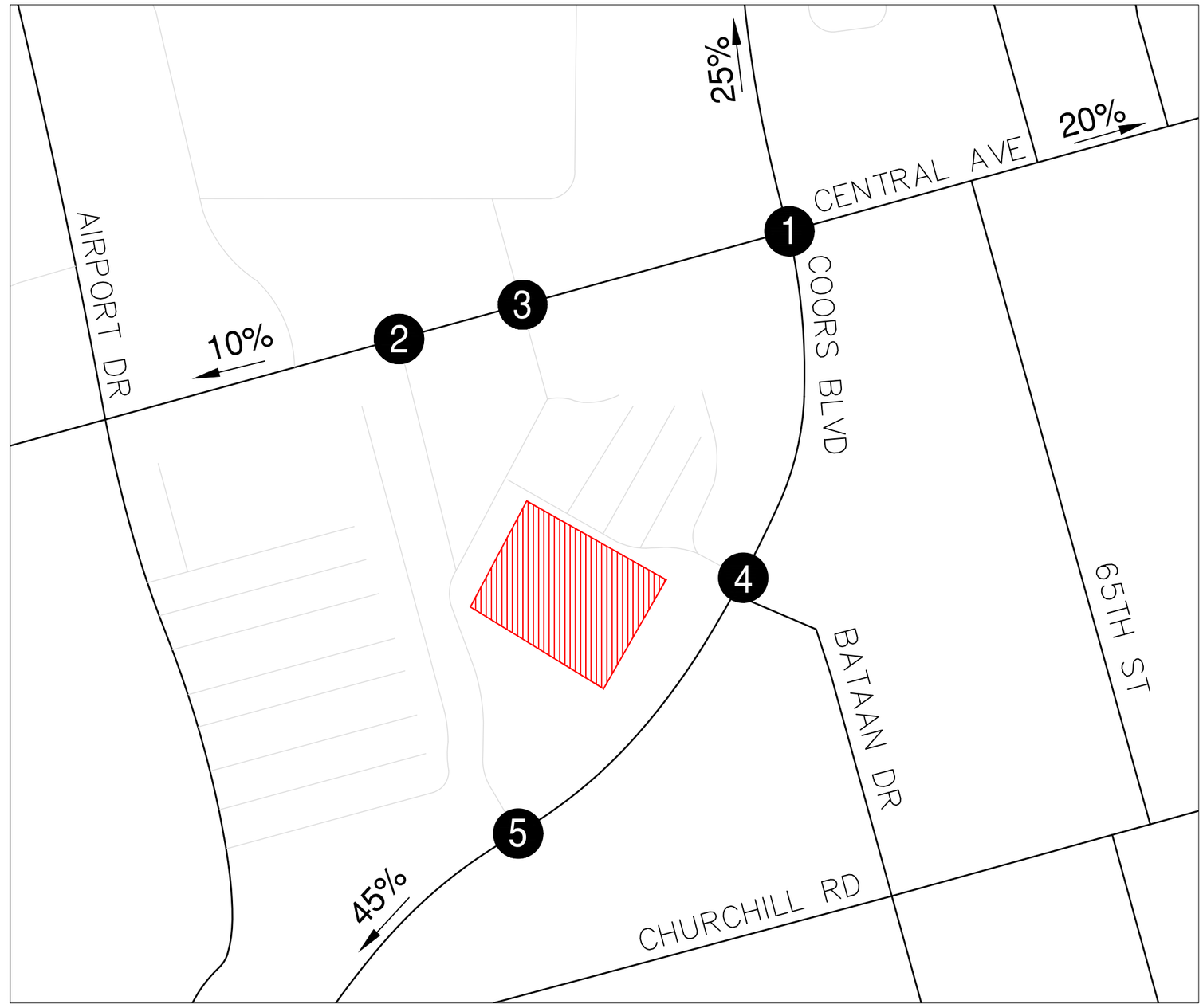

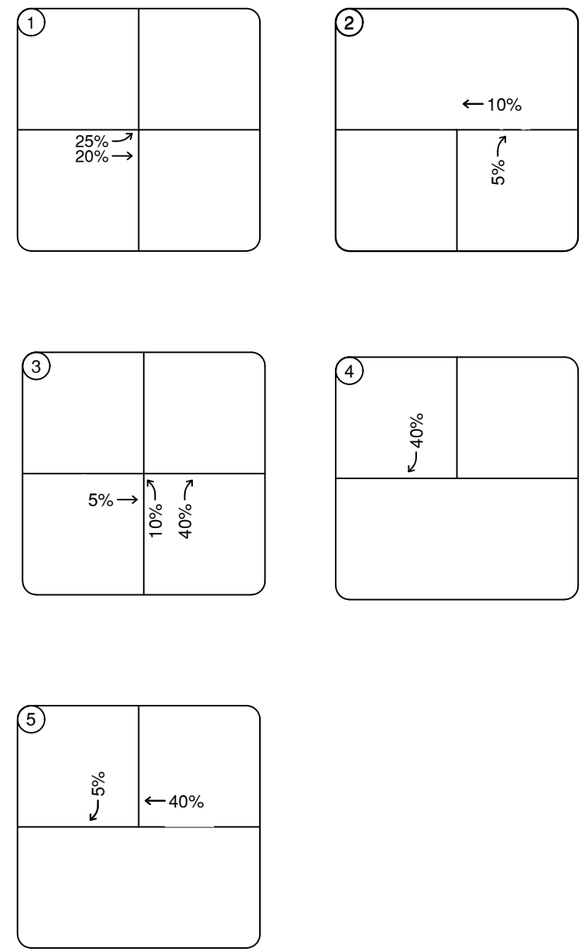

FIGURE 5b
Albuquerque Chuze Fitness
Project Trip Distribution Percentages (Outbound)

LEGEND

#	Intersection ID
	Project Site
XX%	% Project Traffic

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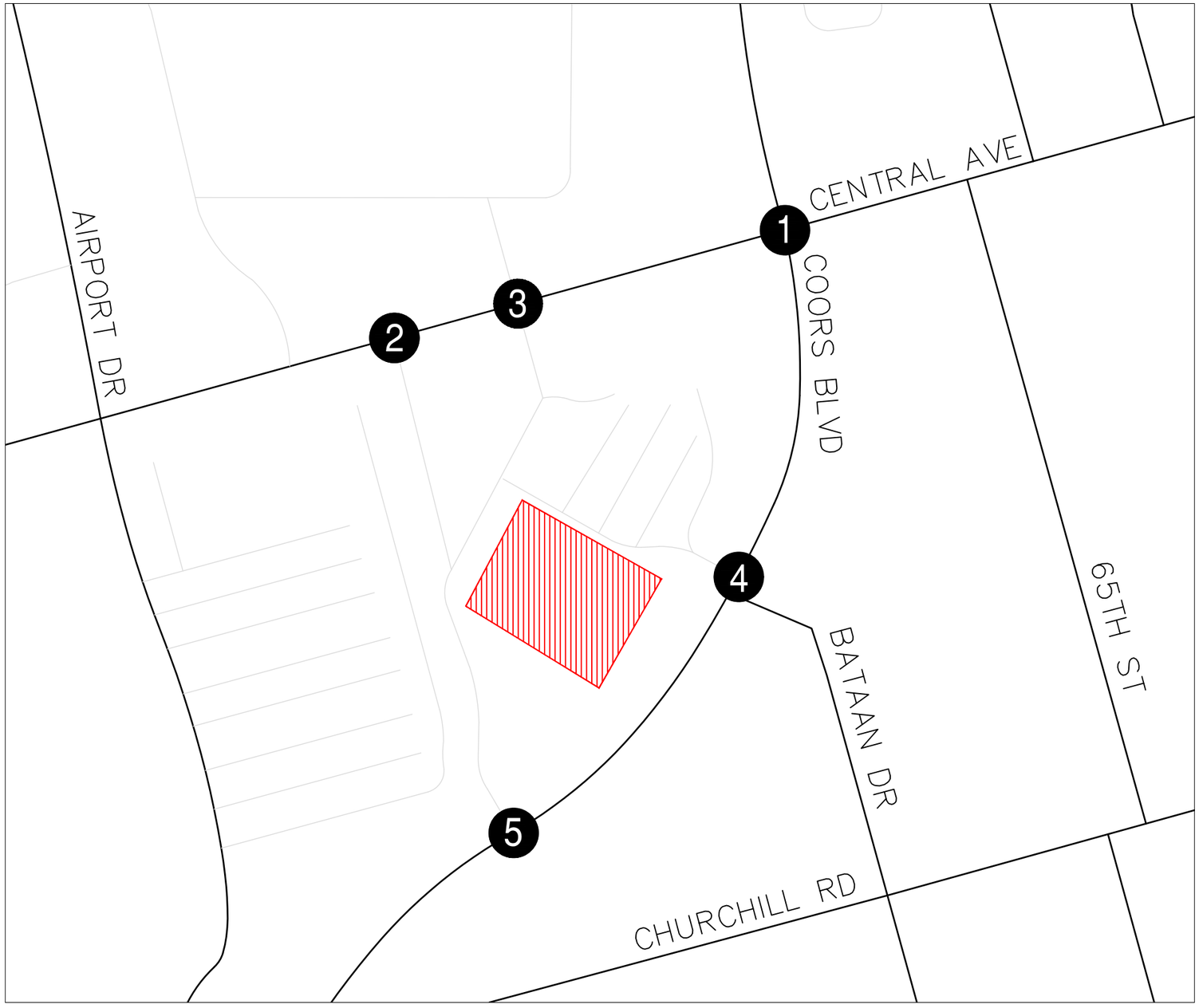
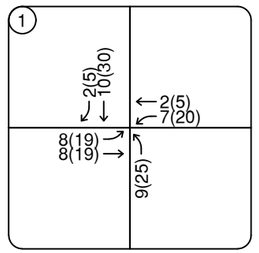
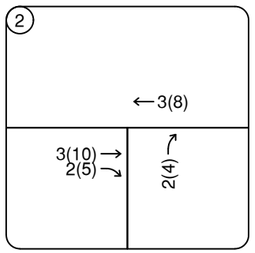
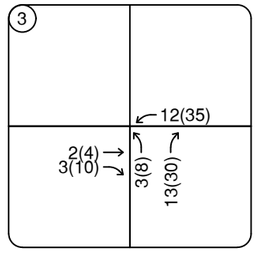
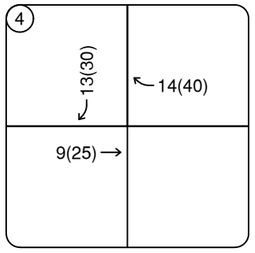
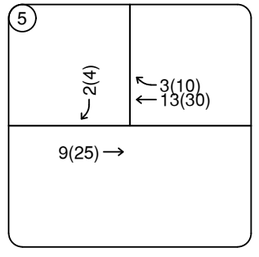












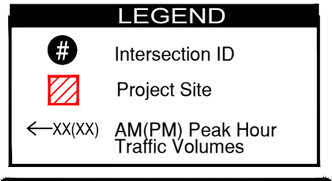
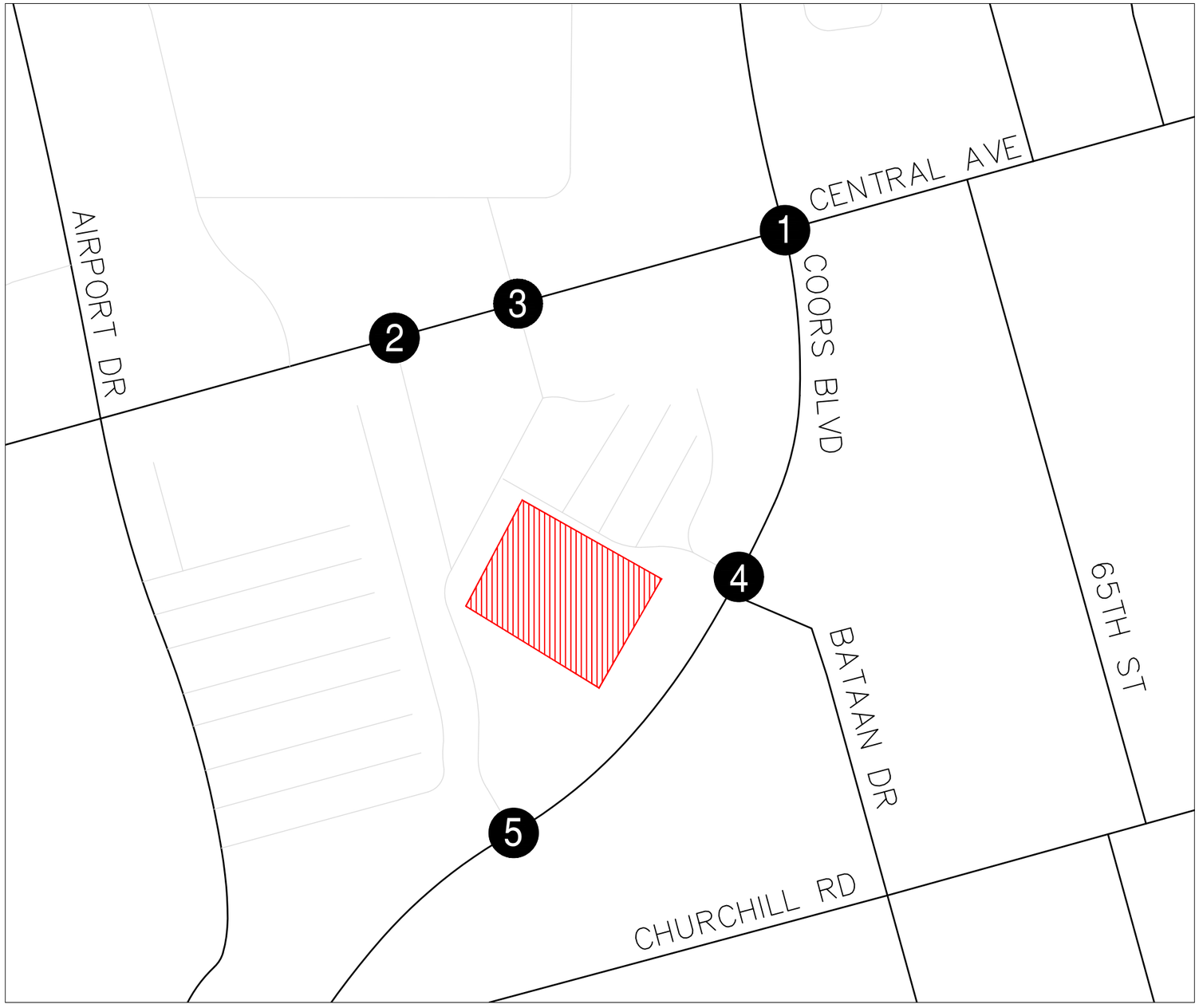
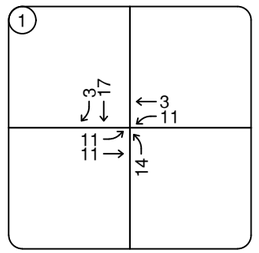
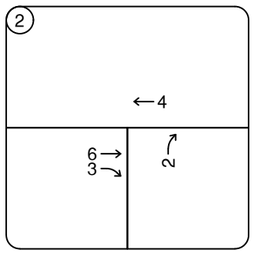
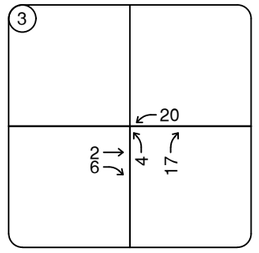


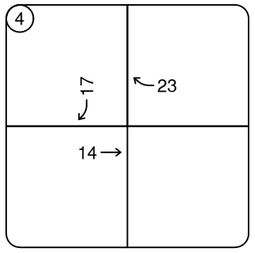
FIGURE 6a
Albuquerque Chuze Fitness
Traffic Assignment for Weekday Peak-Hour Volumes

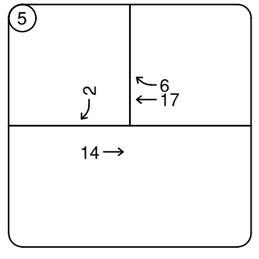












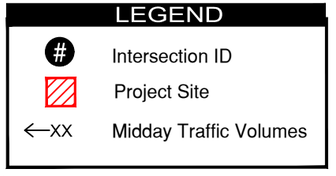


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FIGURE 6b
Albuquerque Chuze Fitness
Traffic Assignment for Weekday Midday Peak-Hour Volumes

5.3 TOTAL TRAFFIC (2022)

The results of the traffic assignment (**Figure 6a** and **Figure 6b**) for the project development were added to the existing traffic volumes (**Figure 4a** and **Figure 4b**) to produce 2022 total buildout traffic volumes for the study area, shown in **Figure 7a** and **Figure 7b.**

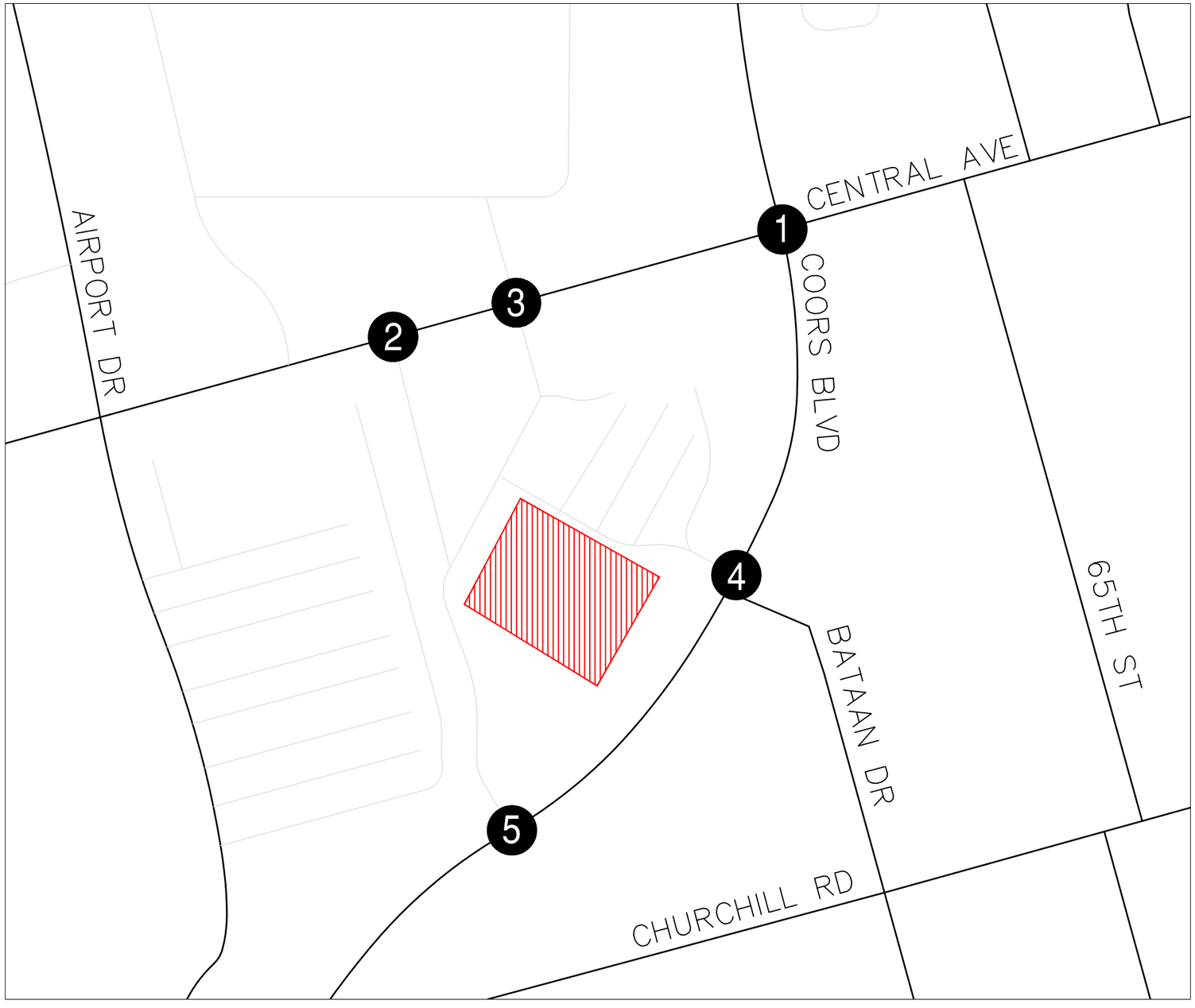
5.2 FUTURE TRAFFIC FORECASTING

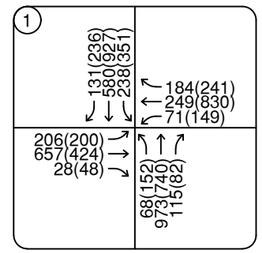
Background traffic volumes for the horizon year 2032 were estimated using the ten-year historical traffic growth rate from 2006 to 2016. Traffic data for this calculation was obtained from MRCOG traffic counts.

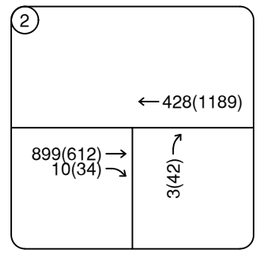
The historical growth rate from 2006 to 2016 of 1.1% was applied to existing traffic volumes to obtain background traffic volumes for the 2032 horizon year. The resulting background traffic volumes are shown in **Figure 8a** and **8b**, respectively.

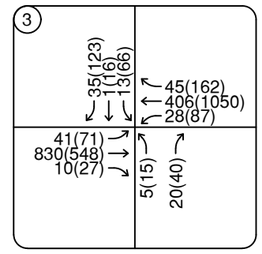
5.3 TOTAL TRAFFIC (2032)

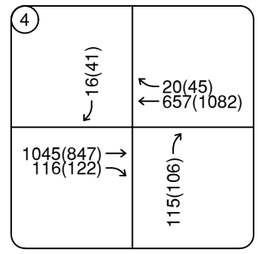
The traffic assignment (**Figure 6a** and **Figure 6b**) for the project development was added to the 2032 background traffic volumes (**Figure 8a** and **Figure 8b**) to produce 2032 total buildout traffic volumes for the study area, shown in **Figure 9a** and **Figure 9b.**

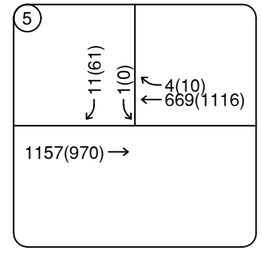












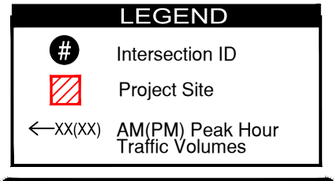
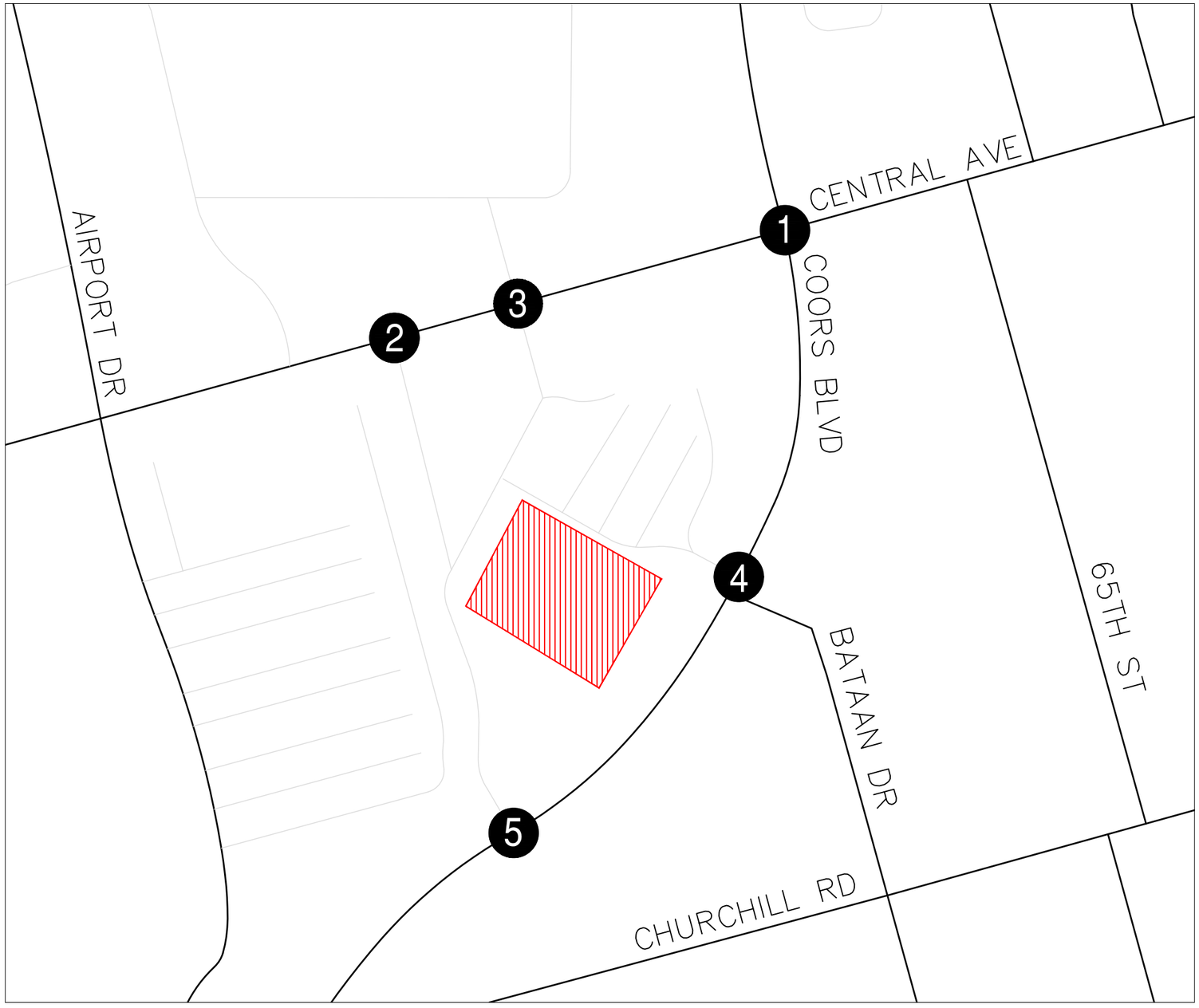
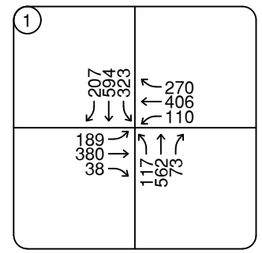
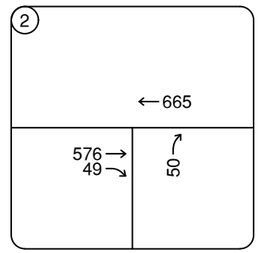
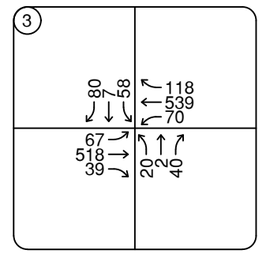


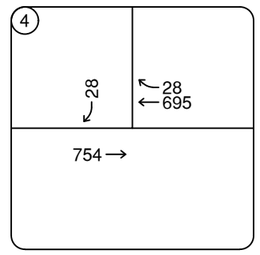
FIGURE 7a
Albuquerque Chuze Fitness
Buildout (2022) Peak-Hour Traffic Volume

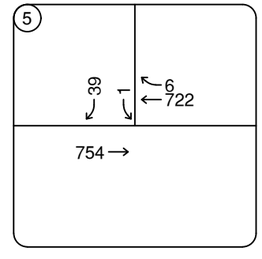












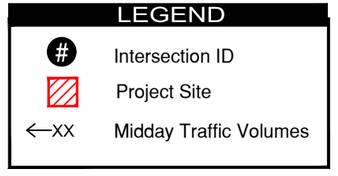


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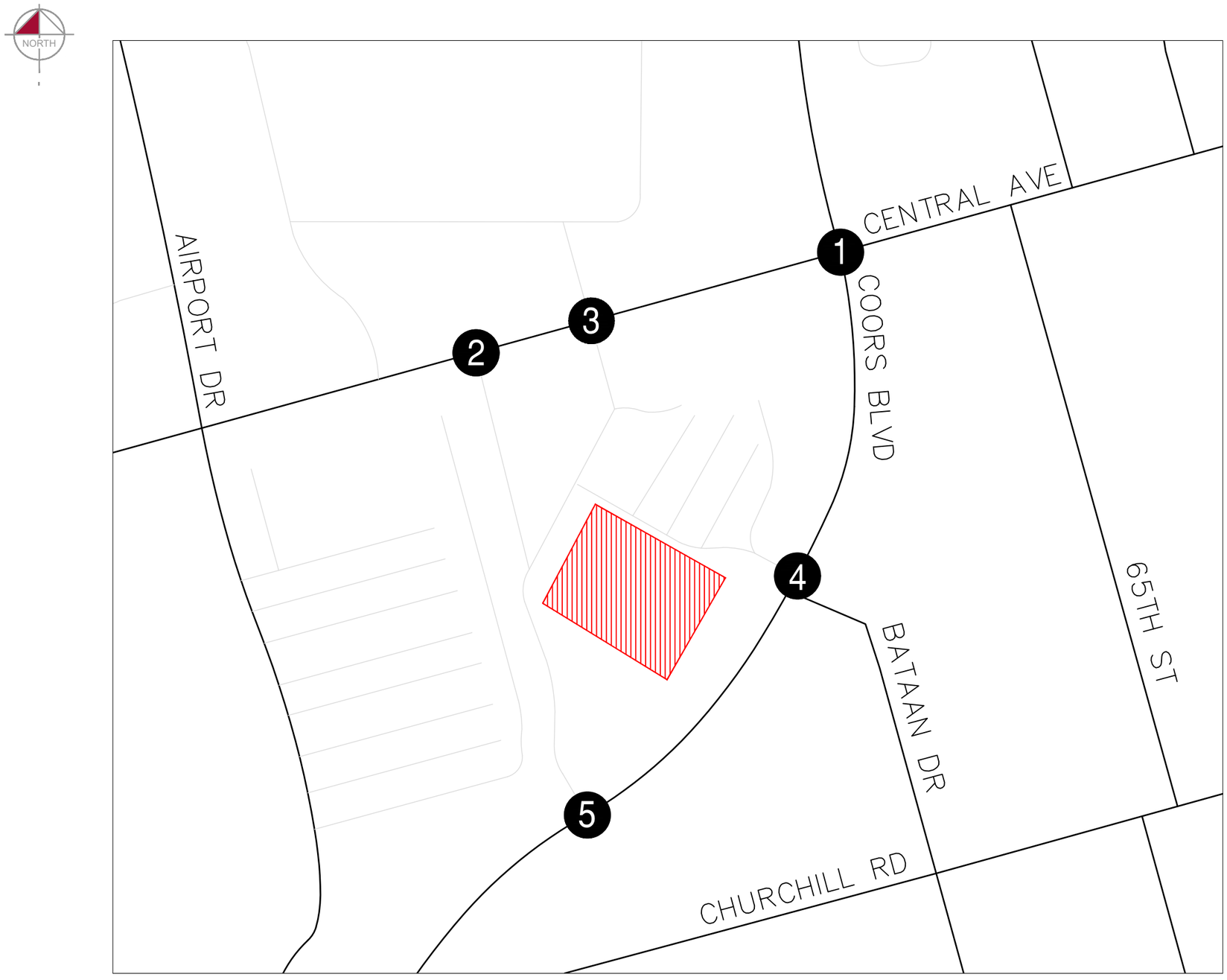
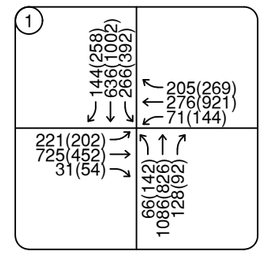
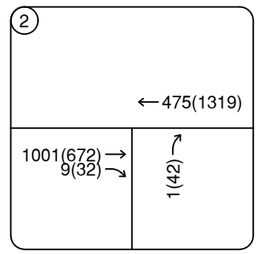
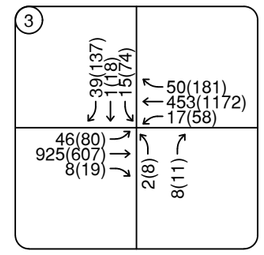
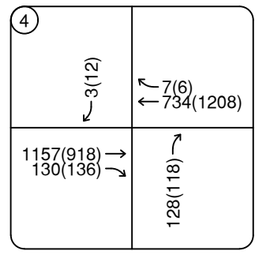
FIGURE 7b
Albuquerque Chuze Fitness
Buildout (2022) Midday Peak-Hour Traffic Volumes

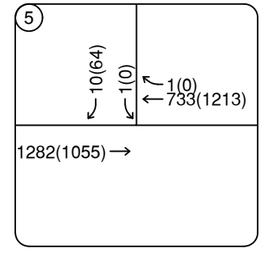












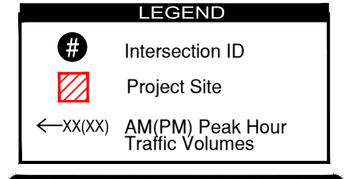
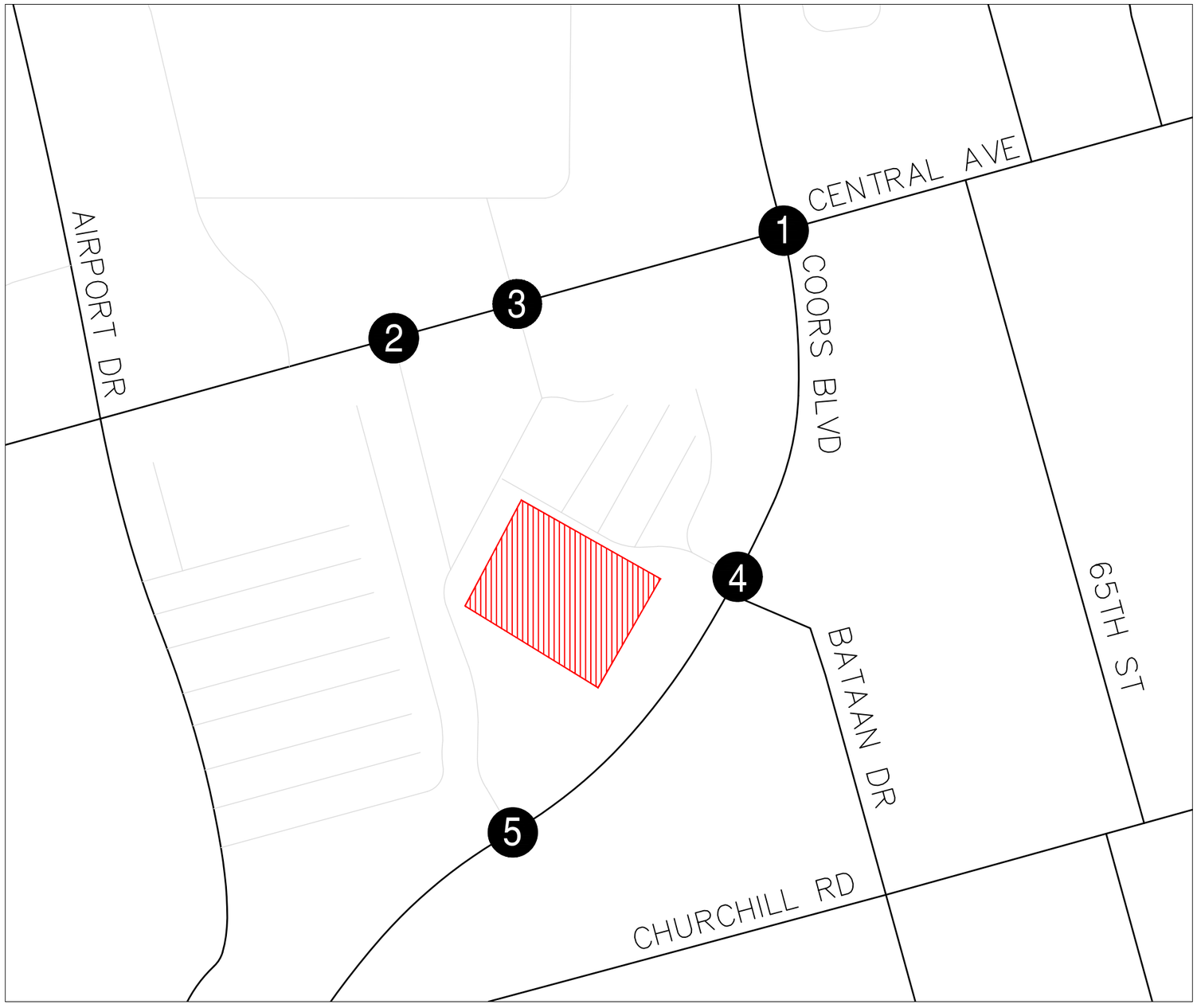
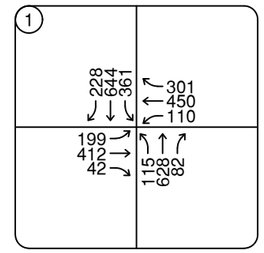
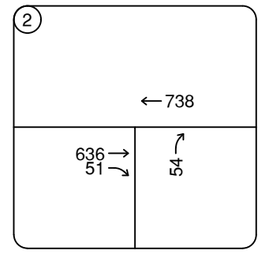
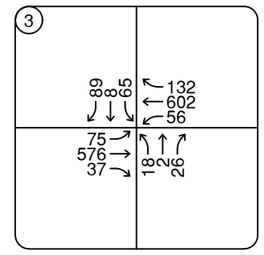


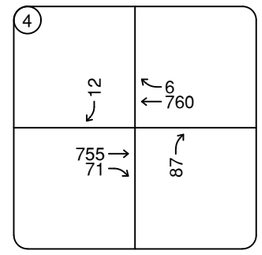
FIGURE 8a
Albuquerque Chuze Fitness
Background (2032) Peak-Hour Traffic Volume

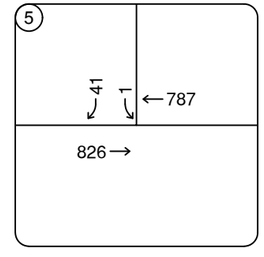












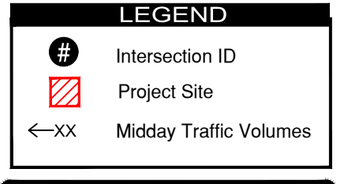
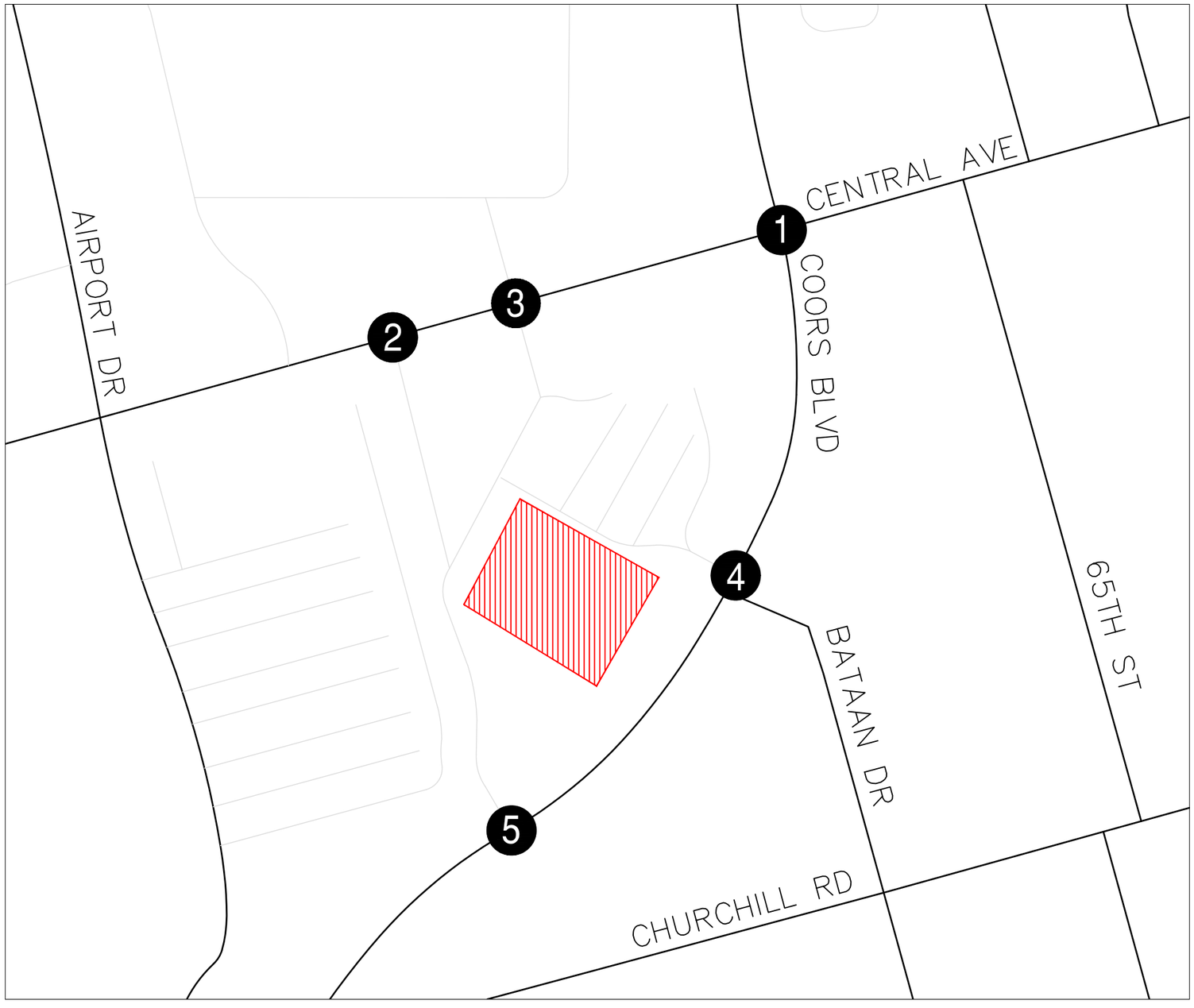
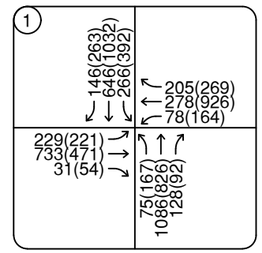
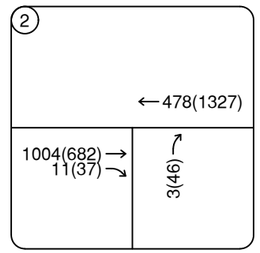
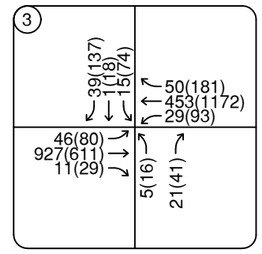


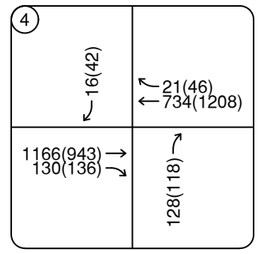
FIGURE 8b
Albuquerque Chuze Fitness
Background (2032) Midday Peak-Hour Traffic Volumes

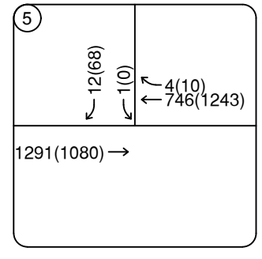












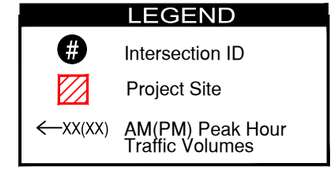
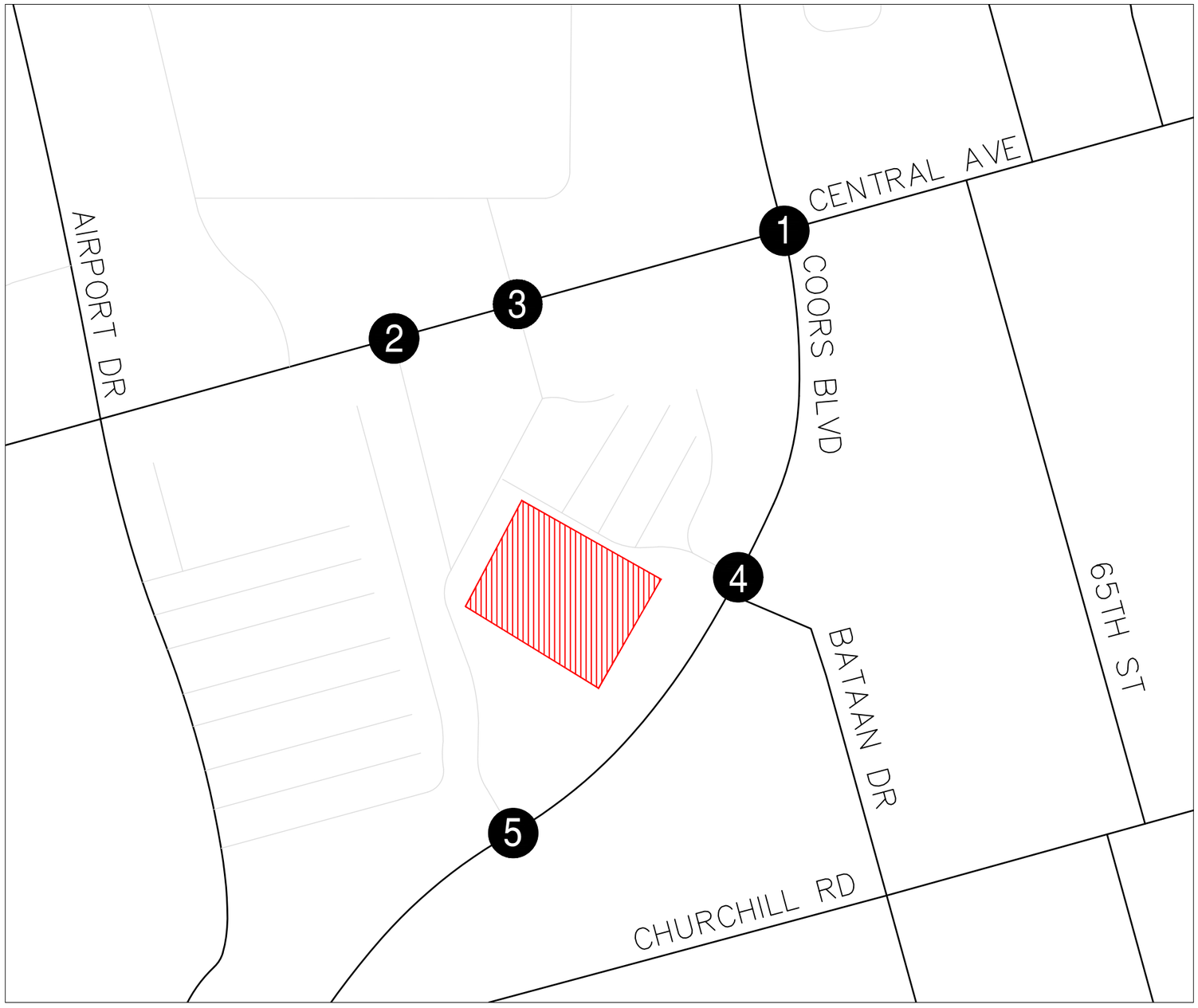
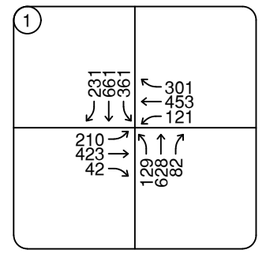
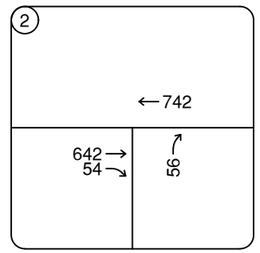
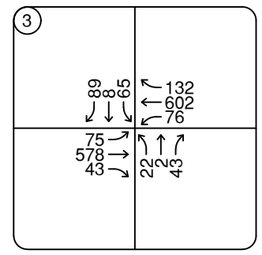


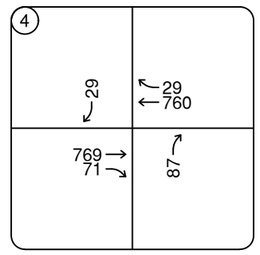
FIGURE 9a
Albuquerque Chuze Fitness
Buildout (2032) Peak-Hour Traffic Volumes

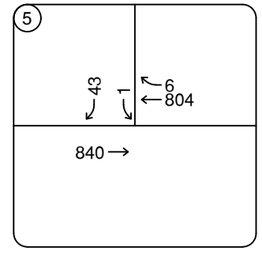












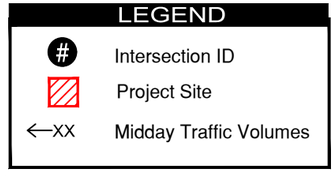


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FIGURE 9b
Albuquerque Chuze Fitness
Buildout (2032) Midday Peak-Hour Traffic Volumes

6.0 TRAFFIC AND IMPROVEMENT ANALYSIS

6.1 LEVEL OF SERVICE ANALYSIS

The LOS for the study area intersections were evaluated using HCM 6th Edition methodology and HCS. LOS analysis reports are included in **Appendix F** for 2022 total traffic scenario, **Appendix G** for 2032 background scenario, and **Appendix H** for 2032 total traffic scenario.

6.1.1 TOTAL TRAFFIC (2022) LEVEL OF SERVICE ANALYSIS

The study area intersections were evaluated based on the total traffic shown in **Figure 7a** and **Figure 7b** and the recommended intersection geometry shown in shown **Figure 10**. The results of the analysis for the intersection and site driveway are shown in **Table 3** for the 2022 total traffic conditions.

Table 3. 2022 Total Traffic Level of Service and Delay

	EB Approach			*WB Approach*			*NB Approach*			*SB Approach*			
Intersection	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	Overall
1. Coors Boulevard / Central Avenue													
AM Peak	**F/82**	C/23	C/24	**E/62**	C/25	C/28	**E/57**	**F/95**	D/36	**E/57**	D/36	C/32	D/54
Midday	**E/68**	B/20	B/20	**E/59**	C/23	C/27	**E/58**	D/53	D/41	**E/64**	D/42	D/39	D/42
PM Peak	**E/79**	C/25	C/25	**E/68**	C/32	C/29	**E/57**	**E/62**	D/38	**E/65**	**E/56**	D/38	D/49
2. Driveway A / Central Avenue													
AM Peak		-	-		-				B/12				
Midday		-	-		-				B/11				
PM Peak		-	-		-				B/11				
3. Driveway B / Central Avenue													
AM Peak	A/9	-	-	B/11	-	-	C/22		B/12	C/19		A/10	
Midday	B/11	-	-	A/10	-	-	C/23		B/11	D/27		B/12	
PM Peak	C/16	-	-	A/10	-	-	**F/86**		B/11	**F/85**		C/18	
4. Coors Boulevard / Driveway C[1]													
AM Peak		-	-		-	-			C/16			B/11	
Midday		-	-		-	-			B/13			B/12	
PM Peak		-	-		-	-			B/14			B/15	
5. Coors Boulevard / Driveway D													
AM Peak		-			-	-						B/11	
Midday		-			-	-						B/12	
PM Peak		-			-	-						B/15	

(-) Dash indicates a free movement

Bold values indicate movement is operating at poor LOS

[1] Intersection 4 is recommended to operate with stop control on the side street in the 2022 total traffic scenario

The left-turn movement of all approaches at the intersection of Coors Boulevard/Central Avenue (Intersection 1) operates at LOS E or LOS F in the 2022 total traffic conditions. The NBT movement of Intersection 1 operates at LOS F during the AM peak hour, and LOS E during the PM peak hour. The southbound through (SBT) movement operates at LOS E during the PM peak hour.

The NBL and SBL movements of Driveway B/Central Avenue (Intersection 3) both operate at LOS F during the PM peak hour.

All other movements operate at acceptable LOS D or better. All intersections operate at an acceptable overall LOS.

6.1.2 BACKGROUND TRAFFIC (2032) LEVEL OF SERVICE ANALYSIS

The study area intersections were evaluated based on the background traffic shown in **Figure 8a** and **Figure 8b** and the recommended intersection geometry shown in shown **Figure 10**. The results of the analysis for the intersection and site driveways are shown in **Table 4** for background year 2032.

Table 4. 2032 Background Traffic Level of Service and Delay

	EB Approach			*WB Approach*			*NB Approach*			*SB Approach*			
Intersection	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	Overall
1. Coors Boulevard / Central Avenue													
AM Peak	**F/96**	C/24	C/24	**E/62**	C/26	C/29	**E/57**	**F/160**	D/37	**E/59**	D/37	C/33	**E/73**
Midday	**E/77**	C/22	C/23	**E/59**	C/26	C/31	**E/58**	**E/57**	D/40	**E/67**	D/40	D/37	D/44
PM Peak	**F/81**	C/26	C/26	**E/68**	C/34	C/30	**E/58**	**F/102**	D/39	**E/69**	**E/68**	D/37	**E/59**
2. Driveway A / Central Avenue													
AM Peak		-	-		-				B/13				
Midday		-	-		-				B/12				
PM Peak		-	-		-				B/11				
3. Driveway B / Central Avenue													
AM Peak	A/9	-	-	B/12	-	-	C/24	B/12		C/20	B/11		
Midday	B/12	-	-	A/10	-	-	D/26	B/11		D/30	B/12		
PM Peak	C/20	-	-	A/10	-	-	**F/51**	B/11		**F/118**	C/21		
4. Coors Boulevard / Driveway C[1]													
AM Peak		-	-		-	-			C/18			B/11	
Midday		-	-		-	-			B/13			B/12	
PM Peak		-	-		-	-			B/15			B/14	
5. Coors Boulevard / Driveway D													
AM Peak		-			-	-						B/11	
Midday		-			-	-						B/12	
PM Peak		-			-	-						C/15	

(-) Dash indicates a free movement

Bold values indicate movement is operating at poor LOS

[1] Intersection 4 is recommended to operate with stop control in the 2032 background scenario

The left-turn movement of all approaches at the intersection of Coors Boulevard/Central Avenue (Intersection 1) operates at LOS E or LOS F in the 2032 background traffic conditions. The NBT movement of Intersection 1 operates at LOS E during the Midday hour, and LOS F during the AM and PM peak hours. The SBT movement operates at LOS E during the PM peak hour. Overall, the intersection operates at LOS E during the AM and PM peak hours.

The NBL and southbound shared through/left-turn movements of Driveway B/Central Avenue (Intersection 3) operate at LOS F during the PM peak hour.

All other movements operate at acceptable LOS D or better in the 2032 background year.

6.1.3 TOTAL TRAFFIC (2032) LEVEL OF SERVICE ANALYSIS

The study area intersections were evaluated based on the total traffic shown in **Figure 9a** and **Figure 9b** and the recommended intersection geometry shown in shown **Figure 10**. The results of the analysis for the intersection and site driveway are shown in **Table 5** for the 2032 total traffic conditions.

Table 5. 2032 Total Traffic Level of Service and Delay

	EB Approach			*WB Approach*			*NB Approach*			*SB Approach*			
Intersection	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	Overall
1. Coors Boulevard / Central Avenue													
AM Peak	**F/105**	C/25	C/25	**E/61**	C/26	C/29	**E/57**	**F/160**	D/37	**E/59**	D/37	C/33	**E/74**
Midday	**E/79**	C/23	C/23	**E/59**	C/27	C/31	**E/58**	**E/57**	D/40	**E/67**	D/41	D/38	D/45
PM Peak	**F/94**	C/27	C/27	**E/73**	C/35	C/30	**E/57**	**F/102**	D/39	**E/69**	**E/84**	D/40	**E/63**
2. Driveway A / Central Avenue													
AM Peak		-	-		-				B/13				
Midday		-	-		-				B/12				
PM Peak		-	-		-				B/12				
3. Driveway B / Central Avenue													
AM Peak	A/9	-	-	B/12	-	-	C/25		B/12	C/21		B/11	
Midday	B/12	-	-	A/10	-	-	D/28		B/11	D/34		B/12	
PM Peak	C/20	-	-	A/10	-	-	**F/79**		B/11	**F/178**		C/21	
4. Coors Boulevard / Driveway C[1]													
AM Peak		-	-		-	-			C/19			B/11	
Midday		-	-		-	-			B/13			B/12	
PM Peak		-	-		-	-			C/16			C/16	
5. Coors Boulevard / Driveway D													
AM Peak		-			-	-						B/11	
Midday		-			-	-						B/12	
PM Peak		-			-	-						C/16	

(-) Dash indicates a free movement

Bold values indicate movement is operating at poor LOS

[1] Intersection 4 is recommended to operate with stop control on the side street in the 2032 total traffic scenario

The left-turn movement of all approaches at the intersection of Coors Boulevard/Central Avenue (Intersection 1) operates at LOS E or LOS F in the 2032 total traffic conditions. The NBT movement of Intersection 1 operates at LOS F during the AM and PM peak hours, and LOS E during the Midday hour. The SBT movement operates at LOS E during the PM peak hour. The overall intersection operates at LOS E during the AM and PM peak hours

The NBL and SBL turn movements of Driveway B/Central Avenue (Intersection 3) operate at LOS F during the PM peak hour.

All other movements operate at acceptable LOS D or better in the 2032 total traffic conditions.

6.2 LEFT-TURN QUEUE ANALYSIS

The queue analysis results for each impacted left-turn movement are summarized in **Table 6**. Existing left-turn lane storage lengths were obtained via satellite imagery measurements and are rounded to the nearest five-foot increment. There are no left turns at study intersection #2 (Driveway A and Central Avenue), study

intersection #4 (Coors Boulevard and Driveway C), or study intersection #5 (Coors Boulevard and Driveway D) so they do not appear in **Table 6**.

95th percentile queue lengths for the background and buildout conditions in the 2032 horizon year were calculated using HCM methodology for signalized and unsignalized intersections. Queues were calculated using HCS software. HCM reports queues as number of vehicles. An average vehicle length of 25 feet was utilized to estimate total queue length. Note that calculated values represent the movement's greatest 95th percentile queue length across the AM, Midday, and PM peak hours in the 2032 horizon year. Detailed queueing results can be found in **Appendix G** and **Appendix H**.

Table 6. Left Turn Storage

Intersection and Approach	*Existing Storage*	95th Percentile Queue (2032 Background)	95th Percentile Queue (2032 Buildout)
1. Coors Boulevard / Central Avenue			
Northbound Approach	145 ft	100 ft	120 ft
Southbound Approach	160 ft	**280 ft**	**280 ft**
Eastbound Approach	120 ft	**370 ft**	**400 ft**
Westbound Approach	150 ft	**220 ft**	**255 ft**
3. Driveway B / Central Avenue			
Northbound Approach	115 ft	60 ft	10 ft
Southbound Approach	90 ft[1]	**145 ft**	**170 ft**
Eastbound Approach	105 ft	25 ft	25 ft
Westbound Approach	105 ft	5 ft	10 ft

Bold indicates calculated queue length is greater than existing storage length.

[1] Additional storage provided within internal roadway network

The 95th percentile queues for the SBL, EBL, and WBL movements at Intersection 1 exceed the existing striped storage length in the 2032 Background and 2032 Total Buildout scenarios. The turn pockets for these three movements are constrained by raised medians and cannot be extended. The increase in 95th percentile queues caused by the Project are not considered a significant impact.

The 95th percentile queue for the SBL movement at Intersection 3 exceeds the existing striped storage length in the 2032 Background and 2032 Total Buildout scenarios. Additional queueing can be accommodated by the private roadways connecting to the north leg of Intersection 3.

6.3 RIGHT TURN QUEUE ANALYSIS

The queue analysis results for each impacted right turn movement are summarized in **Table 7**. Detailed queueing results can be found in **Appendix G** and **Appendix H**.

Table 7. Right Turn Storage

Intersection and Approach	*Existing Storage*	95th Percentile Queue (2032 Background)	95th Percentile Queue (2032 Buildout)
1. Coors Boulevard / Central Avenue			
Northbound Approach	200 ft	140 ft	140 ft
Southbound Approach	55 ft	**250 ft**	**255 ft**
Eastbound Approach	^	^	^
Westbound Approach	140 ft	**295 ft**	**300 ft**
2. Driveway A / Central Avenue			
Northbound Approach	350 ft	10 ft	10 ft
Eastbound Approach	^	^	^
Westbound Approach	-	-	-
3. Driveway B / Central Avenue			
Northbound Approach	115 ft	5 ft	5 ft
Southbound Approach	90 ft	40 ft	40 ft
Eastbound Approach	^	^	^
Westbound Approach	^	^	^

A dash (-) indicates a free-flowing movement.
^ Represents a shared through and right turn movement.
Bold indicates calculated queue length is greater than existing storage length.

The 95th percentile queues for the SBR and WBR movements at Intersection 1 exceed the existing striped storage length in the 2032 Background and 2032 Total Buildout scenarios. The turn pockets for these three movements are constrained by existing sidewalks and curbs and cannot be extended. The increase in 95th percentile queues caused by the Project are not considered a significant impact.

6.4 ON-SITE CIRCULATION ANALYSIS

Access to the site is provided via four driveways including Driveway A and Driveway B from Central Avenue and Driveway C and Driveway D from Coors Boulevard. A series of internal drive aisles provide access from the external roadways to the parking lot in front of the Project site.

It was noted by City staff that the internal drive aisle between Driveway A and Driveway D is occasionally used as a cut-through route for road users traveling eastbound on Central Avenue to southbound on Coors Boulevard. The route is a shorter distance than the alternative route (making an eastbound right (EBR) turn at the intersection of Central Avenue and Coors Boulevard). Intersection turning movement counts were collected at Driveway A and Driveway D during the AM, Midday, and PM peak hours. The traffic counts show that a limited number of road users are currently using the drive aisle as a cut-through route. The EBR turn volumes at study intersection #2 and southbound right (SBR) turn volumes at study intersection #5 are shown in **Table 8.**

Table 8. Driveway Cut-Through Data

Intersection		Movement	AM Peak Hour	Midday Peak Hour	PM Peak Hour
2	Central Avenue & Driveway A	Eastbound Right	8	46	29
5	Driveway D & Coors Boulevard	Southbound Right	9	37	57
Maximum Possible Cut-Through Volume			8	37	29

As shown in **Table 8**, the maximum possible number of peak hour cut-through vehicles is 37, which occurred during the Midday peak hour, when 46 vehicles make an EBR turn at Driveway A and 37 vehicles make a SBR turn at Driveway D. However, it is likely that the cut-through volume is significantly less than 37 volumes because both driveways are used by road users accessing Taco Bell and Carl's Jr and potentially other businesses in the shopping center. It is likely that the maximum peak hour cut-through volume is less than 20 vehicles during a peak hour, which is not significant.

6.5 RECOMMENDED INTERSECTION MODIFICATIONS

Intersection modifications are recommended to improve access to the Project site. The following modifications are recommended:

- Intersection #3 – Central Avenue and Driveway B
  - Add striping to south leg to provide left turn pocket and shared through/right lane
  - Re-stripe north leg to provide left turn pocket and shared through/right lane
- Intersection #4 – Driveway C and Coors Boulevard
  - Install stop control for eastbound approach exiting shopping center
  - Install stop control for westbound approach

The recommended lane configuration is shown in **Figure 10**.

6.6 DECELERATION LANE REVIEW

Existing deceleration lanes are currently provided at two study intersections, including at study intersection #4 (Coors Boulevard and Driveway 4) and at study intersection #5 (Coors Boulevard and Driveway D). The deceleration lanes are provided for the westbound right (WBR) turn movements at both intersections. Criteria for deceleration lanes on urban multi-lane highways are provided in the New Mexico Department of Transportation *State Highway Access Management Requirements* ("NMDOT Requirements"). The left turn and through volume thresholds are shown in Table 17.B-2, which is provided in **Appendix I** for reference. Based on the turn volume and through volume thresholds in Table 17.B-2 in the NMDOT Requirements, right turn deceleration lanes are required for both locations. Right turn deceleration lanes are not required for the EBR turn movements at either study intersection #2 (Driveway A and Central Avenue) or study intersection #3 (Driveway B and Central Avenue)

6.7 ACCELERATION LANE REVIEW

An existing acceleration lane is currently provided at study intersection #4 (Coors Boulevard and Driveway 4) for the SBR turn. According to the NMDOT Requirements, "right-turn acceleration lanes may be required at unsignalized at-grade access points on urban two-lane and multi-lane state highways with posted speed limits greater than 40 mph where an acceleration lane is necessary for public safety and traffic operations based upon site and roadway specific conditions." No additional right turn acceleration lanes are

recommended. During the Project scoping meeting, NMDOT staff indicated that the existing acceleration lane at study intersection #4 (Coors Boulevard and Driveway 4) for the SBR turn would be removed. As a result, the intersection was analyzed with stop control for the SBR movement for the Buildout (2022), Background (2032), and Buildout (2032) scenarios. As shown in the intersection analysis, the southbound right movement would operate at an acceptable level of service with stop control.

6.8 CRASH ANALYSIS

Crash data (2016-2020) was obtained from the New Mexico Department of Transportation (NMDOT) for Coors Boulevard and Central Avenue within the Project site's vicinity. Available data is provided in **Appendix J**.

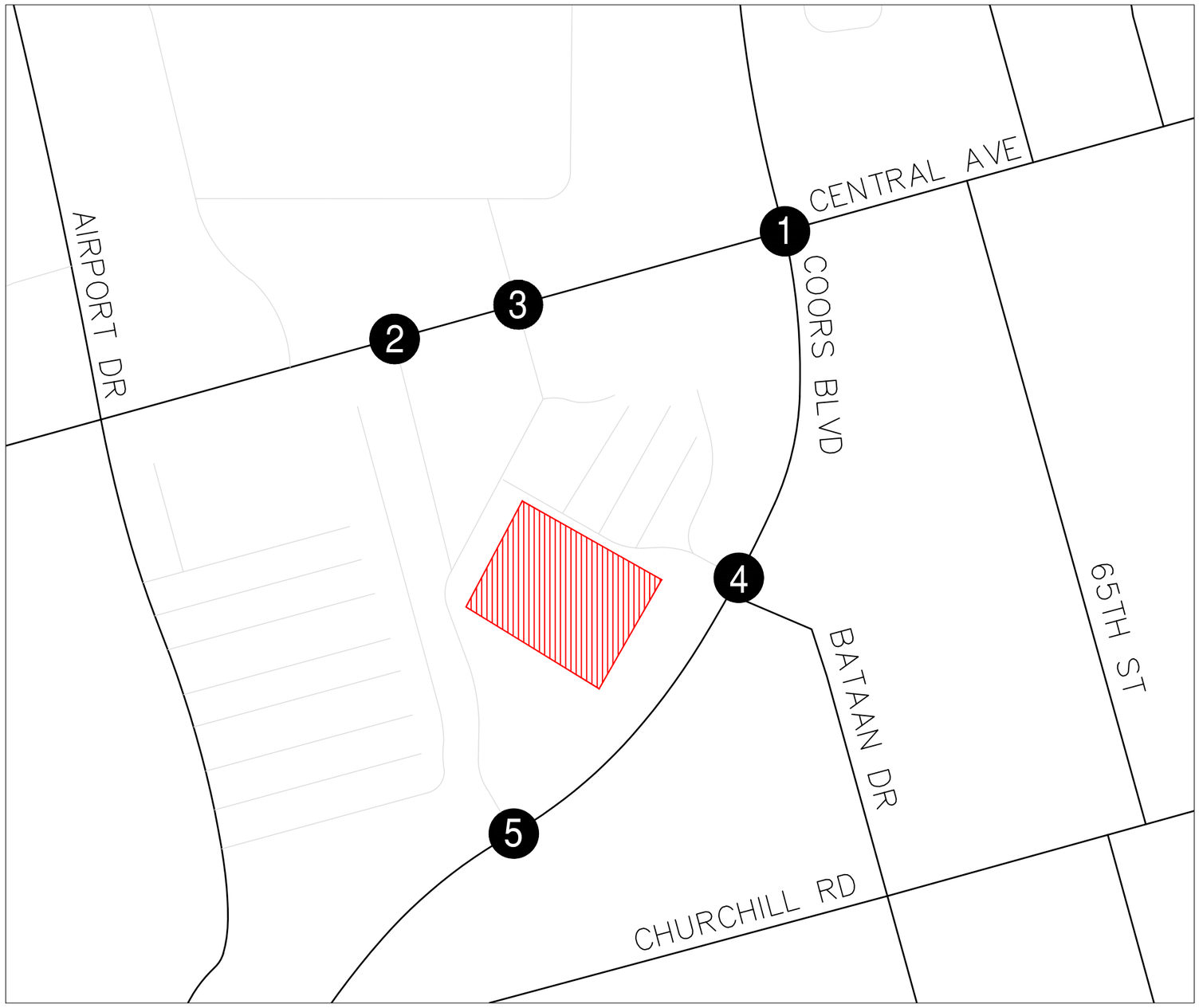
During the five-year period, there were 310 crashes within the project site's vicinity of Coors Boulevard and Central Avenue. The total crashes include 223 property damage only crashes, 85 injury crashes, and 2 fatal crashes. Crash data is summarized in **Table 9**.

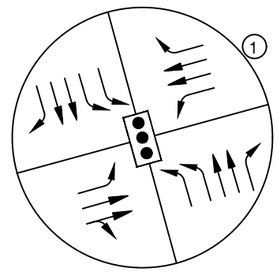
Table 9. Crash Data

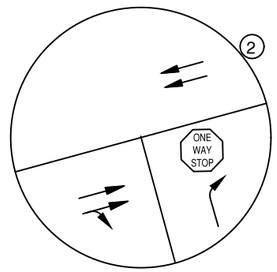
Coors Boulevard and Central Avenue						
Crash Severity	**Year**					**Severity Total**
	2016	**2017**	**2018**	**2019**	**2020**	
Property Damage Only Crash	58	46	47	35	37	223
Injury Crash	27	18	23	12	5	85
Fatal Crash	1	0	0	1	0	2
Annual Total	86	64	70	48	42	310

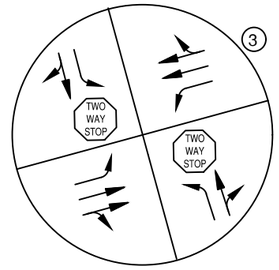
Based on the available data, the following patterns are noted:

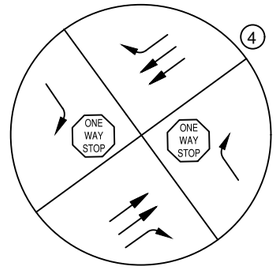
- Twelve of the crashes involved pedestrians. Two of the twelve crashes resulted in serious injury. Two of the crashes involving pedestrians resulted in fatalities.
- Four of the crashes involved alcohol.
- Six of the crashes occurred during dark-lighted conditions and the other six crashes occurred during day-lighted conditions.
- The available crash data does not provide enough context to clearly identify which leg of the intersection each crash occurred on nor what the crash was attributed to. Therefore, specific patterns (if any) cannot be identified.

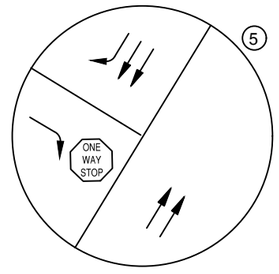












LEGEND

#	Intersection ID	STOP	Stop Controlled Intersection
	Project Site		Existing Traffic Signal
	Lane Use	*	Functional Right Turn

FIGURE 10
Albuquerque Chuze Fitness
Recommended Lane Configuration and Control

Kimley»Horn

7.0 CONCLUSION

The proposed development is estimated to generate 1,466 daily trips, with 67 trips occurring in the AM peak hour, 100 trips occurring in the Midday peak hour, and 175 trips occurring in the PM peak hour. This analysis concludes that the proposed Project will be accommodated by the surrounding street network, with the following findings:

- The development will be accessed from existing driveway connections on Central Avenue (Driveway A and Driveway B) and Coors Boulevard (Driveway C and Driveway D).
- Study area intersections operate at acceptable LOS in each analysis scenario, including Existing (2022), Buildout (2022), Background (2032), and Buildout (2032) traffic scenarios with the following exceptions:
    - The left turn movement in all approaches at Coors Boulevard and Central Avenue (Intersection 1) operates at LOS E or LOS F in all study scenarios during the AM, Midday, and PM peak hours.
    - The northbound through movement at Coors Boulevard and Central Avenue (Intersection 1) operates at either LOS E or LOS F in all study scenarios during the AM and PM peak hours.
    - The southbound through movement at Coors Boulevard and Central Avenue (Intersection 1) operates at LOS E or LOS F in the PM peak hour for the 2022 total traffic conditions, 2032 background, and 2032 total traffic conditions.
    - The overall intersection of Coors Boulevard and Central Avenue (Intersection 1) operates at LOS E in the AM and PM peak hours in the 2032 Background and 2032 Buildout scenarios.
    - The left turn movement for the northbound and southbound approach at Driveway B and Central Avenue (Intersection 3) operates at LOS E and LOS F during the PM peak hour in all study scenarios. Note that the southbound left is a shared through/left turn lane in the existing conditions.
- The 2032 horizon year queue length of the southbound left turn, eastbound left turn, and westbound left turn approaches on Coors Boulevard and Central Avenue (Intersection 1) exceeds the existing striped storage length in both the background and buildout conditions.
- The 2032 horizon year queue length of the southbound right turn and westbound right turn approaches on Coors Boulevard and Central Avenue (Intersection 1) exceeds the existing striped storage length in both the background and buildout conditions.
- 310 crashes occurred on the segments of Central Avenue and Coors Boulevard in the Project site vicinity between 2016 and 2020.
- There is some limited southbound cut-through traffic that travels through the site from intersection #2 (Driveway A and Central Avenue) to intersection #5 (Coors Boulevard and Driveway D). The maximum number of vehicles using the route as a cut-through in a one-hour period is approximately 37 vehicles during the Midday peak hour.

- Deceleration lanes are currently provided for the westbound right-turn movements along Coors Boulevard at Driveways C and D where they meet the NMDOT criteria. Deceleration lanes are not recommended at any other intersections.
- An acceleration lane is currently provided for the southbound right-turn from Driveway C onto Coors Boulevard. NMDOT has indicated that the acceleration lane may be removed. Analysis for the Buildout (2022), Background (2032), and Buildout (2032) scenarios shows that the southbound right-turn would operate with an acceptable level of service with stop control if the acceleration lane were to be removed.
- Recommended lane configuration is shown in **Figure 10.**

APPENDIX

- Appendix A: Scope of Traffic Impact Study (TIS)
- Appendix B: Traffic Count Data
- Appendix C: Existing (2022) HCS Reports
- Appendix D: *Trip Generation Manual* Data
- Appendix E: Trip Distribution Map
- Appendix F: Total Buildout (2022) HCS Reports
- Appendix G: Background (2032) HCS Reports
- Appendix H: Total Buildout (2032) HCS Reports
- Appendix I: NMDOT Deceleration Lane Thresholds
- Appendix J: Crash Data

APPENDIX A

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Matthew Grush and Margaret Haynes

MEETING DATE: September 8, 2022 (2:00 PM)

ATTENDEES: Matthew Grush (City of Albuquerque), Margaret Haynes (NMDOT), Matt Stewart, Vanessa Wong (Kimley-Horn), Darren Hackett, Ramiro Gomez (Elevated Entitlements)

PROJECT: Chuze Fitness (Central Ave. / Coors Blvd.)

REQUESTED CITY ACTION: ___ Zone Change __X__ Site Development Plan

___ Subdivision __X__ Building Permit ___ Sector Plan ___ Sector Plan Amendment

___ Curb Cut Permit ___ Conditional Use ___ Annexation ___ Site Plan Amendment

ASSOCIATED APPLICATION: Proposed 50,845 s.f. Health / Fitness Club

SCOPE OF REPORT:
The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study.

1. Trip Generation - Use Trip Generation Manual, 11th Edition.
   ITE LUC #492 – Health/Fitness Club
   67 AM peak hour trips (34 inbound, 33 outbound)
   175 PM peak hour trips (100 inbound, 75 outbound)

2. Appropriate study area:
   Signalized Intersections;
   a. Central & Coors
   Unsignalized Intersections;
   a. None

   Driveway Intersections:
   a) all site drives. (4 driveways)

3. Intersection turning movement counts
   Study Time – 7-9 a.m. peak hour, 11 a.m. to 1 p.m., 4-6 p.m. peak hour
   Consultant to provide for all intersections listed above.

4. Type of intersection progression and factors to be used.
   Type III arrival type (see “Highway Capacity Manual, current edition” or equivalent as approved by staff). Unless otherwise justified, peak hour factors and % heavy commercial should be taken directly from the MRCOG turning movement data provided or as calculated from current count data by consultant.

5. Boundaries of area to be used for trip distribution.

City Wide - residential, office or industrial;
3 mile radius – commercial; (consultant to proposed preliminary trip distribution criteria for approval by City of Albuquerque)
Interstate or to be determined by consultant – motel/hotel APS district boundary mapping for each school and bus routes)

6. Basis for trip distribution.

   Commercial - Use relationship based upon population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

   Commercial -
   Ts = (Tt) (Sp) / (Sp)
   Ts = Development to Individual Subarea Trips
   Tt = Total Trips
   Sp = Subarea Population

7. Traffic Assignment. Logical routing on the major street system.

8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include:
   a. None

9. Method of intersection capacity analysis - planning or operational (see "2016 Highway Capacity Manual" or equivalent [i.e. HCS, Synchro, Teapac, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.
   a. HCS 7th Edition for signalized an unsignalized intersections (as requested by NMDOT)

   Implementation Year: 2022
   Horizon Year: 2032

10. Traffic conditions for analysis:
    a. Existing analysis _X_ yes __ no - year (2022);
    b. Phase implementation year(s) without proposed development – 2022
    c. Phase implementation year(s) with proposed development – 2022
    d. Project completion year without proposed development – 2032
    e. Project completion year with proposed development – 2032
    f. Other –

11. Background traffic growth.
    Method: use 10-year historical growth based on standard data from the MRCOG Traffic Flow Maps. Minimum growth rate to be used is 1/2%.
    Rate: 1.1% growth based on data on Central from 2006 to 2016

12. Planned (programmed) traffic improvements.
    List planned CIP improvements in study area and projected project implementation year:
    a. None

13. Items to be included in the study:
    a. Intersection analysis.
    b. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method:
    c. Arterial LOS analysis;
    d. Recommended street, intersection and signal improvements.
    e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.
    f. Transportation system impacts.
    g. Other mitigating measures. Address cut-through traffic (Central to Coors SB)
    h. Accident analyses _X_ yes __ no; Location(s): Entire Study Area
    i. Weaving analyses __ yes _X_ no; Location(s):

14. Other:

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
    a. 1 digital copy (City)
    b. 1 hard copy (NMDOT)
2. Submittal Fee – $1300 for up to 3 reviews

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 924-3362.

M Grush P.E. 9/21/2022

Matt Grush, P.E., PTOE Date
Senior Engineer
City of Albuquerque, Planning
Transportation Development Section

via: email
C: TIS Task Force Attendees, file

Additional Meeting Notes

- Traffic data collection
  - KH noted that counts were being collected during meeting. Matt Grush requested that analysis review whether there is southbound cut-through on-site.
- Mitigation Measures
  - Matt Grush noted that traffic signal timing cannot be easily modified, and that intersection is fully built out. Phasing and timing may need to be modified. Margaret noted that any recommendations should consider what could actually be allowed within operations. The Albuquerque Rapid Transit (ART) line terminates at the intersection. Coors is currently coordinated.
  - Margaret noted that the intersection of Coors/Central is the end of the corridor with Automated Traffic Signal Performance Measures (ATSPM)
- NMDOT TIA Guidelines
  - NMDOT has an outline (State Access Management Manual shows the TIA Outline)
  - Queue Turn lane summaries
  - Level of Service should be summarized by each lane group, not just approach
- Additional Items to be Considered in Analysis
  - Review cut-through on site
  - Matt Grush asked whether property being purchased or leased. Darren noted the property is being leased by Chuze Fitness. Matt Grush noted the property owner would need to sign access
  - NMDOT requested a deceleration lane warrant analysis (SBR) - does not seem to be needed
  - Safety Study – Margaret noted that fences were installed on median on Coors south of Central – curious to see whether that has led to a reduction in pedestrian crashes
  - Intersection 4 – the acceleration lane will likely be removed by DOT at a later date because it does not meet the NMDOT design criteria. May be noted in the TIA.
  - Turn bay criteria – Matt Grush noted that City requirements for turn bays have gotten longer over the years and the turn bays for the project site may need to be extended.
- Report Timeline
  - KH noted they are aiming to submit report by end of September (hard copy to be provided to NMDOT)
  - NMDOT will aim to review and provide comments in 2-3 weeks and City review will begin following NMDOT review.

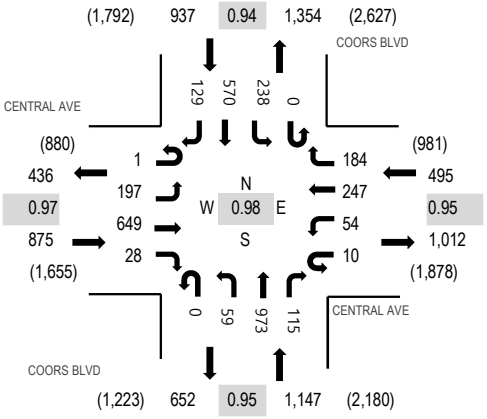
APPENDIX B

TRAFFIC COUNT DATA

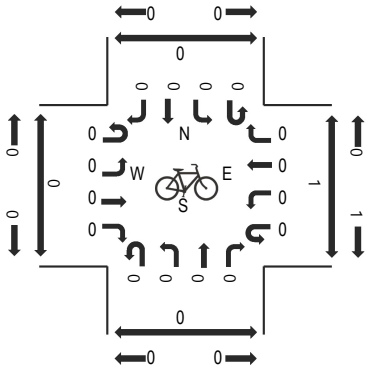
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 COORS BLVD & CENTRAL AVE AM
Date: Thursday, September 8, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

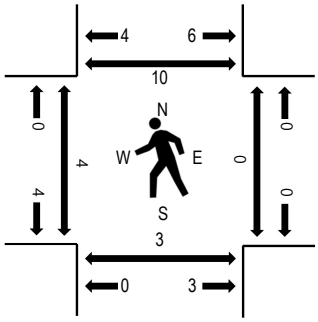
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

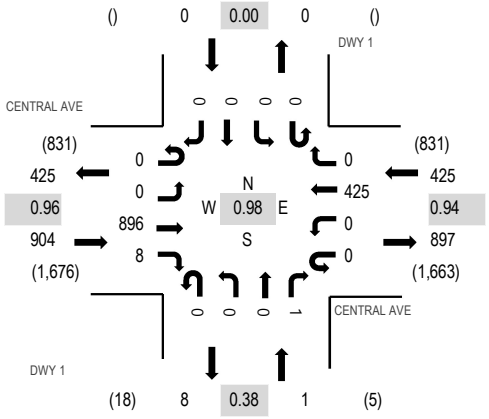
Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVE Eastbound				CENTRAL AVE Westbound				COORS BLVD Northbound				COORS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	58	158	2	1	11	47	49	0	5	242	30	0	43	135	21	802	3,412	0	1	1	3
7:15 AM	1	50	175	6	3	16	59	56	0	11	251	40	0	50	134	33	885	3,454	0	0	0	4
7:30 AM	0	44	179	3	1	12	55	43	0	11	242	27	0	64	158	35	874	3,410	3	0	3	3
7:45 AM	0	51	163	7	2	10	68	45	0	11	247	30	0	58	138	21	851	3,323	1	0	0	3
8:00 AM	0	52	132	12	4	16	65	40	0	26	233	18	0	66	140	40	844	3,196	0	0	0	0
8:15 AM	0	51	144	8	1	9	65	46	0	23	219	24	0	65	150	36	841		2	0	3	2
8:30 AM	0	46	134	11	2	10	72	49	0	18	225	14	0	59	114	33	787		0	0	1	2
8:45 AM	0	42	120	6	5	8	73	38	0	13	208	12	0	54	107	38	724		0	0	0	2
Count Total	1	394	1,205	55	19	92	504	366	0	118	1,867	195	0	459	1,076	257	6,608		6	1	8	19
Peak Hour	1	197	649	28	10	54	247	184	0	59	973	115	0	238	570	129	3,454		4	0	3	10

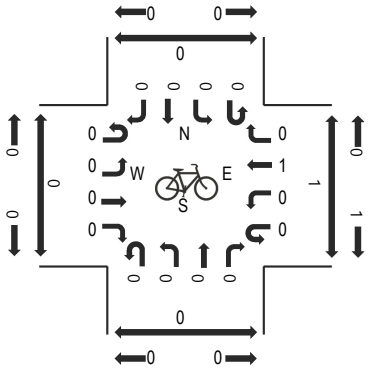
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 DWY 1 & CENTRAL AVE AM
Date: Thursday, September 8, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

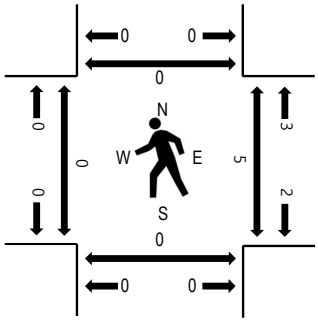
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

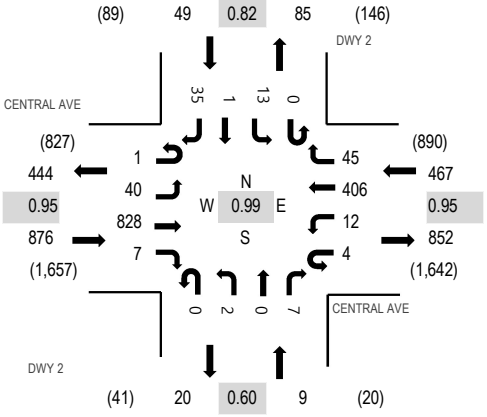
Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVE Eastbound				CENTRAL AVE Westbound				DWY 1 Northbound				DWY 1 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	217	2	0	0	69	0	0	0	0	1	0	0	0	0	289	1,284	0	1	1	0
7:15 AM	0	0	222	2	0	0	97	0	0	0	0	1	0	0	0	0	322	1,330	0	2	0	0
7:30 AM	0	0	237	0	0	0	103	0	0	0	0	0	0	0	0	0	340	1,329	0	0	0	0
7:45 AM	0	0	227	3	0	0	103	0	0	0	0	0	0	0	0	0	333	1,289	0	1	0	0
8:00 AM	0	0	210	3	0	0	122	0	0	0	0	0	0	0	0	0	335	1,228	0	2	0	0
8:15 AM	0	0	200	5	0	0	115	0	0	0	0	1	0	0	0	0	321		0	2	1	0
8:30 AM	0	0	181	3	0	0	114	0	0	0	0	2	0	0	0	0	300		0	1	1	0
8:45 AM	0	0	164	0	0	0	108	0	0	0	0	0	0	0	0	0	272		0	1	0	0
Count Total	0	0	1,658	18	0	0	831	0	0	0	0	5	0	0	0	0	2,512		0	10	3	0
Peak Hour	0	0	896	8	0	0	425	0	0	0	0	1	0	0	0	0	1,330		0	5	0	0

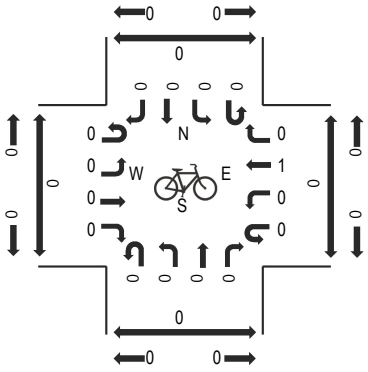
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 DWY 2 & CENTRAL AVE AM
Date: Thursday, September 8, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

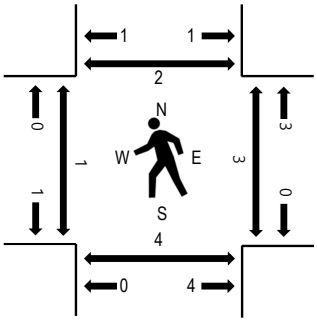
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

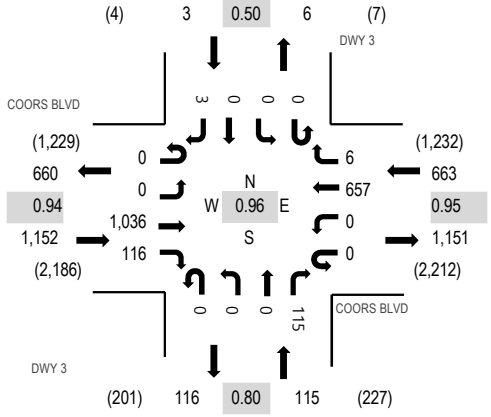
Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVE Eastbound				CENTRAL AVE Westbound				DWY 2 Northbound				DWY 2 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	215	2	0	5	65	3	0	0	0	2	0	1	1	4	299	1,333	0	0	0	1
7:15 AM	0	4	216	1	0	3	93	4	0	0	0	5	0	4	0	1	331	1,386	0	1	0	1
7:30 AM	0	15	221	2	0	2	96	6	0	0	0	2	0	4	0	7	355	1,401	0	0	0	2
7:45 AM	1	11	216	3	1	0	93	9	0	2	0	1	0	2	0	9	348	1,368	1	0	1	0
8:00 AM	0	8	199	1	0	4	112	18	0	0	0	0	0	2	0	8	352	1,323	0	1	2	0
8:15 AM	0	6	192	1	3	6	105	12	0	0	0	4	0	5	1	11	346		0	2	1	0
8:30 AM	0	7	172	1	1	3	105	13	0	0	0	3	0	9	1	7	322		0	0	1	0
8:45 AM	0	5	156	1	0	3	101	24	0	0	0	1	0	5	0	7	303		1	0	1	0
Count Total	1	57	1,587	12	5	26	770	89	0	2	0	18	0	32	3	54	2,656		2	4	6	4
Peak Hour	1	40	828	7	4	12	406	45	0	2	0	7	0	13	1	35	1,401		1	3	4	2

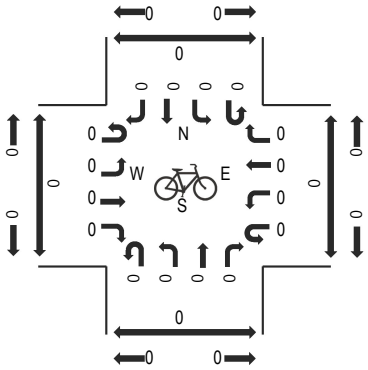
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 DWY 3 & COORS BLVD AM
Date: Thursday, September 8, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

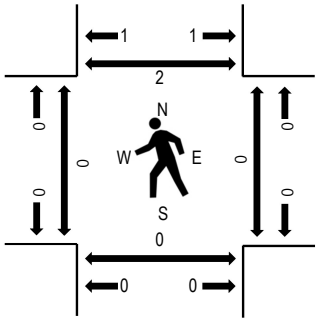
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

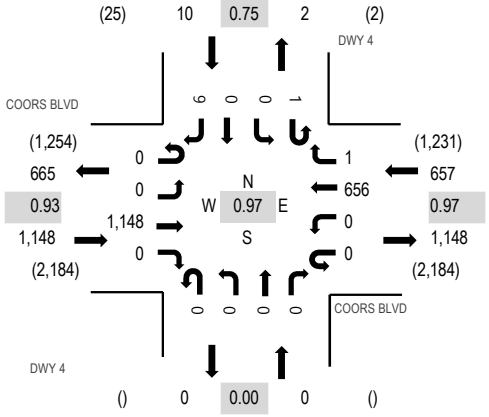
Traffic Counts - Motorized Vehicles

Interval Start Time	COORS BLVD Eastbound				COORS BLVD Westbound				DWY 3 Northbound				DWY 3 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	255	23	0	0	151	1	0	0	0	37	0	0	0	0	467	1,913	0	0	0	0
7:15 AM	0	0	276	32	0	0	159	1	0	0	0	33	0	0	0	0	501	1,933	0	0	0	0
7:30 AM	0	0	254	27	0	0	170	0	0	0	0	25	0	0	0	0	476	1,882	0	0	0	0
7:45 AM	0	0	258	29	0	0	153	5	0	0	0	23	0	0	0	1	469	1,831	0	0	0	0
8:00 AM	0	0	248	28	0	0	175	0	0	0	0	34	0	0	0	2	487	1,736	0	0	0	2
8:15 AM	0	0	255	11	0	0	158	0	0	0	0	25	0	0	0	1	450		0	0	0	0
8:30 AM	0	0	239	18	0	0	142	0	0	0	0	26	0	0	0	0	425		0	0	0	2
8:45 AM	0	0	200	33	0	0	117	0	0	0	0	24	0	0	0	0	374		0	0	0	0
Count Total	0	0	1,985	201	0	0	1,225	7	0	0	0	227	0	0	0	4	3,649		0	0	0	4
Peak Hour	0	0	1,036	116	0	0	657	6	0	0	0	115	0	0	0	3	1,933		0	0	0	2

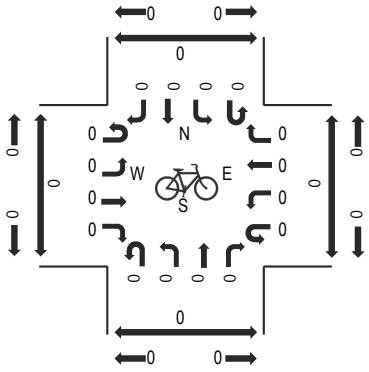
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 DWY 4 & COORS BLVD AM
Date: Thursday, September 8, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

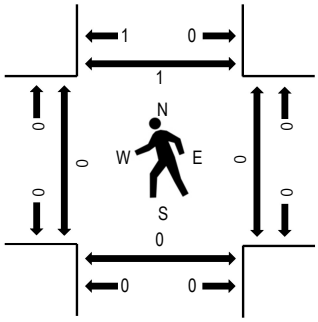
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

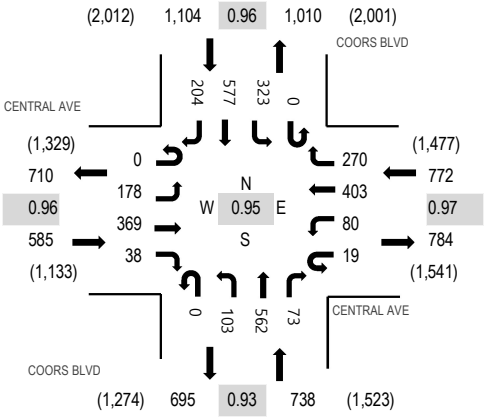
Traffic Counts - Motorized Vehicles

Interval Start Time	COORS BLVD Eastbound				COORS BLVD Westbound				DWY 4 Northbound				DWY 4 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	279	0	0	0	151	0	0	0	0	0	0	0	0	6	436	1,802	0	0	0	0
7:15 AM	0	0	309	0	0	0	156	0	0	0	0	0	0	0	0	2	467	1,815	0	0	0	0
7:30 AM	0	0	279	0	0	0	172	0	0	0	0	0	0	0	0	2	453	1,786	0	0	0	0
7:45 AM	0	0	285	0	0	0	157	1	0	0	0	0	0	0	0	3	446	1,728	0	0	0	1
8:00 AM	0	0	275	0	0	0	171	0	0	0	0	0	1	0	0	2	449	1,638	0	0	0	0
8:15 AM	0	0	267	0	0	0	167	0	0	0	0	0	0	0	0	4	438		0	0	0	0
8:30 AM	0	0	255	0	0	0	135	0	0	0	0	0	0	0	0	5	395		0	0	0	0
8:45 AM	0	0	235	0	0	0	121	0	0	0	0	0	0	0	0	0	356		0	0	0	0
Count Total	0	0	2,184	0	0	0	1,230	1	0	0	0	0	1	0	0	24	3,440		0	0	0	1
Peak Hour	0	0	1,148	0	0	0	656	1	0	0	0	0	1	0	0	9	1,815		0	0	0	1

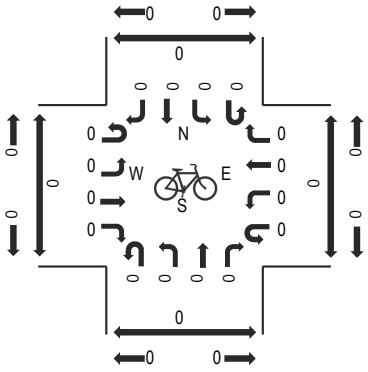
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 COORS BLVD & CENTRAL AVE Noon
Date: Thursday, September 8, 2022
Peak Hour: 12:00 PM - 01:00 PM
Peak 15-Minutes: 12:45 PM - 01:00 PM

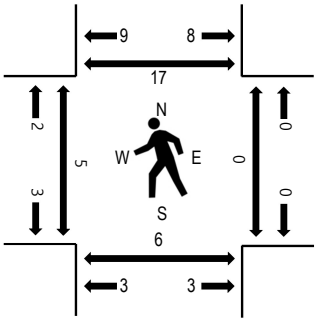
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

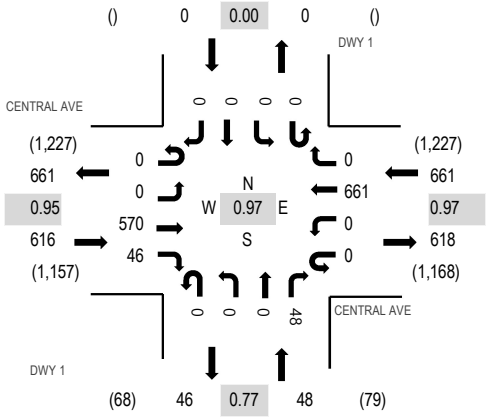
Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVE Eastbound				CENTRAL AVE Westbound				COORS BLVD Northbound				COORS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	34	76	5	5	9	91	68	0	31	123	21	0	79	113	27	682	2,946	0	0	3	5
11:15 AM	0	36	85	9	9	23	70	46	0	21	145	22	2	59	124	34	685	3,047	0	2	5	0
11:30 AM	0	41	103	13	7	17	100	67	1	23	164	23	1	69	107	44	780	3,175	0	0	0	1
11:45 AM	0	37	95	14	13	10	107	63	0	27	164	20	0	71	134	44	799	3,158	1	0	0	8
12:00 PM	0	34	107	9	3	14	105	78	0	21	122	18	0	87	134	51	783	3,199	2	0	1	5
12:15 PM	0	48	88	13	8	25	90	70	0	30	159	16	0	81	139	46	813		1	0	1	4
12:30 PM	0	45	84	9	3	14	98	61	0	25	134	13	0	72	150	55	763		1	0	3	1
12:45 PM	0	51	90	7	5	27	110	61	0	27	147	26	0	83	154	52	840		1	0	1	7
Count Total	0	326	728	79	53	139	771	514	1	205	1,158	159	3	601	1,055	353	6,145		6	2	14	31
Peak Hour	0	178	369	38	19	80	403	270	0	103	562	73	0	323	577	204	3,199		5	0	6	17

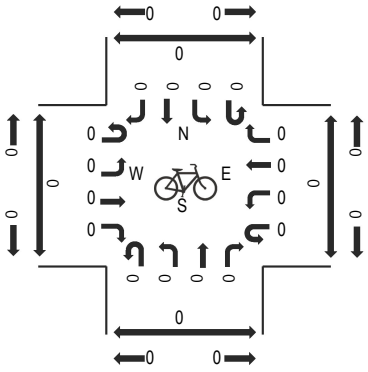
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 DWY 1 & CENTRAL AVE Noon
Date: Thursday, September 8, 2022
Peak Hour: 11:45 AM - 12:45 PM
Peak 15-Minutes: 12:00 PM - 12:15 PM

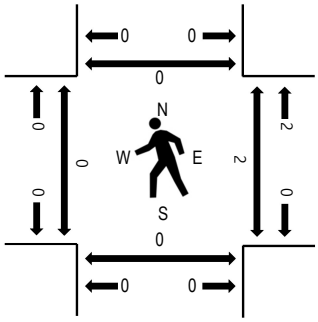
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

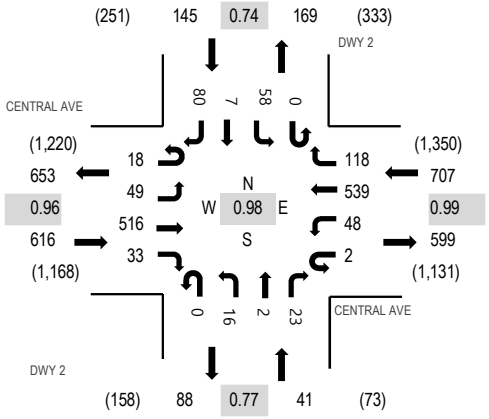
Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVE Eastbound				CENTRAL AVE Westbound				DWY 1 Northbound				DWY 1 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	117	7	0	0	141	0	0	0	0	5	0	0	0	0	270	1,167	0	0	3	0
11:15 AM	0	0	124	5	0	0	114	0	0	0	0	7	0	0	0	0	250	1,238	0	0	0	0
11:30 AM	0	0	155	3	0	0	152	0	0	0	0	6	0	0	0	0	316	1,312	0	1	2	0
11:45 AM	0	0	133	15	0	0	171	0	0	0	0	12	0	0	0	0	331	1,325	0	0	0	0
12:00 PM	0	0	152	13	0	0	168	0	0	0	0	8	0	0	0	0	341	1,296	0	1	0	0
12:15 PM	0	0	147	8	0	0	157	0	0	0	0	12	0	0	0	0	324		0	0	0	0
12:30 PM	0	0	138	10	0	0	165	0	0	0	0	16	0	0	0	0	329		0	1	0	0
12:45 PM	0	0	123	7	0	0	159	0	0	0	0	13	0	0	0	0	302		0	0	0	0
Count Total	0	0	1,089	68	0	0	1,227	0	0	0	0	79	0	0	0	0	2,463		0	3	5	0
Peak Hour	0	0	570	46	0	0	661	0	0	0	0	48	0	0	0	0	1,325		0	2	0	0

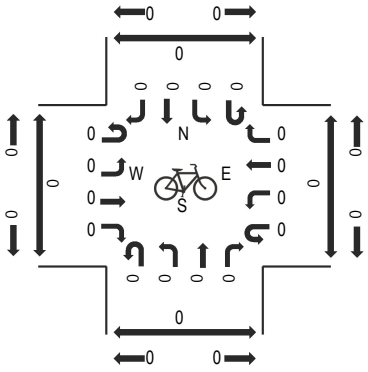
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 DWY 2 & CENTRAL AVE Noon
Date: Thursday, September 8, 2022
Peak Hour: 11:45 AM - 12:45 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

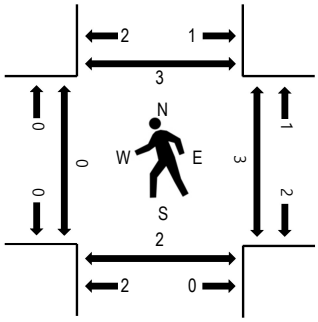
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVE Eastbound				CENTRAL AVE Westbound				DWY 2 Northbound				DWY 2 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	5	10	101	5	1	4	124	24	0	4	0	5	0	7	2	8	300	1,354	0	2	5	0
11:15 AM	4	9	116	3	0	8	94	29	0	1	0	1	0	10	3	18	296	1,434	0	2	0	0
11:30 AM	1	14	138	10	1	9	134	35	0	4	1	6	0	15	4	11	383	1,507	0	5	2	1
11:45 AM	4	8	125	8	1	6	134	32	0	6	0	2	0	24	1	24	375	1,509	0	0	0	0
12:00 PM	7	12	130	9	0	14	134	32	0	2	2	5	0	14	1	18	380	1,488	0	0	1	1
12:15 PM	3	11	137	7	0	13	133	28	0	3	0	7	0	6	2	19	369		0	0	0	2
12:30 PM	4	18	124	9	1	15	138	26	0	5	0	9	0	14	3	19	385		0	3	1	0
12:45 PM	6	8	116	6	1	12	134	33	0	5	1	4	0	10	4	14	354		0	2	1	0
Count Total	34	90	987	57	5	81	1,025	239	0	30	4	39	0	100	20	131	2,842		0	14	10	4
Peak Hour	18	49	516	33	2	48	539	118	0	16	2	23	0	58	7	80	1,509		0	3	2	3

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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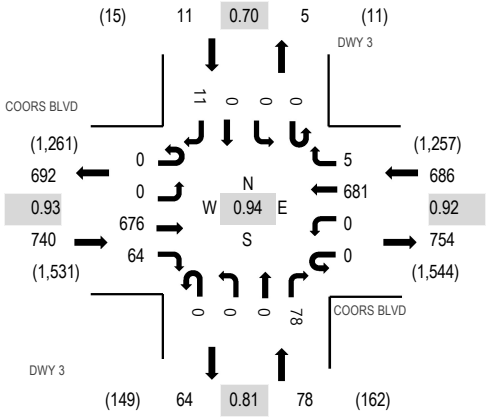
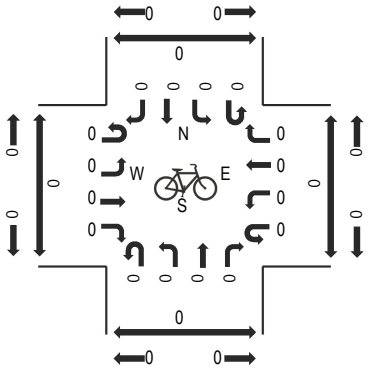
Location: 4 DWY 3 & COORS BLVD Noon
Date: Thursday, September 8, 2022
Peak Hour: 12:00 PM - 01:00 PM
Peak 15-Minutes: 12:45 PM - 01:00 PM

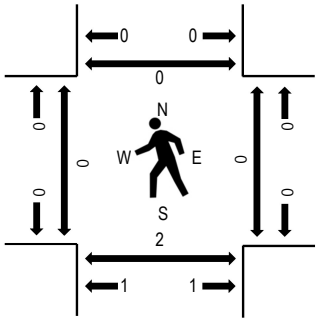
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

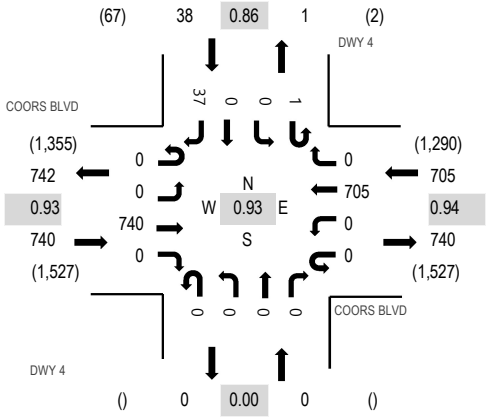
Traffic Counts - Motorized Vehicles

Interval Start Time	COORS BLVD Eastbound				COORS BLVD Westbound				DWY 3 Northbound				DWY 3 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	161	16	0	0	115	1	0	0	0	22	0	0	0	0	315	1,450	0	0	0	0
11:15 AM	0	0	164	24	0	0	159	3	0	0	0	18	0	0	0	0	368	1,486	0	0	1	1
11:30 AM	0	0	197	16	0	0	133	1	0	0	0	22	0	0	0	1	370	1,504	0	0	1	0
11:45 AM	0	0	184	29	0	0	158	1	0	0	0	22	0	0	0	3	397	1,508	0	0	0	0
12:00 PM	0	0	171	10	0	0	149	0	0	0	0	18	0	0	0	3	351	1,515	0	0	1	0
12:15 PM	0	0	161	24	0	0	176	4	0	0	0	18	0	0	0	3	386		0	0	0	0
12:30 PM	0	0	161	11	0	0	171	0	0	0	0	26	0	0	0	5	374		0	0	0	0
12:45 PM	0	0	183	19	0	0	185	1	0	0	0	16	0	0	0	0	404		0	0	1	0
Count Total	0	0	1,382	149	0	0	1,246	11	0	0	0	162	0	0	0	15	2,965		0	0	4	1
Peak Hour	0	0	676	64	0	0	681	5	0	0	0	78	0	0	0	11	1,515		0	0	2	0

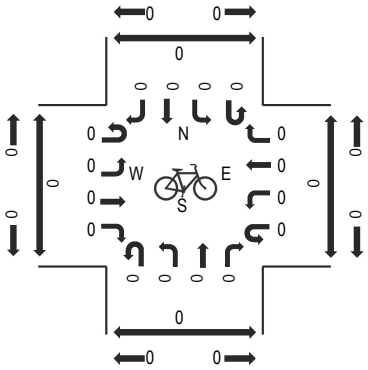
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 DWY 4 & COORS BLVD Noon
Date: Thursday, September 8, 2022
Peak Hour: 12:00 PM - 01:00 PM
Peak 15-Minutes: 12:15 PM - 12:30 PM

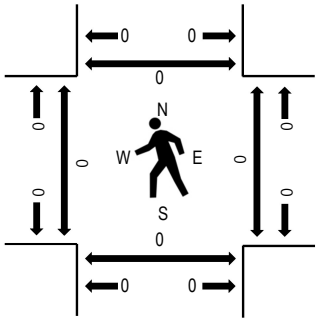
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

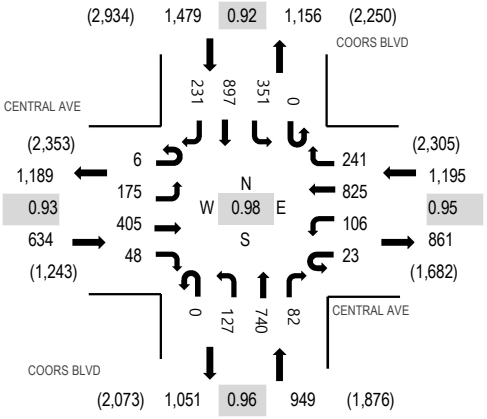
Traffic Counts - Motorized Vehicles

Interval Start Time	COORS BLVD Eastbound				COORS BLVD Westbound				DWY 4 Northbound				DWY 4 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	175	0	0	0	126	0	0	0	0	0	0	0	0	4	305	1,401	0	0	0	0
11:15 AM	0	0	187	0	0	0	157	0	0	0	0	0	0	0	0	9	353	1,424	0	0	0	1
11:30 AM	0	0	213	0	0	0	140	0	0	0	0	0	0	0	0	10	363	1,469	0	0	0	0
11:45 AM	0	0	212	0	0	0	161	1	0	0	0	0	0	0	0	6	380	1,467	0	0	0	0
12:00 PM	0	0	162	0	0	0	158	0	0	0	0	0	0	0	0	8	328	1,483	0	0	0	0
12:15 PM	0	0	205	0	0	0	182	0	0	0	0	0	0	0	0	11	398		0	0	0	0
12:30 PM	0	0	172	0	0	0	178	0	0	0	0	0	1	0	0	10	361		0	0	0	0
12:45 PM	0	0	201	0	0	0	187	0	0	0	0	0	0	0	0	8	396		0	0	0	0
Count Total	0	0	1,527	0	0	0	1,289	1	0	0	0	0	1	0	0	66	2,884		0	0	0	1
Peak Hour	0	0	740	0	0	0	705	0	0	0	0	0	1	0	0	37	1,483		0	0	0	0

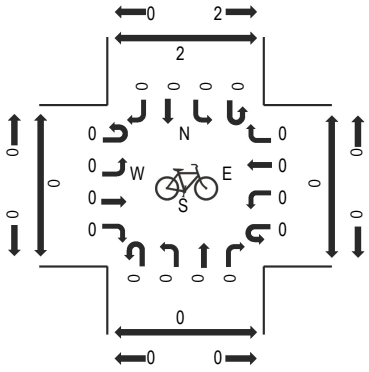
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 COORS BLVD & CENTRAL AVE PM
Date: Thursday, September 8, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

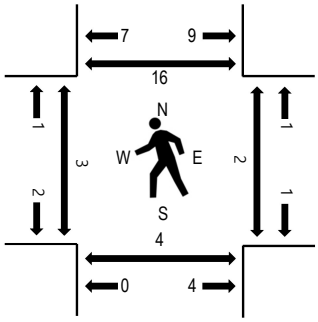
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVE Eastbound				CENTRAL AVE Westbound				COORS BLVD Northbound				COORS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	47	105	15	5	32	181	65	0	35	187	20	0	82	224	46	1,044	4,152	1	0	5	5
4:15 PM	0	34	105	9	4	30	172	47	0	31	177	21	0	78	221	62	991	4,179	2	1	3	7
4:30 PM	0	31	101	14	5	24	203	58	0	27	195	25	0	102	239	62	1,086	4,257	1	1	2	5
4:45 PM	0	50	94	13	3	29	199	67	0	28	179	16	0	70	224	59	1,031	4,230	2	0	1	7
5:00 PM	0	42	110	8	7	26	216	64	0	34	186	17	0	97	211	53	1,071	4,206	0	0	0	2
5:15 PM	6	52	100	13	8	27	207	52	0	38	180	24	0	82	223	57	1,069		0	1	1	2
5:30 PM	0	48	90	12	5	37	198	49	0	33	188	16	0	90	211	82	1,059		1	0	1	3
5:45 PM	0	47	90	7	5	27	203	50	0	44	155	20	0	85	197	77	1,007		2	1	2	6
Count Total	6	351	795	91	42	232	1,579	452	0	270	1,447	159	0	686	1,750	498	8,358		9	4	15	37
Peak Hour	6	175	405	48	23	106	825	241	0	127	740	82	0	351	897	231	4,257		3	2	4	16

ALL TRAFFIC DATA SERVICES
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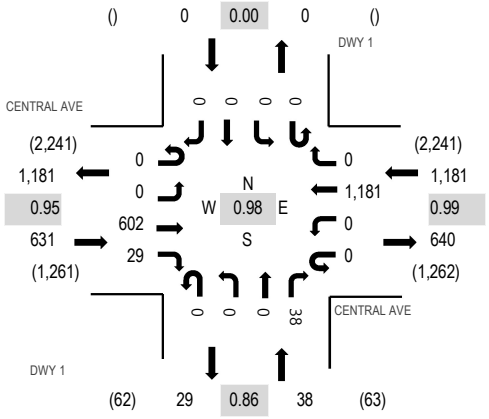
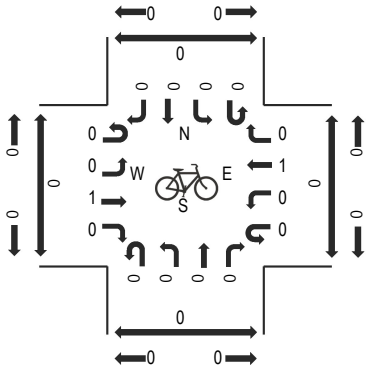
Location: 2 DWY 1 & CENTRAL AVE PM
Date: Thursday, September 8, 2022
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

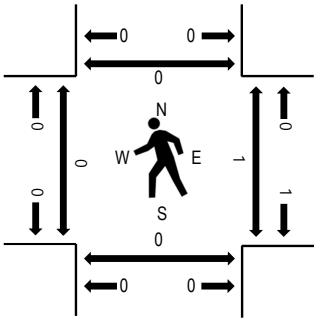
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVE Eastbound				CENTRAL AVE Westbound				DWY 1 Northbound				DWY 1 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	154	14	0	0	267	0	0	0	0	6	0	0	0	0	441	1,715	0	1	2	0
4:15 PM	0	0	147	5	0	0	257	0	0	0	0	7	0	0	0	0	416	1,738	0	1	0	0
4:30 PM	0	0	140	10	0	0	271	0	0	0	0	7	0	0	0	0	428	1,792	1	0	0	0
4:45 PM	0	0	156	4	0	0	265	0	0	0	0	5	0	0	0	0	430	1,819	0	1	0	0
5:00 PM	0	0	152	7	0	0	295	0	0	0	0	10	0	0	0	0	464	1,850	0	0	0	0
5:15 PM	0	0	157	10	0	0	292	0	0	0	0	11	0	0	0	0	470		0	1	0	0
5:30 PM	0	0	144	5	0	0	296	0	0	0	0	10	0	0	0	0	455		0	0	0	0
5:45 PM	0	0	149	7	0	0	298	0	0	0	0	7	0	0	0	0	461		0	0	0	0
Count Total	0	0	1,199	62	0	0	2,241	0	0	0	0	63	0	0	0	0	3,565		1	4	2	0
Peak Hour	0	0	602	29	0	0	1,181	0	0	0	0	38	0	0	0	0	1,850		0	1	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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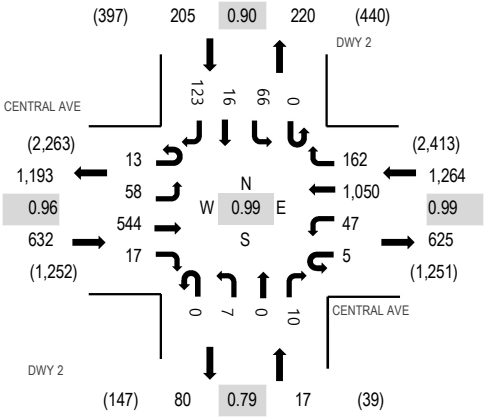
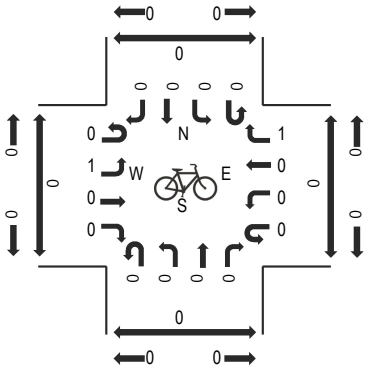
Location: 3 DWY 2 & CENTRAL AVE PM
Date: Thursday, September 8, 2022
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

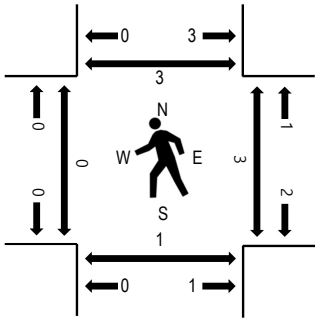
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVE Eastbound				CENTRAL AVE Westbound				DWY 2 Northbound				DWY 2 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	12	133	7	0	6	225	41	0	4	1	2	0	21	2	35	490	1,983	0	3	3	0
4:15 PM	3	9	133	8	2	12	228	33	0	4	1	1	0	19	3	28	484	2,030	3	3	0	1
4:30 PM	4	18	130	0	1	10	242	55	0	2	1	2	0	16	1	27	509	2,081	0	2	2	1
4:45 PM	1	14	145	2	1	12	246	35	0	1	0	3	0	17	4	19	500	2,094	0	0	0	0
5:00 PM	3	10	146	5	0	13	259	45	0	1	0	2	0	14	3	36	537	2,118	0	1	0	0
5:15 PM	5	17	142	4	1	6	259	41	0	1	0	2	0	20	6	31	535		0	1	0	0
5:30 PM	3	14	129	5	1	10	269	40	0	2	0	2	0	19	5	23	522		0	0	0	0
5:45 PM	2	17	127	3	3	18	263	36	0	3	0	4	0	13	2	33	524		0	1	1	3
Count Total	22	111	1,085	34	9	87	1,991	326	0	18	3	18	0	139	26	232	4,101		3	11	6	5
Peak Hour	13	58	544	17	5	47	1,050	162	0	7	0	10	0	66	16	123	2,118		0	3	1	3

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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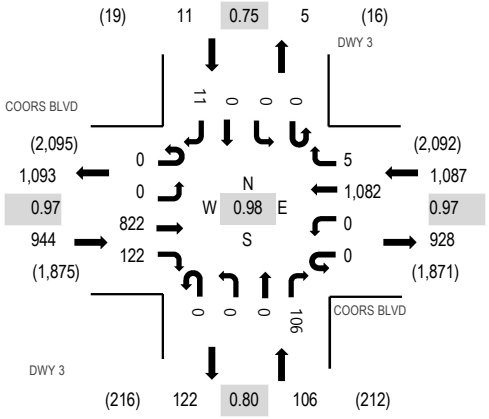
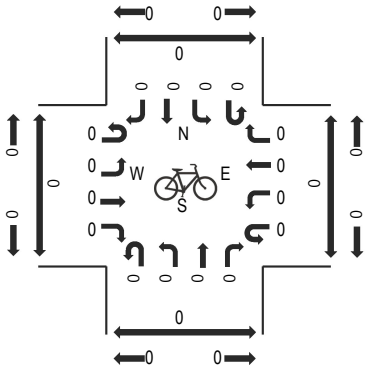
Location: 4 DWY 3 & COORS BLVD PM
Date: Thursday, September 8, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

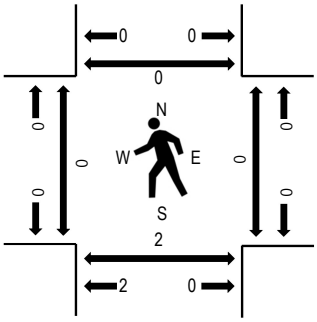
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COORS BLVD Eastbound				COORS BLVD Westbound				DWY 3 Northbound				DWY 3 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	213	26	0	0	272	3	0	0	0	27	0	0	0	1	542	2,148	0	0	0	0
4:15 PM	0	0	181	50	0	0	267	0	0	0	0	33	0	0	0	3	534	2,111	0	0	0	0
4:30 PM	0	0	236	10	0	0	279	1	0	0	0	18	0	0	0	3	547	2,113	0	0	0	0
4:45 PM	0	0	192	36	0	0	264	1	0	0	0	28	0	0	0	4	525	2,085	0	0	2	0
5:00 PM	0	0	217	16	0	0	241	3	0	0	0	26	0	0	0	2	505	2,050	0	0	0	0
5:15 PM	0	0	222	22	0	0	261	3	0	0	0	27	0	0	0	1	536		0	0	1	0
5:30 PM	0	0	207	29	0	0	255	3	0	0	0	23	0	0	0	2	519		0	0	1	0
5:45 PM	0	0	191	27	0	0	237	2	0	0	0	30	0	0	0	3	490		0	0	0	0
Count Total	0	0	1,659	216	0	0	2,076	16	0	0	0	212	0	0	0	19	4,198		0	0	4	0
Peak Hour	0	0	822	122	0	0	1,082	5	0	0	0	106	0	0	0	11	2,148		0	0	2	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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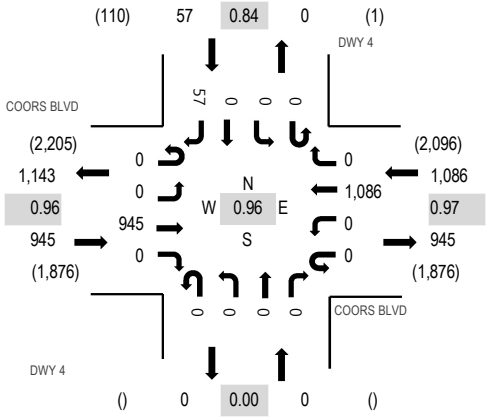
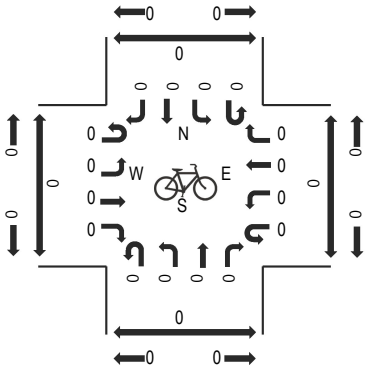
Location: 5 DWY 4 & COORS BLVD PM
Date: Thursday, September 8, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

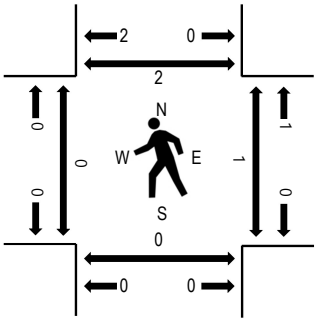
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

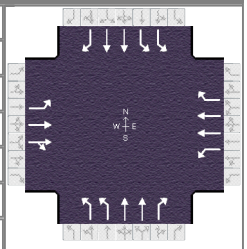
Interval Start Time	COORS BLVD Eastbound				COORS BLVD Westbound				DWY 4 Northbound				DWY 4 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	239	0	0	0	272	0	0	0	0	0	0	0	0	16	527	2,088	0	0	0	0
4:15 PM	0	0	232	0	0	0	264	0	0	0	0	0	0	0	0	14	510	2,051	0	1	0	1
4:30 PM	0	0	246	0	0	0	279	0	0	0	0	0	0	0	0	17	542	2,060	0	0	0	0
4:45 PM	0	0	228	0	0	0	271	0	0	0	0	0	0	0	0	10	509	2,032	0	0	0	1
5:00 PM	0	0	232	0	0	0	248	0	0	0	0	0	0	0	0	10	490	1,994	0	0	0	0
5:15 PM	0	0	243	0	0	0	264	1	0	0	0	0	0	0	0	11	519		0	0	0	0
5:30 PM	0	0	236	0	0	0	262	0	0	0	0	0	0	0	0	16	514		0	0	0	0
5:45 PM	0	0	220	0	0	0	235	0	0	0	0	0	0	0	0	16	471		0	0	0	0
Count Total	0	0	1,876	0	0	0	2,095	1	0	0	0	0	0	0	0	110	4,082		0	1	0	2
Peak Hour	0	0	945	0	0	0	1,086	0	0	0	0	0	0	0	0	57	2,088		0	1	0	2

APPENDIX C

EXISTING (2022) HCS REPORTS

HCS7 Signalized Intersection Results Summary

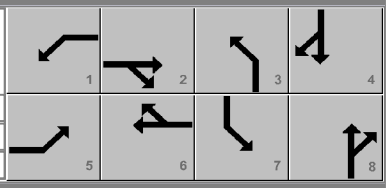
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	Sep 8, 2022	Area Type	Other
Jurisdiction		Time Period	AM	PHF	0.98
Urban Street	Coors Blvd	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central AM.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	198	649	28	64	247	184	59	973	115	238	570	129

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.6	5.8	46.6	5.2	1.3	31.5						
Yellow	4.0	4.0	4.0	4.0	4.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	19.4	60.4	9.6	50.6	9.2	35.5	14.5	40.8
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	15.4		6.3		4.2	33.5	10.3	18.4
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.1	0.0	0.3	4.4
Phase Call Probability	1.00		0.89		0.87	1.00	1.00	1.00
Max Out Probability	1.00		0.00		0.00	1.00	0.05	0.05

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	202	366	325	65	252	188	60	993	117	243	582	132
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1657	1810	1752	1540	1620	1766	1605	1730	1766	1495
Queue Service Time (g_s), s	13.4	15.5	15.5	4.3	5.7	10.2	2.2	31.5	7.0	8.3	16.4	8.0
Cycle Queue Clearance Time (g_c), s	13.4	15.5	15.5	4.3	5.7	10.2	2.2	31.5	7.0	8.3	16.4	8.0
Green Ratio (*g/C*)	0.13	0.47	0.47	0.43	0.39	0.39	0.26	0.26	0.26	0.30	0.31	0.31
Capacity (*c*), veh/h	228	879	779	85	1361	598	140	927	421	303	1084	458
Volume-to-Capacity Ratio (*X*)	0.884	0.417	0.417	0.772	0.185	0.314	0.429	1.072	0.279	0.800	0.537	0.287
Back of Queue (*Q*), ft/ln (95 th percentile)	309.7	284.1	255.6	92.4	109.9	179.8	43	720.8	120.4	166.1	284.8	135.7
Back of Queue (*Q*), veh/ln (95 th percentile)	12.2	11.2	10.2	3.7	4.3	7.0	1.6	28.2	4.8	6.5	11.1	5.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	51.4	21.0	21.0	56.6	24.2	25.6	56.0	44.3	35.2	53.7	34.5	31.6
Incremental Delay (d_2), s/veh	28.3	1.5	1.6	5.5	0.3	1.4	0.8	50.7	0.1	3.0	0.3	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	79.7	22.4	22.6	62.0	24.5	26.9	56.7	95.0	35.4	56.7	34.8	31.8
Level of Service (LOS)	E	C	C	E	C	C	E	F	D	E	C	C
Approach Delay, s/veh / LOS	35.5	D		30.2	C		87.0	F		39.9	D	
Intersection Delay, s/veh / LOS	53.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.56	C	2.58	C	2.45	B	2.29	B
Bicycle LOS Score / LOS	1.22	A	0.90	A	1.45	A	1.28	A

HCS7 Two-Way Stop-Control Report

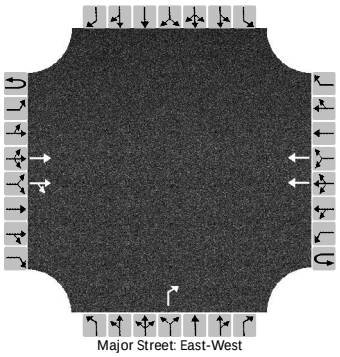
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			896	8			425					1				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												1				
Capacity, c (veh/h)												546				
v/c Ratio												0.00				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												11.6				
Level of Service (LOS)												B				
Approach Delay (s/veh)										11.6						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

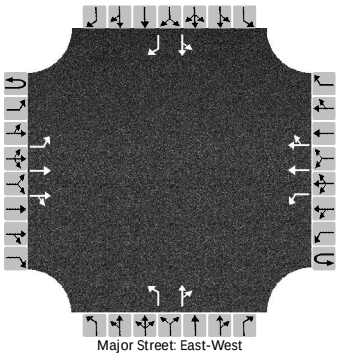
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		0	1	1
Configuration		L	T	TR		L	T	TR		L		TR		LT		R
Volume (veh/h)	1	40	828	7	4	12	406	45		2	0	7		13	1	35
Percent Heavy Vehicles (%)	0	0			0	8				0	0	0		8	0	6
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.10			6.40	4.27				7.50	6.50	6.90		7.66	6.50	7.02
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.20			2.50	2.28				3.50	4.00	3.30		3.58	4.00	3.36

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		41				16				2		7		14		35
Capacity, c (veh/h)		1097				623				226		576		305		757
v/c Ratio		0.04				0.03				0.01		0.01		0.05		0.05
95% Queue Length, Q_{95} (veh)		0.1				0.1				0.0		0.0		0.1		0.1
Control Delay (s/veh)		8.4				10.9				21.1		11.3		17.4		10.0
Level of Service (LOS)		A				B				C		B		C		A
Approach Delay (s/veh)	0.4				0.4				13.5				12.1			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

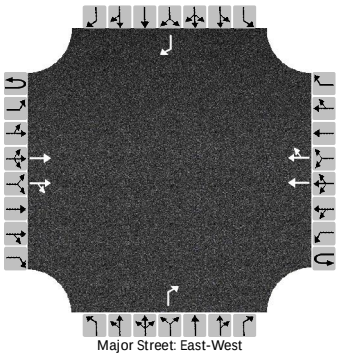
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			1036	116			657	6				115				3
Percent Heavy Vehicles (%)												3				0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				6.90
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												117				3
Capacity, c (veh/h)												450				660
v/c Ratio												0.26				0.00
95% Queue Length, Q_{95} (veh)												1.0				0.0
Control Delay (s/veh)												15.8				10.5
Level of Service (LOS)												C				B
Approach Delay (s/veh)									15.8				10.5			
Approach LOS									C				B			

HCS7 Two-Way Stop-Control Report

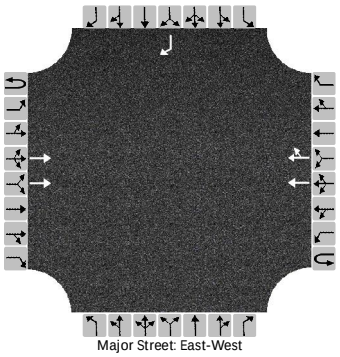
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1148				656	1								9
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

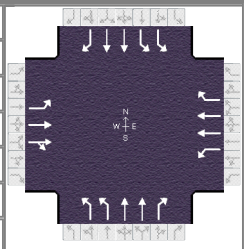
Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																9
Capacity, c (veh/h)																660
v/c Ratio																0.01
95% Queue Length, Q_{95} (veh)																0.0
Control Delay (s/veh)																10.5
Level of Service (LOS)																B
Approach Delay (s/veh)													10.5			
Approach LOS													B			

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	Sep 8, 2022	Area Type	Other
Jurisdiction		Time Period	Midday	PHF	0.95
Urban Street	Coors Blvd	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central Noon.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	178	369	38	99	403	270	103	562	73	323	577	204

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	8.6	2.0	51.9	5.8	4.0	23.7	5	6	7	8
Yellow	4.0	4.0	4.0	4.0	4.0	4.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	18.6	61.9	12.6	55.9	9.8	27.7	17.8	35.7
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	14.5		8.8		5.7	21.4	13.6	20.9
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.1	2.4	0.2	3.3
Phase Call Probability	1.00		0.97		0.97	1.00	1.00	1.00
Max Out Probability	0.05		0.00		0.00	0.37	1.00	0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	187	228	200	104	424	284	108	592	77	340	607	215
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1841	1598	1810	1752	1585	1716	1766	1583	1730	1724	1554
Queue Service Time (g_s), s	12.5	8.8	8.9	6.8	9.4	14.9	3.7	19.4	4.9	11.6	18.9	14.2
Cycle Queue Clearance Time (g_c), s	12.5	8.8	8.9	6.8	9.4	14.9	3.7	19.4	4.9	11.6	18.9	14.2
Green Ratio (*g/C*)	0.12	0.48	0.48	0.07	0.43	0.43	0.05	0.20	0.20	0.11	0.26	0.26
Capacity (*c*), veh/h	215	887	770	130	1515	685	167	698	313	398	910	410
Volume-to-Capacity Ratio (*X*)	0.870	0.257	0.260	0.800	0.280	0.415	0.649	0.847	0.246	0.855	0.667	0.523
Back of Queue (*Q*), ft/ln (95 th percentile)	265.1	176.7	151.3	144.1	179.1	245.8	74.3	350.8	85.4	238.6	325.9	229.5
Back of Queue (*Q*), veh/ln (95 th percentile)	10.4	6.8	6.1	5.8	6.9	9.7	2.9	13.7	3.4	9.4	12.4	9.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	51.8	18.4	18.4	54.8	22.0	23.6	56.1	46.4	40.6	52.1	39.5	37.7
Incremental Delay (d_2), s/veh	13.7	0.7	0.8	4.2	0.5	1.9	1.6	6.2	0.2	11.7	0.9	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	65.4	19.1	19.2	59.1	22.5	25.4	57.7	52.6	40.7	63.8	40.4	38.1
Level of Service (LOS)	E	B	B	E	C	C	E	D	D	E	D	D
Approach Delay, s/veh / LOS	33.2	C		28.2	C		52.1	D		46.8	D	
Intersection Delay, s/veh / LOS	41.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.56	C	2.57	C	2.46	B	2.30	B
Bicycle LOS Score / LOS	1.00	A	1.16	A	1.13	A	1.45	A

HCS7 Two-Way Stop-Control Report

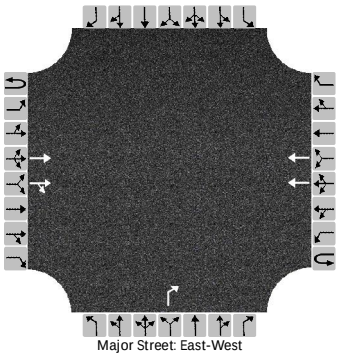
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			570	46			661					48				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												49				
Capacity, c (veh/h)												681				
v/c Ratio												0.07				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												10.7				
Level of Service (LOS)												B				
Approach Delay (s/veh)										10.7						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

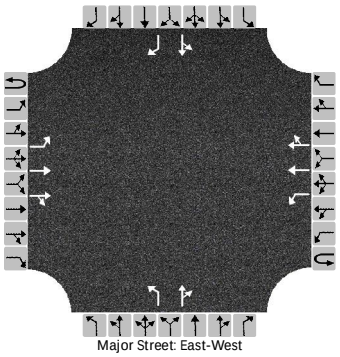
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		0	1	1
Configuration		L	T	TR		L	T	TR		L		TR		LT		R
Volume (veh/h)	18	49	516	33	2	48	539	118		16	2	23		58	7	80
Percent Heavy Vehicles (%)	0	2			0	6				0	0	9		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized														No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.14			6.40	4.22				7.50	6.50	7.08		7.50	6.50	6.90
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.22			2.50	2.26				3.50	4.00	3.39		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		68				51				16		26		66		82
Capacity, c (veh/h)		734				954				238		688		248		662
v/c Ratio		0.09				0.05				0.07		0.04		0.27		0.12
95% Queue Length, Q_{95} (veh)		0.3				0.2				0.2		0.1		1.0		0.4
Control Delay (s/veh)		10.4				9.0				21.3		10.4		24.8		11.2
Level of Service (LOS)		B				A				C		B		C		B
Approach Delay (s/veh)		1.1				0.6				14.7				17.3		
Approach LOS										B				C		

HCS7 Two-Way Stop-Control Report

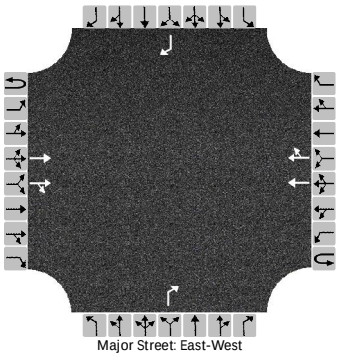
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			676	64			681	5				78				11
Percent Heavy Vehicles (%)												3				9
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				7.08
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												84				12
Capacity, c (veh/h)												599				609
v/c Ratio												0.14				0.02
95% Queue Length, Q_{95} (veh)												0.5				0.1
Control Delay (s/veh)												12.0				11.0
Level of Service (LOS)												B				B
Approach Delay (s/veh)									12.0				11.0			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

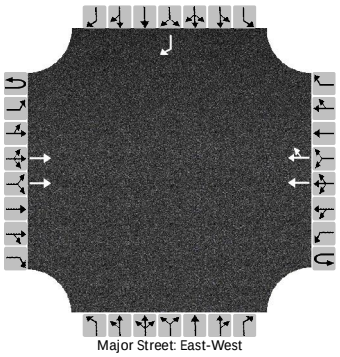
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			740				705	0								37
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

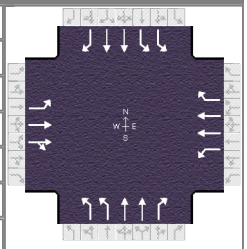
Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																40
Capacity, c (veh/h)																625
v/c Ratio																0.06
95% Queue Length, Q_{95} (veh)																0.2
Control Delay (s/veh)																11.2
Level of Service (LOS)																B
Approach Delay (s/veh)													11.2			
Approach LOS													B			

HCS7 Signalized Intersection Results Summary

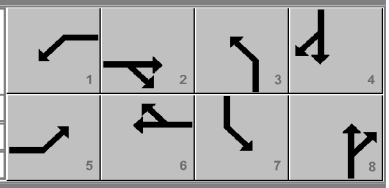
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	Sep 8, 2022	Area Type	Other
Jurisdiction		Time Period	PM	PHF	0.98
Urban Street	Coors Blvd	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central PM.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	181	405	48	129	825	241	127	740	82	351	897	231

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.7	3.5	48.1	6.6	3.7	27.4						
Yellow	4.0	0.0	4.0	4.0	4.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	18.2	55.6	14.7	52.1	10.6	31.4	18.3	39.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	14.1		10.7		6.4	26.9	14.1	31.3
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.2	0.5	0.2	2.2
Phase Call Probability	1.00		0.99		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.05		0.00	1.00	1.00	0.83

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	185	247	216	132	842	246	130	755	84	358	915	236
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1841	1591	1781	1766	1595	1730	1781	1602	1743	1781	1538
Queue Service Time (g_s), s	12.1	10.6	10.7	8.7	22.5	13.1	4.4	24.9	5.1	12.1	29.3	15.4
Cycle Queue Clearance Time (g_c), s	12.1	10.6	10.7	8.7	22.5	13.1	4.4	24.9	5.1	12.1	29.3	15.4
Green Ratio (*g/C*)	0.12	0.43	0.43	0.09	0.40	0.40	0.05	0.23	0.23	0.12	0.29	0.29
Capacity (*c*), veh/h	212	791	684	159	1416	639	189	814	366	415	1043	451
Volume-to-Capacity Ratio (*X*)	0.871	0.312	0.315	0.830	0.595	0.385	0.684	0.927	0.228	0.863	0.877	0.523
Back of Queue (*Q*), ft/ln (95 th percentile)	276.3	212.5	186.3	192.2	374.3	223.5	88	462.2	88.4	249	496.1	241.9
Back of Queue (*Q*), veh/ln (95 th percentile)	11.0	8.2	7.5	7.6	14.6	8.9	3.5	18.2	3.5	9.9	19.5	9.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	52.0	22.5	22.6	53.8	28.3	25.5	55.7	45.3	37.7	51.9	40.4	35.4
Incremental Delay (d_2), s/veh	22.9	1.0	1.2	8.2	1.8	1.7	1.6	16.1	0.1	13.0	8.2	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	74.9	23.5	23.8	62.0	30.1	27.2	57.3	61.4	37.8	64.9	48.5	35.9
Level of Service (LOS)	E	C	C	E	C	C	E	E	D	E	D	D
Approach Delay, s/veh / LOS	38.3	D		33.0	C		58.8	E		50.5	D	
Intersection Delay, s/veh / LOS	45.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.57	C	2.57	C	2.45	B	2.29	B
Bicycle LOS Score / LOS	1.02	A	1.49	A	1.29	A	1.73	B

HCS7 Two-Way Stop-Control Report

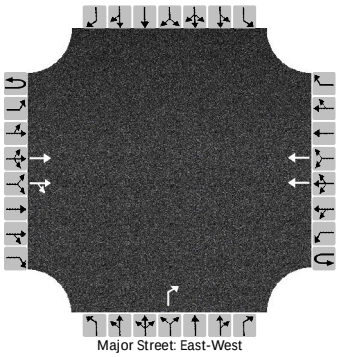
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			602	29			1181					38				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												39				
Capacity, c (veh/h)												678				
v/c Ratio												0.06				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												10.6				
Level of Service (LOS)												B				
Approach Delay (s/veh)										10.6						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

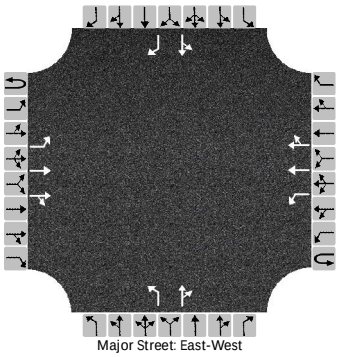
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		0	1	1
Configuration		L	T	TR		L	T	TR		L		TR		LT		R
Volume (veh/h)	13	58	544	17	5	47	1050	162		7	0	10		66	16	123
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		2	0	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.10			6.40	4.10				7.50	6.50	6.90		7.53	6.50	6.92
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.20			2.50	2.20				3.50	4.00	3.30		3.52	4.00	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		72				53				7		10		83		124
Capacity, c (veh/h)		403				957				92		713		126		435
v/c Ratio		0.18				0.05				0.08		0.01		0.66		0.29
95% Queue Length, Q_{95} (veh)		0.6				0.2				0.2		0.0		3.5		1.2
Control Delay (s/veh)		15.9				9.0				47.4		10.1		76.6		16.5
Level of Service (LOS)		C				A				E		B		F		C
Approach Delay (s/veh)	1.8				0.4				25.5				40.6			
Approach LOS									D				E			

HCS7 Two-Way Stop-Control Report

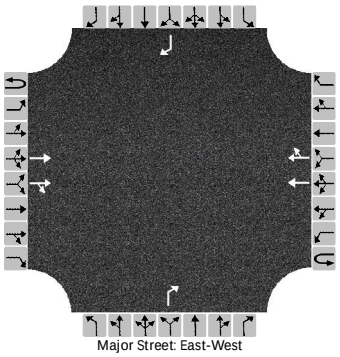
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			822	122			1082	5				106				11
Percent Heavy Vehicles (%)												3				9
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				7.08
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												109				11
Capacity, c (veh/h)												524				454
v/c Ratio												0.21				0.02
95% Queue Length, Q_{95} (veh)												0.8				0.1
Control Delay (s/veh)												13.7				13.1
Level of Service (LOS)												B				B
Approach Delay (s/veh)									13.7				13.1			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

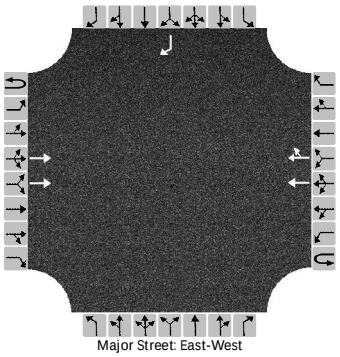
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			945				1086	0								57
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																59
Capacity, c (veh/h)																471
v/c Ratio																0.13
95% Queue Length, Q_{95} (veh)																0.4
Control Delay (s/veh)																13.8
Level of Service (LOS)																B
Approach Delay (s/veh)													13.8			
Approach LOS													B			

APPENDIX D

TRIP GENERATION MANUAL DATA

Land Use: 492
Health/Fitness Club

Description

A health/fitness club is a privately-owned facility that primarily focuses on individual fitness or training. It typically provides exercise classes, fitness equipment, a weight room, spa, lockers rooms, and a small restaurant or snack bar. This land use may also include ancillary facilities, such as a swimming pool, whirlpool, sauna, limited retail, and tennis, pickle ball, racquetball, or handball courts. These facilities are membership clubs that may allow access to the general public for a fee. Racquet/tennis club (Land Use 491), athletic club (Land Use 493), and recreational community center (Land Use 495) are related uses.

Additional Data

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Connecticut, New Jersey, Pennsylvania, Vermont, and Wisconsin.

Source Numbers

253, 571, 588, 598, 728, 926, 959, 971

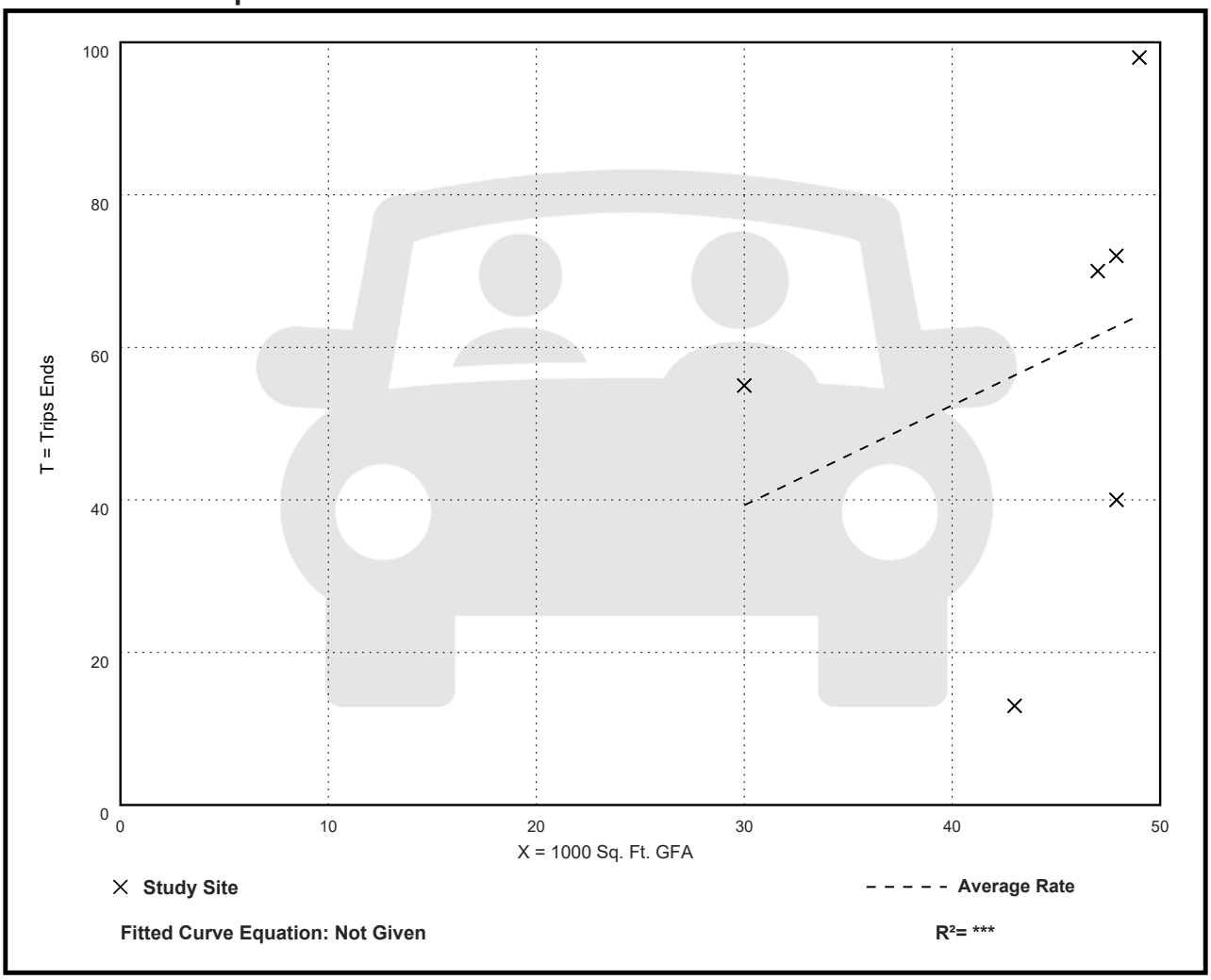
Health/Fitness Club
(492)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 44
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.31	0.30 - 2.00	0.64

Data Plot and Equation



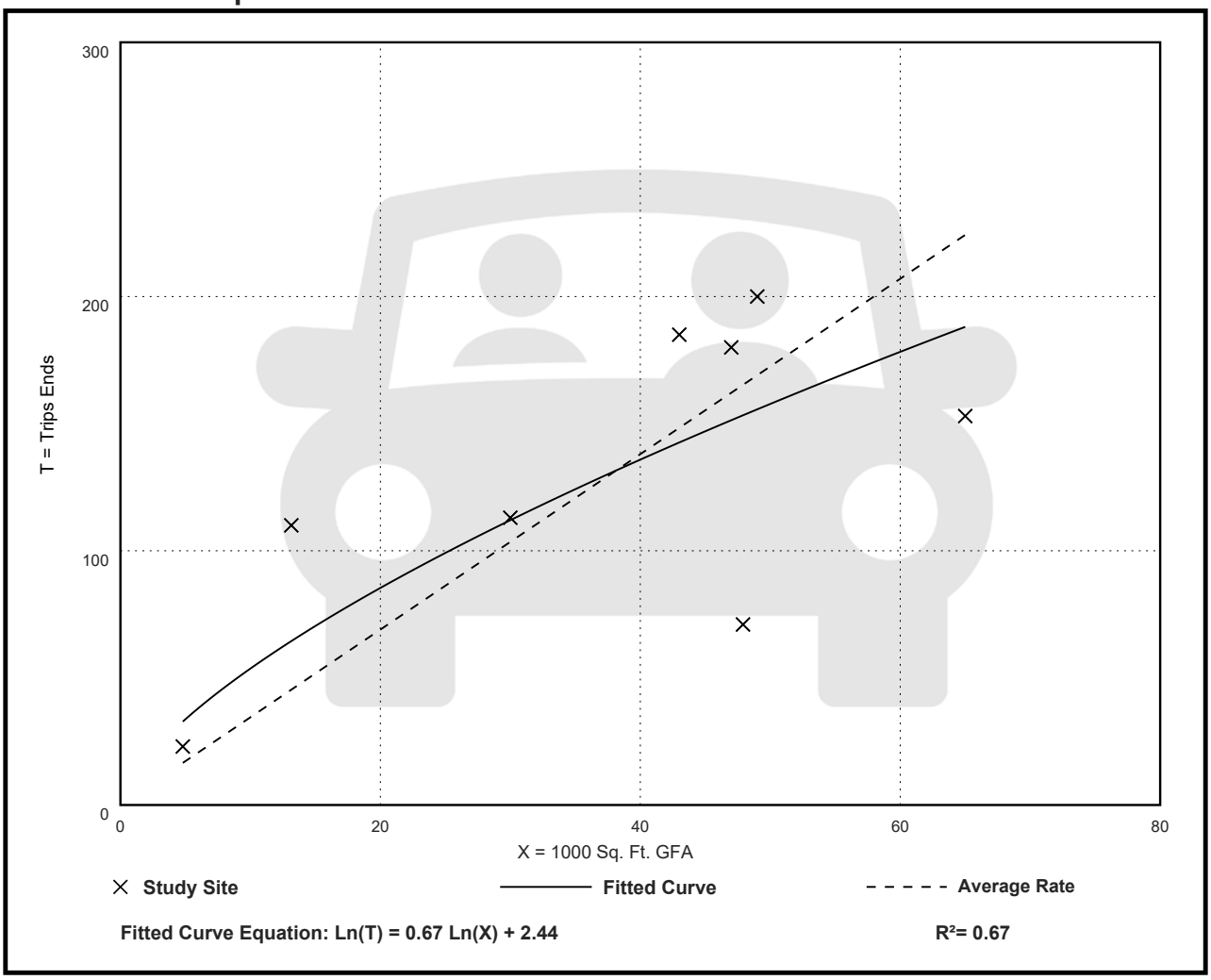
Health/Fitness Club
(492)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 37
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.45	1.48 - 8.37	1.57

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.67 Ln(X) + 2.44

R^2= 0.67

Land Use: 495
Recreational Community Center

Description

A recreational community center is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and children, a day care or nursery school, meeting rooms and other social facilities, swimming pools and whirlpools, saunas, tennis, racquetball, handball, pickle ball, basketball and volleyball courts; outdoor athletic fields/courts, exercise classes, weightlifting and gymnastics equipment, locker rooms, and a restaurant or snack bar. Public access is typically allowed and a membership fee may be charged. Racquet/tennis club (Land Use 491), health/fitness club (Land Use 492), and athletic club (Land Use 493) are related land uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), Arizona, Indiana, Minnesota, New Hampshire, New York, Oregon, Pennsylvania, Tennessee, and Utah.

Source Numbers

281, 410, 443, 571, 618, 705, 719, 850, 866, 971, 1055

Recreational Community Center
(495)

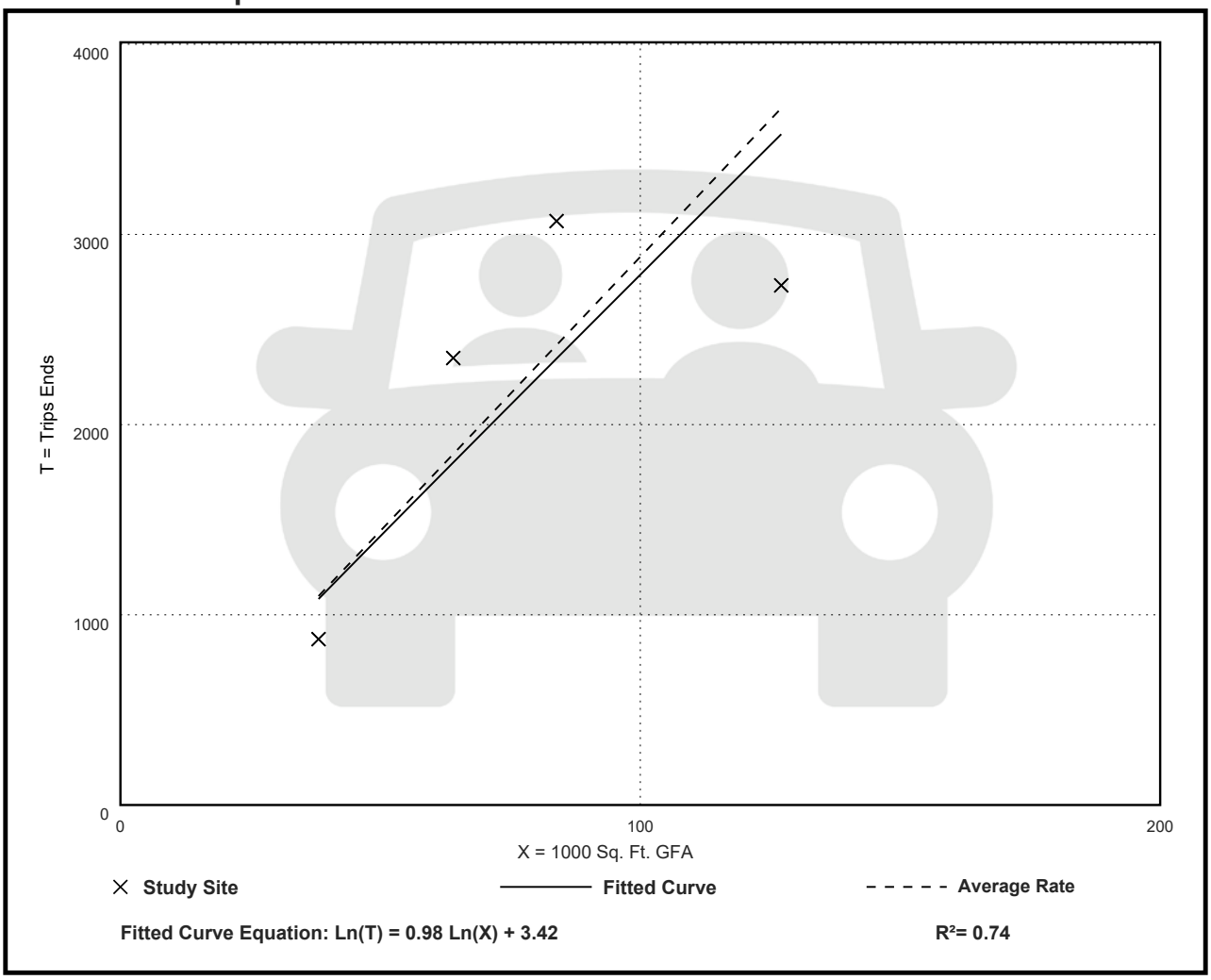
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 78
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
28.82	21.49 - 36.71	8.56

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.98 Ln(X) + 3.42

R^2= 0.74

Trip Generation Planner (ITE 11th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **Chuze Fitness**
Project Number **99920002**

ITE Code	Internal Capture Land Use	Land Use Description	Independent Variable	Setting/Location	No. of Units	Avg Rate or Eq	Rates: Daily Rate	Rates: AM Rate	Rates: PM Rate	Total Trips: Daily Trips	Total Trips: AM Trips	Total Trips: PM Trips	Total Trips: AM Trips In	Total Trips: AM Trips Out	Total Trips: PM Trips In	Total Trips: PM Trips Out
492		Health/Fitness Club	1,000 Sq Ft	General Urban/Suburban	50.85	Avg	*	1.31	3.45		67	175	34	33	100	75

Trip Generation Planner (ITE 11th Edition) - Summary Report

Kimley»Horn

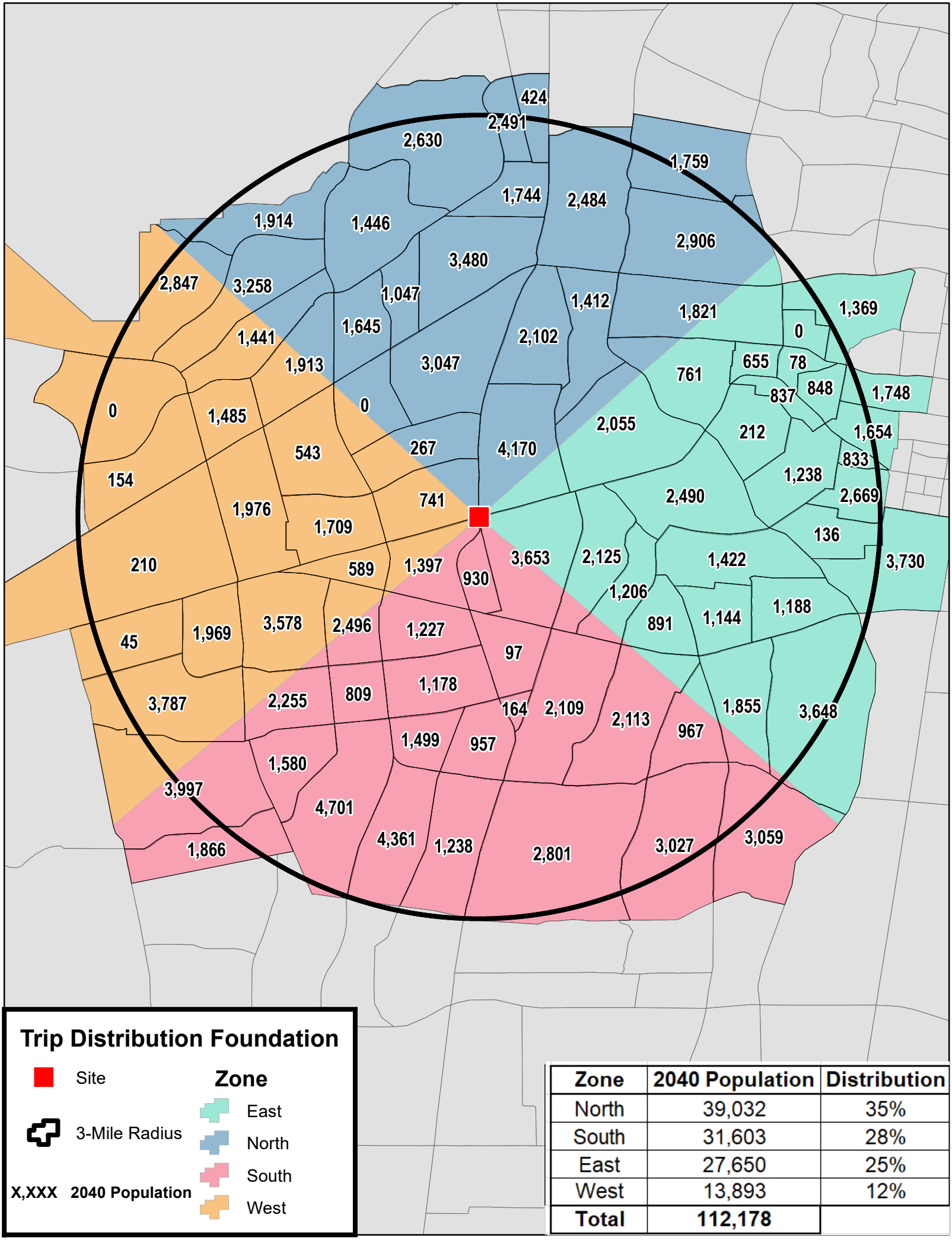
Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **Chuze Fitness**
Project Number **99920002**

ITE Code	Internal Capture Land Use	Land Use Description	Independent Variable	Setting/Location	No. of Units	Avg Rate or Eq	Rates: Daily Rate	Rates: PM Rate	Total Trips: Daily Trips	Total Trips: PM Trips	Total Trips: PM Trips In	Total Trips: PM Trips Out
495		Recreational Community Center	1,000 Sq Ft	General Urban/Suburban	50.85	Avg	28.82		1,466			

APPENDIX E

TRIP DISTRIBUTION MAP



Trip Distribution Foundation

Site

3-Mile Radius

X,XXX 2040 Population

Zone

East

North

South

West

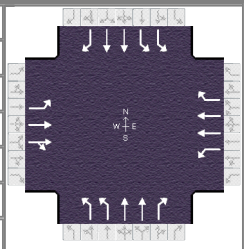
Zone	2040 Population	Distribution
North	39,032	35%
South	31,603	28%
East	27,650	25%
West	13,893	12%
Total	**112,178**	

APPENDIX F

TOTAL BUILDOUT (2022) HCS REPORTS

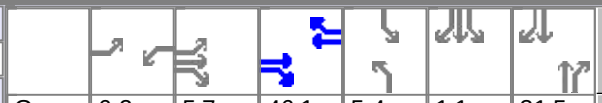
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	Sep 8, 2022	Area Type	Other
Jurisdiction		Time Period	AM	PHF	0.98
Urban Street	Coors Blvd	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central 2022 Total AM.xus		
Project Description	Chuze Fitness				

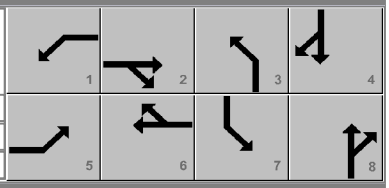


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	206	657	28	71	249	184	68	973	115	238	580	131

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.2	5.7	46.1	5.4	1.1	31.5
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	19.9	59.8	10.2	50.1	9.4	35.5	14.5	40.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	15.9		6.7		4.5	33.5	10.3	18.8
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.1	0.0	0.3	4.4
Phase Call Probability	1.00		0.91		0.90	1.00	1.00	1.00
Max Out Probability	1.00		0.00		0.00	1.00	0.05	0.05

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	210	370	329	72	254	188	69	993	117	243	592	134
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1657	1810	1752	1540	1620	1766	1605	1730	1766	1495
Queue Service Time (g_s), s	13.9	15.9	15.9	4.7	5.8	10.3	2.5	31.5	7.0	8.3	16.8	8.2
Cycle Queue Clearance Time (g_c), s	13.9	15.9	15.9	4.7	5.8	10.3	2.5	31.5	7.0	8.3	16.8	8.2
Green Ratio (*g/C*)	0.13	0.47	0.47	0.05	0.38	0.38	0.05	0.26	0.26	0.09	0.30	0.30
Capacity (*c*), veh/h	236	870	771	93	1346	592	146	927	421	303	1077	456
Volume-to-Capacity Ratio (*X*)	0.890	0.426	0.426	0.776	0.189	0.317	0.475	1.072	0.279	0.800	0.549	0.293
Back of Queue (*Q*), ft/ln (95 th percentile)	323.2	289.6	260.8	101.9	112	181.3	49.6	720.8	120.4	166.1	291	138.6
Back of Queue (*Q*), veh/ln (95 th percentile)	12.7	11.4	10.4	4.1	4.3	7.0	1.8	28.2	4.8	6.5	11.4	5.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	51.2	21.4	21.4	56.2	24.5	25.9	55.9	44.3	35.2	53.7	34.8	31.8
Incremental Delay (d_2), s/veh	30.1	1.5	1.7	5.1	0.3	1.4	0.9	50.7	0.1	3.0	0.3	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	81.3	22.9	23.1	61.3	24.9	27.3	56.8	95.0	35.4	56.7	35.2	32.0
Level of Service (LOS)	F	C	C	E	C	C	E	F	D	E	D	C
Approach Delay, s/veh / LOS	36.5	D		30.9	C		86.8	F		40.1	D	
Intersection Delay, s/veh / LOS	53.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.57	C	2.58	C	2.45	B	2.29	B
Bicycle LOS Score / LOS	1.24	A	0.91	A	1.46	A	1.29	A

HCS7 Two-Way Stop-Control Report

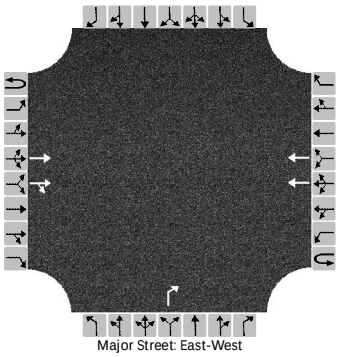
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			899	10			428					3				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												3				
Capacity, c (veh/h)												544				
v/c Ratio												0.01				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												11.7				
Level of Service (LOS)												B				
Approach Delay (s/veh)										11.7						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

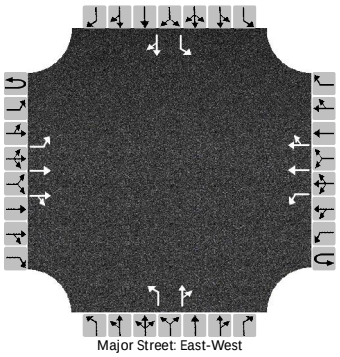
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	1	40	830	10	4	24	406	45		5	0	20		13	1	35
Percent Heavy Vehicles (%)	0	0			0	8				0	0	0		8	0	6
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.10			6.40	4.27				7.50	6.50	6.90		7.66	6.50	7.02
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.20			2.50	2.28				3.50	4.00	3.30		3.58	4.00	3.36

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		41				28				5		20		13		36
Capacity, c (veh/h)		1097				663				221		574		287		757
v/c Ratio		0.04				0.04				0.02		0.04		0.05		0.05
95% Queue Length, Q_{95} (veh)		0.1				0.1				0.1		0.1		0.1		0.2
Control Delay (s/veh)		8.4				10.7				21.7		11.5		18.1		10.0
Level of Service (LOS)		A				B				C		B		C		A
Approach Delay (s/veh)		0.4				0.6				13.5				12.2		
Approach LOS										B				B		

HCS7 Two-Way Stop-Control Report

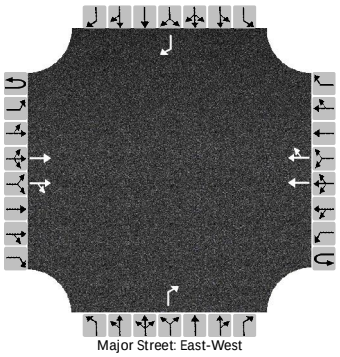
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			1045	116			657	20				115				16
Percent Heavy Vehicles (%)												3				0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				6.90
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												117				16
Capacity, c (veh/h)												447				653
v/c Ratio												0.26				0.02
95% Queue Length, Q_{95} (veh)												1.0				0.1
Control Delay (s/veh)												15.9				10.7
Level of Service (LOS)												C				B
Approach Delay (s/veh)									15.9				10.7			
Approach LOS									C				B			

HCS7 Two-Way Stop-Control Report

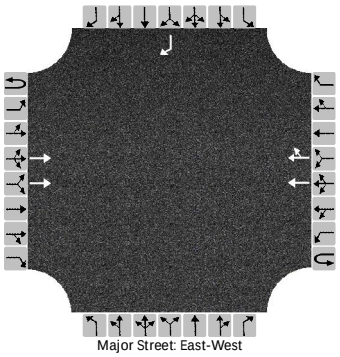
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1157				669	4								11
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

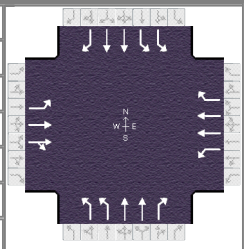
Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																11
Capacity, c (veh/h)																652
v/c Ratio																0.02
95% Queue Length, Q_{95} (veh)																0.1
Control Delay (s/veh)																10.6
Level of Service (LOS)																B
Approach Delay (s/veh)													10.6			
Approach LOS													B			

HCS7 Signalized Intersection Results Summary

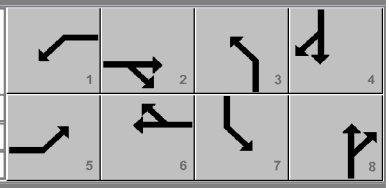
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	Sep 8, 2022	Area Type	Other
Jurisdiction		Time Period	Midday	PHF	0.95
Urban Street	Coors Blvd	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central Noon.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	189	380	38	110	406	270	117	562	73	323	594	207

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.5	1.9	51.1	6.3	3.5	23.8						
Yellow	4.0	4.0	4.0	4.0	4.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	19.4	61.0	13.5	55.1	10.3	27.8	17.8	35.3
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	15.3		9.6		6.2	21.4	13.6	21.7
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.1	2.4	0.2	3.2
Phase Call Probability	1.00		0.98		0.98	1.00	1.00	1.00
Max Out Probability	0.11		0.00		0.00	0.37	1.00	0.06

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	199	234	206	116	427	284	123	592	77	340	625	218
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1841	1600	1810	1752	1585	1716	1766	1583	1730	1724	1554
Queue Service Time (g_s), s	13.3	9.2	9.3	7.6	9.6	15.1	4.2	19.4	4.9	11.6	19.7	14.5
Cycle Queue Clearance Time (g_c), s	13.3	9.2	9.3	7.6	9.6	15.1	4.2	19.4	4.9	11.6	19.7	14.5
Green Ratio (*g/C*)	0.13	0.47	0.47	0.08	0.43	0.43	0.05	0.20	0.20	0.11	0.26	0.26
Capacity (*c*), veh/h	227	874	760	143	1491	674	179	699	313	398	898	405
Volume-to-Capacity Ratio (*X*)	0.877	0.268	0.271	0.811	0.287	0.421	0.686	0.846	0.245	0.855	0.696	0.538
Back of Queue (*Q*), ft/ln (95 th percentile)	283.2	185.3	159	159.6	183.6	248.9	84.5	350.7	85.4	238.6	338.2	233.5
Back of Queue (*Q*), veh/ln (95 th percentile)	11.1	7.2	6.4	6.4	7.1	9.8	3.3	13.7	3.4	9.4	12.9	9.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	51.4	19.0	19.0	54.4	22.6	24.1	55.9	46.4	40.6	52.1	40.1	38.2
Incremental Delay (d_2), s/veh	16.4	0.8	0.9	4.1	0.5	1.9	1.7	6.1	0.1	11.7	1.3	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	67.7	19.7	19.9	58.5	23.0	26.1	57.6	52.5	40.7	63.8	41.3	38.6
Level of Service (LOS)	E	B	B	E	C	C	E	D	D	E	D	D
Approach Delay, s/veh / LOS	34.7	C		29.0	C		52.1	D		47.3	D	
Intersection Delay, s/veh / LOS	41.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.56	C	2.57	C	2.46	B	2.30	B
Bicycle LOS Score / LOS	1.01	A	1.17	A	1.14	A	1.46	A

HCS7 Two-Way Stop-Control Report

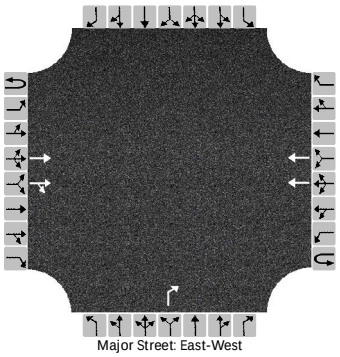
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			576	49			665					50				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												52				
Capacity, c (veh/h)												676				
v/c Ratio												0.08				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												10.8				
Level of Service (LOS)												B				
Approach Delay (s/veh)										10.8						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

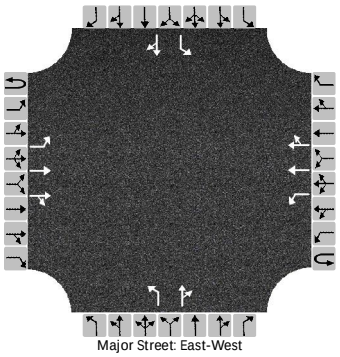
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	Noon
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	18	49	518	39	2	68	539	118		20	2	40		58	7	80
Percent Heavy Vehicles (%)	0	2			0	6				0	0	9		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.14			6.40	4.22				7.50	6.50	7.08		7.50	6.50	6.90
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.22			2.50	2.26				3.50	4.00	3.39		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		68				71				20		43		59		89
Capacity, c (veh/h)		734				952				223		684		226		662
v/c Ratio		0.09				0.08				0.09		0.06		0.26		0.13
95% Queue Length, Q_{95} (veh)		0.3				0.2				0.3		0.2		1.0		0.5
Control Delay (s/veh)		10.4				9.1				22.8		10.6		26.4		11.3
Level of Service (LOS)		B				A				C		B		D		B
Approach Delay (s/veh)		1.1				0.9				14.5				17.3		
Approach LOS										B				C		

HCS7 Two-Way Stop-Control Report

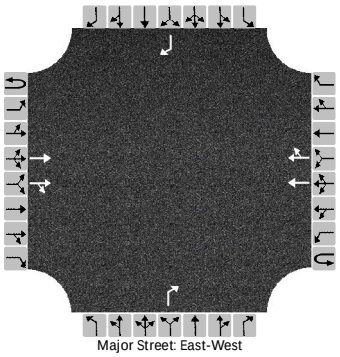
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			690	64			681	28				78				28
Percent Heavy Vehicles (%)												3				9
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				7.08
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												84				30
Capacity, c (veh/h)												592				597
v/c Ratio												0.14				0.05
95% Queue Length, Q_{95} (veh)												0.5				0.2
Control Delay (s/veh)												12.1				11.3
Level of Service (LOS)												B				B
Approach Delay (s/veh)									12.1				11.3			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

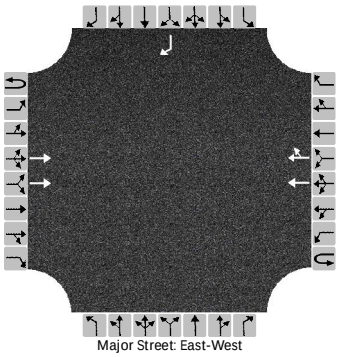
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			754				722	6								39
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

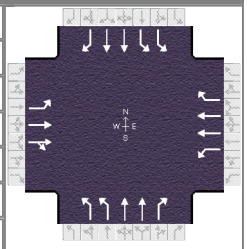
Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																42
Capacity, c (veh/h)																613
v/c Ratio																0.07
95% Queue Length, Q_{95} (veh)																0.2
Control Delay (s/veh)																11.3
Level of Service (LOS)																B
Approach Delay (s/veh)													11.3			
Approach LOS													B			

HCS7 Signalized Intersection Results Summary

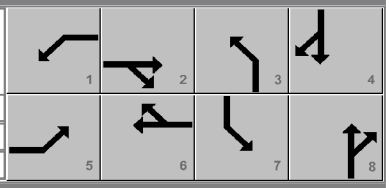
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	Sep 8, 2022	Area Type	Other
Jurisdiction		Time Period	PM	PHF	0.98
Urban Street	Coors Blvd	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central PM.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	200	424	48	149	830	241	152	740	82	351	927	236

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.1	3.3	46.8	7.5	2.8	27.4	
Yellow	4.0	0.0	4.0	4.0	4.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	19.4	54.2	16.1	50.8	11.5	31.4	18.3	38.3
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	15.4		12.1		7.3	26.9	14.1	33.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.2	0.5	0.2	1.0
Phase Call Probability	1.00		0.99		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.27		0.00	1.00	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	204	257	225	152	847	246	155	755	84	358	946	241
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1841	1593	1781	1766	1595	1730	1781	1602	1743	1781	1538
Queue Service Time (g_s), s	13.4	11.3	11.5	10.1	23.1	13.3	5.3	24.9	5.1	12.1	31.0	15.9
Cycle Queue Clearance Time (g_c), s	13.4	11.3	11.5	10.1	23.1	13.3	5.3	24.9	5.1	12.1	31.0	15.9
Green Ratio (*g/C*)	0.13	0.42	0.42	0.10	0.39	0.39	0.06	0.23	0.23	0.12	0.29	0.29
Capacity (*c*), veh/h	231	770	666	179	1379	623	215	815	366	415	1017	439
Volume-to-Capacity Ratio (*X*)	0.884	0.334	0.337	0.848	0.614	0.395	0.720	0.927	0.228	0.863	0.930	0.548
Back of Queue (*Q*), ft/ln (95 th percentile)	307.8	225.3	198	225.6	384	227.4	105.1	462.1	88.4	249	543.1	250.4
Back of Queue (*Q*), veh/ln (95 th percentile)	12.2	8.7	7.9	8.9	15.0	9.0	4.1	18.2	3.5	9.9	21.4	9.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	51.4	23.6	23.6	53.1	29.3	26.4	55.2	45.3	37.7	51.9	41.7	36.3
Incremental Delay (d_2), s/veh	27.4	1.2	1.4	14.7	2.1	1.9	1.7	16.0	0.1	13.0	14.0	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	78.8	24.8	25.0	67.7	31.4	28.2	56.9	61.3	37.8	64.9	55.7	37.1
Level of Service (LOS)	E	C	C	E	C	C	E	E	D	E	E	D
Approach Delay, s/veh / LOS	40.9	D		35.2	D		58.7	E		54.9	D	
Intersection Delay, s/veh / LOS	48.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.57	C	2.58	C	2.45	B	2.29	B
Bicycle LOS Score / LOS	1.05	A	1.51	B	1.31	A	1.76	B

HCS7 Two-Way Stop-Control Report

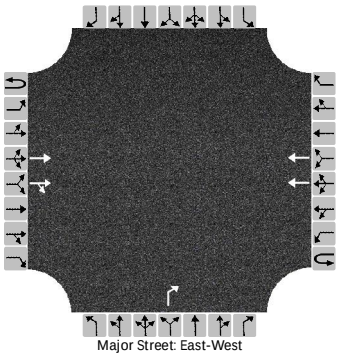
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			612	34			1189					42				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												43				
Capacity, c (veh/h)												670				
v/c Ratio												0.06				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												10.7				
Level of Service (LOS)												B				
Approach Delay (s/veh)										10.7						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

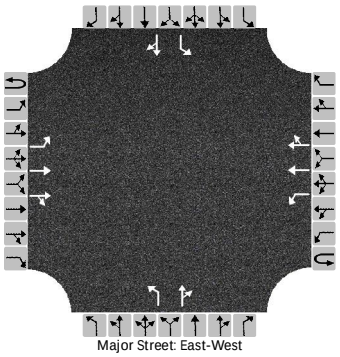
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	13	58	548	27	5	82	1050	162		15	0	40		66	16	123
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		2	0	1
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.10			6.40	4.10				7.50	6.50	6.90		7.53	6.50	6.92
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.20			2.50	2.20				3.50	4.00	3.30		3.52	4.00	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		72				88				15		40		67		140
Capacity, c (veh/h)		403				962				59		705		106		435
v/c Ratio		0.18				0.09				0.26		0.06		0.63		0.32
95% Queue Length, Q_{95} (veh)		0.6				0.3				0.9		0.2		3.1		1.4
Control Delay (s/veh)		15.9				9.1				85.3		10.4		84.1		17.2
Level of Service (LOS)		C				A				F		B		F		C
Approach Delay (s/veh)		1.7				0.6				30.8				38.7		
Approach LOS										D				E		

HCS7 Two-Way Stop-Control Report

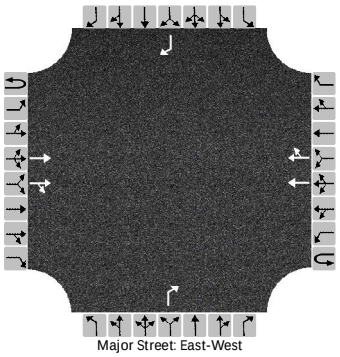
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			847	122			1082	45				78				41
Percent Heavy Vehicles (%)												3				9
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				7.08
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												80				42
Capacity, c (veh/h)												514				440
v/c Ratio												0.16				0.10
95% Queue Length, Q_{95} (veh)												0.6				0.3
Control Delay (s/veh)												13.3				14.1
Level of Service (LOS)												B				B
Approach Delay (s/veh)									13.3				14.1			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

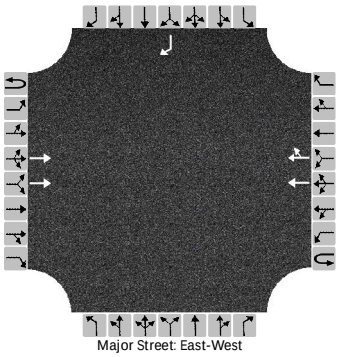
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			970				1116	0								61
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

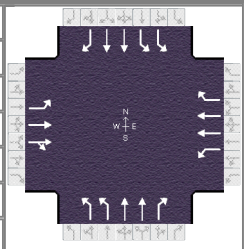
Flow Rate, v (veh/h)																64
Capacity, c (veh/h)																460
v/c Ratio																0.14
95% Queue Length, Q_{95} (veh)																0.5
Control Delay (s/veh)																14.1
Level of Service (LOS)																B
Approach Delay (s/veh)													14.1			
Approach LOS													B			

APPENDIX G

BACKGROUND (2032) HCS REPORTS

HCS7 Signalized Intersection Results Summary

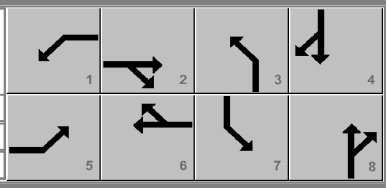
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	Sep 8, 2022	Area Type	Other
Jurisdiction		Time Period	AM	PHF	0.98
Urban Street	Coors Blvd	Analysis Year	2032	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central Background 2032 AM.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	221	725	31	71	276	205	66	1086	128	266	636	144

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.2	5.8	46.0	5.4	2.1	30.5						
Yellow	4.0	4.0	4.0	4.0	4.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	20.0	59.8	10.2	50.0	9.4	34.5	15.5	40.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	17.1		6.7		4.4	32.5	11.2	20.8
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.1	0.0	0.3	4.9
Phase Call Probability	1.00		0.91		0.89	1.00	1.00	1.00
Max Out Probability	1.00		0.00		0.00	1.00	0.16	0.12

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	226	409	362	72	282	209	67	1108	131	271	649	147
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1657	1810	1752	1540	1620	1766	1604	1730	1766	1482
Queue Service Time (g_s), s	15.1	18.0	18.0	4.7	6.5	11.6	2.4	30.5	7.9	9.2	18.8	9.2
Cycle Queue Clearance Time (g_c), s	15.1	18.0	18.0	4.7	6.5	11.6	2.4	30.5	7.9	9.2	18.8	9.2
Green Ratio (*g/C*)	0.13	0.47	0.47	0.05	0.38	0.38	0.04	0.25	0.25	0.10	0.31	0.31
Capacity (*c*), veh/h	238	870	771	93	1343	590	145	898	408	332	1079	453
Volume-to-Capacity Ratio (*X*)	0.948	0.470	0.470	0.776	0.210	0.354	0.465	1.234	0.320	0.818	0.602	0.325
Back of Queue (*Q*), ft/ln (95 th percentile)	368.9	321.6	288.9	101.9	125.7	203.7	48.1	1026.5	137	190.6	319.9	155
Back of Queue (*Q*), veh/ln (95 th percentile)	14.5	12.7	11.6	4.1	4.9	7.9	1.8	40.1	5.5	7.5	12.5	5.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	51.6	22.0	22.0	56.2	24.8	26.4	55.9	44.8	36.3	53.2	35.5	32.1
Incremental Delay (d_2), s/veh	43.7	1.8	2.1	5.1	0.4	1.7	0.9	115.2	0.2	5.6	0.7	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	95.3	23.8	24.0	61.3	25.2	28.1	56.8	159.9	36.5	58.8	36.1	32.3
Level of Service (LOS)	F	C	C	E	C	C	E	F	D	E	D	C
Approach Delay, s/veh / LOS	40.0	D		30.9	C		142.3	F		41.4	D	
Intersection Delay, s/veh / LOS	73.0						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.57	C	2.58	C	2.45	B	2.29	B
Bicycle LOS Score / LOS	1.31	A	0.95	A	1.57	B	1.37	A

HCS7 Two-Way Stop-Control Report

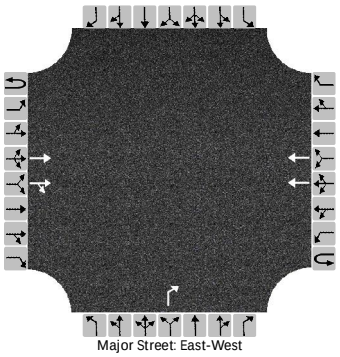
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			1001	9			475					1				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												1				
Capacity, c (veh/h)												504				
v/c Ratio												0.00				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												12.2				
Level of Service (LOS)												B				
Approach Delay (s/veh)										12.2						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

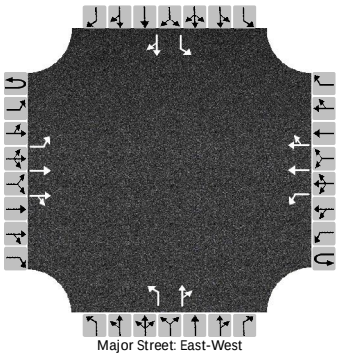
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	1	45	925	8	4	13	453	50		2	0	8		15	1	39
Percent Heavy Vehicles (%)	0	0			0	8				0	0	0		8	0	6
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.10			6.40	4.26				7.50	6.50	6.90		7.66	6.50	7.02
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.20			2.50	2.28				3.50	4.00	3.30		3.58	4.00	3.36

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		46				17				2		8		15		40
Capacity, c (veh/h)		1049				565				191		535		270		728
v/c Ratio		0.04				0.03				0.01		0.02		0.06		0.06
95% Queue Length, Q_{95} (veh)		0.1				0.1				0.0		0.0		0.2		0.2
Control Delay (s/veh)		8.6				11.6				24.0		11.8		19.1		10.2
Level of Service (LOS)		A				B				C		B		C		B
Approach Delay (s/veh)		0.4				0.4				14.3				12.7		
Approach LOS										B				B		

HCS7 Two-Way Stop-Control Report

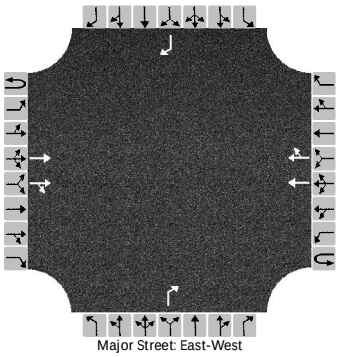
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			1157	130			734	7				128				3
Percent Heavy Vehicles (%)												3				0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				6.90
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												131				3
Capacity, c (veh/h)												405				622
v/c Ratio												0.32				0.00
95% Queue Length, Q_{95} (veh)												1.4				0.0
Control Delay (s/veh)												18.0				10.8
Level of Service (LOS)												C				B
Approach Delay (s/veh)									18.0				10.8			
Approach LOS									C				B			

HCS7 Two-Way Stop-Control Report

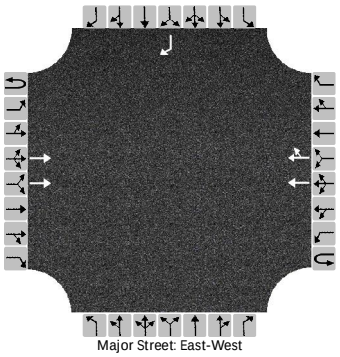
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1282				733	1								10
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

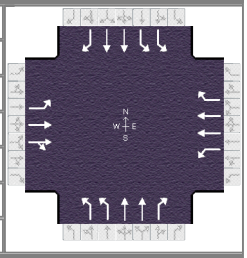
Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																10
Capacity, c (veh/h)																622
v/c Ratio																0.02
95% Queue Length, Q_{95} (veh)																0.1
Control Delay (s/veh)																10.9
Level of Service (LOS)																B
Approach Delay (s/veh)													10.9			
Approach LOS													B			

HCS7 Signalized Intersection Results Summary

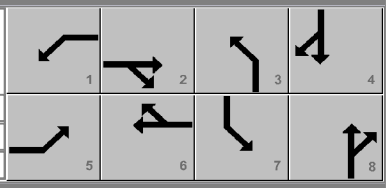
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	Sep 8, 2022	Area Type	Other
Jurisdiction		Time Period	Midday	PHF	0.95
Urban Street	Coors Blvd	Analysis Year	2032	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central Background 2032 Noon.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	199	412	42	110	450	301	115	628	82	361	644	228

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.5	2.6	47.6	6.2	4.9	25.3						
Yellow	4.0	4.0	4.0	4.0	4.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	20.0	58.1	13.5	51.6	10.2	29.3	19.1	38.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	16.0		9.6		6.2	23.8	14.9	23.0
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.1	1.5	0.1	3.5
Phase Call Probability	1.00		0.98		0.98	1.00	1.00	1.00
Max Out Probability	1.00		0.00		0.00	0.97	1.00	0.11

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	209	255	223	116	474	317	121	661	86	380	678	240
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1841	1598	1810	1752	1585	1716	1766	1584	1730	1724	1557
Queue Service Time (g_s), s	14.0	10.6	10.7	7.6	11.3	18.1	4.2	21.8	5.5	12.9	21.0	15.6
Cycle Queue Clearance Time (g_c), s	14.0	10.6	10.7	7.6	11.3	18.1	4.2	21.8	5.5	12.9	21.0	15.6
Green Ratio (*g/C*)	0.13	0.45	0.45	0.08	0.40	0.40	0.05	0.21	0.21	0.13	0.29	0.29
Capacity (*c*), veh/h	236	831	721	143	1389	628	177	746	334	434	983	444
Volume-to-Capacity Ratio (*X*)	0.887	0.307	0.309	0.812	0.341	0.504	0.683	0.886	0.258	0.875	0.690	0.541
Back of Queue (*Q*), ft/ln (95 th percentile)	315.4	210.9	184.7	159.7	214	292.7	83	400.4	94.7	267.4	356.2	248.3
Back of Queue (*Q*), veh/ln (95 th percentile)	12.3	8.2	7.4	6.4	8.3	11.5	3.2	15.6	3.8	10.5	13.6	9.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	51.1	21.0	21.0	54.4	25.3	27.3	55.9	45.9	39.5	51.5	38.2	36.3
Incremental Delay (d_2), s/veh	25.8	1.0	1.1	4.2	0.7	2.9	1.7	10.8	0.2	15.4	1.5	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	76.9	21.9	22.1	58.6	25.9	30.2	57.7	56.7	39.6	66.9	39.7	36.8
Level of Service (LOS)	E	C	C	E	C	C	E	E	D	E	D	D
Approach Delay, s/veh / LOS	38.7	D		31.6	C		55.2	E		47.1	D	
Intersection Delay, s/veh / LOS	43.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.57	C	2.57	C	2.46	B	2.29	B
Bicycle LOS Score / LOS	1.05	A	1.24	A	1.20	A	1.56	B

HCS7 Two-Way Stop-Control Report

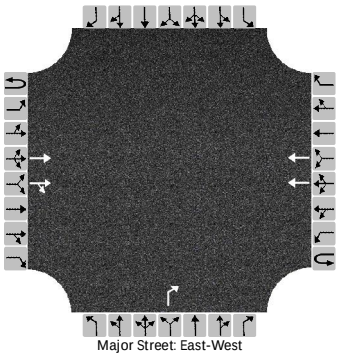
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			636	51			738					54				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												56				
Capacity, c (veh/h)												645				
v/c Ratio												0.09				
95% Queue Length, Q_{95} (veh)												0.3				
Control Delay (s/veh)												11.1				
Level of Service (LOS)												B				
Approach Delay (s/veh)										11.1						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

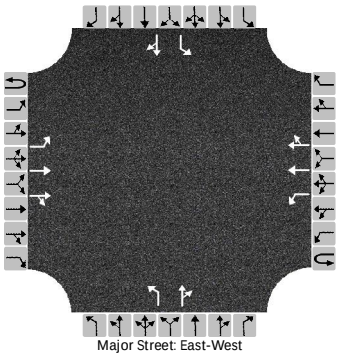
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	20	55	576	37	2	54	602	132		18	2	26		65	8	89
Percent Heavy Vehicles (%)	0	2			0	6				0	0	9		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.14			6.40	4.22				7.50	6.50	7.08		7.50	6.50	6.90
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.22			2.50	2.26				3.50	4.00	3.39		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		77				57				18		29		66		99
Capacity, c (veh/h)		666				901				197		655		211		624
v/c Ratio		0.11				0.06				0.09		0.04		0.31		0.16
95% Queue Length, Q_{95} (veh)		0.4				0.2				0.3		0.1		1.3		0.6
Control Delay (s/veh)		11.1				9.3				25.2		10.8		29.7		11.9
Level of Service (LOS)		B				A				D		B		D		B
Approach Delay (s/veh)	1.2				0.7				16.4				19.0			
Approach LOS									C				C			

HCS7 Two-Way Stop-Control Report

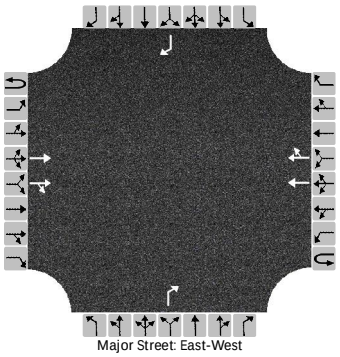
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuequerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuequerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			755	71			760	6				87				12
Percent Heavy Vehicles (%)												3				9
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				7.08
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												94				13
Capacity, c (veh/h)												559				570
v/c Ratio												0.17				0.02
95% Queue Length, Q_{95} (veh)												0.6				0.1
Control Delay (s/veh)												12.7				11.5
Level of Service (LOS)												B				B
Approach Delay (s/veh)									12.7				11.5			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

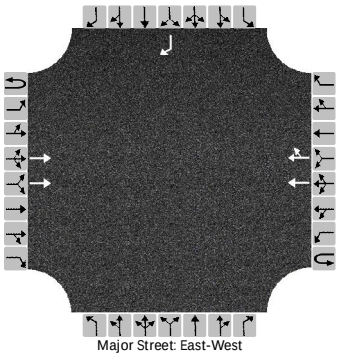
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			826				787	0								41
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

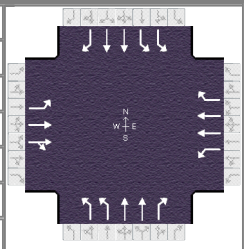
Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																44
Capacity, c (veh/h)																585
v/c Ratio																0.08
95% Queue Length, Q_{95} (veh)																0.2
Control Delay (s/veh)																11.7
Level of Service (LOS)																B
Approach Delay (s/veh)													11.7			
Approach LOS													B			

HCS7 Signalized Intersection Results Summary

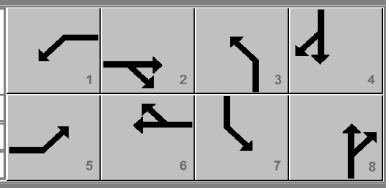
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	Sep 8, 2022	Area Type	Other
Jurisdiction		Time Period	PM	PHF	0.98
Urban Street	Coors Blvd	Analysis Year	2032	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central Background 2032 PM.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	202	452	54	144	921	269	142	826	92	392	1002	231

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.7	3.8	46.5	7.1	4.5	26.4						
Yellow	4.0	0.0	4.0	4.0	4.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	19.5	54.3	15.7	50.5	11.1	30.4	19.6	38.9
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	15.5		11.7		6.9	28.4	15.5	36.3
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.2	0.0	0.1	0.0
Phase Call Probability	1.00		0.99		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.25		0.00	1.00	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	206	276	240	147	940	274	145	843	94	400	1022	236
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1841	1590	1781	1766	1595	1730	1781	1601	1743	1781	1538
Queue Service Time (g_s), s	13.5	12.3	12.4	9.7	26.7	15.3	4.9	26.4	5.8	13.5	34.3	15.4
Cycle Queue Clearance Time (g_c), s	13.5	12.3	12.4	9.7	26.7	15.3	4.9	26.4	5.8	13.5	34.3	15.4
Green Ratio (*g/C*)	0.13	0.42	0.42	0.10	0.39	0.39	0.06	0.22	0.22	0.13	0.29	0.29
Capacity (*c*), veh/h	233	771	666	174	1368	617	205	784	352	453	1035	447
Volume-to-Capacity Ratio (*X*)	0.886	0.358	0.361	0.844	0.687	0.445	0.707	1.075	0.266	0.883	0.988	0.527
Back of Queue (*Q*), ft/ln (95 th percentile)	313	240.5	210.6	218.4	436	254.4	98.2	634.6	101.2	279.3	633.4	242.8
Back of Queue (*Q*), veh/ln (95 th percentile)	12.4	9.3	8.4	8.6	17.0	10.1	3.9	25.0	4.0	11.1	24.9	9.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	51.4	23.8	23.9	53.2	30.7	27.2	55.4	46.8	38.8	51.3	42.3	35.6
Incremental Delay (d_2), s/veh	28.7	1.3	1.5	13.9	2.8	2.3	1.7	54.4	0.1	16.9	24.8	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	80.1	25.1	25.4	67.1	33.5	29.5	57.1	101.2	38.9	68.2	67.1	36.2
Level of Service (LOS)	F	C	C	E	C	C	E	F	D	E	E	D
Approach Delay, s/veh / LOS	40.9	D		36.4	D		89.9	F		63.0	E	
Intersection Delay, s/veh / LOS	58.2						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.57	C	2.58	C	2.45	B	2.29	B
Bicycle LOS Score / LOS	1.08	A	1.61	B	1.38	A	1.86	B

HCS7 Two-Way Stop-Control Report

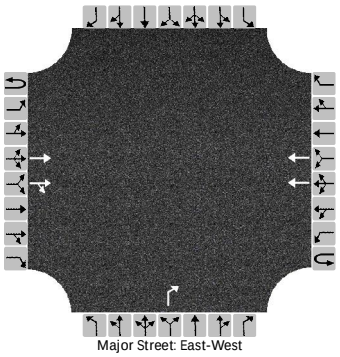
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			672	32			1319					42				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												43				
Capacity, c (veh/h)												642				
v/c Ratio												0.07				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												11.0				
Level of Service (LOS)												B				
Approach Delay (s/veh)										11.0						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

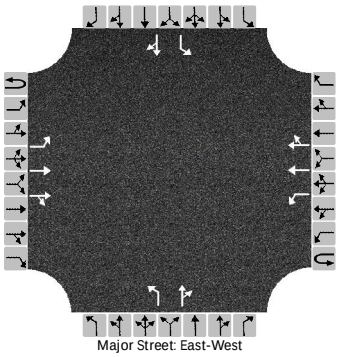
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	15	65	607	19	6	52	1172	181		8	0	11		74	18	137
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		2	0	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.10			6.40	4.10				7.50	6.50	6.90		7.54	6.50	6.92
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.20			2.50	2.20				3.50	4.00	3.30		3.52	4.00	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		81				59				8		11		75		157
Capacity, c (veh/h)		324				895				87		679		96		391
v/c Ratio		0.25				0.07				0.09		0.02		0.78		0.40
95% Queue Length, Q_{95} (veh)		1.0				0.2				0.3		0.0		4.1		1.9
Control Delay (s/veh)		19.7				9.3				50.6		10.4		118.0		20.2
Level of Service (LOS)		C				A				F		B		F		C
Approach Delay (s/veh)	2.2				0.4				27.3				51.8			
Approach LOS									D				F			

HCS7 Two-Way Stop-Control Report

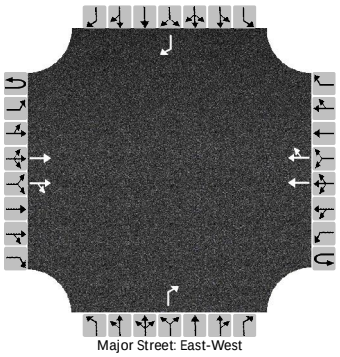
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			918	136			1208	6				118				12
Percent Heavy Vehicles (%)												3				9
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				7.08
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												122				12
Capacity, c (veh/h)												481				411
v/c Ratio												0.25				0.03
95% Queue Length, Q_{95} (veh)												1.0				0.1
Control Delay (s/veh)												15.0				14.0
Level of Service (LOS)												B				B
Approach Delay (s/veh)									15.0				14.0			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

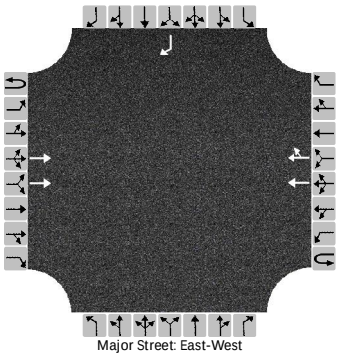
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1055				1213	0								64
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

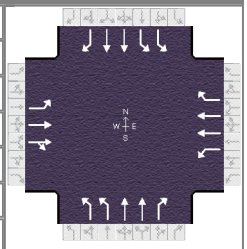
Flow Rate, v (veh/h)																67
Capacity, c (veh/h)																426
v/c Ratio																0.16
95% Queue Length, Q_{95} (veh)																0.5
Control Delay (s/veh)																15.0
Level of Service (LOS)																C
Approach Delay (s/veh)													15.0			
Approach LOS													C			

APPENDIX H

TOTAL BUILDOUT (2032) HCS REPORTS

HCS7 Signalized Intersection Results Summary

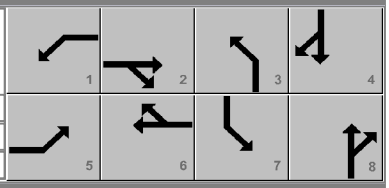
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	Sep 8, 2022	Area Type	Other
Jurisdiction		Time Period	AM	PHF	0.98
Urban Street	Coors Blvd	Analysis Year	2032	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central AM.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	229	733	31	78	278	205	75	1086	128	266	646	146

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.8	5.3	46.0	5.5	2.0	30.5	
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	20.0	59.2	10.8	50.0	9.5	34.5	15.5	40.5
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	17.7		7.2		4.8	32.5	11.2	21.2
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.1	0.0	0.3	4.9
Phase Call Probability	1.00		0.93		0.92	1.00	1.00	1.00
Max Out Probability	1.00		0.00		0.00	1.00	0.16	0.13

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	234	413	366	80	284	209	77	1108	131	271	659	149
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1657	1810	1752	1540	1620	1766	1604	1730	1766	1495
Queue Service Time (g_s), s	15.7	18.4	18.4	5.2	6.5	11.6	2.8	30.5	7.9	9.2	19.2	9.2
Cycle Queue Clearance Time (g_c), s	15.7	18.4	18.4	5.2	6.5	11.6	2.8	30.5	7.9	9.2	19.2	9.2
Green Ratio (*g/C*)	0.13	0.46	0.46	0.06	0.38	0.38	0.05	0.25	0.25	0.10	0.30	0.30
Capacity (*c*), veh/h	238	861	763	102	1343	590	149	898	408	332	1074	454
Volume-to-Capacity Ratio (*X*)	0.983	0.480	0.480	0.781	0.211	0.354	0.512	1.234	0.320	0.818	0.614	0.328
Back of Queue (*Q*), ft/ln (95 th percentile)	397.6	328.5	294.8	111.4	126.4	203.7	54.7	1026.9	137	190.6	326.2	156.5
Back of Queue (*Q*), veh/ln (95 th percentile)	15.7	12.9	11.8	4.5	4.9	7.9	2.0	40.1	5.5	7.5	12.7	5.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	51.9	22.4	22.4	55.9	24.8	26.4	55.9	44.8	36.3	53.2	35.7	32.3
Incremental Delay (d_2), s/veh	53.1	1.9	2.2	4.8	0.4	1.7	1.0	115.2	0.2	5.6	0.8	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	105.0	24.3	24.6	60.7	25.2	28.1	56.9	159.9	36.5	58.8	36.5	32.4
Level of Service (LOS)	F	C	C	E	C	C	E	F	D	E	D	C
Approach Delay, s/veh / LOS	43.0	D		31.2	C		141.7	F		41.6	D	
Intersection Delay, s/veh / LOS	73.5						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.57	C	2.58	C	2.45	B	2.29	B
Bicycle LOS Score / LOS	1.32	A	0.96	A	1.57	B	1.38	A

HCS7 Two-Way Stop-Control Report

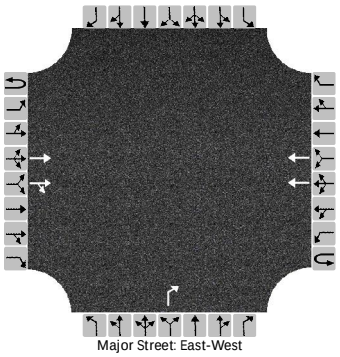
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			1004	11			478					3				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												3				
Capacity, c (veh/h)												502				
v/c Ratio												0.01				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												12.2				
Level of Service (LOS)												B				
Approach Delay (s/veh)										12.2						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

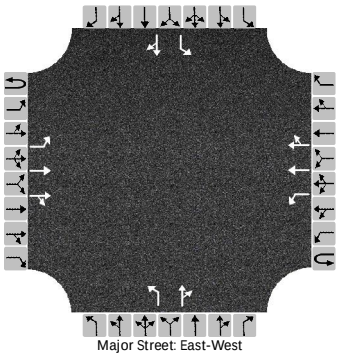
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	1	45	927	11	4	25	453	50		5	0	21		15	1	39
Percent Heavy Vehicles (%)	0	0			0	8				0	0	0		8	0	6
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.10			6.40	4.27				7.50	6.50	6.90		7.66	6.50	7.02
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.20			2.50	2.28				3.50	4.00	3.30		3.58	4.00	3.36

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		46				29				5		21		15		40
Capacity, c (veh/h)		1049				600				187		533		253		728
v/c Ratio		0.04				0.05				0.03		0.04		0.06		0.06
95% Queue Length, Q_{95} (veh)		0.1				0.2				0.1		0.1		0.2		0.2
Control Delay (s/veh)		8.6				11.3				24.8		12.0		20.1		10.2
Level of Service (LOS)		A				B				C		B		C		B
Approach Delay (s/veh)	0.4				0.6				14.5				12.9			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

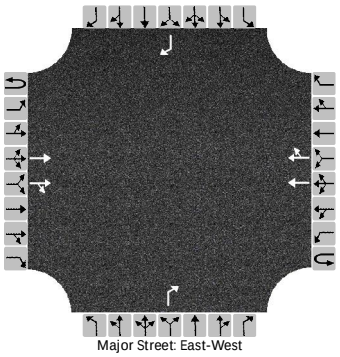
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			1166	130			734	21				128				16
Percent Heavy Vehicles (%)												3				0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				6.90
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												131				16
Capacity, c (veh/h)												402				616
v/c Ratio												0.32				0.03
95% Queue Length, Q_{95} (veh)												1.4				0.1
Control Delay (s/veh)												18.2				11.0
Level of Service (LOS)												C				B
Approach Delay (s/veh)									18.2				11.0			
Approach LOS									C				B			

HCS7 Two-Way Stop-Control Report

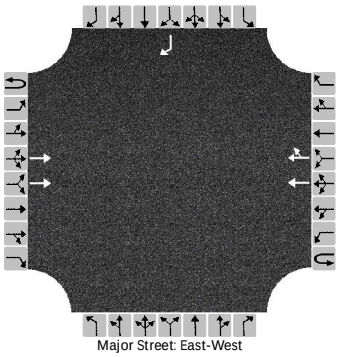
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1291				746	4								12
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

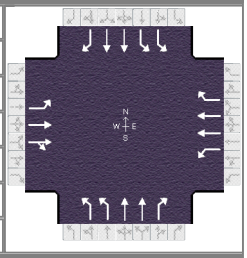
Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																12
Capacity, c (veh/h)																615
v/c Ratio																0.02
95% Queue Length, Q_{95} (veh)																0.1
Control Delay (s/veh)																11.0
Level of Service (LOS)																B
Approach Delay (s/veh)													11.0			
Approach LOS													B			

HCS7 Signalized Intersection Results Summary

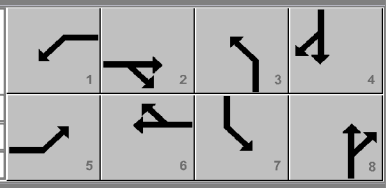
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	Sep 8, 2022	Area Type	Other
Jurisdiction		Time Period	Midday	PHF	0.95
Urban Street	Coors Blvd	Analysis Year	2032	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central Noon.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	210	423	42	121	453	301	129	628	82	361	661	231

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.3	2.5	46.8	6.8	4.3	25.4						
Yellow	4.0	4.0	4.0	4.0	4.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	20.8	57.3	14.3	50.8	10.8	29.4	19.1	37.7
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	16.8		10.3		6.7	23.8	14.9	23.8
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.2	1.6	0.1	3.4
Phase Call Probability	1.00		0.99		0.99	1.00	1.00	1.00
Max Out Probability	1.00		0.01		0.00	0.97	1.00	0.16

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	221	261	229	127	477	317	136	661	86	380	696	243
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1841	1600	1810	1752	1585	1716	1766	1584	1730	1724	1556
Queue Service Time (g_s), s	14.8	11.0	11.1	8.3	11.5	18.3	4.7	21.8	5.5	12.9	21.8	16.0
Cycle Queue Clearance Time (g_c), s	14.8	11.0	11.1	8.3	11.5	18.3	4.7	21.8	5.5	12.9	21.8	16.0
Green Ratio (*g/C*)	0.14	0.44	0.44	0.09	0.39	0.39	0.06	0.21	0.21	0.13	0.28	0.28
Capacity (*c*), veh/h	247	818	711	155	1367	618	193	746	335	434	967	437
Volume-to-Capacity Ratio (*X*)	0.894	0.319	0.322	0.823	0.349	0.513	0.703	0.886	0.258	0.875	0.719	0.557
Back of Queue (*Q*), ft/ln (95 th percentile)	334.9	218.3	192.1	175.3	217.3	296.1	93	400.3	94.7	267.4	370.6	253.5
Back of Queue (*Q*), veh/ln (95 th percentile)	13.1	8.5	7.7	7.0	8.4	11.7	3.6	15.6	3.8	10.5	14.1	10.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	50.7	21.6	21.6	54.0	25.8	27.9	55.6	45.9	39.5	51.5	38.9	36.8
Incremental Delay (d_2), s/veh	28.3	1.0	1.2	4.1	0.7	3.0	1.7	10.7	0.1	15.4	2.0	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	79.0	22.6	22.8	58.1	26.5	30.9	57.4	56.7	39.6	66.9	40.9	37.5
Level of Service (LOS)	E	C	C	E	C	C	E	E	D	E	D	D
Approach Delay, s/veh / LOS	40.2	D		32.4	C		55.1	E		47.8	D	
Intersection Delay, s/veh / LOS	44.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.57	C	2.58	C	2.46	B	2.29	B
Bicycle LOS Score / LOS	1.07	A	1.25	A	1.22	A	1.58	B

HCS7 Two-Way Stop-Control Report

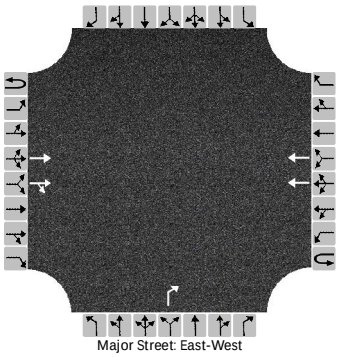
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			642	54			742					56				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												58				
Capacity, c (veh/h)												640				
v/c Ratio												0.09				
95% Queue Length, Q_{95} (veh)												0.3				
Control Delay (s/veh)												11.2				
Level of Service (LOS)												B				
Approach Delay (s/veh)										11.2						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

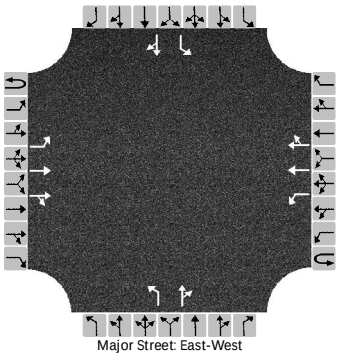
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	20	55	578	43	2	74	602	132		22	2	43		65	8	89
Percent Heavy Vehicles (%)	0	2			0	6				0	0	9		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.14			6.40	4.22				7.50	6.50	7.08		7.50	6.50	6.90
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.22			2.50	2.26				3.50	4.00	3.39		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		77				78				22		46		66		99
Capacity, c (veh/h)		666				899				183		651		192		624
v/c Ratio		0.11				0.09				0.12		0.07		0.35		0.16
95% Queue Length, Q_{95} (veh)		0.4				0.3				0.4		0.2		1.5		0.6
Control Delay (s/veh)		11.1				9.4				27.4		11.0		33.4		11.9
Level of Service (LOS)		B				A				D		B		D		B
Approach Delay (s/veh)		1.2				0.9				16.4				20.5		
Approach LOS										C				C		

HCS7 Two-Way Stop-Control Report

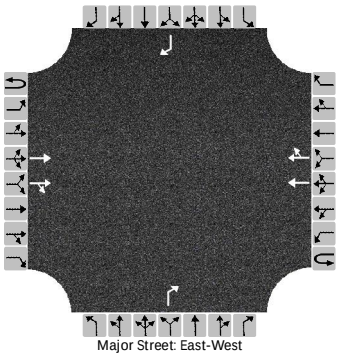
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			769	71			760	29				87				29
Percent Heavy Vehicles (%)												3				9
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized										No				No		
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				7.08
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												94				31
Capacity, c (veh/h)												552				559
v/c Ratio												0.17				0.06
95% Queue Length, Q_{95} (veh)												0.6				0.2
Control Delay (s/veh)												12.8				11.8
Level of Service (LOS)												B				B
Approach Delay (s/veh)										12.8				11.8		
Approach LOS										B				B		

HCS7 Two-Way Stop-Control Report

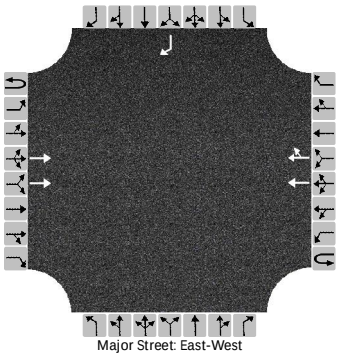
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			840				804	6								43
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

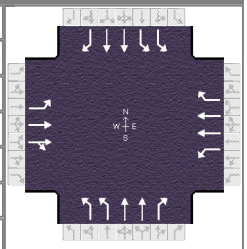
Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																46
Capacity, c (veh/h)																574
v/c Ratio																0.08
95% Queue Length, Q_{95} (veh)																0.3
Control Delay (s/veh)																11.8
Level of Service (LOS)																B
Approach Delay (s/veh)													11.8			
Approach LOS													B			

HCS7 Signalized Intersection Results Summary

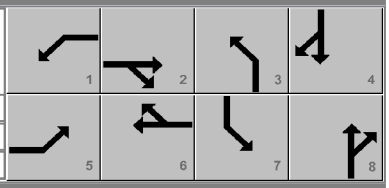
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	Sep 8, 2022	Area Type	Other
Jurisdiction		Time Period	PM	PHF	0.98
Urban Street	Coors Blvd	Analysis Year	2032	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central PM.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	221	471	54	164	926	269	167	826	92	392	1032	263

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	13.1	2.9	46.0	8.0	3.6	26.4						
Yellow	4.0	0.0	4.0	4.0	4.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	20.0	52.9	17.1	50.0	12.0	30.4	19.6	38.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	16.9		13.1		7.8	28.4	15.5	36.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.2	0.0	0.1	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.00	1.00	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	226	286	250	167	945	274	170	843	94	400	1053	268
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1841	1592	1781	1766	1595	1730	1781	1601	1743	1781	1537
Queue Service Time (g_s), s	14.9	13.1	13.2	11.1	27.0	15.4	5.8	26.4	5.8	13.5	34.0	18.2
Cycle Queue Clearance Time (g_c), s	14.9	13.1	13.2	11.1	27.0	15.4	5.8	26.4	5.8	13.5	34.0	18.2
Green Ratio (*g/C*)	0.13	0.41	0.41	0.11	0.38	0.38	0.07	0.22	0.22	0.13	0.28	0.28
Capacity (*c*), veh/h	239	750	649	195	1354	611	231	784	352	453	1009	435
Volume-to-Capacity Ratio (*X*)	0.942	0.382	0.385	0.860	0.698	0.449	0.738	1.075	0.266	0.883	1.044	0.616
Back of Queue (*Q*), ft/ln (95 th percentile)	362.6	254	222.7	252.2	442.1	256	115.3	634.6	101.2	279.3	713	282.7
Back of Queue (*Q*), veh/ln (95 th percentile)	14.4	9.8	8.9	9.9	17.3	10.2	4.5	25.0	4.0	11.1	28.1	11.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	51.5	24.9	25.0	52.5	31.1	27.6	55.0	46.8	38.8	51.3	43.0	37.3
Incremental Delay (d_2), s/veh	41.9	1.5	1.7	19.7	3.0	2.4	1.7	54.4	0.1	16.9	40.5	1.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	93.4	26.4	26.7	72.3	34.2	29.9	56.7	101.2	38.9	68.2	83.5	39.3
Level of Service (LOS)	F	C	C	E	C	C	E	F	D	E	F	D
Approach Delay, s/veh / LOS	46.4	D		37.9	D		89.0	F		73.0	E	
Intersection Delay, s/veh / LOS	62.7						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.57	C	2.58	C	2.45	B	2.29	B
Bicycle LOS Score / LOS	1.12	A	1.63	B	1.40	A	1.91	B

HCS7 Two-Way Stop-Control Report

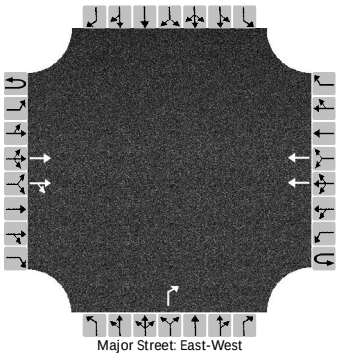
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			682	37			1327					46				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												47				
Capacity, c (veh/h)												634				
v/c Ratio												0.07				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												11.1				
Level of Service (LOS)												B				
Approach Delay (s/veh)										11.1						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

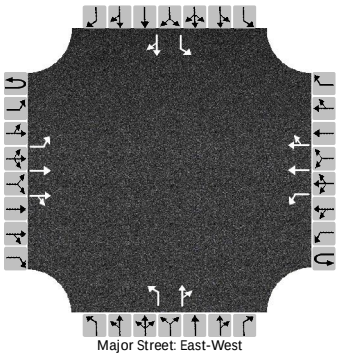
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	15	65	611	29	6	87	1172	181		16	0	41		74	18	137
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		2	0	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.10			6.40	4.10				7.50	6.50	6.90		7.53	6.50	6.92
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.20			2.50	2.20				3.50	4.00	3.30		3.52	4.00	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		81				94				16		41		75		157
Capacity, c (veh/h)		324				901				64		672		79		391
v/c Ratio		0.25				0.10				0.25		0.06		0.94		0.40
95% Queue Length, Q_{95} (veh)		1.0				0.3				0.9		0.2		5.0		1.9
Control Delay (s/veh)		19.7				9.5				78.8		10.7		177.2		20.2
Level of Service (LOS)		C				A				F		B		F		C
Approach Delay (s/veh)	2.2				0.6				29.8				71.0			
Approach LOS									D				F			

HCS7 Two-Way Stop-Control Report

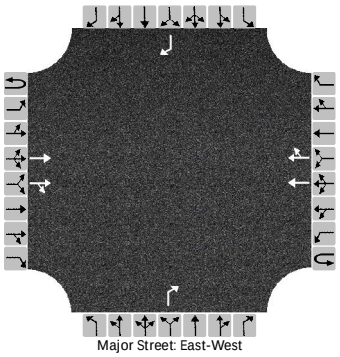
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			943	136			1208	46				118				42
Percent Heavy Vehicles (%)												3				9
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				7.08
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												122				43
Capacity, c (veh/h)												472				398
v/c Ratio												0.26				0.11
95% Queue Length, Q_{95} (veh)												1.0				0.4
Control Delay (s/veh)												15.3				15.2
Level of Service (LOS)												C				C
Approach Delay (s/veh)									15.3				15.2			
Approach LOS									C				C			

HCS7 Two-Way Stop-Control Report

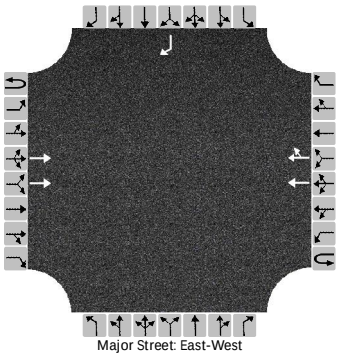
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1080				1243	10								68
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																71
Capacity, c (veh/h)																413
v/c Ratio																0.17
95% Queue Length, Q_{95} (veh)																0.6
Control Delay (s/veh)																15.5
Level of Service (LOS)																C
Approach Delay (s/veh)													15.5			
Approach LOS													C			

APPENDIX I

NMDOT DECELERATION LANE THRESHOLDS

CHAPTER SEVEN
SPEED-CHANGE LANES
Section 17

Overview

Conflicts are created along state highways wherever driveways, intersections and other access points are introduced. These conflicts involve traffic traveling on the highway and traffic turning into and out of an access. To reduce conflicts at access points, right-turn and left-turn speed-change lanes are used. Speed-change lanes provide a separate facility for turning vehicles to decelerate or accelerate and to queue while waiting to turn. As a result, speed-change lanes minimize the interference between through traffic and turning traffic along the highway creating a safe environment for the traveling public. This chapter defines the criteria for determining when speed-change lanes are required or should be considered at existing or proposed access points along the state highway system.

17. SPEED-CHANGE LANE REQUIREMENTS:

A. **Purpose**: Speed-change lanes supplement the basic number of lanes provided on a roadway to facilitate movements to and from the roadway at access points. Their function is to minimize interference with through traffic and to reduce the conflict potential associated with motorists exiting or entering a highway facility. This section defines the criteria for determining where speed-change lanes are required along *non-access controlled* and *controlled-access* state highways that provide access via at-grade intersections. Application guidelines for speed-change lanes on *controlled-access* interstate highways and freeways, which provide access exclusively by grade-separated interchanges, are also provided; however, specific criteria for speed-change lanes on grade-separated highway facilities are not explicitly defined in this manual (see Sub-Section 17.C). Design specifications for speed-change lanes are provided in Sub-Section 18.K.

B. **State Highways with At-Grade Intersections**: At-grade intersections are provided along state highways in access categories UPA, RPA, UMA, RMA, UCOL and RCOL. At *unsignalized* at-grade intersections, four types of speed-change lanes are used including left-turn deceleration lanes, right-turn deceleration lanes, left-turn acceleration lanes, and right-turn acceleration lanes. At *signalized* at-grade intersections, three types of speed-change lanes are used including exclusive left-turn lanes, exclusive right-turn lanes, and right-turn acceleration lanes.

(1) **Schematic Illustrations**: Illustrations of left-turn and right-turn speed-change lanes are provided in Appendix E. The illustrations show the design components of the speed-change lanes with references to pertinent sections of the manual.

(2) **Design Period**: The need for speed-change lanes should be assessed using the design hour traffic volumes derived for the traffic study implementation year with the proposed development, or based on the future year traffic forecasts

developed for a highway improvement project. The analysis years for traffic analysis are defined in Paragraphs 16.D.3.d., 16.E.3.d., and 16.E.3.e.

(3) General Criteria:

(a) Speed-change lanes may be required by the NMSHTD at unsignalized or signalized access points where specific public safety and traffic operations concerns are identified and documented. Factors to be considered include traffic volume, highway speed, highway type (two-lane or multi-lane), level of service, commercial truck percentage, sight distance conditions, the influence of nearby access as well as any other pertinent site-specific issues.

(b) Left-turn acceleration and deceleration lanes should not overlap. Preference should be given to the left-turn deceleration lane. Alternative treatments to providing a left-turn acceleration lane may be considered when this situation arises such as providing traffic signal control or restricting the left-turn movement from the cross street. Alternative treatments require approval by the Department.

(c) Where two access points have right-turn speed-change lanes that overlap, or are in close proximity but do not overlap, a continuous ingress/egress lane may be established between the access points to improve roadway consistency, safety, and to maintain roadway edge continuity. An illustration of a typical ingress/egress lane application is provided in Appendix E.

(d) If the design of an access facility crosses two different speed zones, the speed-change lane design should be based upon the applicable speed limit. The applicable speed for a deceleration lane is the posted speed limit at the beginning of the deceleration lane. The applicable speed for an acceleration lane is the posted speed limit at the end of the acceleration lane.

(e) Acceleration lanes should only be used where sufficient acceleration length can be provided. Sufficient acceleration length is provided when the design vehicle is able to reach a speed within 10 mph of the posted speed on the highway.

(f) On multi-lane highways, the directional hourly traffic volume, or directional split, should be determined based on actual traffic count data. It may be assumed that traffic is equally divided among the mainline travel lanes when traffic count data are not available.

(4) Unsignalized Intersections: Speed-change lanes are provided at unsignalized at-grade intersections to minimize the speed differential between vehicles traveling along a roadway and vehicles entering or exiting a roadway. In addition to the location of the roadway (urban or rural), the three primary factors used to determine the need for a speed-change lane at an unsignalized at-grade access are highway travel speed, directional traffic volume per lane, and turning traffic

volume. Sight distance conditions, level of service, and roadway geometry should also be examined when determining the need for speed-change lanes as specified under Paragraph 17.B.3, General Criteria.

(a) **Urban Versus Rural Conditions**: For state highways which provide at-grade access, the criteria for determining the need for speed change lanes is defined separately for urban highways and rural highways. The criteria should be applied to New Mexico highways according to the Access Categorization System defined in Section 10.

(b) **Urban Conditions**: The need for speed-change lanes on highways in Access Categories UPA, UMA and UCOL is based on the criteria established for urban conditions.

i. **Left-turn Deceleration Lanes**:

- Urban Two-lane Highways: Left-turn deceleration lanes should be provided on urban two-lane highways based on the criteria stated in Table 17.B-1.

- Urban Multi-lane Highways: Left-turn deceleration lanes should be provided on urban multi-lane highways based on the criteria stated in Table 17.B-2.

ii. **Right-turn Deceleration Lanes**:

- Urban Two-lane Highways: Right-turn deceleration lanes should be provided on urban two-lane highways based on the criteria provided in Table 17.B-1.

- Urban Multi-lane Highways: Right-turn deceleration lanes should be provided on urban multi-lane highways based on the criteria provided in Table 17.B-2.

iii. **Right-turn Acceleration Lanes**: Right-turn acceleration lanes may be required at unsignalized at-grade access points on urban two-lane and multi-lane state highways with posted speed limits greater than 40 mph where an acceleration lane is necessary for public safety and traffic operations based upon site and roadway specific conditions.

iv. **Left-turn Acceleration Lanes**: Left-turn acceleration lanes may be required at unsignalized at-grade access points on urban two-lane and multi-lane state highways with posted speed limits greater than 45 mph where an acceleration lane is necessary for public safety and traffic operations based upon site and roadway specific conditions. The acceleration lane must not interfere with left-turn movements to any other access.

Table 17.B-1
Criteria for Deceleration Lanes on
URBAN TWO-LANE HIGHWAYS

Turning Volume [1] (vph)	LEFT-TURN DECELERATION LANE			RIGHT-TURN DECELERATION LANE		
	Minimum Directional Volume in the Through Lane (vphpl) [2]			Minimum Directional Volume in the Through Lane (vphpl) [2]		
	≤ 30 mph	35 to 45 mph	45 to 55 mph	≤ 30 mph	35 to 40 mph	45 to 55 mph
< 5	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required
5	510	450	330	1,080	610	360
10	390	330	210	700	400	240
15	320	250	150	500	280	170
20	270	200	120	380	210	140
25	230	160	100	300	180	120
30	200	130	Required	250	160	110
35	170	110	Required	220	150	100
40	150	Required	Required	200	140	Required
45	130	Required	Required	190	Required	Required
≥ 46	Required	Required	Required	Required	Required	Required
	Left-turn Deceleration Lanes are Required on Urban Two-lane Highways for the following Left-turn Volumes: • ≤ 30 mph : 46 vph or more • 35 to 40 mph : 36 vph or more • 45 to 55 mph : 26 vph or more			***Right-turn Deceleration Lanes are Required on Urban Two-lane Highways for the following Right-turn Volumes:*** • ≤ 30 mph : 46 vph or more • 35 to 40 mph : 41 vph or more • 45 to 55 mph : 36 vph or more		

Notes:

1. *Use linear interpolation for turning volumes between 5 and 45 vph.*
2. *The directional volume in the through lane includes through vehicles and turning vehicles.*

Table 17.B-2
Criteria for Deceleration Lanes on
URBAN MULTI-LANE HIGHWAYS

Turning Volume [1] (vph)	LEFT-TURN DECELERATION LANE			RIGHT-TURN DECELERATION LANE		
	Minimum Volume in the Adjacent Through Lane (vphpl) [2]			Minimum Volume in the Adjacent Through Lane (vphpl) [2]		
	≤ 30 mph	35 to 40 mph	45 to 55 mph	≤ 30 mph	35 to 40 mph	45 to 55 mph
< 5	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required
5	Not Required	490	420	1,200	730	450
10	420	370	300	820	490	320
15	360	290	220	600	350	240
20	310	230	160	460	260	180
25	270	190	130	360	230	150
30	240	160	110	290	200	130
35	210	130	100	260	180	120
40	180	120	Required	240	170	110
45	160	110	Required	220	160	Required
50	140	Required	Required	200	Required	Required
55	120	Required	Required	190	Required	Required
≥ 56	Required	Required	Required	Required	Required	Required
	Left-turn Deceleration Lanes are Required on Urban Multi-lane Highways for the following Left-turn Volumes: • ≤ 30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 36 vph or more			***Right-turn Deceleration Lanes are Required on Urban Multi-lane Highways for the following Right-turn Volumes:*** • ≤ 30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 41 vph or more		

Notes:

1. *Use linear interpolation for turning volumes between 5 and 55 vph.*
2. *The volume in the adjacent through lane includes through vehicles and turning vehicles.*

Intersection 5 WBR, PM Peak 1243

Intersection 4 WBR, PM Peak 1208

(c) **Rural Conditions**: The need for speed-change lanes on highways in Access Categories RPA, RMA and RCOL is based on the criteria established for rural conditions.

i. **Left-turn Deceleration Lanes**:

- Rural Two-lane Highways: Left-turn deceleration lanes should be provided on rural two-lane highways based on the criteria provided in Table 17.B-3.

- Rural Multi-lane Highways: Left-turn deceleration lanes should be provided on rural multi-lane highways based on the criteria provided in Table 17.B-4.

ii. **Right-turn Deceleration Lanes**:

- Rural Two-lane Highways: Right-turn deceleration lanes should be provided on rural two-lane highways based on the criteria provided in Table 17.B-5.

- Rural Multi-lane Highways: Right-turn deceleration lanes should be provided on rural multi-lane highways based on the criteria provided in Table 17.B-6.

iii. **Right-turn Acceleration Lanes**: Right-turn acceleration lanes may be required at unsignalized at-grade access points on rural two-lane and multi-lane state highways with posted speed limits greater than 40 mph where an acceleration lane is necessary for public safety and traffic operations based upon site and roadway specific conditions.

iv. **Left-turn Acceleration Lanes**: Left-turn acceleration lanes may be required at unsignalized at-grade access points on rural two-lane and multi-lane state highways with posted speed limits greater than 45 mph where an acceleration lane is necessary for public safety and traffic operations based upon site and roadway specific conditions. The acceleration lane must not interfere with left-turn movements to any other access.

(5) **Signalized Intersections**: Speed-change lanes are provided at signalized intersections to improve intersection operational efficiency, to provide vehicle storage area for left-turn and right-turn movements, to increase the capacity (throughput) of the intersection, and to reduce incident potential. The lane requirements at a signalized intersection should be based on intersection capacity analysis, signal system progression analysis and actual field observations. The proximity of adjacent signalized intersections should also be considered. Refer to Section 15, Traffic Engineering Evaluation, for further information regarding the operational characteristics, spacing requirements and analysis of signalized intersections.

Table 17.B-3
Criteria for Left-turn Deceleration Lanes on
RURAL TWO-LANE HIGHWAYS

Left-Turn Volume [1] (vph)	LEFT-TURN DECELERATION LANE			
	Minimum Directional Volume in Through Lane (vphpl) [2]			
	≤ 30 mph	35 to 40 mph	45 to 55 mph	> 55 mph
< 5	Not Required	Not Required	Not Required	Not Required
5	400	220	120	60
10	240	140	80	40
15	160	100	60	Required
20	120	80	Required	Required
25	100	Required	Required	Required
≥ 26	Required	Required	Required	Required
	Left-turn Deceleration Lanes are Required on Rural Two-lane Highways for the following Left-turn Volumes: • ≤ 30 mph : 26 vph or more • 35 to 40 mph : 21 vph or more • 45 to 55 mph : 16 vph or more • > 55 mph : 11 vph or more			

Notes:

1. *Use linear interpolation for left-turn volumes between 5 and 25 vph.*
2. *The directional volume in the through lane includes through vehicles and turning vehicles.*

Table 17.B-4
Criteria for Left-turn Deceleration Lanes on
RURAL MULTI-LANE HIGHWAYS

Left-Turn Volume [1] (vph)	LEFT-TURN DECELERATION LANE			
	Minimum Volume in Adjacent Through Lane (vphpl) [2]			
	≤ 30 mph	35 to 40 mph	45 to 55 mph	> 55 mph
< 5	Not Required	Not Required	Not Required	Not Required
5	450	310	210	130
10	310	220	130	90
15	240	160	100	70
20	190	130	80	Required
25	150	110	Required	Required
30	130	Required	Required	Required
35	110	Required	Required	Required
≥ 36	Required	Required	Required	Required
	Left-turn Deceleration Lanes are Required on Rural Multi-lane Highways for the following Left-turn Volumes: • ≤ 30 mph : 36 vph or more • 35 to 40 mph : 26 vph or more • 45 to 55 mph : 21 vph or more • > 55 mph : 16 vph or more			

Notes:

1. *Use linear interpolation for left-turn volumes between 5 and 35 vph.*
2. *The volume in the adjacent through lane includes through vehicles and turning vehicles.*

Table 17.B-5
Criteria for Right-Turn Deceleration Lanes on
RURAL TWO-LANE HIGHWAYS

Right-Turn Volume [1] (vph)	RIGHT-TURN DECELERATION LANE			
	Minimum Directional Volume in Through Lane (vphpl) [2]			
	≤ 30 mph	35 to 40 mph	45 to 55 mph	> 55 mph
< 5	Not Required	Not Required	Not Required	Not Required
5	800	460	270	160
10	430	280	170	110
15	290	180	110	80
20	200	140	90	70
25	170	120	80	Required
30	160	110	Required	Required
≥ 31	Required	Required	Required	Required
	Right-turn Deceleration Lanes are Required on Rural Two-lane Highways for the following Right-turn Volumes: • ≤ 30 mph : 31 vph or more • 35 to 40 mph : 31 vph or more • 45 to 55 mph : 26 vph or more • > 55 mph : 21 vph or more			

Notes:

1. *Use linear interpolation for left-turn volumes between 5 and 30 vph.*
2. *The directional volume in the through lane includes through vehicles and turning vehicles.*

Table 17.B-6
Criteria for Right-Turn Deceleration Lanes on
RURAL MULTI-LANE HIGHWAYS

Right-Turn Volume [1] (vph)	RIGHT-TURN DECELERATION LANE			
	Minimum Volume in Adjacent Through Lane (vphpl) [2]			
	≤ 30 mph	35 to 40 mph	45 to 55 mph	> 55 mph
< 5	Not Required	Not Required	Not Required	Not Required
5	910	520	310	180
10	520	330	200	130
15	370	220	140	100
20	270	170	110	90
25	220	140	100	Required
30	200	130	90	Required
35	180	120	Required	Required
≥ 36	Required	Required	Required	Required
	Right-turn Deceleration Lanes are Required on Rural Multi-lane Highways for the following Right-turn Volumes: • ≤ 30 mph : 36 vph or more • 35 to 40 mph : 36 vph or more • 45 to 55 mph : 31 vph or more • > 55 mph : 21 vph or more			

Notes:

1. *Use linear interpolation for left-turn volumes between 5 and 35 vph.*
2. *The volume in the adjacent through lane includes through vehicles and turning vehicles.*

The use of speed-change lanes at signalized intersections is generally consistent for all access categories, urban and rural. Guidelines for determining the need for speed-change lanes at signalized intersections are provided below. The guidelines apply to all access categories except UINT and RINT. Situations where guidelines vary by access category are noted.

(a) **Exclusive Right-turn Lanes**: Exclusive right-turn lanes should be considered at signalized intersections under the following conditions:

i. Where the right-turn design hour volume (DHV) equals or exceeds 300 DHV and the volume in the outside general purpose travel lane equals or exceeds 300 DHV (i.e., the total volume in the outside travel lane is equal to or greater than 600 DHV including a right-turn volume of at least 300 DHV); or,

ii. Where the right-turn volume equals or exceeds 150 DHV and the volume-to-capacity (v/c) ratio for the adjacent through movement(s) is expected to be 0.85 or greater based on accepted analysis methodologies; or,

iii. Where the right-turn volume equals or exceeds 100 DHV and the posted speed is 45 mph or above.

(b) **Exclusive Left-turn Lanes**:

i. Exclusive left-turn lanes should be provided at all intersections along state highways where new or modified traffic signal control will be implemented.

ii. For Access Categories UPA, UMA, RPA and RMA, dual exclusive left-turn lanes should be considered at signalized intersections where the left-turn volume equals or exceeds 250 DHV and the volume-to-capacity (v/c) ratio for a single-lane left-turn movement is determined to be equal to or greater than 0.95 for the left-turn movement based on accepted analysis methodologies.

(c) **Right-turn Acceleration Lanes**: In urban areas, signalized intersections should generally be designed to avoid the need for right-turn acceleration lanes. In rural areas, right-turn acceleration lanes should be considered at signalized intersections under the following conditions:

i. Where a free-moving, channelized right-turn movement from the cross street does not result in an additional lane on the mainline roadway (this does not include yield-controlled right-turn movements); or,

ii. Where sight distance is limited and the posted speed on the highway is greater than 40 mph; or,

iii. Where a speed-change lane is required to transition a dual right-turn movement into the mainline roadway general-purpose lanes.

(d) **Left-turn Acceleration Lanes**: Left-turn acceleration lanes are typically not provided at signalized intersections.

APPENDIX J

CRASH DATA

CRASH SEVERITY	CRASH ANALYSIS	ALCOHOL INVOLVE	PEDESTRIAN INVOL
Injury Crash	Fixed Object - Median Raised Or Curb	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Opposite Direction/Both Going Straight	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Fatal Crash	Pedestrian Collision - Vehicle Going Straight	Not Involved	Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Injury Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Invalid Code	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Injury Crash	Pedestrian Collision - Vehicle Going Straight	Involved	Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Injury Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Opposite Direction/One Left Turn	Not Involved	Not Involved
Property Damage Only Crash	Fixed Object - Median Raised Or Curb	Not Involved	Not Involved
Property Damage Only Crash	Invalid Code	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Injury Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/All Others	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Injury Crash	Fixed Object - Light Standard (Light Pole)	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Property Damage Only Crash	Invalid Code	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved

Injury Crash	Other Vehicle - One Right Turn/Entering At Angle	Not Involved	Not Involved
Injury Crash	Other Vehicle - All Others/Entering At Angle	Not Involved	Not Involved
Injury Crash	Pedestrian Collision - Vehicle Going Straight	Not Involved	Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Injury Crash	Pedestrian Collision - Vehicle Going Straight	Involved	Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Invalid Code	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Injury Crash	Other Vehicle - One Stopped/Entering At Angle	Involved	Not Involved
Property Damage Only Crash	Invalid Code	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/One Stopped	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - One Right Turn/Entering At Angle	Not Involved	Not Involved
Injury Crash	Other Vehicle - All Others/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Injury Crash	Other Vehicle - Both Turn Left/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction/One Right Turn	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Opposite Direction/One Left Turn	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved

Property Damage Only Crash	Fixed Object - Fence (Wood, Brick, Stone)	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Opposite Direction/One Left Turn	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - One Right Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Opposite Direction/One Left Turn	Not Involved	Not Involved
Injury Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Injury Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - All Others/Entering At Angle	Not Involved	Not Involved
Injury Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Sideswipe Collision	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Sideswipe Collision	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Injury Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Injury Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/One Right Turn	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Parked Vehicle - Unknown/Not Stated	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Invalid Code	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/One Stopped	Not Involved	Not Involved

Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Fixed Object - Guard or Reflector Posts	Involved	Not Involved
Injury Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Fixed Object - Barbed Wire Fence	Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - One Right Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Injury Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Injury Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Injury Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Injury Crash	Other Vehicle - One Right Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - All Others/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/One Stopped	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved

Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Object - Object Dropped From Vehicle - Load From Large Tr	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Sideswipe Collision	Not Involved	Not Involved
Injury Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/One Stopped	Not Involved	Not Involved
Injury Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Injury Crash	Left Blank	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/Sideswipe Collision	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Sideswipe Collision	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Injury Crash	Other Vehicle - One Right Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Fixed Object - Median Raised Or Curb	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Both Turn Right	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Injury Crash	Other Vehicle - One Vehicle/Leave Driveway Access	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Injury Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Injury Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved

Property Damage Only Crash	Other Vehicle - One Right Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction/One Left Turn	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/One Right Turn	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Opposite Direction/One Left Turn	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Injury Crash	Pedestrian Collision - Vehicle Going Straight	Not Involved	Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Opposite Direction/One Left Turn	Not Involved	Not Involved
Injury Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Injury Crash	Other Vehicle - One Right Turn/Entering At Angle	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Opposite Direction/Both Going Straight	Involved	Not Involved
Injury Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved

Injury Crash	Pedestrian Collision - Vehicle Turning Right	Not Involved	Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Injury Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Injury Crash	Pedestrian Collision - Vehicle Going Straight	Not Involved	Involved
Injury Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Sideswipe Collision	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - One Right Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/One Stopped	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction/One Left Turn	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Sideswipe Collision	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Injury Crash	Fixed Object - Unknown/Not Stated	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved

Injury Crash	Other Vehicle - From Same Direction/Sideswipe Collision	Not Involved	Not Involved
Injury Crash	Pedestrian Collision - All Others and Not Known	Not Involved	Involved
Property Damage Only Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Injury Crash	Pedestrian Collision - All Others and Not Known	Involved	Involved
Injury Crash	Pedestrian Collision - Vehicle Going Straight	Involved	Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/One Stopped	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Injury Crash	Non-Collision - All Other/Not Stated	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - One Right Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Injury Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Fatal Crash	Pedestrian Collision - Vehicle Going Straight	Not Involved	Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Injury Crash	Pedestrian Collision - Vehicle Going Straight	Not Involved	Involved
Injury Crash	Other Vehicle - From Same Direction/One Stopped	Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Same Direction/One Stopped	Not Involved	Not Involved
Property Damage Only Crash	Invalid Code	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - One Left Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Invalid Code	Not Involved	Not Involved
Injury Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved

Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction/Sideswipe Collision	Not Involved	Not Involved
Property Damage Only Crash	Fixed Object - Sign or Sign Post (Traffic)	Involved	Not Involved
Property Damage Only Crash	Other Vehicle - One Right Turn/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Invalid Code	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Invalid Code	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction/One Left Turn	Not Involved	Not Involved
Property Damage Only Crash	Invalid Code	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Rear End Collision	Not Involved	Not Involved
Injury Crash	Other Vehicle - From Opposite Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Sideswipe Collision	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Same Direction/Both Going Straight	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - Both Going Straight/Entering At Angle	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Invalid Code	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Injury Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Injury Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Invalid Code	Not Involved	Not Involved
Injury Crash	Left Blank	Not Involved	Not Involved

Property Damage Only Crash	Left Blank	Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved
Property Damage Only Crash	Other Vehicle - From Opposite Direction	Not Involved	Not Involved
Property Damage Only Crash	Left Blank	Not Involved	Not Involved