

HCS Warrants Report

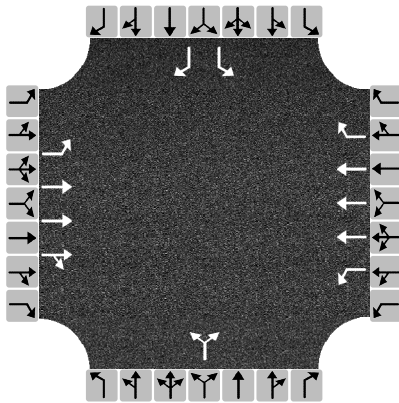
Project Information

Analyst	EG	Date	7/25/2025
Agency	Lee Engineering	Analysis Year	2025
Jurisdiction	NMDOT	Time Period Analyzed	
Units	U.S. Customary	MUTCD Method	MUTCD 11 (2023)
Project Description	In-N-Out Burger (Gibson)		

General

Major Street Direction	East-West	Population < 10,000	No
Starting Time Interval	6:00	Coordinated Signal System	Yes
Major Street Speed (mi/h)	45	Nearest Signal (ft)	900
Adequate Trials of Crash Exp. Alt.	No		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	3	0	1	3	1	0	0	0	1	0	1
Lane Usage	L	TR		L	T	R		LR		L		R
Vehicle Volumes Averages (veh/h)	24	987	18	17	889	14	7	0	18	13	0	28
Pedestrian median refuge available	No			No			No			No		
Pedestrian Averages (peds/h)	0			0			3			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay Averages (s/veh)	41.7			3.7			28.8			166.7		
Delay Averages (veh-hrs)	1.1			0.6			0.5			3.4		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	0
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	0

Volume Summary														
Hours	Major Volume (veh/h)	Minor Volume (veh/h)	Total Volume (veh/h)	Peds/h	Gaps/h	1A (70%)	1A (56%)	1B (70%)	1B (56%)	2 (70%)	3A (70%)	3B (56%)	4A (70%)	4B (70%)
6:00 - 7:00	2624	1	2625	6	0	No	No	No	No	No	N/A		No	No
7:00 - 8:00	3216	11	3230	13	0	No	No	No	No	No			No	No
8:00 - 9:00	3195	13	3217	8	0	No	No	No	No	No			No	No
9:00 - 10:00	0	0	0	0	0	No	No	No	No	No			No	No
10:00 - 11:00	0	0	0	0	0	No	No	No	No	No			No	No
11:00 - 12:00	2490	84	2632	10	0	No	No	Yes	Yes	Yes			No	No
12:00 - 13:00	2620	146	2829	2	0	Yes	Yes	Yes	Yes	Yes			No	No
13:00 - 14:00	2473	78	2616	6	0	No	No	Yes	Yes	No			No	No
14:00 - 15:00	0	0	0	0	0	No	No	No	No	No			No	No
15:00 - 16:00	0	0	0	0	0	No	No	No	No	No			No	No
16:00 - 17:00	3571	107	3738	4	0	No	No	Yes	Yes	Yes			No	No
17:00 - 18:00	3218	70	3332	5	0	No	No	Yes	Yes	No			No	No
Total	23407	510	24219	54	0	1	1	5	5	3			0	0

Pedestrian Volume								
15th % pedestrian speed < 3.5 ft/s				Pedestrian refuge present?			EB	WB
Hours	Major Street Vehicular Volume (veh/h)			Major Street Pedestrian Volume (ped/h)			4A (70%)	4B (70%)
	EB	WB	Total	EB	WB	Total		
6:00 - 7:00	1839	785	2624	0	0	0	No	No
7:00 - 8:00	2163	1053	3216	0	0	0	No	No
8:00 - 9:00	2070	1125	3195	0	1	1	No	No
9:00 - 10:00	0	0	0	0	0	0	No	No
10:00 - 11:00	0	0	0	0	0	0	No	No
11:00 - 12:00	1427	1063	2490	1	0	1	No	No
12:00 - 13:00	1294	1326	2620	0	0	0	No	No
13:00 - 14:00	1098	1375	2473	0	0	0	No	No
14:00 - 15:00	0	0	0	0	0	0	No	No
15:00 - 16:00	0	0	0	0	0	0	No	No
16:00 - 17:00	1258	2313	3571	0	0	0	No	No
17:00 - 18:00	1214	2004	3218	0	1	1	No	No
Totals	12363	11044	23407	1	2	3	0	0

Warrants	
Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- more critical minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- more critical minor approach) --or--	
56% Vehicular --and-- Interruption Volumes (Both major approaches --and-- more critical minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- more critical minor approach)	
Warrant 3: Peak Hour	N/A

A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	N/A
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- more critical minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. Peak-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	✓
Degree of Platooning (Predominant direction or both directions)	✓
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported Crash History --and--	
B1. Angle Crashes and Pedestrian Crashes within a 1-year Period (All Severities)	
B2. Angle Crashes and Pedestrian Crashes within a 1-year Period (Fatal-and-Injury)	
B3. Angle Crashes and Pedestrian Crashes within a 3-year Period (All Severities)	
B4. Angle Crashes and Pedestrian Crashes within a 3-year Period (Fatal-and-Injury)	
C. 56% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	