## Region 3 Intersection Analysis and Prioritization <br> Intersection Application

## Requesting Agency

| Agency Name | City of Montrose |
| :--- | :--- |
| Contact Person | Kerwin Jensen |
| Title | Community Development Director |
| Email | kjensen@ci.montrose.co.us |
| Phone Number | (970) 240-1478 |
| Mailing Address | P.O. Box 790 <br> Montrose, CO 81402 |

## Intersection Location

| Highway (example, US 50) | U.S. Highway 50 |  |  |  |
| :--- | :--- | :--- | :---: | :---: |
| Highway Milepost | 91.878 to 92.169 |  |  |  |
| Local Cross Street name | San Juan Avenue (now U.S. Highway 50) and North Grand Avenue |  |  |  |
| Is the Cross Street (check one) | Public ROW X | Private Drive |  |  | Other $\quad$.

## Intersection Information

| Type of Intersection (check one) | Signal X | Minor St Stop | All Way Stop | Other: |
| :---: | :---: | :---: | :---: | :---: |
| Nearby Driveways | Yes: Sportsman's Depot and Pawn; Blue Sky Inn; Damiano’s Cowboy Ciao; Auto Body Shop |  |  | No |
| Traffic Mix (check all that apply) | $\begin{array}{\|l\|l} \hline \text { Trucks } \\ \mathrm{X} \\ \hline \end{array}$ | Pedestrians $\mathrm{X}$ | $\begin{aligned} & \text { Bicycles } \\ & \text { X } \\ & \hline \end{aligned}$ | Other: |
| Intersection Issues | Please describe the types of safety or operational issues at the intersection. |  |  |  |
| Safety Issues: | This intersection has a large number of rear-end crashes that occur as drivers west-bound on San Juan Avenue (U.S. Highway 50) attempt to turn north onto U.S. Highway 50. (Twenty-three of the total 34, or 68 percent, of crashes at this intersection between January 1, 2007, and December 9, 2010, have been westbound rear-end crashes as described above. The 34 crashes during this time period at the intersection resulted in 19 injuries (no fatalities.)) <br> It appears these rear-end crashes occur because of the skewed nature of the intersection; as drivers turn their heads left to watch northbound traffic approaching from the south, they rear-end the car ahead of them that is also watching for and stopping for north-bound traffic. |  |  |  |


| Operational Issues: | None. |
| :--- | :--- |
|  |  |
|  |  |
|  |  |

## Intersection Deficiencies

Please provide a brief description of the existing intersection deficiencies and associated safety concerns, including time of the concerns (day of the week/hour(s)/seasons/time/weekday/weekend/holiday/etc):

Please see crash information and police reports in Exhibit 1 and photos attached as Exhibit 4.
This intersection is skewed, possibly contributing to rear-end crashes.

## Mitigation

Please provide a brief description of possible mitigations, improvements, and/or projects to mitigate the safety concerns at the intersection:

On the eastern leg of the intersection, to create a right turn from San Juan Avenue onto North Townsend Avenue closer to a 90 degree angle; improve turners’ visibility of northbound traffic approaching the intersection from the south; and slow the right turns, the City of Montrose suggests narrowing the existing roadway on San Juan to one right turn lane (from the existing road width that is effectively two right turn lanes) by extending curb and gutter into the lane or widening the sidewalk to a bulb-out.

Are there any existing plans for improvements for this intersection? Yes/No. If yes, please explain: No.

Are any additional funding sources available for this project: Yes/No. If yes, please explain:
Yes. This intersection may be eligible for Hazard Elimination funds.
Does this intersection have impacts to adjacent intersections, roadways, etc? If yes, please explain:

## Additional Information

To assist in analyzing the intersection please attach the following information if available/applicable:

- Accident data, including police reports if available (See attached in Exhibit 1.)
- Traffic Volumes, such as AADT/ADT, peak hour volumes, peak hour turning movement counts (See attached in Exhibit 2.)
- Traffic Studies
- Pedestrian Counts
- Bicycle Counts
- Existing signal timing or Synchro files
- Existing construction plans
- Survey data
- Aerial photos (See attached in Exhibit 3.)
- Photographs of the intersection (See attached in Exhibit 4.)
- Right of Way maps (See attached in Exhibit 3.)
- Any other data/documentation to assist in analyzing the intersection


## Exhibit 1

## Accident Data, Including Police Reports

## Intersection of San Juan Avenue/Townsend Avenue (U.S. Highway 50)

STATE OF COLORADO TRAFFIC ACCIDENT REPORT



## STATE OF COLORADO TRAFFIC ACCIDENT REPORT




STATE OF COLORADO TRAFFIC ACCIDENT REPORT



DR 2447 (03/03/08)
COLORADO DEPARTMENT OF REVENUE
STATE OF COLORADO TRAFFIC ACCIDENT REPORT

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MAILTO: STATE OF COLORADO
MOTOR VEHICLE
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STATE OF COLORADO TRAFFIC ACCIDENT REPORT

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## STATE OF COLORADO TRAFFIC ACCIDENT REPORT




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Vehicle \#1 was approaching Vehicle \#2 from behind. The driver of Vehicle \#1 stated she thought Vehicle \#2 drove forward onto Townsend. She was looking for oncoming traffic prior to making a right hand turn, and rear ended Vehicle \#2 which was stopped.

The passenger side airbag on Vehicle \#1 deployed shattering the windshield.
N. TOWNSEND


VEHICLES MOVED into PARKING LOT PRIOR TO ARRIVAL.

 ,






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v_{1}^{8}
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## COLORADO DEPARTMENT OF REVENUE

STATE OF COLORADO TRAFFIC ACCIDENT REPORT
 stopping at the intersection on a red light. Veh. \#2 was attempting a right hand turn onto North Townsend Avenue. As Veh. \#2 was stopped, it was struck in the rear by Veh. \#1 which was directly behind Veh. \#2, also attempting a right hand turn. The driver of Veh. \#1 (LARKIN) told me the sun was in her eyes and was pulling down her sun visor when the collision occured. There was slight to moderate damage to both vehicles and the driver of Veh. \#2 was transported by ambulance for treatment.

■ Diagram not to scale, for reference only.



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Vehicle \#2 (MITCHELL) was stopped facing west at the stop light at the intersection of North San Juan Avenue and North Townsend Avenue. Vehicle \#2 was waiting to make a right turn (northbound) onto N. Townsend Avenue when it was hit by vehicle \#1. Driver vehicle \#1 (SORENSEN) told me he thought vehicle \#2 was moving forward, and he continued traveling westbound towards the intersection behind vehicle \#2. According to SORENSEN he did not see when vehicle \#2 stopped and he hit it. SORENSEN told me it was his fault because he was not paying attention.


DR 2447 (03/03/06)
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## STATE OF COLORADO TRAFFIC ACCIDENT REPORT

DENVER, CO 80261-0016
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STATE OF COLORADO TRAFFIC ACCIDENT REPORT



## STATE OF COLORADO TRAFFIC ACCIDENT REPORT

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## STATE OF COLORADO TRAFFIC ACCIDENT REPORT






# STATE OF COLORADO TRAFFIC ACCIDENT REPORT 




STATE OF COLORADO TRAFFIC ACCIDENT REPORT



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STATE OF COLORADO TRAFFIC ACCIDENT REPORT


PAGE 2 Agency

| AA | Case \# <br> $10-020676$ |
| :--- | :--- |
| AA | Describe Accident |

Vehicle \#2 (ANDERSON) was stopped in traffic at the red light on San Juan Avenue and North Townsend Avenue (HWY 50). Vehicle \#2 was preparing to initiate a right-hand turn from San Juan Avenue onto North Townsend Avenue, however, it was awaiting for traffic to clear. Vehicle \#1 (OKEEFE) was traveling directly behind vehicle \#2 and thought vehicle \#2 had made its right-hand turn. As a result, vehicle \#1 slowly pulled forward looking left and right for traffic but disregarded looking ahead and observing vehicle \#2. Vehicle \#1's front end area collided with vehicle \#2's rear bumper area. Both vehicles sustained slight damage. There were no airbags deployed. ANDERSON complained of minor soreness in her neck area from the collision. There were no other reports of injuries.
[a OC OKEEFE was issued citation A119968 for violation of MTC 1402 Careless Driving.


## Exhibit 2

## Traffic Volumes

## Intersection of San Juan Avenue/Townsend Avenue (U.S. Highway 50)

Traffic Information for Highway 050
From RefPoint 91 To RefPoint 92


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## Exhibit 3

## Aerial Photo/Right-of-Way Map

## Intersection of San Juan Avenue/Townsend Avenue (U.S. Highway 50)



San Juan Ave/Townsend Ave Right of Way

## Legend

County


San Juan Ave/Townsend Ave

## Exhibit 4

## Photos

## Intersection of San Juan Avenue/Townsend Avenue (Highway 50)



Intersection of San Juan Avenue/Townsend Avenue (U.S. Highway 50) looking north. (Photo taken December 14, 2010.)


Intersection of San Juan Avenue/Townsend Avenue (U.S. Highway 50) looking south. (Photo taken December 14, 2010.)


Intersection of San Juan Avenue/Townsend Avenue (U.S. Highway 50) looking east.


Intersection of San Juan Avenue/Townsend Avenue (U.S. Highway 50) looking west. (Rear-end accidents in the right turn lane shown here (turning right from San Juan Avenue onto Townsend Avenue) are the majority of accidents ( 68 percent) that have occurred at this intersection since January 1, 2007.)
(Photo taken December 14, 2010.)

## Region 3 Intersection Analysis and Prioritization <br> Intersection Application

## Requesting Agency

| Agency Name | City of Montrose |
| :--- | :--- |
| Contact Person | Kerwin Jensen |
| Title | Community Development Director |
| Email | kjensen@ci.montrose.co.us |
| Phone Number | (970) 240-1478 |
| Mailing Address | P.O. Box 790 <br> Montrose, CO 81402 |

## Intersection Location

| Highway (example, US 50) | U.S. Highway 550 (South Townsend Avenue) |  |  |
| :--- | :--- | :--- | :--- |
| Highway Milepost | 128.243 to 128.910 |  |  |
| Local Cross Street name | South $12^{\text {th }}$ Street; Columbia Way |  |  |
| Is the Cross Street (check one) | Public ROW X | Private Drive | Other |

## Intersection Information

| Type of Intersection (check one) | Signal X | Minor St <br> Stop | All Way Stop | Other: |
| :--- | :--- | :--- | :--- | :--- |
| Nearby Driveways | Yes: Gesseppi’s Delicatessen/Barber Shop; <br> Bank of the West; El Jimador; Vectra Bank. <br> (See map in Exhibit 3.) | No |  |  |
| Traffic Mix (check all that | Trucks <br> X | Pedestrians <br> X | Bicycles <br> X | Other: |
| Intersection Issues | Please describe the types of safety or operational issues at the <br> intersection. |  |  |  |
| Safety Issues: | The intersection of South 12th and Townsend has a four-pole span- <br> wire traffic signal. A majority of crashes (running red lights or <br> failure to notice the intersection) may be due to poor visibility of the <br> traffic signal and intersection. |  |  |  |


| Operational Issues: | The Columbia Way residential neighborhood requests a protected <br> left turn west onto Columbia Way from Townsend Avenue (U.S. <br> Highway 550). |
| :--- | :--- |
|  |  |

## Intersection Deficiencies

Please provide a brief description of the existing intersection deficiencies and associated safety concerns, including time of the concerns (day of the week/hour(s)/seasons/time/weekday/weekend/holiday/etc):

This intersection has an above average number of crashes. (There were $\mathbf{2 0}$ crashes, including 12 injuries (no fatalities) between January 1, 2007, and December 9, 2010.) Please see crash information and police reports in Exhibit 1 and photos attached as Exhibit 4.

It appears many of the crashes have to do with intersection and traffic signal visibility. The intersection is currently four-pole span wire. Please see aerial photo of proposed project location attached in Exhibit 3.

In addition, the center lines of the cross streets, minor arterial South $12^{\text {th }}$ Street on the east and local street Columbia Way on the west, do not align, causing the intersection to be skewed and possibly contributing to crashes.

## Mitigation

Please provide a brief description of possible mitigations, improvements, and/or projects to mitigate the safety concerns at the intersection:

Since it appears many of the crashes at the intersection result from poor visibility of the intersection and traffic signal, upgrading the traffic signal at South $12^{\text {th }}$ Street/Townsend Avenue from the current four-pole span-wire to a mast-arm signal (with LED signals) may improve its visibility and decrease the number of crashes.

Since the City of Montrose owns right-of-way on the north side of South $12^{\text {th }}$ Street near its intersection with U.S. Highway 550 (Townsend Avenue), South $12^{\text {th }}$ Street could be moved north to better align with the center line of Columbia Way.

Are there any existing plans for improvements for this intersection? Yes/No. If yes, please explain: No.

Are any additional funding sources available for this project: Yes/No. If yes, please explain:
Yes. The intersection may be eligible for Hazard Elimination funds.
Does this intersection have impacts to adjacent intersections, roadways, etc? If yes, please explain:

## Additional Information

To assist in analyzing the intersection please attach the following information if available/applicable:

- Accident data, including police reports if available (See attached in Exhibit 1.)
- Traffic Volumes, such as AADT/ADT, peak hour volumes, peak hour turning movement counts (See attached in Exhibit 2.)
- Traffic Studies (See attached in Exhibit 2.)
- Pedestrian Counts
- Bicycle Counts
- Existing signal timing or Synchro files
- Existing construction plans
- Survey data
- Aerial photos (See attached in Exhibit 3.)
- Photographs of the intersection (See attached in Exhibit 4.)
- Right of Way maps (See attached in Exhibit 3.)
- Any other data/documentation to assist in analyzing the intersection


## Exhibit 1

## Accident Data, Including Police Reports

Intersection of South $12^{\text {th }}$ Street/Townsend Avenue (Highway 550)

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## DR 2447 (03/03/06)

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# STATE OF COLORADO TRAFFIC ACCIDENT REPORT 






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## STATE OF COLORADO TRAFFIC ACCIDENT REPORT




## STATE OF COLORADO TRAFFIC ACCIDENT REPORT

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$N=$ North
Case \# 08-017302
POI $=P_{0}$, tot Impact
$\# 1=$ vehule $\#_{1}$
$\# 2$ - vehicle $\# 2$

STATE OF COLORADO TRAFFIC ACCIDENT REPORT



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STATE OF COLORADO TRAFFIC ACCIDENT REPORT

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COLORADO DEPARTMENT OF REVENUE

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DR 2447 (03/03/06)

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STATE OF COLORADO TRAFFIC ACCIDENT REPORT



# STATE OF COLORADO TRAFFIC ACCIDENT REPORT 

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| Case \# | DOR CODE | Accident Date |
| :--- | :--- | :--- |
| 10 |  | 010 |

Agency
10-000183
AA On January 5, 2009, at approximately 0751 hours, I was traveling westbound in the 300 block of South Twelfth Street. I observed the traffic control light turn green for west/east traffic on South Twelfth Street and red for south/north traffic on South Townsend Avenue. A school bus made a left hand turn onto South Twelfth Street from South Townsend Avenue and then the intersection was clear of any vehicles. Vehicle \#2 was traveling eastbound on South Twelfth Street waiting for the intersection to clear. Once the intersection was clear, Vehicle \#2 started to travel eastbound through the intersection. Vehicle \#1 was traveling southbound on South Townsend Avenue. At that time, Vehicle \#1 violated the steady red light and collided with Vehicle \#2. Vehicle \#1 hit Vehicle \#2's front driver's side tire and wheel well. This caused moderate to severe damage to both vehicles.

I contacted both drivers. RYAN SWYGMAN stated he was okay and was already out of his vehicle. BRIDGETT WATERMAN stated her son, DEDRIX WATERMAN, and her both hit their heads during the collision. Montrose Ambulance responded and transported BRIDGETT, DEDRIX, DREEANA WATERMAN, and XZAVIER WATERMAN to Montrose Memorial Hospital. D\&G Towing responded and towed both vehicles.


STATE OF COLORADO TRAFFIC ACCIDENT REPORT



## STATE OF COLORADO TRAFFIC ACCIDENT REPORT

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## STATE OF COLORADO TRAFFIC ACCIDENT REPORT










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## Exhibit 2

## Traffic Volumes

## Intersection of South $12^{\text {th }}$ Street/Townsend Avenue (Highway 550)

## Traffic Information for Highway 550B <br> From RefPoint 128 To RefPoint 128

| Printable Report set to landscape |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Route | Ref Point | End Ref Point | Start Point Description | Annual Average Daily Traffic | $\left\lvert\, \begin{array}{\|l\|} \text { AADT } \\ \text { Year } \end{array}\right.$ | AADT Derivation | AADT Single Trucks | AADT Comb. Trucks | Percent Trucks | 20 Year Factor | Design Hour Vol (\% of AADT) | Daily Vehicle Miles Traveled |
| 550B | 128.243 | 128.418 | ON SH 550, TOWNSEND AVE SE/O S 12TH ST, MONTROSE | 25,400 | 2009 | Factor | 610 | 430 | 4.10\% | 1.42 | 10 | 4,521 |
| 550B | 128.418 | 128.910 | ON SH 550, TOWNSEND AVE NW/O S 12TH ST, MONTROSE | 24,300 | 2009 | Factor | 580 | 410 | 4.10\% | 1.42 | 10 | 11,931 |

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## Hourly Mult-Channel Report: 07-S12TH/500BLK

## Station ID: 07-S12TH/500BLK

Info Line 1 :
Info Line 2 :
GPS Lat/Lon:
DB File : 07-S12TH500BLK.DB

Last Connected Device Type : Unicorn
Version Number: 2.39
Serial Number : 54719
Number of Lanes : 2 Posted Speed Limit :

## Lane Configuration

| \# | Dir. | Information | Volume Mode | Volume Sensors |
| :--- | :--- | :--- | :--- | :--- |
| 1. | EAST BOUND |  |  |  |
| 9. | WEST BOUND By 2 |  |  |  |



| Date Time | \#1 | \#9 | Avg. T | Total |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06/05/07 00:00 | 8 | 7 | 8 | 15 |  |  |  |  |  |  |
| Tue 01:00 | 4 | 4 | 4 | 8 |  |  |  |  |  |  |
| 02:00 | 3 | 3 | 3 | 6 |  |  |  |  |  |  |
| 03:00 | 3 | 6 | 5 | 9 |  |  |  |  |  |  |
| 04:00 | 8 | 26 | 17 | 34 |  |  |  |  |  |  |
| 05:00 | 27 | 67 | 47 | 94 |  |  |  |  |  |  |
| 06:00 | 61 | 130 | 96 | 191 |  |  |  |  |  |  |
| 07:00 | 117 | 159 | 138 | 276 |  |  |  |  |  |  |
| 08:00 | 132 | 213 | 173 | 345 |  |  |  |  |  |  |
| 09:00 | 172 | 185 | 179 | 357 |  |  |  |  |  |  |
| 10:00 | 168 | 208 | 188 | 376 |  |  |  |  |  |  |
| 11:00 | 201 | 241 | 221 | 442 |  |  |  |  |  |  |
| 12:00 | 225 | 265 | 245 | 490 |  |  |  |  |  |  |
| 13:00 | 240 | 244 | 242 | 484 |  |  |  |  |  |  |
| 14:00 | 210 | 212 | 211 | 422 |  |  |  |  |  |  |
| 15:00 | 244 | 233 | 239 | 477 |  |  |  |  |  |  |
| 16:00 | 293 | 290 | 292 | 583 |  |  |  |  |  |  |
| 17:00 | 335 | 254 | 295 | 589 |  |  |  |  |  |  |
| 18:00 | 248 | 184 | 216 | 432 |  |  |  |  |  |  |
| 19:00 | 193 | 156 | 175 | 349 |  |  |  |  |  |  |
| 20:00 | 172 | 142 | 157 | 314 |  |  |  |  |  |  |
| 21:00 | 106 | 103 | 105 | 209 |  |  |  |  |  |  |
| 22:00 | 66 | 44 | 55 | 110 |  |  |  |  |  |  |
| 23:00 | 32 | 18 | 25 | 50 |  |  |  |  |  |  |
| Day Total : | 3268 | 3394 | 333666 | 6662 |  |  |  |  |  |  |
| Percents : | 49\% | 51\% |  |  |  |  |  |  |  |  |
| Lane | AM Total | AM Avg. | AM \% | \% Peak AM | Peak \% | PM Total | PM Avg. | PM \% | Peak PM | Peak \% |
| \#1 | 904 | 75.3 | 27.7\% | - 11:00 = 201 | 6.2\% | 2364 | 197.0 | 72.3\% | 17:00 $=335$ | 10.3\% |
| \#9 | 1249 | 104.1 | 36.8\% | - 11:00 = 241 | 7.1\% | 2145 | 178.8 | 63.2\% | 16:00 $=290$ | 8.5\% |
| Comb. | 2153 | 179.4 | 32.3\% | 11:00 = 442 | 6.6\% | 4509 | 375.8 | 67.7\% | 17:00 = 589 | 8.8\% |


| Date | Time | \#1 | \#9 | Avg. T | Total |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06/06/07 | 00:00 | 11 | 15 | 13 | 26 |  |  |  |  |  |  |
| Wed | 01:00 | 14 | 6 | 10 | 20 |  |  |  |  |  |  |
|  | 02:00 | 5 | 2 | 4 | 7 |  |  |  |  |  |  |
|  | 03:00 | 3 | 11 | 7 | 14 |  |  |  |  |  |  |
|  | 04:00 | 6 | 15 | 11 | 21 |  |  |  |  |  |  |
|  | 05:00 | 19 | 80 | 50 | 99 |  |  |  |  |  |  |
|  | 06:00 | 69 | 116 | 93 | 185 |  |  |  |  |  |  |
|  | 07:00 | 88 | 150 | 119 | 238 |  |  |  |  |  |  |
| Day Total |  | 215 | 395 | 307 | 610 |  |  |  |  |  |  |
| Percents |  | 35\% | 65\% |  |  |  |  |  |  |  |  |
| Lane |  | AM Total | AM Avg. | AM \% | \% Peak AM | Peak \% | PM Total | PM Avg. | PM \% | Peak PM | Peak \% |
| \#1 |  | 215 | 26.9 | 100.0\% | 07:00 = 88 | 40.9\% |  |  |  |  |  |
| \#9 |  | 395 | 49.4 | 100.0\% | - 07:00 = 150 | 38.0\% |  |  |  |  |  |
| Comb |  | 610 | 76.3 | 100.0\% | 07:00 $=238$ | 39.0\% |  |  |  |  |  |

## Hourly Mu/t-Ghannel Summary: 07-S12TM/500BLK

| Date Time | \#1 | \#9 | Avg. T | Total |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06/04/07 00:00 | 19 | 22 | 21 | 41 |  |  |  |  |  |  |
| Mon 01:00 | 18 | 10 | 14 | 28 |  |  |  |  |  |  |
| 02:00 | 8 | 5 | 7 | 13 |  |  |  |  |  |  |
| 03:00 | 6 | 17 | 12 | 23 |  |  |  |  |  |  |
| 04:00 | 14 | 41 | 28 | 55 |  |  |  |  |  |  |
| 05:00 | 46 | 147 | 97 | 193 |  |  |  |  |  |  |
| 06:00 | 130 | 246 | 188 | 376 |  |  |  |  |  |  |
| 07:00 | 205 | 309 | 257 | 514 |  |  |  |  |  |  |
| 08:00 | 132 | 213 | 173 | 345 |  |  |  |  |  |  |
| 09:00 | 172 | 185 | 179 | 357 |  |  |  |  |  |  |
| 10:00 | 168 | 208 | 188 | 376 |  |  |  |  |  |  |
| 11:00 | 417 | 471 | 444 | 888 |  |  |  |  |  |  |
| 12:00 | 470 | 544 | 5071 | 1014 |  |  |  |  |  |  |
| 13:00 | 455 | 460 | 458 | 915 |  |  |  |  |  |  |
| 14:00 | 448 | 411 | 430 | 859 |  |  |  |  |  |  |
| 15:00 | 474 | 487 | 481 | 961 |  |  |  |  |  |  |
| 16:00 | 560 | 551 | 5561 | 1111 |  |  |  |  |  |  |
| 17:00 | 647 | 520 | 5841 | 1167 |  |  |  |  |  |  |
| 18:00 | 502 | 399 | 451 | 901 |  |  |  |  |  |  |
| 19:00 | 378 | 314 | 346 | 692 |  |  |  |  |  |  |
| 20:00 | 327 | 267 | 297 | 594 |  |  |  |  |  |  |
| 21:00 | 226 | 166 | 196 | 392 |  |  |  |  |  |  |
| Wed 22:00 | 141 | 90 | 116 | 231 |  |  |  |  |  |  |
| 06/06/07 23:00 | 65 | 40 | 53 | 105 |  |  |  |  |  |  |
| Grand Total : | 6028 | $\overline{6123}$ | 6083 | 2151 |  |  |  |  |  |  |
| Percents : | 50\% | 50\% |  |  |  |  |  |  |  |  |
| Lane | AM Total | AM Avg. | g. AM \% | \% Peak AM | Peak \% | PM Total | PM Avg. | PM \% | Peak PM | Peak \% |
| \#1 | 1335 | 63.6 | 6 22.1\% | \% 11:00=417 | 6.9\% | 4693 | 195.5 | 77.9\% | 17:00 = 647 | 10.7\% |
| \#9 | 1874 | 89.2 | 2 30.6\% | - 11:00 = 471 | 7.7\% | 4249 | 177.0 | 69.4\% | 16:00 = 551 | 9.0\% |
| Comb. | 3209 | 152.8 | 8 26.4\% | 11:00 = 888 | 7.3\% | 8942 | 372.6 | 73.6\% | 17:00 = 1167 | 9.6\% |

ADT Volume vs. Time (all lanes combined)


ADT Volume vs. Time (lane comparison)


ADT By Day of Week (all lanes)


| DAY | ADT | TOTAL | \# DAYS |
| :---: | ---: | ---: | ---: |
| Mon | 9007 | 4879 | 0.5 |
| Tue | 6662 | 6662 | 1.0 |
| Wed | 1830 | 610 | 0.3 |
| Thu | - | - | - |
| Fri | - | - | - |
| Sat | - | - | - |
| Sun | - | - | - |

## Percent of Totals by Day of Week



## Exhibit 3

## Aerial Photo/Right-of-Way Map

## Intersection of South $12^{\text {th }}$ Street/Townsend Avenue (Highway 550)




12th St/Townsend Ave
Right of Way
$\square$ PARCELS.lyr

## Exhibit 4

## Photos

## Intersection of South $12^{\text {th }}$ Street/Townsend Avenue (Highway 550)



Intersection of South $12^{\text {th }}$ Street/Townsend Avenue (Highway 550) looking north.


Intersection of South $12^{\text {th }}$ Street/Townsend Avenue (Highway 550) looking south.
(Photo taken December 14, 2010.)


Intersection of South $12^{\text {th }}$ Street/Townsend Avenue (Highway 550) looking east. (Photo taken December 14, 2010.)


Intersection of South $12^{\text {th }}$ Street/Townsend Avenue (Highway 550) looking west.
(Photo taken December 14, 2010.)

Traffic \& Safety Section
Region 3 Intersection Analysis and Prioritization Intersection Application

Requesting Agency


Intersection Location

| Highway (example, US 50) | STATE HIGHWAY OO |  |
| :--- | :--- | :--- |
| Highway Milepost |  |  |
| Local Cross Street name | CHIPETA ROAD |  |
| Is the Cross Street (check one) | Public ROW | Private Drive |

## Intersection Information

| Type of Intersection (check one) | Signal | Minor St top | All Way Stop | Other: |
| :---: | :---: | :---: | :---: | :---: |
| Nearby Driveways yes | Yes: Commercial driveways $5^{6}$ County streets. Distance between intersections: <br> Also newly -permitted <br> Gily Park on HWy 90 appros. $500^{\prime}$ from intersection. |  |  | No |
| Traffic Mix (check all that apply) | Trucks | Pedestrians | Bicycles | Other: |
| Intersection Issues | Please describe the types of safety or operational issues at the intersection. |  |  |  |
| Safety Issues: <br> Left Turn Lane faces into oncoming eastbound traffici on Hwy 90. <br> Eastbound 90 traff merges with eastboun free-right traffic fro Chipeta Rd. |  |  |  |  |
| Operational Issues: <br> Numerous commer "city park aco driveways close a majct intersect | qial <br> 45 <br> to <br> poni. |  |  |  |

Intersection Deficiencies
Please provide a brief description of the existing intersection deficiencies and associated safety concerns, including time of the concerns (day of the week/hour(s)/seasons/time/weekday/weekend/holiday/etc):
$\square$

Mitigation
Please provide a brief description of possible mitigations, improvements, and/or projects to mitigate the safety concerns at the intersection:

- Eliminate
 Hay. 90.

Are there any existing plans for improvements for this intersection? Yes/No. If yes, please explain:


Are any additional funding sources available for this project: Yes/No. If yes, please explain:


Does this intersection have impacts to adjacent intersections, roadways, etc? If yes, please explain:


## DEPARTMENT OF TRANSPORTATION

Traffic \& Safety Section

## Additional Information

To assist in analyzing the intersection please attach the following information if available/applicable:

- Accident data, including police reports if available
- Traffic Volumes, such as AADT/ADT, peak hour volumes, peak hour turning movement counts
- Traffic Studies
- Pedestrian Counts
- Bicycle Counts
- Existing signal timing or Synchro files
- Existing construction plans
- Survey data (a Hached)
- Photographs of the intersection (aftached)
- Right of Way maps
- Any other data/documentation to assist in analyzing the intersection



