

NEIGHBORHOOD IMPACT ASSESSMENT

BUILDING HOPE PUBLIC CHARTER SCHOOL

ALBUQUERQUE, NEW MEXICO

APNS: 101106035218240623 AND
101106031117340643

Prepared for:

Building Hope Real Estate
1776 I Street NW, Suite 200
Washington, DC 20006

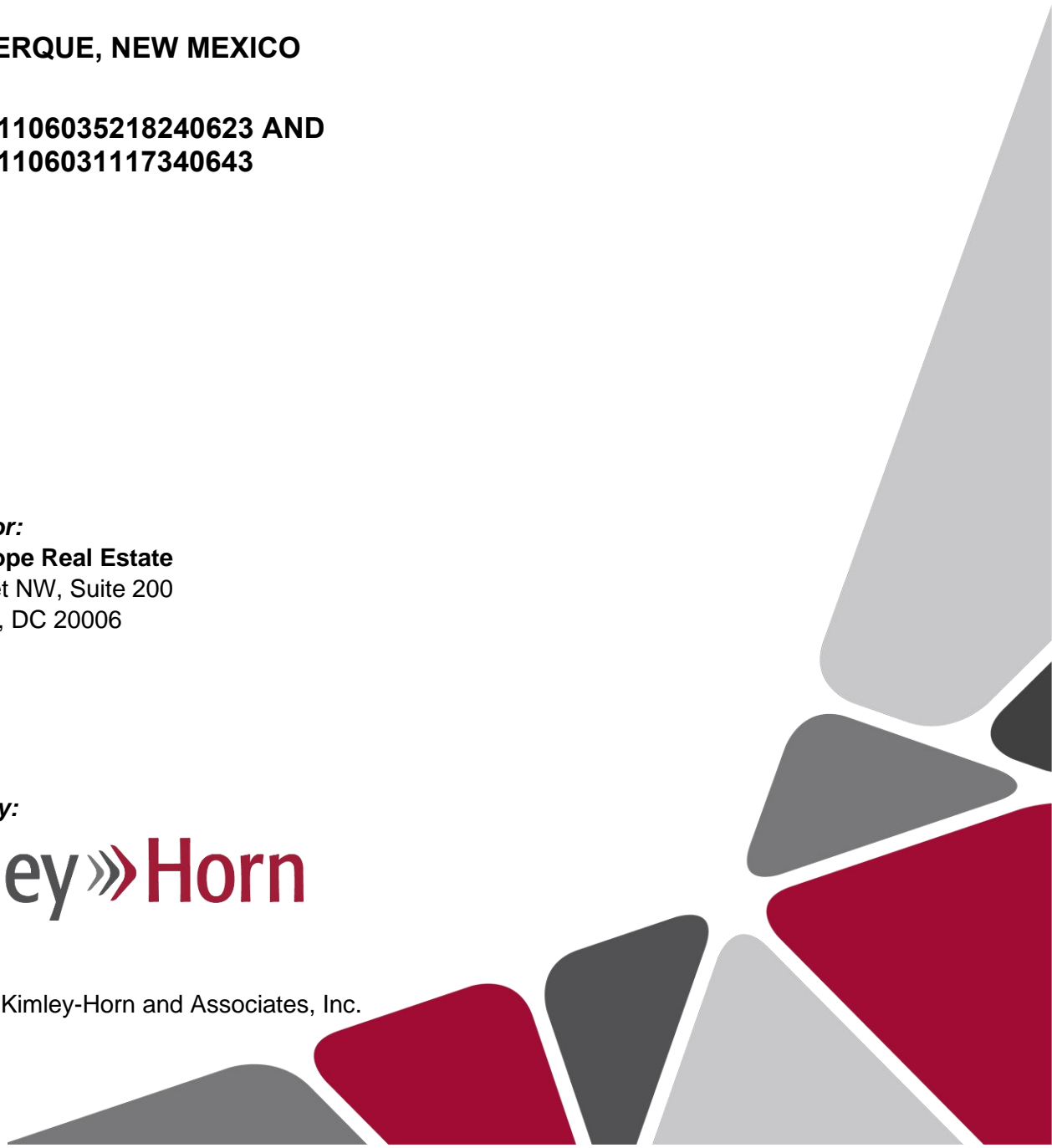
Prepared by:

Kimley»Horn

May 2025

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FOR

BUILDING HOPE PUBLIC CHARTER SCHOOL

Prepared for:

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05-06-2025

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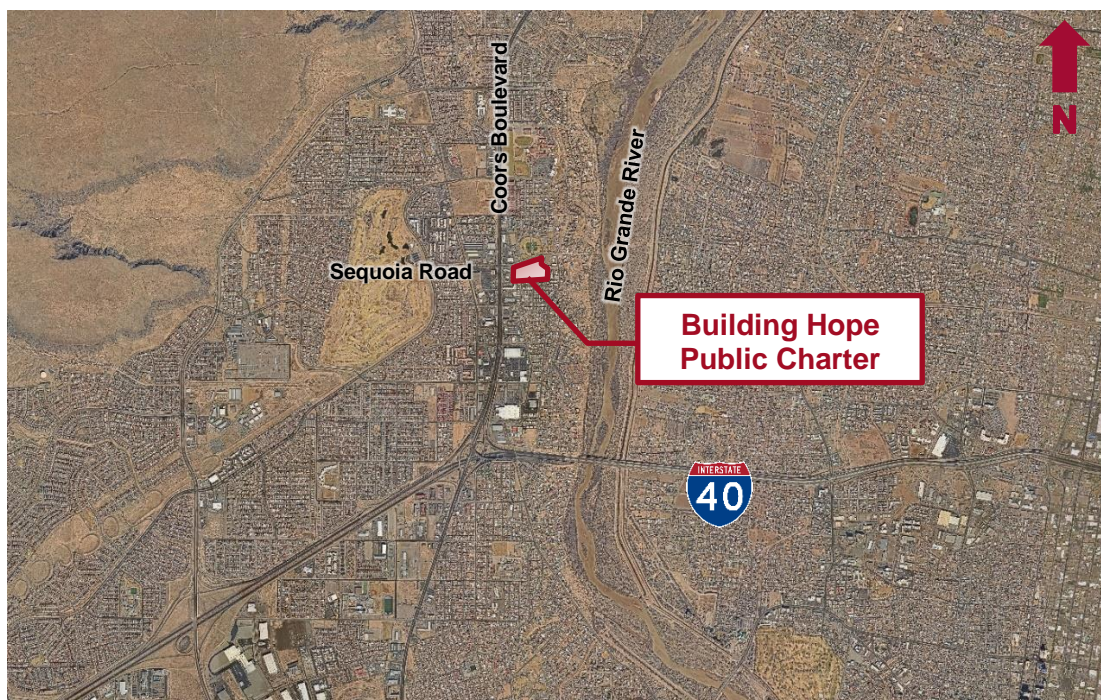
1. INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained by Building Hope Real Estate to prepare a neighborhood impact assessment (NIA) for the proposed Building Hope Public Charter School. The purpose of this study is to identify traffic generation characteristics of the proposed development, identify potential traffic related impacts on the local street system, and develop mitigation measures required for the identified impacts. A scoping meeting with staff from the City of Albuquerque, New Mexico Department of Transportation (NMDOT), Building Hope Real Estate, and Kimley-Horn and Associates, Inc occurred on February 27, 2025. The City of Albuquerque Scope of Study form is included in **Appendix A**.

The proposed project is generally located south of Sequoia Road and east of Coors Boulevard (New Mexico State Road 45 (NM-45)) on approximately 8.2 acres within APNs 101106035218240623 and 101106031117340643 in the City of Albuquerque, New Mexico. The project site is currently an unoccupied health facility, with existing buildings, driveways, drive aisles, and a parking lot. The proposed Building Hope Public Charter School is planned to reuse the existing site layout. Upon expected project completion in 2027, the project is anticipated to consist of a public charter school with an expected enrollment of 1,240 students from kindergarten through high school. The proposed project is expected to operate similarly to an existing Building Hope Real Estate public charter school called Albuquerque School of Excellence located on Lomas Boulevard and west of Tramway Boulevard in the City of Albuquerque, New Mexico.

Interstate 40 (I-40) and Coors Boulevard provide regional access to the project. Sequoia Road provides primary access, while direct access to the site is by three existing access drives on Sequoia Road (Drive A, Drive B, and Drive C). A site plan for the proposed project is located in **Appendix B**. A vicinity map depicting the location of the proposed project is shown on **Figure 1**.

Figure 1 – Vicinity Map



2. EXISTING CONDITIONS

This section of the report details existing conditions surrounding the project site.

2.1. Study Area Intersections

Per the City of Albuquerque Scope of Study form in **Appendix A**, dated February 27, 2025, the following intersections were identified for analysis:

- Coors Boulevard/St. Josephs Drive (#1)
- Alamogordo Drive/St. Josephs Drive (#2)
- Coors Boulevard/Tucson Road (#3)
- Alamogordo Drive/Tucson Road (#4)
- Atrisco Drive/Sequoia Road (#5)
- Coors Boulevard/Sequoia Road (#6)
- Alamogordo Drive/Vista Grande Drive/Sequoia Road (#7)
- Coors Boulevard/Redlands Road (#8)
- Alamogordo Drive/Redlands Road (#9)

2.2. Study Area Roadways

The following are descriptions of the conditions of the study area roadways. Roadway classifications are according to the NMDOT Roadway Functional Classification.

Coors Boulevard – New Mexico State Road 45

Coors Boulevard is a north-south other principal arterial roadway. In the project vicinity, Coors Boulevard provides three travel lanes in each direction with a raised median. There are generally existing sidewalks on both sides of Coors Boulevard. The posted speed limit on Coors Boulevard is 45 miles per hour (mph).

Atrisco Drive

Atrisco Drive is a north-south major collector roadway. In the project vicinity south of Sequoia Road, Atrisco Drive provides two travel lanes in each direction. North of Sequoia Road, Atrisco Drive provides one lane in each direction with a two-way left-turn lane. There are generally existing sidewalks on both sides of Atrisco Drive. Bike lanes are provided along Atrisco Drive, north of Sequoia Road.

Sequoia Road

The segment of Sequoia Road west of Coors Boulevard is classified as a major collector roadway. The segment of Sequoia Road east of Coors Boulevard is classified as a local roadway. The posted speed limit on Sequoia Road is 30 mph. Sequoia Road ends approximately 900 feet east of the intersection of Alamogordo Drive/ Vista Grande Drive/ Sequoia Road (#7). A contiguous sidewalk is currently provided along Sequoia Road with a detached sidewalk on the north and south sides of Sequoia Road between Yucca Drive and Alamogordo Drive.

St. Josephs Drive

The segment of St. Josephs Drive west of Coors Boulevard is classified as minor arterial roadway. The segment of St. Josephs Drive east of Coors Boulevard is classified as a local roadway. There are generally existing sidewalks on both sides of St Josephs Drive. The posted speed limit on St. Josephs Drive is 25 mph.

Alamogordo Drive

Alamogordo Drive is a north-south local roadway that provides access to residential units and a school. There are generally existing sidewalks on both sides of Alamogordo Drive. The posted speed limit on Alamogordo Drive is 25 mph.

Tucson Road

Tucson Road is an east-west local roadway that provides access to residential units and commercial land uses. There are generally existing sidewalks on both sides of Tucson Road. The posted speed limit on Tucson Road is 25 mph.

Redlands Road

The segment of Redlands Road west of Coors Boulevard is an east-west major collector roadway. The segment of Redlands Road east of Coors Boulevard is a local roadway that provides access to residential units and commercial land uses. There are generally existing sidewalks on both sides of Redlands Road. The posted speed limit on Redlands is 25 mph.

Vista Grande Drive

Vista Grande Drive is a local roadway, and the northeast roadway segment for the roundabout at the intersection of Alamogordo Drive and Sequoia Road that provides access to residential units. There are no existing sidewalks along Vista Grande Drive on either side of the roadway.

2.3. Existing Land Uses

The project site is currently an unoccupied health facility. The land uses surrounding the project site include residential, commercial, institutional, and undeveloped land. The location of the project site, study area intersections, and existing land uses are shown in **Figure 2**.

2.4. 2025 Existing Lane Configurations and Control

I-40 and Coors Boulevard provide regional access to the development. Sequoia Road provides primary access. Existing speed limits, lane configurations, and traffic control at the time of this study are illustrated in **Figure 3**.

2.5. 2025 Existing Traffic Volumes

Existing AM and PM peak hour turning movement data was field counted on Thursday, March 6, 2025, for the study area intersections identified in **Section 2.1**. A summary of the count data at the study area intersections is shown in **Figure 4** and the count data sheets are provided in **Appendix C**.

A 24-hour bi-directional vehicle classification tube count was collected on Thursday, March 6, 2025, along Coors Boulevard, north of Sequoia Road. Detailed count data sheets are provided in **Appendix C**.



Study Area Intersections

- 1. Coors Boulevard (NM-45)/St. Josephs Drive
- 2. Alamogordo Drive/St. Josephs Drive
- 3. Coors Boulevard (NM-45)/Tucson Road
- 4. Alamogordo Drive/Tucson Road
- 5. Atrisco Drive/Sequoia Road
- 6. Coors Boulevard (NM-45)/Sequoia Road
- 7. Alamogordo Drive/Vista Grande Drive/Sequoia Road
- 8. Coors Boulevard (NM-45)/Redlands Road
- 9. Alamogordo Drive/Redlands road



Source: Nearmap US, Inc. Image Date: February 2025

Building Hope Public Charter School Study Area

Legend

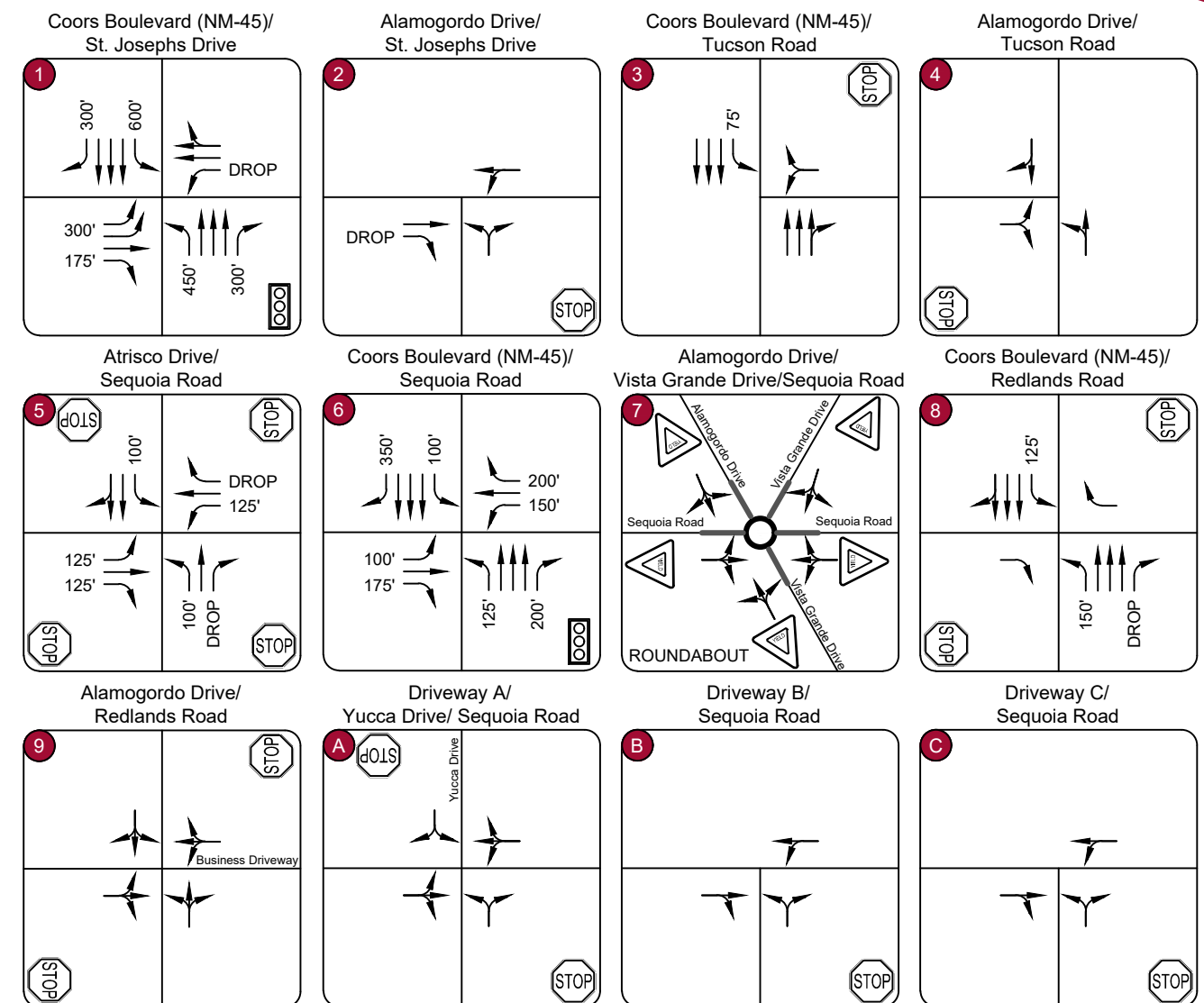
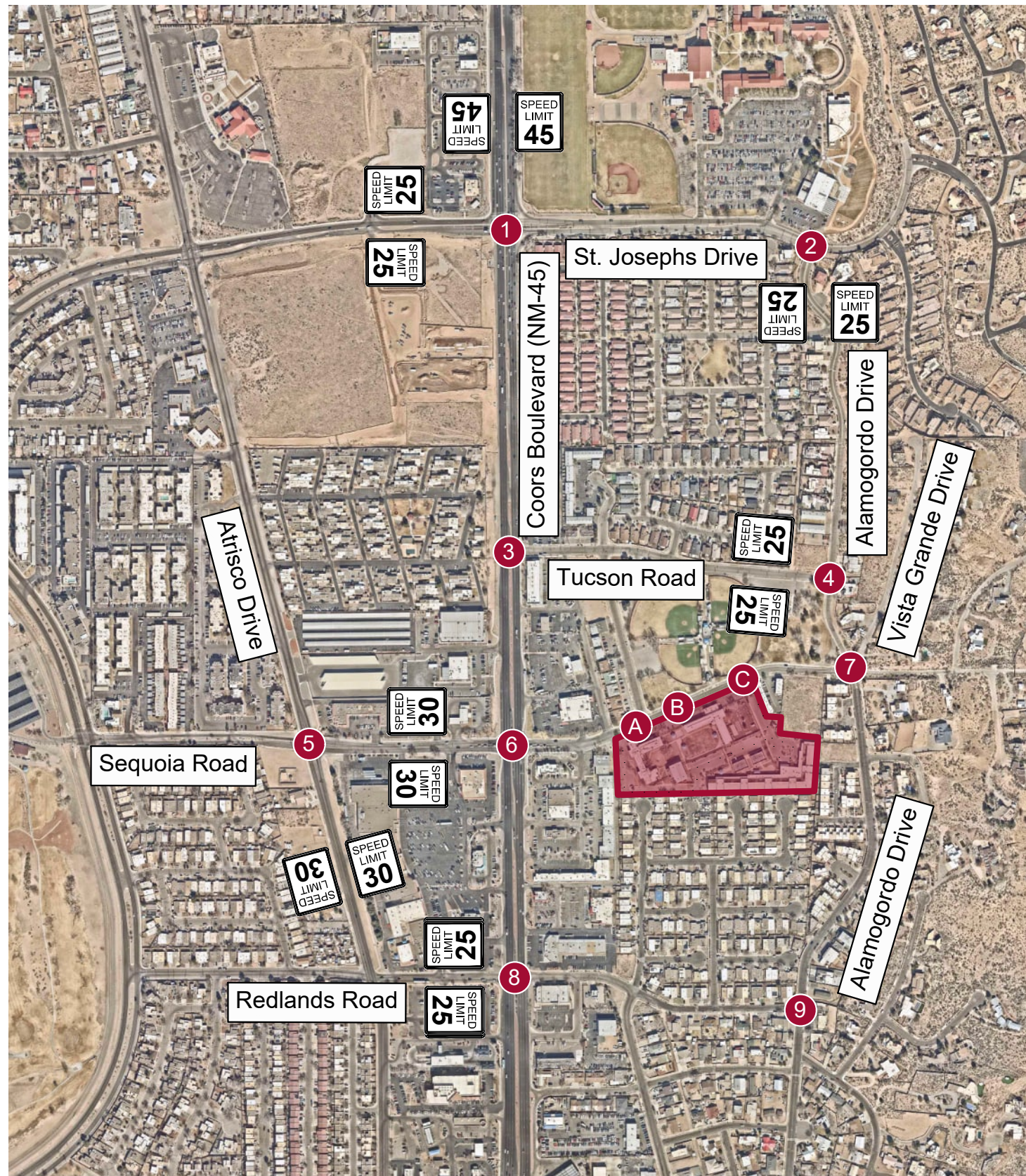
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Study Area Key Intersection

X

Project Access Drive

Project Site



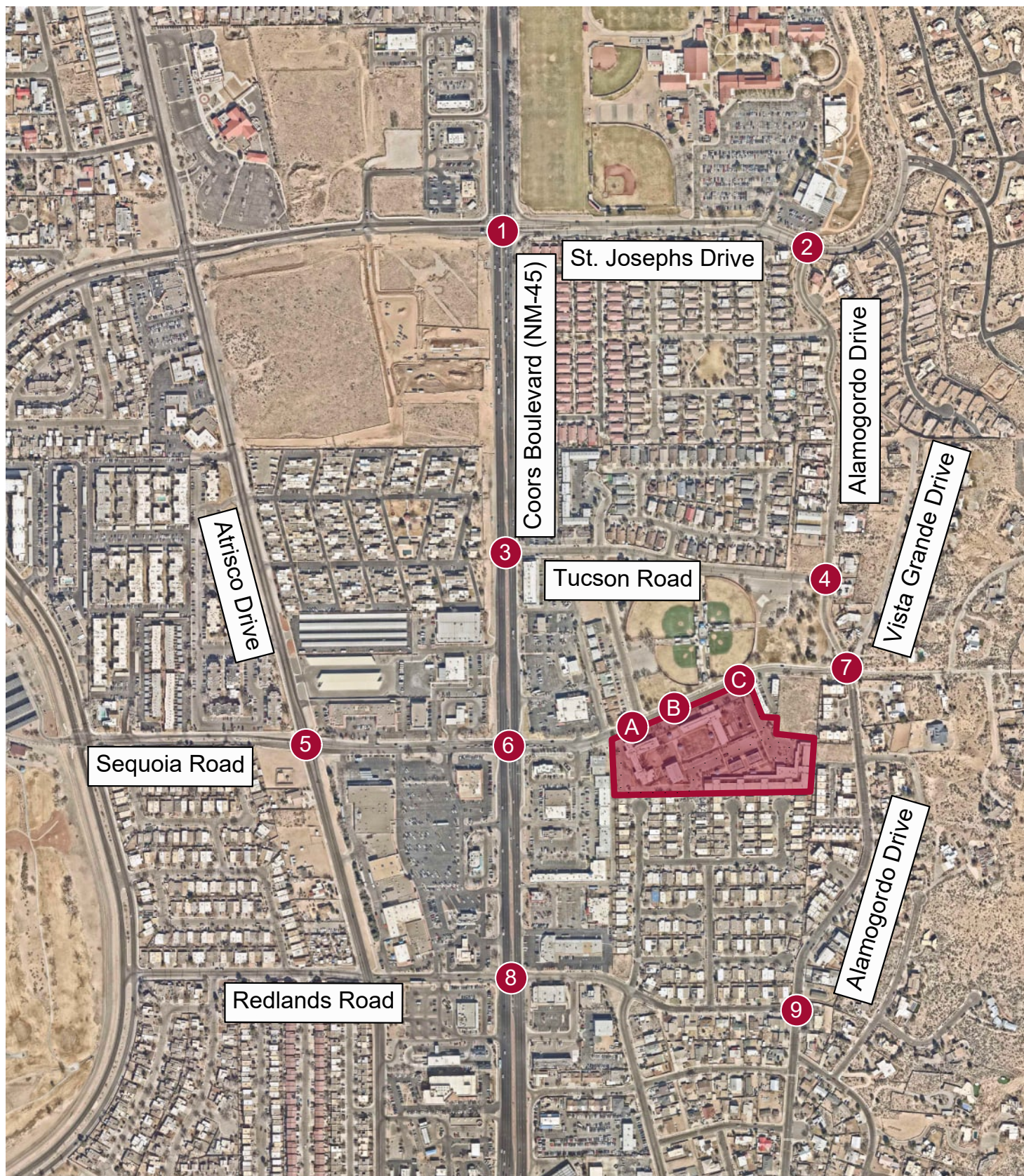
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- # Study Area Key Intersection
- X Project Access Drive
- SPEED LIMIT 25 Roadway Speed Limit
- STOP Stop Controlled Approach
- Signalized Intersection
- Yield Controlled Approach
- Existing Lane Use

Source: Nearmap US, Inc. Image Date: February 2025

Building Hope Public Charter School 2025 Existing Lane Configuration and Control

Figure 3
Kimley»Horn



1 Coors Boulevard (NM-45)/ St. Josephs Drive	2 Alamogordo Drive/ St. Josephs Drive	3 Coors Boulevard (NM-45)/ Tucson Road	4 Alamogordo Drive/ Tucson Road
<div>82(290) 1868(2072) 180(59) 98(84) 43(26) 80(67)</div> <div>311(212) 119(25) 143(117) 116(216) 1336(2213) 172(45)</div>	<div>15(15) 3(2)</div> <div>17(23) 24(35) 37(25) 0(4)</div>	<div>2107(2268) 9(41) 22(44) 3(10)</div> <div>1613(2411) 9(17)</div>	<div>3(3) 27(18)</div> <div>2(4) 6(19) 5(14) 18(27)</div>
5 Atrisco Drive/ Sequoia Road	6 Coors Boulevard (NM-45)/ Sequoia Road	7 *Alamogordo Drive/ Vista Grande Drive/Sequoia Road	8 Coors Boulevard (NM-45)/ Redlands Road
<div>21(28) 389(184) 77(82) 37(128) 38(201) 16(54)</div> <div>17(12) 103(123) 26(29) 14(38) 94(316) 44(119)</div>	<div>27(83) 2078(2147) 21(53) 4(35) 12(98) 52(142)</div> <div>53(142) 19(72) 142(165) 61(134) 1547(2197) 24(56)</div>	<div>7(10) 25(24) 3(3) 4(3) 3(1) 1(0)</div> <div>3(12) 0(1) 7(30) 4(28) 18(31) 0(3)</div>	<div>4(13) 2216(2427) 51(61) 32(44)</div> <div>67(93) 34(78) 1624(2258) 26(59)</div>
9 Alamogordo Drive/ Redlands Road	A Driveway A/ Yucca Drive/ Sequoia Road	B Driveway B/ Sequoia Road	C Driveway C/ Sequoia Road
<div>22(19) 28(37) 0(2)</div> <div>9(28) 0(1) 8(16) 13(5) 15(34)</div>	<div>**5(5) 5(5) 14(39)</div> <div>10(43)</div>	<div>14(39)</div> <div>10(43)</div>	<div>14(39)</div> <div>10(43)</div>

*Since the Highway Capacity Software does not analyze roundabouts with more than 4-legs, the two low volume legs of Vista Grand Drive (northeast leg) and Sequoia Road (east leg) were analyzed together as the east leg (westbound approach).
**For traffic analysis, traffic counts were estimated for Yucca Drive.

Legend

#

Study Area Key Intersection

X

Project Access Drive

← xx (xx)

AM(PM) Peak Hour Volume

Source: Nearmap US, Inc. Image Date: February 2025

Building Hope Public Charter School

2025 Existing Peak Hour Traffic Volumes

3. FUTURE CONDITIONS

This section of the report details conditions that are expected in 2027 at the time the proposed project is anticipated to be completed.

3.1. 2027 Background Lane Configuration and Control

I-40 and Coors Boulevard provide regional access to the development. Sequoia Road provides primary access. Expected speed limits, lane configuration, and traffic control in 2027 are expected to remain the same as the existing speed limits, lane configuration, and traffic control in 2025, except for planned improvements at Coors Boulevard/St. Josephs Drive (#1). The Oxbow Center Offsite Improvements (dated July 2024) include roadway improvements at the intersection of Coors Boulevard/St. Josephs Drive (#1), shown in **Figure 5**. Excerpts from the Oxbow Center plans showing these improvements are provided in **Appendix D**.

3.2. 2027 Background Peak Hour Traffic Volumes

To accurately determine the impact of project traffic, it is necessary to establish future baseline traffic volumes along roadways near the proposed development site. An annual growth rate of approximately 2.03% was calculated using the Traffic Flow Maps published by the Mid-Region Council of Governments (MRCOG) that includes Average Daily Traffic (ADT) and Annual Average Weekday Traffic (AWDT) counts for the latest 10 years of data.

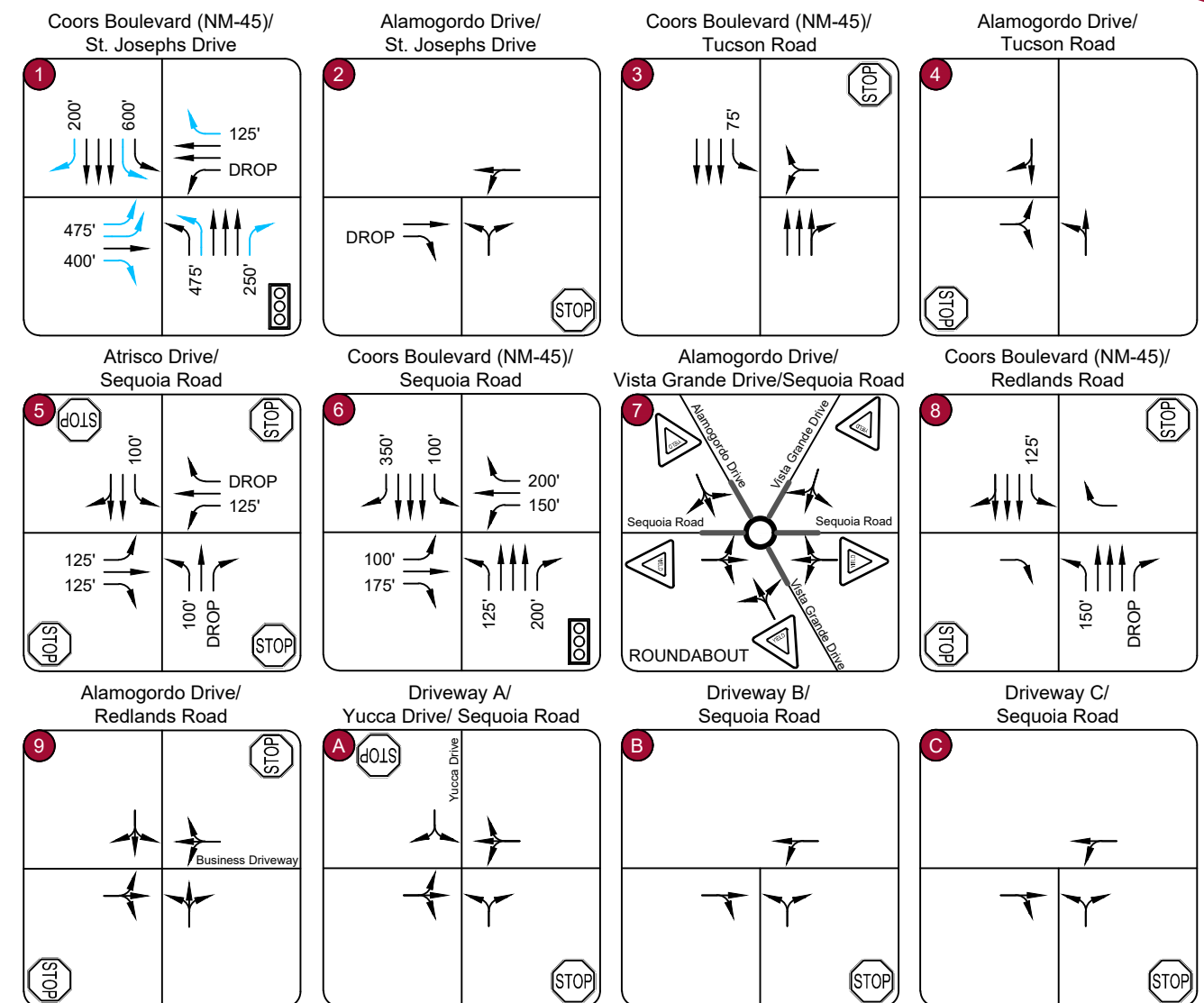
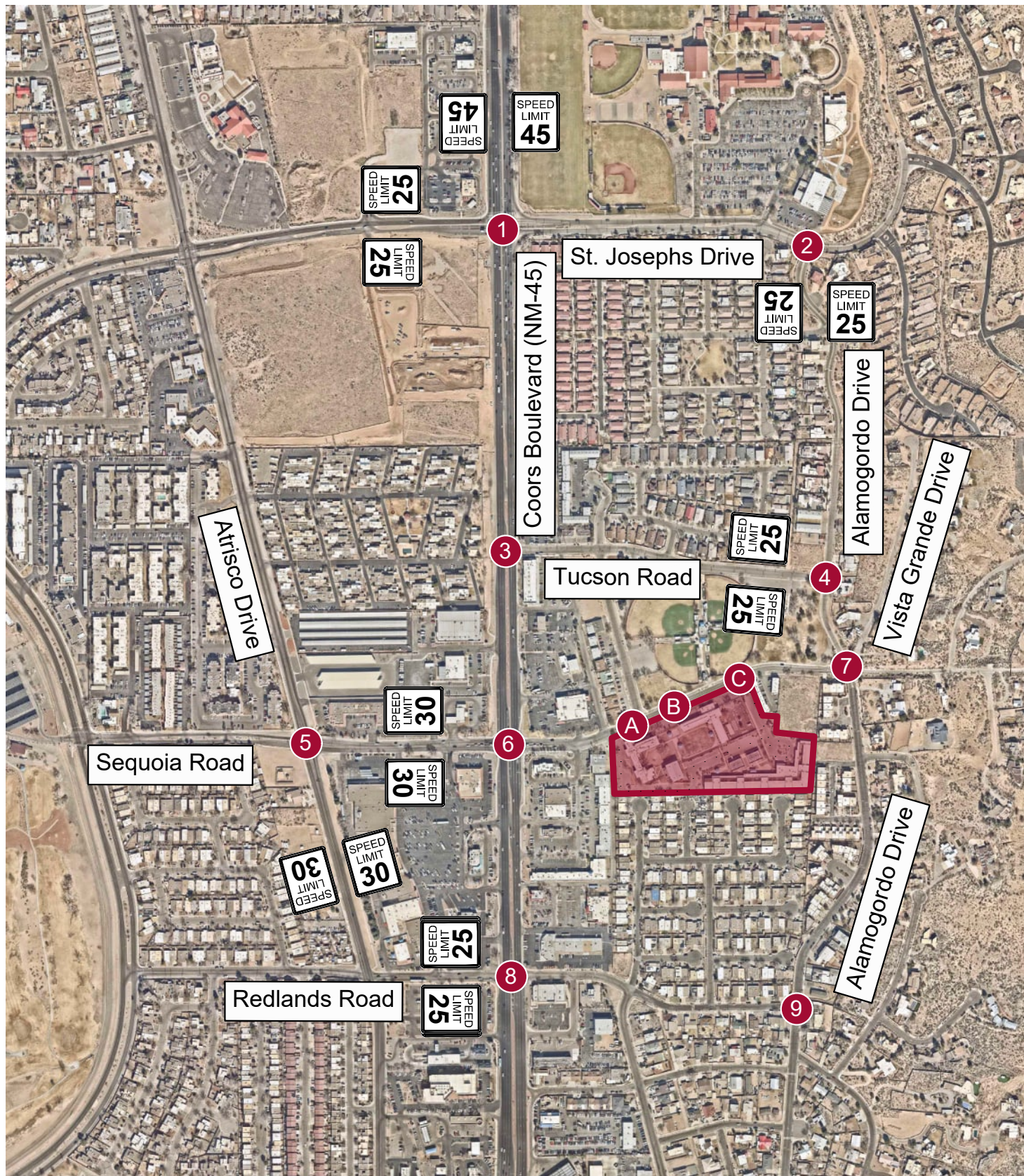
This MRCOG daily traffic data and detailed calculations are included in **Appendix E**. For conservative analysis, 2025 existing peak hour traffic volumes were grown for two years at a 2.10% annual growth rate to obtain future background traffic volumes in 2027 when the proposed development is anticipated to be fully completed. The 2027 background peak hour traffic volumes are illustrated in **Figure 6**.

3.3. Other Development Traffic Volumes

The Oxbow Development/Coors Pavillion Traffic Impact Study was conducted on December 20, 2022, for a retail commercial development to be located in the vicinity of the study area. The development is anticipated to be built in 2026. Per the City of Albuquerque Scope of Study form, project traffic assignment from the previous study was added to the 2027 background traffic volumes. The traffic assignment from the previous study is provided in **Appendix F**.

3.4. 2027 Background Plus Project Lane Configuration and Control

Direct access to the proposed Building Hope Public Charter School is planned to be provided by three existing full access drives on Sequoia Road (Drive A, Drive B, and Drive C). Drive A and Drive C are expected to be used as the ingress and egress driveways for student pick-up and drop-off. Drive B is expected to be used for office or early pick-up and late drop-off traffic only. Expected speed limits, lane configuration, and traffic control upon expected project completion in 2027 are expected to remain the same as illustrated in **Figure 5**.



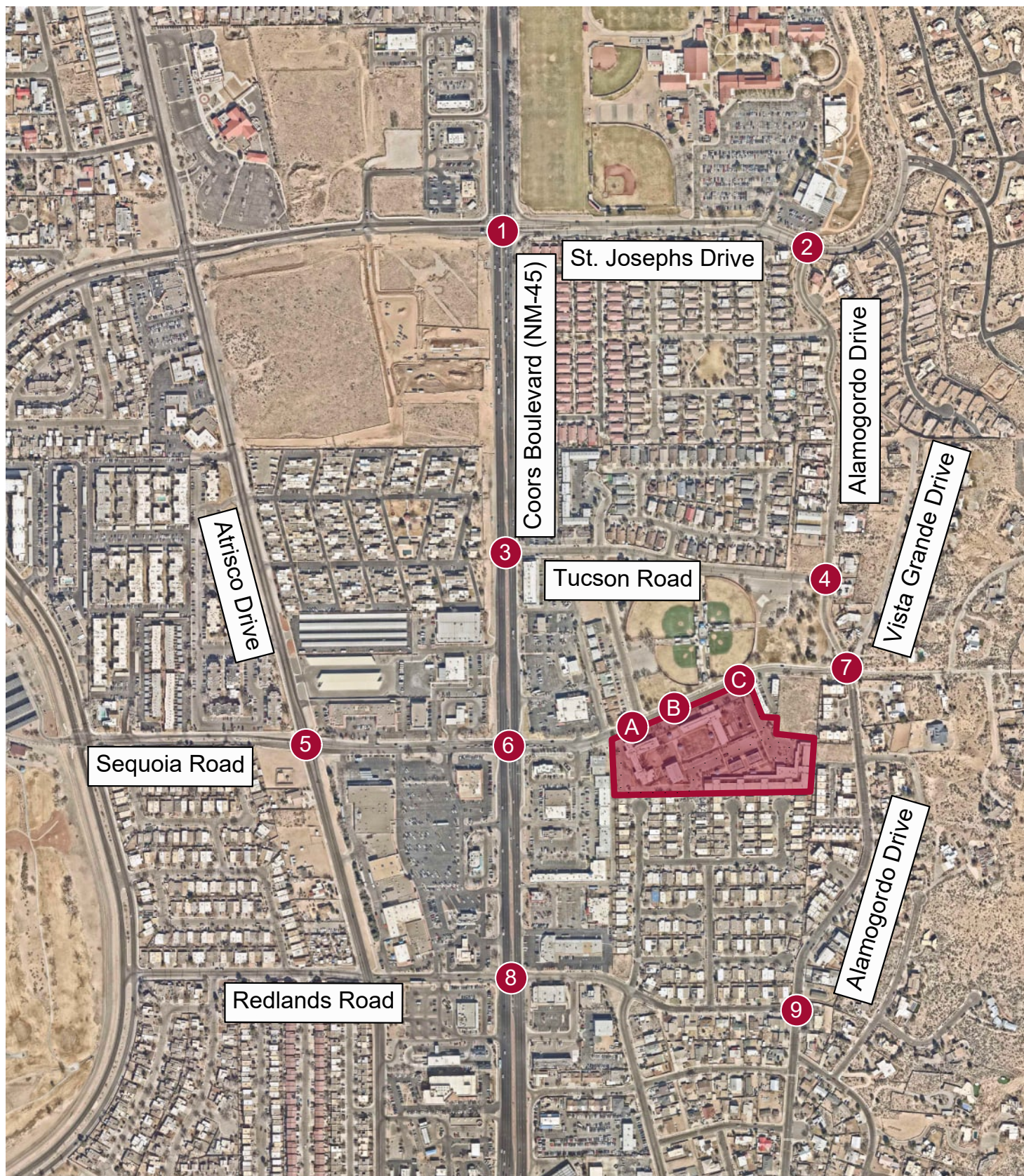
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- # Study Area Key Intersection
- X Project Access Drive
- Roadway Speed Limit
- Stop Controlled Approach
- Signalized Intersection
- Existing Lane Use
- Roadway Improvement (By Others)

Source: Nearmap US, Inc. Image Date: February 2025

Building Hope Public Charter School 2027 Background Lane Configuration and Control

Figure 5
Kimley»Horn © 2025



1 Coors Boulevard (NM-45)/ St. Josephs Drive	2 Alamogordo Drive/ St. Josephs Drive	3 Coors Boulevard (NM-45)/ Tucson Road	4 Alamogordo Drive/ Tucson Road
<div>116(337) 1947(2160) 188(62)</div> <div>102(88) 47(29) 83(70)</div> <div>399(324) 126(28) 186(172)</div> <div>221(339) 1393(2307) 179(47)</div>	<div>16(16) 3(2)</div> <div>18(24) 25(36)</div> <div>39(26) 0(4)</div>	<div>2196(2364) 9(43) 23(46) 3(10)</div> <div>1681(2513) 9(18)</div>	<div>3(3) 28(19)</div> <div>2(4) 6(20)</div> <div>5(15) 19(28)</div>
5 Atrisco Drive/ Sequoia Road	6 Coors Boulevard (NM-45)/ Sequoia Road	7 *Alamogordo Drive/ Vista Grande Drive/Sequoia Road	8 Coors Boulevard (NM-45)/ Redlands Road
<div>22(29) 406(192) 80(85)</div> <div>39(133) 40(210) 17(56)</div> <div>18(13) 107(128) 27(30)</div> <div>15(40) 98(329) 46(124)</div>	<div>28(87) 2247(2350) 25(60)</div> <div>8(41) 13(102) 54(148)</div> <div>55(148) 20(75) 148(172)</div> <div>64(140) 1709(2399) 25(58)</div>	<div>7(10) 26(25) 3(3)</div> <div>4(3) 3(1) 1(0)</div> <div>3(13) 0(1) 7(31)</div> <div>4(29) 19(32) 0(3)</div>	<div>4(14) 2310(2530) 53(64)</div> <div>33(46)</div> <div>70(97)</div> <div>35(81) 1693(2354) 27(62)</div>
9 Alamogordo Drive/ Redlands Road	A Driveway A/ Yucca Drive/ Sequoia Road	B Driveway B/ Sequoia Road	C Driveway C/ Sequoia Road
<div>23(20) 29(39)</div> <div>0(2)</div> <div>9(29) 0(1) 8(17)</div> <div>14(5) 16(35)</div>	<div>** 5(5) 5(5)</div> <div>15(41)</div> <div>10(45)</div>	<div>15(41)</div> <div>10(45)</div>	<div>15(41)</div> <div>10(45)</div>

*Since the Highway Capacity Software does not analyze roundabouts with more than 4-legs, the two low volume legs of Vista Grande Drive (northeast leg) and Sequoia Road (east leg) were analyzed together as the east leg (westbound approach).
**For traffic analysis, traffic counts were estimated for Yucca Drive.

Legend

#

Study Area Key Intersection

X

Project Access Drive

← xx (xx)

AM(PM) Peak Hour Volume

Source: Nearmap US, Inc. Image Date: February 2025

Building Hope Public Charter School

2027 Background Peak Hour Traffic Volumes

3.5. Project Trip Generation

AM and PM peak hour traffic data was collected at the existing Albuquerque School of Excellence located on Lomas Boulevard and west of Tramway Boulevard. The existing school has an enrollment of 1,143 students. AM and PM peak-hour trip generation rates were developed based on the collected AM and PM peak hour data.

To analyze the operations of the project's access drives during peak conditions, trip generation for the peak hour of the school was calculated. However, trip generation for the peak hour of the adjacent roadway was calculated to analyze the operations of the study area key intersections under peak conditions.

Table 1 shows the trip generation of the charter school during the peak hours of the adjacent street network. **Table 2** shows the trip generation during the peak hours of the school. The AM peak hour of the adjacent roadway and the peak hour of the school are the same, therefore, the peak hour rates and the generated trips are the same for both in the AM peak hour.

Based on the peak hour of the surrounding street network, the project is anticipated to generate 911 AM peak hour trips and 216 PM peak hour trips, as summarized in **Table 1**. Based on the peak hour of the school, the project is anticipated to generate 911 AM peak hour trips and 355 PM peak hour trips, as summarized in **Table 2**. Calculations are provided in **Appendix G**.

Table 1 – Trip Generation – Peak Hour of Adjacent Roadway

Description	Size	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Public Charter School – Peak Hour of Adjacent Roadway	1,240 Students	492	419	911	69	147	216

Table 2 – Trip Generation – Peak Hour of School

Description	Size	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Public Charter School – Peak Hour of School	1,240 Students	492	419	911	160	195	355

3.6. Project Trip Distribution

The study area street network characteristics, including the existing traffic patterns; expected street network; access to regional facilities (I-40 and Coors Boulevard); and an exhibit provided by Building Hope Real Estate showing areas where existing students are generally distributed throughout the city were used to determine the distribution of site-generated traffic. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site in the same or a different direction. The exhibit is provided in **Appendix H**.

Two scenarios for how vehicles will enter and exit the project site were analyzed. **Figure 7** shows the project trip distribution of vehicles entering the site from the east at Drive A and exiting at Drive C, then continuing to the east, keeping any potential queueing away from Coors Boulevard. **Figure 8** shows the project trip distribution of vehicles entering the site from the west at Drive A

and exiting at Drive C, then continuing to the west, keeping any potential queueing away from the neighborhoods.

3.7. Project Traffic Assignment

Assignment of primary project traffic was obtained by applying the developed primary trip distribution in **Figure 7** and **Figure 8** to the estimated traffic generation in **Table 1**. Primary project traffic assignment is illustrated in **Figure 9** and **Figure 10**.

It should be noted that the entering and exiting trips at the project access drives used the trip generation in **Table 2**, to analyze the driveways at their peak traffic generation. Therefore, the number of trips assigned to the project access drives in **Figure 9** and **Figure 10** may differ slightly from the trip generation in **Table 1**.

3.8. 2027 Total Traffic Volumes

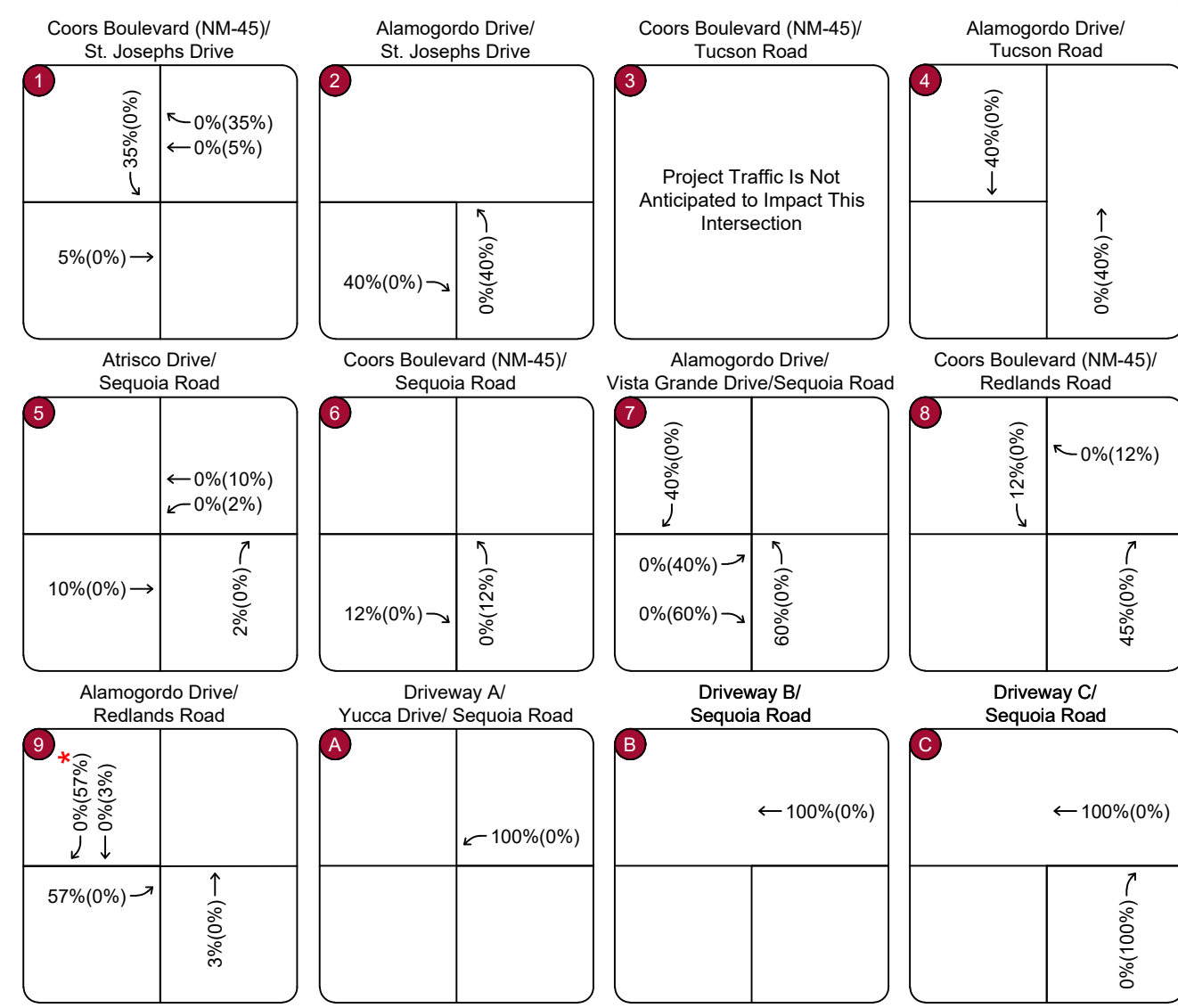
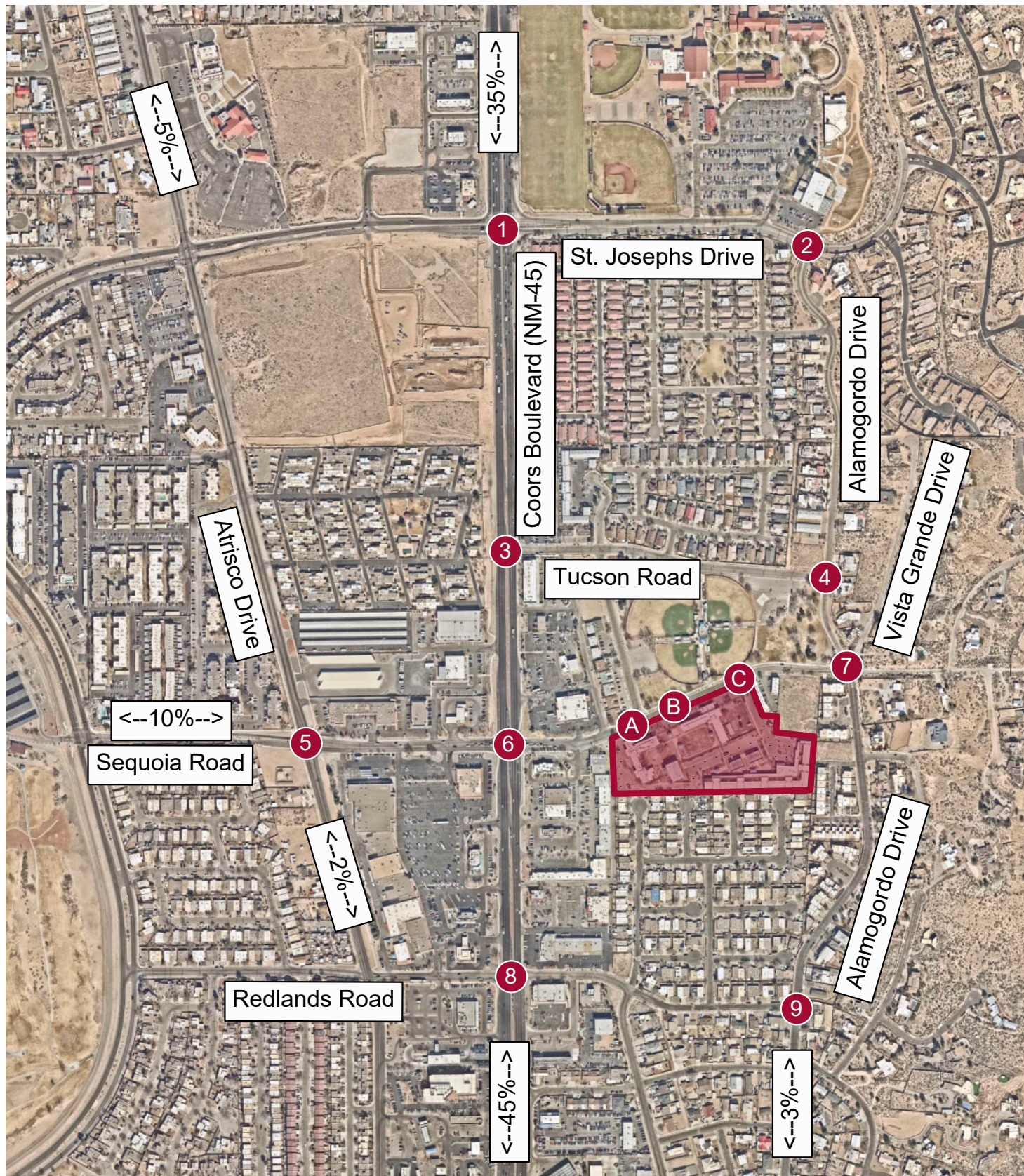
The project generated traffic volumes in **Figure 9** and **Figure 10** were added to the 2027 background traffic volumes in **Figure 6** to represent estimated traffic conditions for full project development in 2027. The 2027 background plus project or 2027 total traffic volumes for the study area intersections and project access drives are shown in **Figure 11** and **Figure 12**.

3.9. 2037 Horizon Background Traffic Volumes

The 2025 existing peak hour traffic volumes were grown for 12 years at a 2.10% annual growth rate to obtain horizon year traffic volumes in 2037. The 2037 horizon background peak hour traffic volumes are illustrated in **Figure 13**.

3.10. 2037 Total Traffic Volumes

The project generated traffic volumes in **Figure 9** and **Figure 10** were added to the 2037 horizon background traffic volumes in **Figure 13** to represent estimated traffic conditions for the project development in 2037. The 2037 total traffic volumes for the study area intersections and project access drives are shown in **Figure 14** and **Figure 15**.



*Of the 57% outbound trips making a southbound right, 45% of trips are anticipated to make a westbound left turn on to Corona Drive, southbound right turn on to Quail Road, and westbound left turn on to Coors Boulevard.

Legend

#

Study Area Key Intersection

X

Project Access Drive

<--xx%-->

Global Peak Hour Trip Distribution

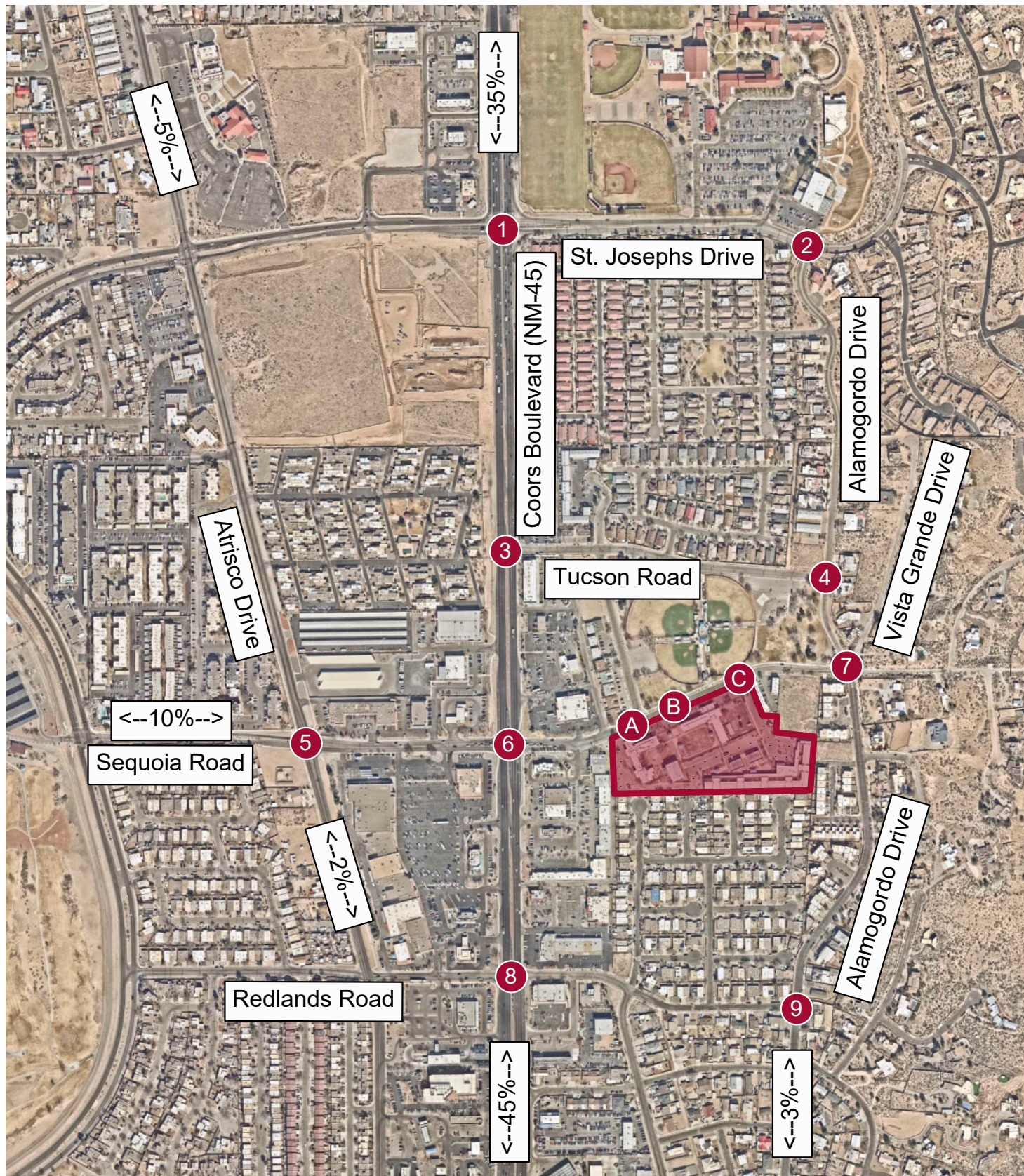
← xx%(xx%)

IN(OUT) Peak Hour Trip Distribution

Source: Nearmap US, Inc. Image Date: February 2025

Building Hope Public Charter School

Project Trip Distribution - Keep School Queue Away From Coors Boulevard



<div>Coors Boulevard (NM-45)/ St. Josephs Drive</div> <div><div>1</div><div><div>↓ 35%(0%)</div><div>↑ 0%(35%)</div></div></div>	<div>Alamogordo Drive/ St. Josephs Drive</div> <div><div>2</div><div>Project Traffic Is Not Anticipated to Impact This Intersection</div></div>	<div>Coors Boulevard (NM-45)/ Tucson Road</div> <div><div>3</div><div><div>↓ 35%(0%)</div><div>↑ 0%(35%)</div></div></div>	<div>Alamogordo Drive/ Tucson Road</div> <div><div>4</div><div>Project Traffic Is Not Anticipated to Impact This Intersection</div></div>
<div>Atrisco Drive/ Sequoia Road</div> <div><div>5</div><div><div>↓ 5%(0%)</div><div>↖ 0%(5%)</div><div>↙ 0%(10%)</div><div>↘ 0%(2%)</div><div>10%(0%) →</div><div>↗ 2%(0%)</div></div></div>	<div>Coors Boulevard (NM-45)/ Sequoia Road</div> <div><div>6</div><div><div>↓ 35%(0%)</div><div>↖ 0%(35%)</div><div>↙ 0%(17%)</div><div>↘ 0%(48%)</div><div>17%(0%) →</div><div>↗ 48%(0%)</div></div></div>	<div>Alamogordo Drive/ Vista Grande Drive/Sequoia Road</div> <div><div>7</div><div>Project Traffic Is Not Anticipated to Impact This Intersection</div></div>	<div>Coors Boulevard (NM-45)/ Redlands Road</div> <div><div>8</div><div><div>↓ 0%(45%)</div><div>↖ 3%(0%)</div><div>↘ 0%(3%)</div><div>45%(0%) ↑</div></div></div>
<div>Alamogordo Drive/ Redlands Road</div> <div><div>9</div><div><div>↘ 0%(3%)</div><div>↗ 3%(0%)</div></div></div>	<div>Driveway A/ Yucca Drive/ Sequoia Road</div> <div><div>A</div><div><div>← 0%(100%)</div><div>100%(0%) ↘</div></div></div>	<div>Driveway B/ Sequoia Road</div> <div><div>B</div><div><div>← 0%(100%)</div></div></div>	<div>Driveway C/ Sequoia Road</div> <div><div>C</div><div><div>0%(100%) ↗</div></div></div>



Legend

#

Study Area Key Intersection

X

Project Access Drive

<--xx%-->

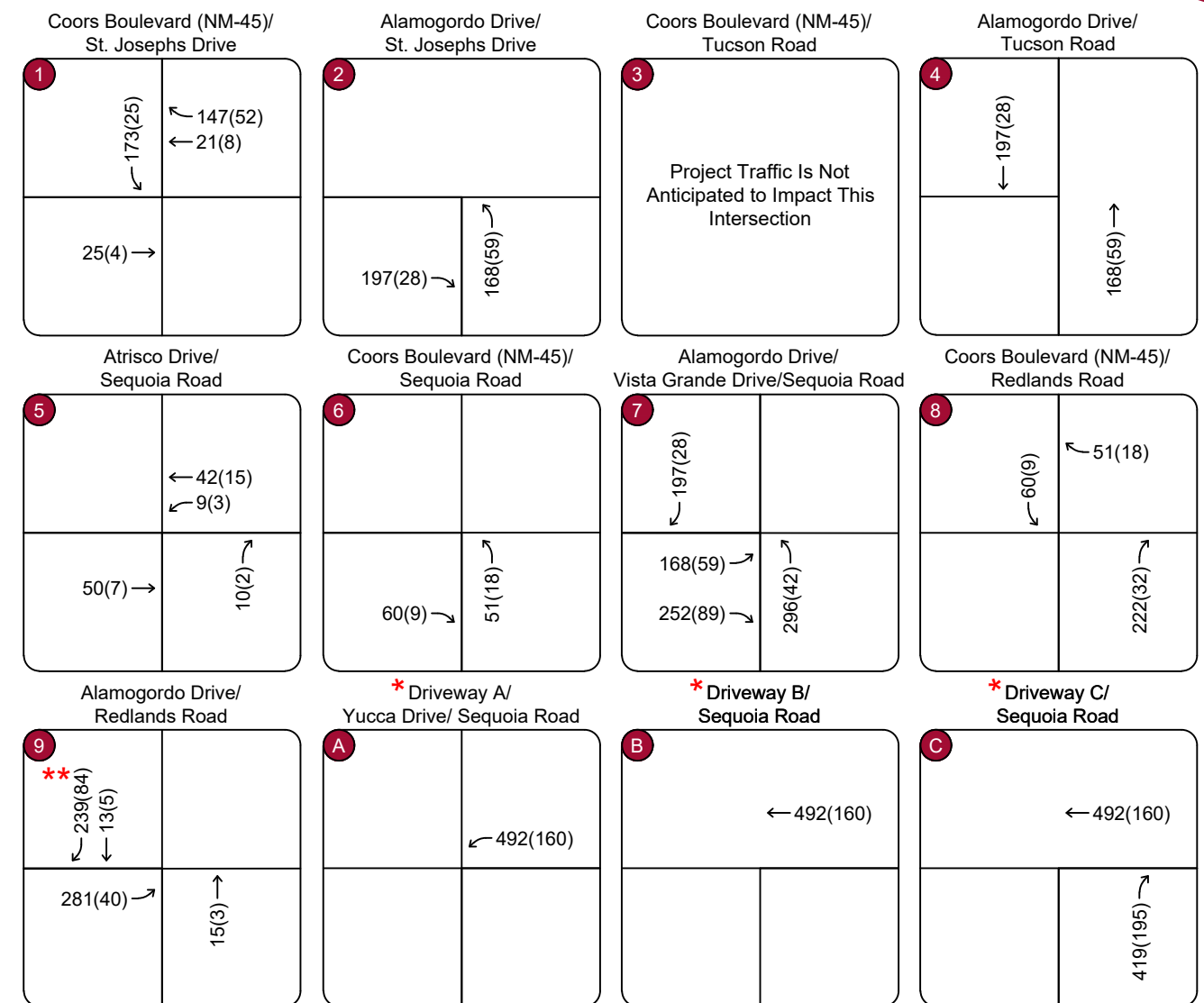
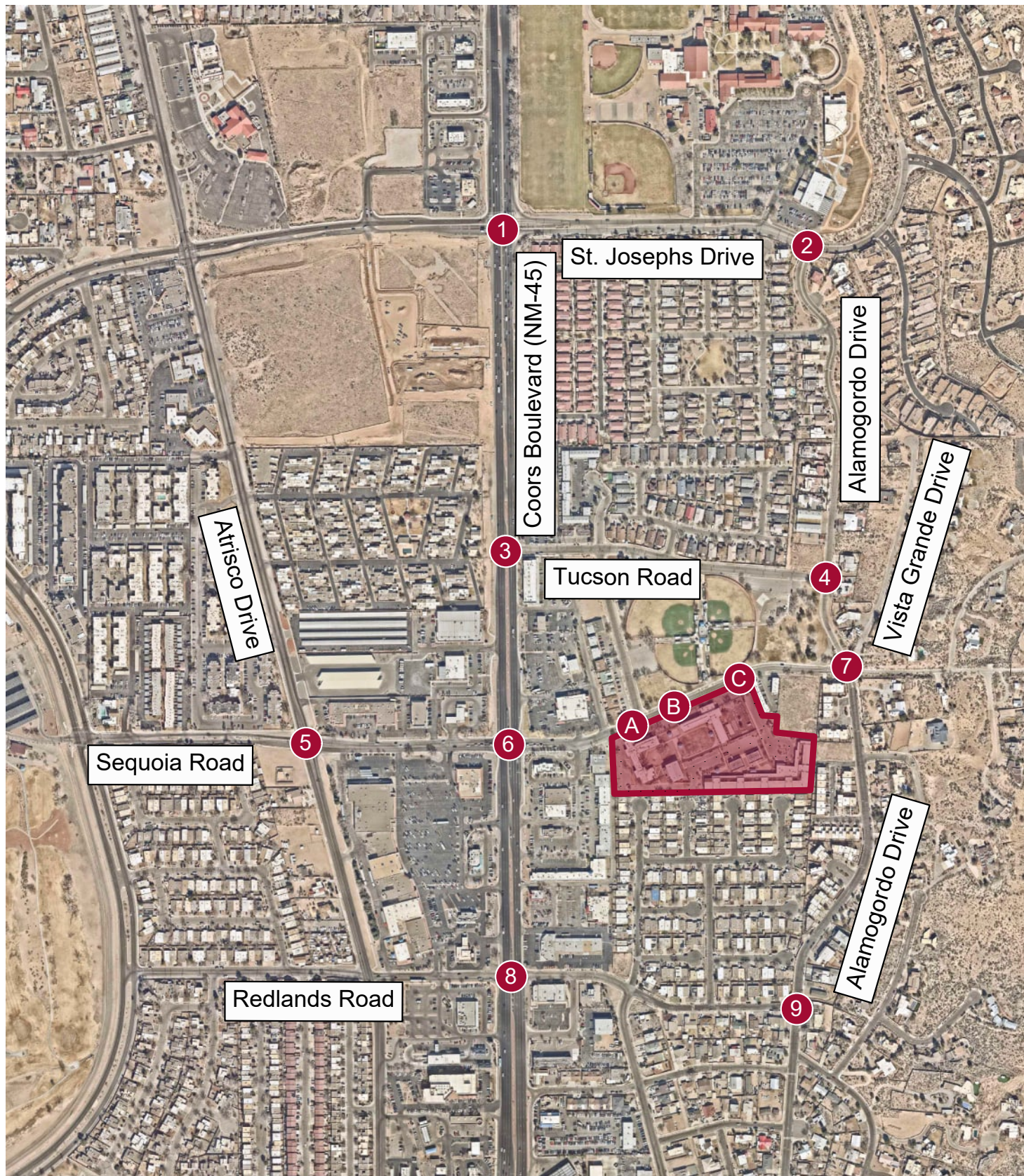
Global Peak Hour Trip Distribution

← xx%(xx%)

IN(OUT) Peak Hour Trip Distribution

Source: Nearmap US, Inc. Image Date: February 2025

Building Hope Public Charter School Project Trip Distribution - Keep School Queue Away From Neighborhood



*Entering and exiting trips at the project access drives used trip generation during peak hours of the school.
 **Of the 239 AM and 84 PM trips making a southbound right, 188 AM and 66 PM trips are anticipated to make a westbound left turn on to Corona Drive, southbound right turn on to Quail Road, and westbound left turn on to Coors Boulevard.

Legend

#

Study Area Key Intersection

X

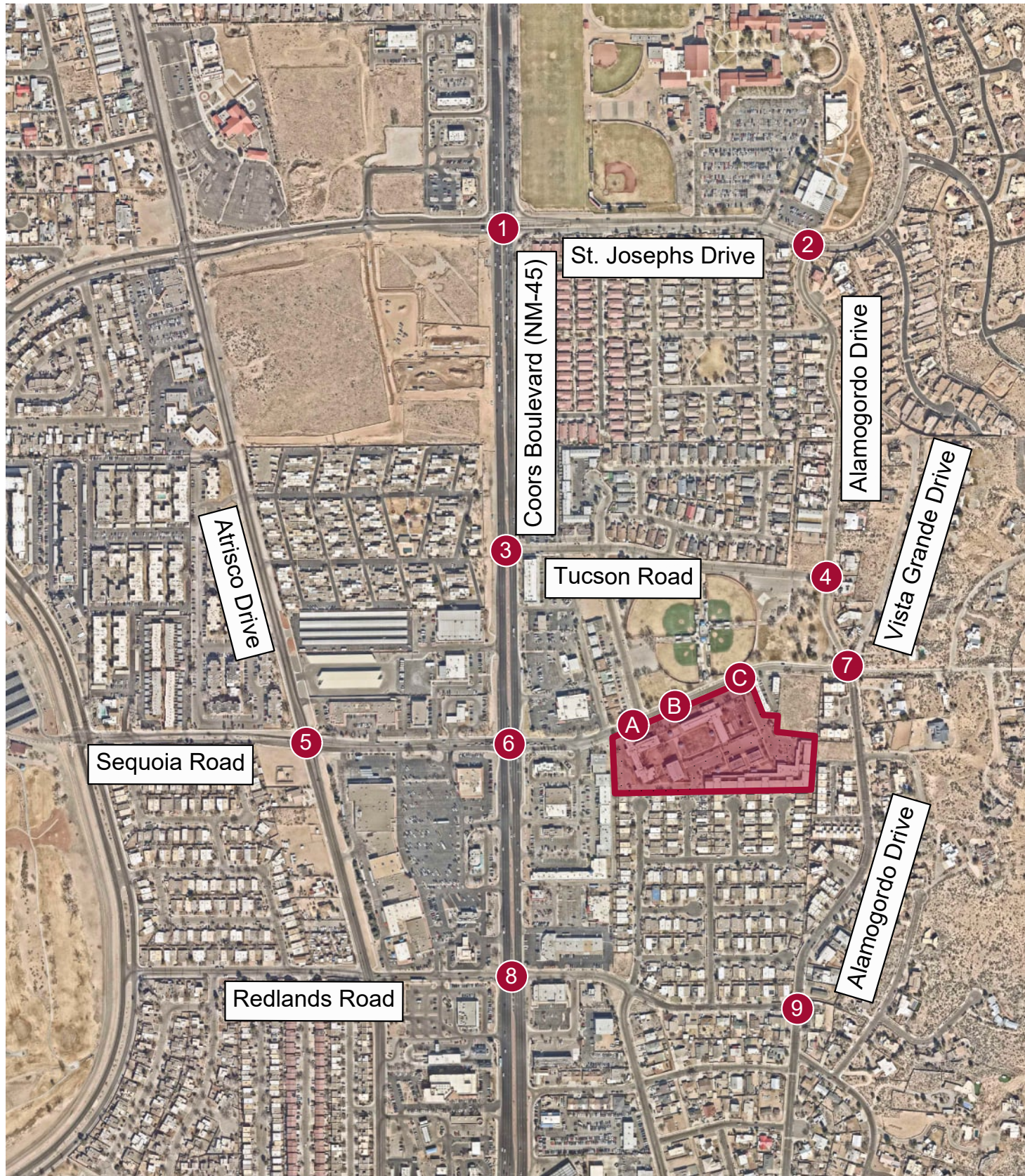
Project Access Drive

← xx (xx)

AM(PM) Peak Hour Volume

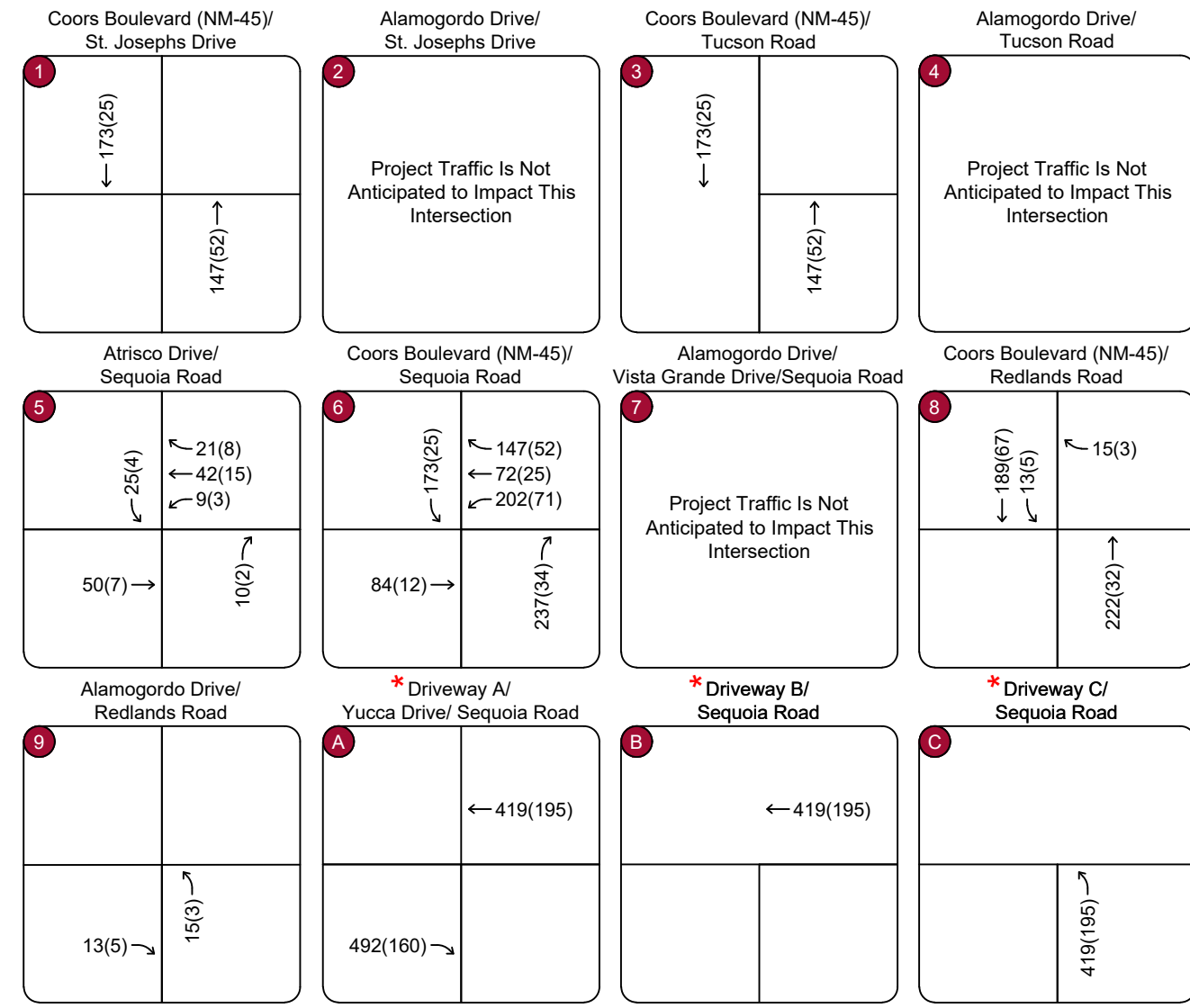
Source: Nearmap US, Inc. Image Date: February 2025

Building Hope Public Charter School Project Traffic Assignment - Keep School Queue Away From Coors Boulevard



Source: Nearmap US, Inc. Image Date: February 2025

Building Hope Public Charter School **Project Traffic Assignment - Keep School Queue Away From Neighborhood**



*Entering and exiting trips at the project access drives used trip generation during peak hours of the school.

#

Study Area Key Intersection

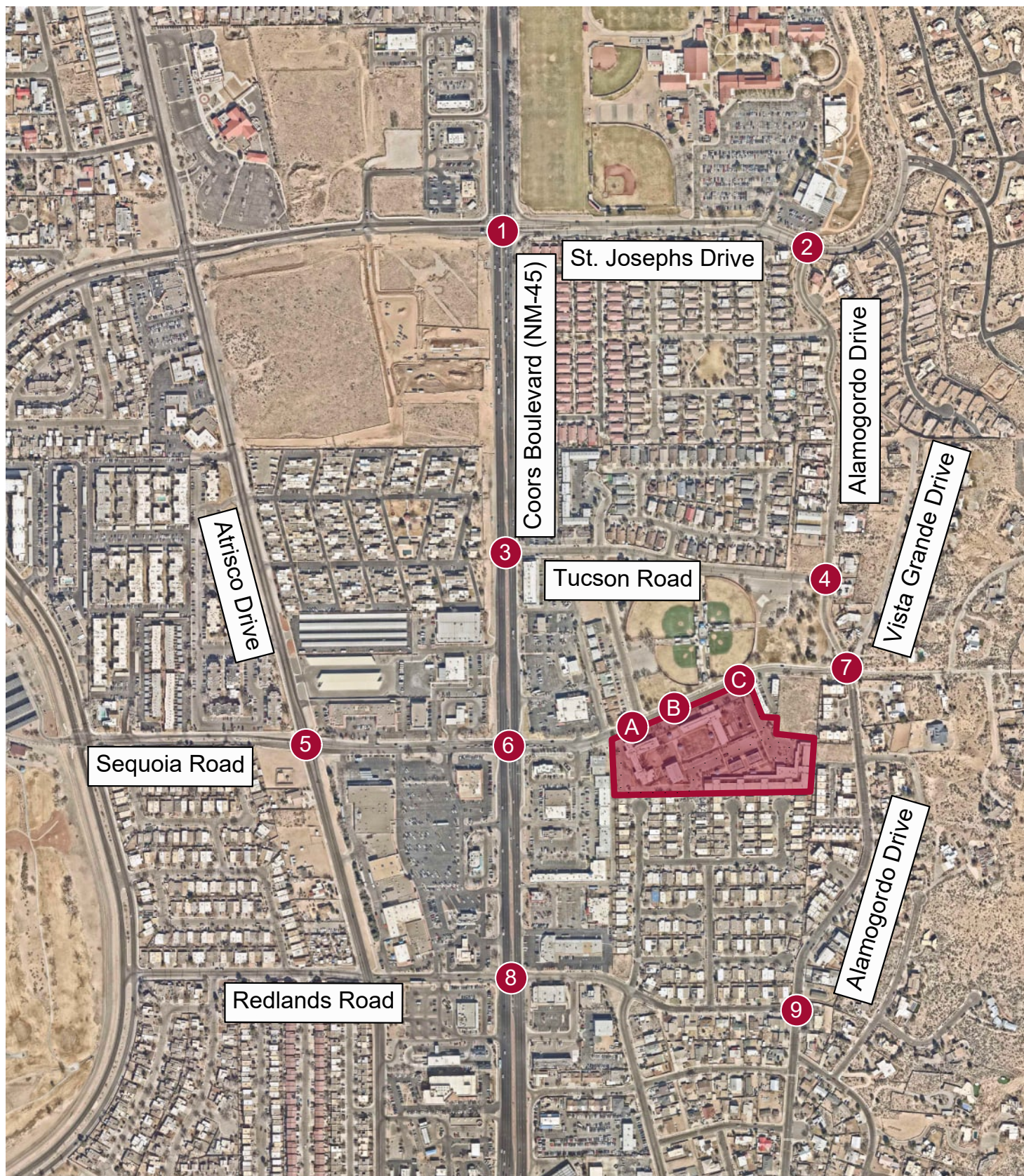
X

Project Access Drive

← xx (xx)

AM(PM) Peak Hour Volume

Figure 10
Kimley»Horn



1 Coors Boulevard (NM-45)/ St. Josephs Drive	2 Alamogordo Drive/ St. Josephs Drive	3 Coors Boulevard (NM-45)/ Tucson Road	4 Alamogordo Drive/ Tucson Road
<div>116(337) 1947(2160) 361(87)</div> <div>249(140) 68(37) 83(70)</div> <div>399(324) 151(32) 186(172)</div> <div>221(339) 1993(2307) 179(47)</div>	<div>16(16) 3(2)</div> <div>18(24) 222(64)</div> <div>207(85) 0(4)</div>	<div>2196(2364) 9(43) 23(46)</div> <div>3(10)</div> <div>1681(2513) 9(18)</div>	<div>3(3) 225(47)</div> <div>2(4) 6(20)</div> <div>5(15) 187(87)</div>
5 Atrisco Drive/ Sequoia Road	6 Coors Boulevard (NM-45)/ Sequoia Road	7 *Alamogordo Drive/ Vista Grande Drive/Sequoia Road	8 Coors Boulevard (NM-45)/ Redlands Road
<div>22(29) 406(192) 80(85)</div> <div>39(133) 82(225) 26(59)</div> <div>18(13) 157(135) 27(30)</div> <div>15(40) 98(329) 56(126)</div>	<div>28(87) 2247(2350) 25(60)</div> <div>8(41) 13(102) 54(148)</div> <div>55(148) 20(75) 208(181)</div> <div>115(158) 1709(2399) 25(58)</div>	<div>204(38) 26(25) 3(3)</div> <div>4(3) 3(1) 1(0)</div> <div>171(72) 0(1) 259(120)</div> <div>300(71) 19(32) 0(3)</div>	<div>4(14) 2310(2530) 113(73)</div> <div>84(64)</div> <div>70(97) 35(81) 1693(2354) 249(94)</div>
9 Alamogordo Drive/ Redlands Road	A Driveway A/ Yucca Drive/ Sequoia Road	B Driveway B/ Sequoia Road	C Driveway C/ Sequoia Road
<div>262(104) 42(44)</div> <div>0(2)</div> <div>290(69) 0(1) 8(17)</div> <div>14(5) 31(38)</div>	<div>5(5) 5(5)</div> <div>15(41) 492(160)</div> <div>10(45)</div>	<div>507(201) 2(2)</div> <div>10(45) 2(2)</div> <div>2(2) ***</div>	<div>507(201)</div> <div>10(45) 419(195)</div>

*Since the Highway Capacity Software does not analyze roundabouts with more than 4-legs, the two low volume legs of Vista Grand Drive (northeast leg) and Sequoia Road (east leg) were analyzed together as the east leg (westbound approach).
**For traffic analysis, traffic counts were estimated for Yucca Drive.
***Drive B did not have assigned project traffic because little to no traffic is expected to use this access driveway during the AM and PM peak hours. However, an estimated small amount of traffic counts were assigned to Drive B for traffic analysis.

Legend

#

Study Area Key Intersection

X

Project Access Drive

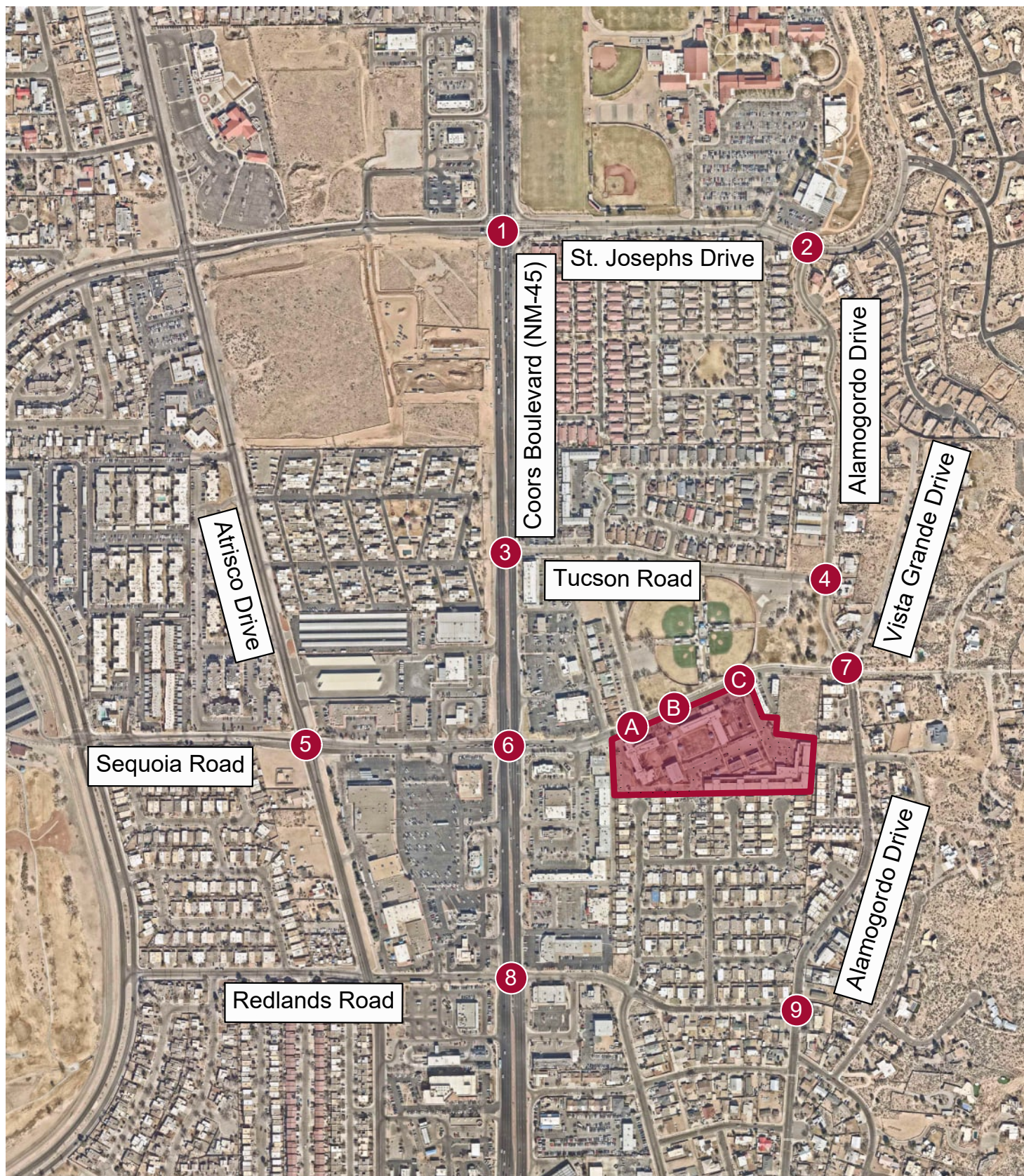
← xx (xx)

AM(PM) Peak Hour Volume

Source: Nearmap US, Inc. Image Date: February 2025

Building Hope Public Charter School

2027 Total Traffic Peak Hour Traffic Volumes - Keep School Queue Away From Coors Boulevard



1 Coors Boulevard (NM-45)/ St. Josephs Drive	2 Alamogordo Drive/ St. Josephs Drive	3 Coors Boulevard (NM-45)/ Tucson Road	4 Alamogordo Drive/ Tucson Road
<div>116(337) 2120(2185) 188(62)</div> <div>102(88) 47(29) 83(70)</div> <div>399(324) 126(28) 186(172)</div> <div>221(339) 1540(2359) 179(47)</div>	<div>16(16) 3(2)</div> <div>18(24) 25(36)</div> <div>39(26) 0(4)</div>	<div>2369(2389) 9(43) 23(46)</div> <div>3(10)</div> <div>1828(2565) 9(18)</div>	<div>3(3) 28(19)</div> <div>2(4) 6(20)</div> <div>5(15) 19(28)</div>
5 Atrisco Drive/ Sequoia Road	6 Coors Boulevard (NM-45)/ Sequoia Road	7 *Alamogordo Drive/ Vista Grande Drive/Sequoia Road	8 Coors Boulevard (NM-45)/ Redlands Road
<div>22(29) 406(192) 105(89)</div> <div>60(141) 82(225) 26(59)</div> <div>18(13) 157(135) 27(30)</div> <div>15(40) 98(329) 56(126)</div>	<div>28(87) 2247(2350) 198(85)</div> <div>155(93) 85(127) 256(219)</div> <div>55(148) 104(87) 148(172)</div> <div>64(140) 1709(2399) 262(92)</div>	<div>7(10) 26(25) 3(3)</div> <div>4(3) 3(1) 1(0)</div> <div>3(13) 0(1) 7(31)</div> <div>4(29) 19(32) 0(3)</div>	<div>4(14) 2499(2597) 66(69)</div> <div>48(49)</div> <div>70(97)</div> <div>35(81) 1915(2386) 27(62)</div>
9 Alamogordo Drive/ Redlands Road	A Driveway A/ Yucca Drive/ Sequoia Road	B Driveway B/ Sequoia Road	C Driveway C/ Sequoia Road
<div>23(20) 29(39)</div> <div>0(2)</div> <div>9(29) 0(1) 21(22)</div> <div>29(8) 16(35)</div>	<div>** 5(5) 5(5)</div> <div>434(236)</div> <div>10(45) 492(160)</div>	<div>434(236) 2(2)</div> <div>10(45) 2(2)</div> <div>2(2) ***</div>	<div>15(41)</div> <div>10(45) 419(195)</div>

*Since the Highway Capacity Software does not analyze roundabouts with more than 4-legs, the two low volume legs of Vista Grand Drive (northeast leg) and Sequoia Road (east leg) were analyzed together as the east leg (westbound approach).
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***Drive B did not have assigned project traffic because little to no traffic is expected to use this access driveway during the AM and PM peak hours. However, an estimated small amount of traffic counts were assigned to Drive B for traffic analysis.

Legend

#

Study Area Key Intersection

X

Project Access Drive

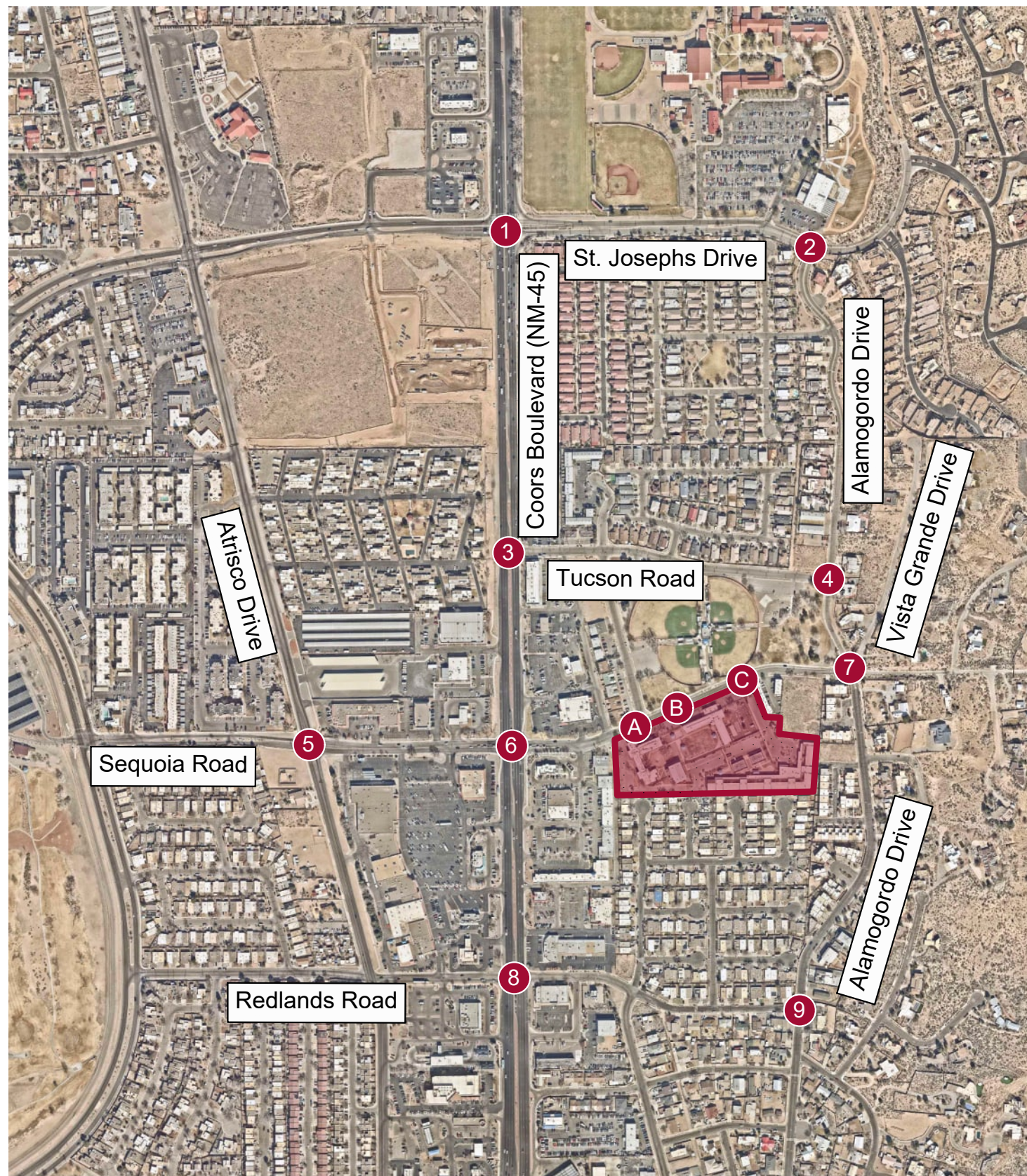
← xx (xx)

AM(PM) Peak Hour Volume

Source: Nearmap US, Inc. Image Date: February 2025

Building Hope Public Charter School

2027 Total Traffic Peak Hour Traffic Volumes - Keep School Queue Away From Neighborhood



<div>Coors Boulevard (NM-45)/ St. Josephs Drive</div> <div>1</div> <table><tr><td>136(407) ← 2397(2659) ← 231(76)</td><td>126(108) ← 57(35) ← 103(86)</td></tr><tr><td>474(375) → 155(34) → 221(200) →</td><td>249(391) → 1714(2840) → 221(58) →</td></tr></table>	136(407) ← 2397(2659) ← 231(76)	126(108) ← 57(35) ← 103(86)	474(375) → 155(34) → 221(200) →	249(391) → 1714(2840) → 221(58) →	<div>Alamogordo Drive/ St. Josephs Drive</div> <div>2</div> <table><tr><td colspan="2">19(19) ← 4(3)</td></tr><tr><td>22(30) → 31(45) →</td><td>47(32) → 0(5) →</td></tr></table>	19(19) ← 4(3)		22(30) → 31(45) →	47(32) → 0(5) →	<div>Coors Boulevard (NM-45)/ Tucson Road</div> <div>3</div> <table><tr><td>2704(2910) ← 12(53)</td><td>28(56) ← 4(13)</td></tr><tr><td></td><td>2070(3094) → 12(22) →</td></tr></table>	2704(2910) ← 12(53)	28(56) ← 4(13)		2070(3094) → 12(22) →	<div>Alamogordo Drive/ Tucson Road</div> <div>4</div> <table><tr><td>4(4) ← 35(23)</td><td></td></tr><tr><td>3(5) → 8(24) →</td><td>6(18) → 23(35) →</td></tr></table>	4(4) ← 35(23)		3(5) → 8(24) →	6(18) → 23(35) →
136(407) ← 2397(2659) ← 231(76)	126(108) ← 57(35) ← 103(86)																		
474(375) → 155(34) → 221(200) →	249(391) → 1714(2840) → 221(58) →																		
19(19) ← 4(3)																			
22(30) → 31(45) →	47(32) → 0(5) →																		
2704(2910) ← 12(53)	28(56) ← 4(13)																		
	2070(3094) → 12(22) →																		
4(4) ← 35(23)																			
3(5) → 8(24) →	6(18) → 23(35) →																		
<div>Atrisco Drive/ Sequoia Road</div> <div>5</div> <table><tr><td>27(36) ← 499(236) ← 99(105)</td><td>47(164) ← 49(258) ← 21(69)</td></tr><tr><td>22(15) → 132(158) → 33(37) →</td><td>18(49) → 121(406) → 56(153) →</td></tr></table>	27(36) ← 499(236) ← 99(105)	47(164) ← 49(258) ← 21(69)	22(15) → 132(158) → 33(37) →	18(49) → 121(406) → 56(153) →	<div>Coors Boulevard (NM-45)/ Sequoia Road</div> <div>6</div> <table><tr><td>35(107) ← 2748(2867) ← 30(73)</td><td>9(50) ← 15(126) ← 67(182)</td></tr><tr><td>68(182) → 24(92) → 182(212) →</td><td>78(172) → 2081(2928) → 31(72) →</td></tr></table>	35(107) ← 2748(2867) ← 30(73)	9(50) ← 15(126) ← 67(182)	68(182) → 24(92) → 182(212) →	78(172) → 2081(2928) → 31(72) →	<div>* Alamogordo Drive/ Vista Grande Drive/Sequoia Road</div> <div>7</div> <table><tr><td>9(13) ← 32(31) ← 4(4)</td><td>5(4) ← 4(1) ← 1(0)</td></tr><tr><td>4(15) → 0(1) → 9(38) →</td><td>5(36) → 23(40) → 0(4) →</td></tr></table>	9(13) ← 32(31) ← 4(4)	5(4) ← 4(1) ← 1(0)	4(15) → 0(1) → 9(38) →	5(36) → 23(40) → 0(4) →	<div>Coors Boulevard (NM-45)/ Redlands Road</div> <div>8</div> <table><tr><td>5(17) ← 2844(3114) ← 65(78)</td><td>41(56)</td></tr><tr><td>86(119) →</td><td>44(100) → 2084(2898) → 33(76) →</td></tr></table>	5(17) ← 2844(3114) ← 65(78)	41(56)	86(119) →	44(100) → 2084(2898) → 33(76) →
27(36) ← 499(236) ← 99(105)	47(164) ← 49(258) ← 21(69)																		
22(15) → 132(158) → 33(37) →	18(49) → 121(406) → 56(153) →																		
35(107) ← 2748(2867) ← 30(73)	9(50) ← 15(126) ← 67(182)																		
68(182) → 24(92) → 182(212) →	78(172) → 2081(2928) → 31(72) →																		
9(13) ← 32(31) ← 4(4)	5(4) ← 4(1) ← 1(0)																		
4(15) → 0(1) → 9(38) →	5(36) → 23(40) → 0(4) →																		
5(17) ← 2844(3114) ← 65(78)	41(56)																		
86(119) →	44(100) → 2084(2898) → 33(76) →																		
<div>Alamogordo Drive/ Redlands Road</div> <div>9</div> <table><tr><td>28(24) ← 36(47)</td><td>0(3)</td></tr><tr><td>12(36) → 0(1) → 10(21) →</td><td>17(6) → 19(44) →</td></tr></table>	28(24) ← 36(47)	0(3)	12(36) → 0(1) → 10(21) →	17(6) → 19(44) →	<div>Driveway A/ Yucca Drive/ Sequoia Road</div> <div>A</div> <table><tr><td>** 5(5) ← 5(5)</td><td>18(50)</td></tr><tr><td>13(55) →</td><td></td></tr></table>	** 5(5) ← 5(5)	18(50)	13(55) →		<div>Driveway B/ Sequoia Road</div> <div>B</div> <table><tr><td colspan="2">18(50)</td></tr><tr><td>13(55) →</td><td></td></tr></table>	18(50)		13(55) →		<div>Driveway C/ Sequoia Road</div> <div>C</div> <table><tr><td colspan="2">18(50)</td></tr><tr><td>13(55) →</td><td></td></tr></table>	18(50)		13(55) →	
28(24) ← 36(47)	0(3)																		
12(36) → 0(1) → 10(21) →	17(6) → 19(44) →																		
** 5(5) ← 5(5)	18(50)																		
13(55) →																			
18(50)																			
13(55) →																			
18(50)																			
13(55) →																			

*Since the Highway Capacity Software does not analyze roundabouts with more than 4-legs, the two low volume legs of Vista Grand Drive (northeast leg) and Sequoia Road (east leg) were analyzed together as the east leg (westbound approach).
**For traffic analysis, traffic counts were estimated for Yucca Drive.

Legend

#

Study Area Key Intersection

X

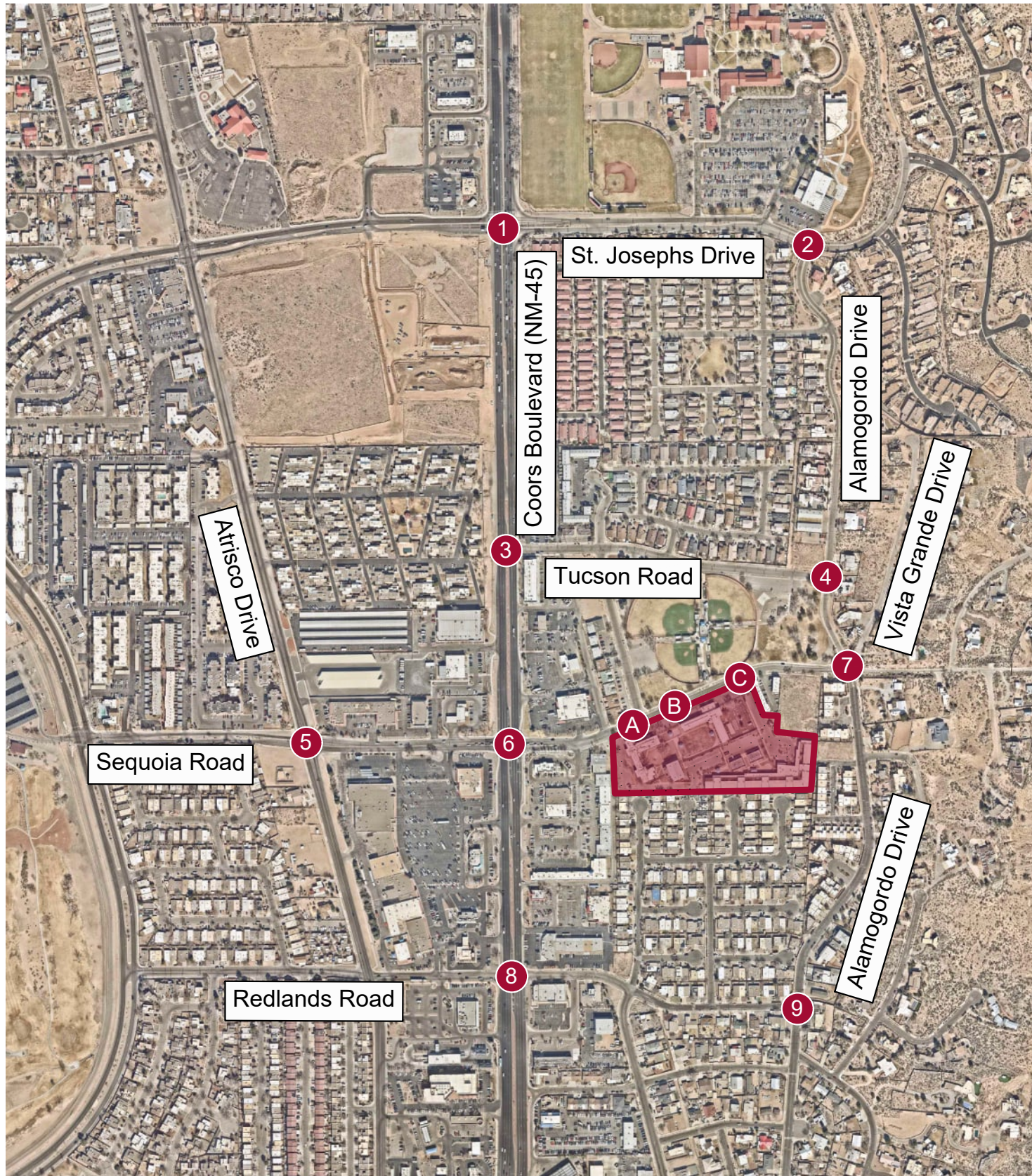
Project Access Drive

← xx (xx)

AM(PM) Peak Hour Volume

Source: Nearmap US, Inc. Image Date: February 2025

Building Hope Public Charter School
2037 Horizon Background Peak Hour Traffic Volumes



1 Coors Boulevard (NM-45)/ St. Josephs Drive 136(407) ← 2397(2659) ← 404(101) ← 273(160) → 78(43) → 103(86) → 474(375) → 180(38) → 221(200) → 249(391) → 1714(2840) → 221(58) →	2 Alamogordo Drive/ St. Josephs Drive 19(19) ← 4(3) ← 22(30) → 228(73) → 215(91) → 0(5) →	3 Coors Boulevard (NM-45)/ Tucson Road 2704(2910) ← 12(53) ← 28(56) → 4(13) → 2070(3094) → 12(22) →	4 Alamogordo Drive/ Tucson Road 4(4) ← 232(51) ← 3(5) → 8(24) → 6(18) → 191(94) →
5 Atrisco Drive/ Sequoia Road 27(36) ← 499(236) ← 99(105) ← 47(164) → 91(273) → 30(72) → 22(15) → 182(165) → 33(37) → 18(49) → 121(406) → 66(155) →	6 Coors Boulevard (NM-45)/ Sequoia Road 35(107) ← 2748(2867) ← 30(73) ← 9(50) → 15(126) → 67(182) → 68(182) → 24(92) → 242(221) → 129(190) → 2081(2928) → 31(72) →	7 *Alamogordo Drive/ Vista Grande Drive/Sequoia Road 206(41) ← 32(31) ← 4(4) ← 5(4) → 4(1) → 1(0) → 172(74) → 0(1) → 261(127) → 301(78) → 23(40) → 0(4) →	8 Coors Boulevard (NM-45)/ Redlands Road 5(17) ← 2844(3114) ← 125(87) ← 92(74) → 86(119) → 44(100) → 2084(2898) → 255(108) →
9 Alamogordo Drive/ Redlands Road 267(108) ← 49(52) ← 0(3) ← 293(76) → 0(1) → 10(21) → 17(6) → 34(47) →	A Driveway A/ Yucca Drive/ Sequoia Road 5(5) ← 5(5) ← 18(50) → 492(160) → 13(55) →	B Driveway B/ Sequoia Road 510(210) ← 2(2) ← 13(55) → 2(2) → 2(2) → ***	C Driveway C/ Sequoia Road 510(210) ← 13(55) → 419(195) →

*Since the Highway Capacity Software does not analyze roundabouts with more than 4-legs, the two low volume legs of Vista Grand Drive (northeast leg) and Sequoia Road (east leg) were analyzed together as the east leg (westbound approach).
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Legend

#

Study Area Key Intersection

X

Project Access Drive

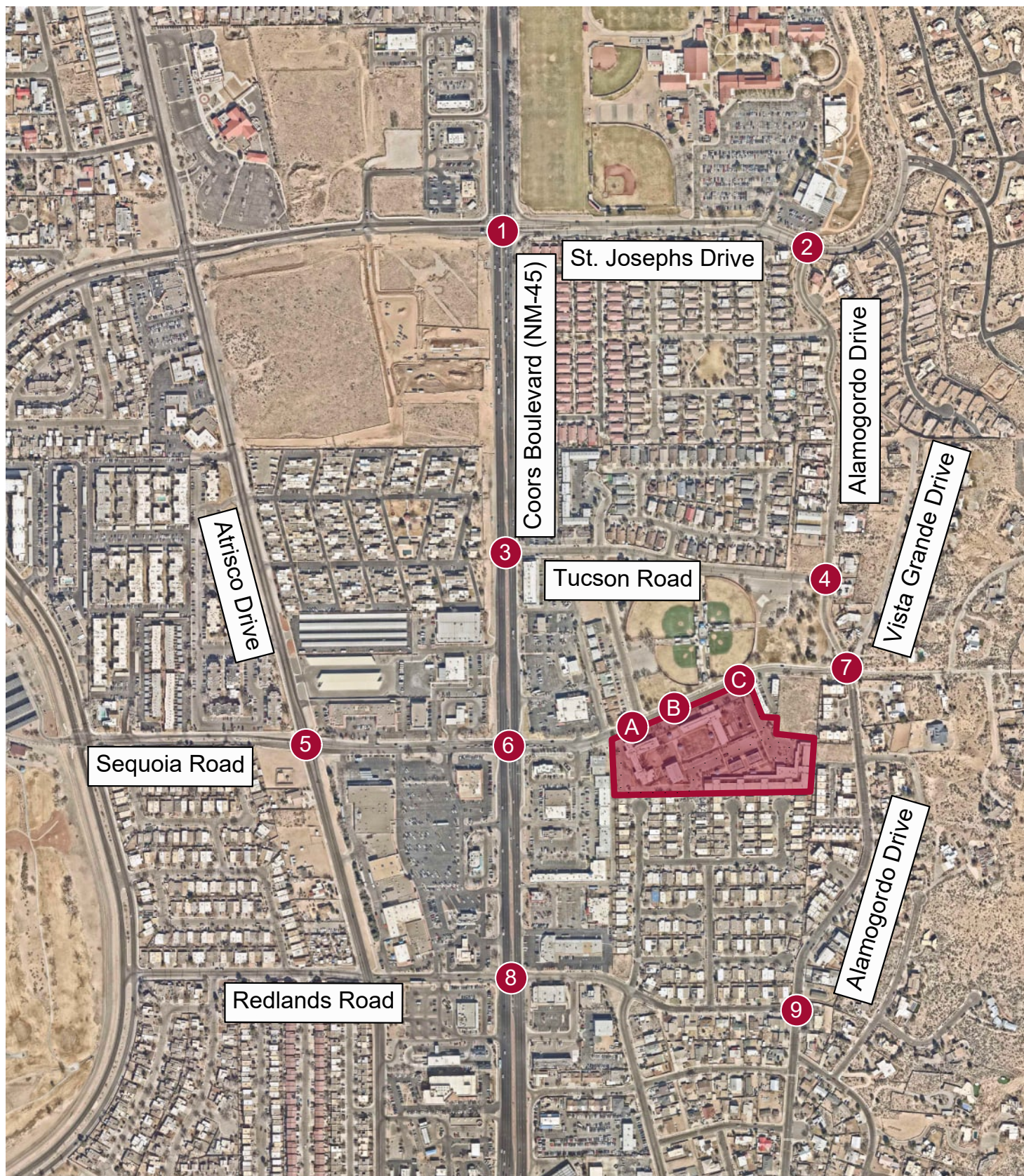
← xx (xx)

AM(PM) Peak Hour Volume

Source: Nearmap US, Inc. Image Date: February 2025

Building Hope Public Charter School

2037 Total Traffic Peak Hour Traffic Volumes - Keep School Queue Away From Coors Boulevard



1 Coors Boulevard (NM-45)/ St. Josephs Drive	2 Alamogordo Drive/ St. Josephs Drive	3 Coors Boulevard (NM-45)/ Tucson Road	4 Alamogordo Drive/ Tucson Road
<div>136(407) ← 2570(2684) ← 231(76) 126(108) ← 57(35) 103(86)</div> <div>474(375) 155(34) 221(200) 249(391) 1861(2892) 221(58)</div>	<div>← 19(19) 4(3)</div> <div>22(30) 31(45) 47(32) 0(5)</div>	<div>2877(2935) ← 12(53) 28(56) 4(13)</div> <div>2217(3146) 12(22)</div>	<div>4(4) ← 35(23)</div> <div>3(5) 8(24) 6(18) 23(35)</div>
5 Atrisco Drive/ Sequoia Road	6 Coors Boulevard (NM-45)/ Sequoia Road	7 *Alamogordo Drive/ Vista Grande Drive/Sequoia Road	8 Coors Boulevard (NM-45)/ Redlands Road
<div>27(36) ← 499(236) ← 124(109) 68(172) ← 91(273) 30(72)</div> <div>22(15) 182(165) 33(37) 18(49) 121(406) 66(155)</div>	<div>35(107) ← 2748(2867) ← 203(98) 156(102) ← 87(151) 269(253)</div> <div>68(182) 108(104) 182(212) 78(172) 2081(2928) 268(106)</div>	<div>9(13) ← 32(31) 4(4) 5(4) ← 4(1) 1(0)</div> <div>4(15) 0(1) 9(38) 5(36) 23(40) 0(4)</div>	<div>5(17) ← 3033(3181) ← 78(83) 56(59)</div> <div>86(119) 44(100) 2306(2930) 33(76)</div>
9 Alamogordo Drive/ Redlands Road	A Driveway A/ Yucca Drive/ Sequoia Road	B Driveway B/ Sequoia Road	C Driveway C/ Sequoia Road
<div>28(24) ← 36(47) 0(3)</div> <div>12(36) 0(1) 23(26) 32(9) 19(44)</div>	<div>** 5(5) 5(5) ← 437(245)</div> <div>13(55) 492(160)</div>	<div>← 437(245) 2(2)</div> <div>13(55) 2(2) 2(2) ***</div>	<div>← 18(50)</div> <div>13(55) 419(195)</div>

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Legend

#

Study Area Key Intersection

X

Project Access Drive

← xx (xx)

AM(PM) Peak Hour Volume

Source: Nearmap US, Inc. Image Date: February 2025

Building Hope Public Charter School

2037 Total Traffic Peak Hour Traffic Volumes - Keep School Queue Away From Neighborhood

4. TRAFFIC IMPACT ANALYSIS

Intersection analyses for the 2025 existing, 2027 background, 2027 Total Traffic, 2037 Horizon Background, and 2037 Total Traffic scenarios were conducted at the identified study area intersections and project access drives to determine possible existing and/or future deficiencies in the street network.

4.1. Analysis Methodology

The study area intersections and project access drives were analyzed based on average total delay analysis for signalized and unsignalized intersections presented in the Transportation Research Board's Highway Capacity Manual (HCM) 7th Edition. Under the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for signalized intersections, roundabouts, and four-way stop controlled intersections is defined for the intersection as a whole. **Table 3** shows the definition of LOS for intersections.

Table 3 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Source: HCM, 7th Edition, Transportation Research Board.

The Highway Capacity Software (HCS) 2025 was used to analyze the study area intersections and project access drives for LOS. HCS is an interactive computer program that uses a macroscopic approach to traffic modeling, which enables planners and engineers to perform planning level and operational level analyses for all surface streets (intersections, freeways, and arterials). HCS 2025 utilizes HCM 7 methodology to analyze follower density and LOS.

Peak hour factors were based on the collected turning movement count data. A heavy vehicle factor of 1.63% was calculated along Coors Boulevard going northbound and 1.69% southbound, based on the 24-hour bi-directional tube count data collected along Coors Boulevard. For a conservative analysis, a 2.00% heavy vehicle factor was used along Coors Boulevard and at all study intersections.

The analysis scenarios are based on the lane configuration, intersection control, and peak hour traffic volumes summarized in **Table 4**.

Table 4 – Scenarios

Scenario	Lane Configuration and Control	Volumes
2025 Existing	Figure 3	Figure 4
2027 Background	Figure 5	Figure 6
2027 Total Traffic (Keep School Queue Away from Coors Boulevard)	Figure 5	Figure 11
2027 Total Traffic (Keep School Queue Away from Neighborhood)	Figure 5	Figure 12
2037 Horizon Background	Figure 5	Figure 13
2037 Total Traffic (Keep School Queue Away from Coors Boulevard)	Figure 5	Figure 14
2037 Total Traffic (Keep School Queue Away from Neighborhood)	Figure 5	Figure 15

4.1.1. Albuquerque & Bernalillo County (ABC) Comprehensive Plan

The ABC Comprehensive Plan defines acceptable LOS based on location-specific criteria. It emphasizes balancing automobile mobility with the needs of other roadway users. Lower LOS, and the corresponding increase in congestion, is considered acceptable in areas where non-automobile modes of travel are prioritized, such as along Premium Transit Corridors and Main Street Corridors. Acceptable LOS thresholds also vary within designated Centers to accommodate higher levels of pedestrian activity. The project site falls within the boundaries of the Coors Corridor, as identified in the Coors Corridor City Sector Development Plan, which is recognized under the ABC Comprehensive Plan. Table 7.2.28 of the plan outlines the applicable automobile LOS standards by center, corridor type, and functional classification (see **Appendix I**).

In accordance with the ABC Comprehensive Plan and as specified in Table 7.2.28 (in **Appendix I**), the acceptable LOS standard is adjusted for intersections located within designated Transit Station Areas. This applies to the intersections of Coors Boulevard/St. Josephs Drive (#1), Coors Boulevard/Tucson Road (#3), Coors Boulevard/Sequoia Road (#6), and Coors Boulevard/Redlands Road (#8), where the acceptable LOS is modified from LOS D to LOS E. These intersections fall within the Coors Corridor, which includes areas identified for enhanced transit accessibility and multimodal connectivity. The LOS adjustment reflects the Plan's intent to prioritize transit and non-automobile modes of travel in these areas, consistent with the multimodal emphasis of the Coors Corridor City Sector Development Plan.

4.2. Study Area Intersection Operational Analysis

The signalized intersections were analyzed using the existing signal timing in all scenarios. Signal timing was provided by the City of Albuquerque and are located in **Appendix J**. The results of the study area intersection LOS Analysis for 2025 Existing, 2027 Background, and 2037 Horizon Background are shown in **Table 5** to **Table 9**. **Table 10** to **Table 15** shows results for the Total Traffic scenarios. LOS results for signalized intersections are reported for the intersection as a whole, and detailed LOS results are located in **Appendix K**. Intersections and movements that report LOS E or F are bolded. The study area intersections are expected to operate at acceptable LOS in all scenarios with the exception of the following intersections:

- Coors Boulevard/St. Josephs Drive (#1)
- Coors Boulevard/Tucson Road (#3)
- Coors Boulevard/Sequoia Road (#6)
- Coors Boulevard/Redlands Road (#8)

As noted previously, acceptable LOS is modified from LOS D to LOS E at the study intersections along Coors Boulevard.

Table 5 – Study Area Intersection Existing and Background LOS Results

Intersection	2025 Existing		2027 Background		2037 Horizon Background	
	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Coors Boulevard / St. Josephs Drive (#1)						
Signalized	44.0 (D)	22.9 (C)	84.6 (F)	48.3 (D)	119.8 (F)	67.4 (E)
Eastbound Approach	200.6 (F)	136.3 (F)	310.8 (F)	295.4 (F)	405.3 (F)	370.8 (F)
Eastbound Left	307.9 (F)	180.4 (F)	491.8 (F)	428.6 (F)	651.1 (F)	549.6 (F)
Eastbound Through	63.0 (E)	63.1 (E)	58.5 (E)	58.4 (E)	59.8 (E)	56.3 (E)
Eastbound Right	82.0 (F)	72.0 (E)	93.4 (F)	83.1 (F)	120.3 (F)	89.1 (F)
Westbound Approach	121.9 (F)	82.9 (F)	122.6 (F)	82.3 (F)	164.5 (F)	103.5 (F)
Westbound Left	216.6 (F)	108.2 (F)	231.6 (F)	116.8 (F)	342.6 (F)	176.1 (F)
Westbound Through	62.8 (E)	64.1 (E)	57.6 (E)	58.8 (E)	56.2 (E)	56.6 (E)
Westbound Right	70.5 (E)	68.6 (E)	63.8 (E)	62.5 (E)	67.9 (E)	60.9 (E)
Northbound Approach	14.6 (B)	13.8 (B)	63.3 (E)	24.3 (C)	105.8 (F)	38.8 (D)
Northbound Left	24.6 (C)	38.9 (D)	378.9 (F)	83.5 (F)	736.2 (F)	147.0 (F)
Northbound Through	14.2 (B)	11.5 (B)	19.4 (B)	15.9 (B)	25.5 (C)	24.6 (C)
Northbound Right	11.1 (B)	6.2 (A)	14.9 (B)	8.3 (A)	17.7 (B)	9.5 (A)
Southbound Approach	13.7 (B)	11.5 (B)	22.5 (C)	21.7 (C)	32.8 (C)	37.0 (D)
Southbound Left	15.0 (B)	12.1 (B)	69.9 (E)	73.3 (E)	71.2 (E)	72.6 (E)
Southbound Through	13.9 (B)	12.1 (B)	18.8 (B)	21.6 (C)	30.4 (C)	38.8 (D)
Southbound Right	5.6 (A)	6.9 (A)	7.7 (A)	12.8 (B)	10.1 (B)	19.1 (B)
Alamogordo Drive / St. Josephs Drive (#2)						
Two-Way Stop-Controlled						
Westbound Approach	1.2 (A)	0.9 (A)	1.2 (A)	0.8 (A)	1.3 (A)	1.0 (A)
Westbound Left/Through	7.3 (A)	7.4 (A)	7.3 (A)	7.4 (A)	7.3 (A)	7.4 (A)
Northbound Approach	8.9 (A)	9.0 (A)	8.9 (A)	9.0 (A)	9.1 (A)	9.1 (A)
Northbound Left/Right	8.9 (A)	9.0 (A)	8.9 (A)	9.0 (A)	9.1 (A)	9.1 (A)

Table 6 – Study Area Intersection Existing and Background LOS Results (Cont.)

Intersection	2025 Existing		2027 Background		2037 Horizon Background	
	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Coors Boulevard / Tucson Road (#3)						
Two-Way Stop-Controlled						
Westbound Approach	29.0 (D)	174.5 (F)	31.2 (D)	253.0 (F)	58.7 (F)	***
Westbound Left/Right	29.0 (D)	174.5 (F)	31.2 (D)	253.0 (F)	58.7 (F)	***
Southbound Approach	0.1 (A)	2.2 (A)	0.1 (A)	3.0 (A)	0.2 (A)	13.5 (F)
Southbound Left	30.1 (D)	126.2 (F)	32.6 (D)	167.2 (F)	56.0 (F)	754.4 (F)
Alamogordo Drive / Tucson Road (#4)						
Two-Way Stop-Controlled						
Eastbound Approach	8.6 (A)	8.6 (A)	8.6 (A)	8.6 (A)	8.7 (A)	8.7 (A)
Eastbound Left/Right	8.6 (A)	8.6 (A)	8.6 (A)	8.6 (A)	8.7 (A)	8.7 (A)
Northbound Approach	1.6 (A)	2.5 (A)	1.5 (A)	2.6 (A)	1.5 (A)	2.5 (A)
Northbound Left/Through	7.3 (A)	7.3 (A)	7.3 (A)	7.3 (A)	7.3 (A)	7.3 (A)
Atrisco Drive / Sequoia Road (#5)						
All-Way Stop-Controlled	11.5 (B)	15.8 (C)	11.8 (B)	16.9 (C)	14.4 (B)	31.6 (D)
Eastbound Approach	11.1 (B)	13.4 (B)	11.3 (B)	13.9 (B)	13.0 (B)	18.1 (C)
Eastbound Left	10.4 (B)	11.7 (B)	10.5 (B)	11.9 (B)	11.3 (B)	13.4 (B)
Eastbound Through	11.6 (B)	14.2 (B)	11.9 (B)	14.8 (B)	14.0 (B)	19.9 (C)
Eastbound Right	9.2 (A)	10.7 (B)	9.4 (A)	11.0 (B)	10.2 (B)	12.7 (B)
Westbound Approach	10.1 (B)	14.2 (B)	10.3 (B)	15.0 (B)	11.3 (B)	21.7 (C)
Westbound Left	10.6 (B)	12.0 (B)	10.7 (B)	12.3 (B)	11.5 (B)	14.3 (B)
Westbound Through	10.4 (B)	16.3 (C)	10.6 (B)	17.3 (C)	11.7 (B)	27.4 (D)
Westbound Right	9.6 (A)	12.0 (B)	9.7 (A)	12.5 (B)	10.7 (B)	16.0 (C)

Table 7 – Study Area Intersection Existing and Background LOS Results (Cont.)

Intersection	2025 Existing		2027 Background		2037 Horizon Background	
	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Atrisco Drive / Sequoia Road (#5)						
All-Way Stop-Controlled						
Northbound Approach	9.6 (A)	12.0 (B)	9.7 (A)	12.5 (B)	10.7 (B)	16.0 (C)
Northbound Left	10.5 (B)	19.6 (C)	10.7 (B)	21.7 (C)	12.2 (B)	53.5 (F)
Northbound Through	10.1 (B)	11.3 (B)	10.3 (B)	11.6 (B)	11.0 (B)	13.1 (B)
Northbound Right	11.1 (B)	23.7 (C)	11.4 (B)	26.7 (D)	13.2 (B)	73.0 (F)
Southbound Approach	9.3 (A)	11.3 (B)	9.4 (A)	11.7 (B)	10.4 (B)	14.7 (B)
Southbound Left	12.2 (B)	12.8 (B)	12.6 (B)	13.3 (B)	16.2 (C)	16.7 (C)
Southbound Through	10.4 (B)	13.0 (B)	10.6 (B)	13.4 (B)	11.7 (B)	16.3 (C)
Southbound Through/Right	12.2 (B)	12.5 (B)	12.7 (B)	12.9 (B)	16.3 (C)	15.9 (C)
Coors Boulevard / Sequoia Road (#6)						
Signalized	10.2 (B)	16.1 (B)	10.7 (B)	17.0 (B)	13.9 (B)	24.8 (C)
Eastbound Approach	81.9 (F)	66.9 (E)	83.1 (F)	69.6 (E)	93.3 (F)	102.6 (F)
Eastbound Left	63.3 (E)	77.3 (E)	62.9 (E)	82.6 (F)	61.2 (E)	152.3 (F)
Eastbound Through	60.3 (E)	54.8 (D)	59.8 (E)	54.9 (D)	57.6 (E)	55.5 (E)
Eastbound Right	91.8 (F)	63.2 (E)	93.7 (F)	64.8 (E)	110.0 (F)	80.3 (F)
Westbound Approach	62.9 (E)	62.7 (E)	62.3 (E)	64.0 (E)	60.6 (E)	81.9 (F)
Westbound Left	63.8 (E)	69.7 (E)	63.4 (E)	72.4 (E)	61.9 (E)	106.9 (F)
Westbound Through	60.1 (E)	55.7 (E)	59.6 (E)	55.8 (E)	57.3 (E)	56.7 (E)
Westbound Right	59.8 (E)	53.8 (D)	59.4 (E)	54.0 (D)	57.1 (E)	54.4 (D)

Table 8 – Study Area Intersection Existing and Background LOS Results (Cont.)

Intersection	2025 Existing		2027 Background		2037 Horizon Background	
	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Coors Boulevard / Sequoia Road (#6)						
Signalized						
Northbound Approach	3.5 (A)	7.0 (A)	3.5 (A)	7.4 (A)	4.6 (A)	10.7 (B)
Northbound Left	7.9 (A)	27.1 (C)	10.4 (B)	37.2 (D)	35.4 (D)	82.2 (F)
Northbound Through	3.4 (A)	5.9 (A)	3.3 (A)	5.8 (A)	3.5 (A)	6.7 (A)
Northbound Right	0.9 (A)	2.1 (A)	0.8 (A)	2.1 (A)	0.8 (A)	2.1 (A)
Southbound Approach	7.3 (A)	12.0 (B)	8.2 (A)	13.0 (B)	12.5 (B)	20.1 (C)
Southbound Left	4.3 (A)	9.1 (A)	4.5 (A)	10.2 (B)	6.2 (A)	28.5 (C)
Southbound Through	7.4 (A)	12.2 (B)	8.2 (A)	13.3 (B)	12.7 (B)	20.3 (C)
Southbound Right	4.0 (A)	7.0 (A)	4.1 (A)	7.0 (A)	4.9 (B)	8.3 (A)
*Alamogordo Drive / Vista Grande Drive/Sequoia Road (#7)						
Roundabout	2.8 (A)	3.0 (A)	2.9 (A)	3.1 (A)	2.9 (A)	3.1 (A)
Eastbound Approach	2.8 (A)	3.0 (A)	2.8 (A)	3.0 (A)	2.9 (A)	3.1 (A)
Westbound Approach	2.8 (A)	2.9 (A)	2.8 (A)	2.9 (A)	2.8 (A)	3.0 (A)
Northbound Approach	2.8 (A)	3.1 (A)	2.8 (A)	3.1 (A)	2.9 (A)	3.2 (A)
Southbound Approach	2.9 (A)	3.0 (A)	2.9 (A)	3.0 (A)	3.0 (A)	3.1 (A)
Coors Boulevard / Redlands Road (#8)						
Two-Way Stop-Controlled						
Eastbound Approach	51.5 (F)	67.0 (F)	61.2 (F)	84.0 (F)	215.8 (F)	340.0 (F)
Eastbound Right	51.5 (F)	67.0 (F)	61.2 (F)	84.0 (F)	215.8 (F)	340.0 (F)
Westbound Approach	22.2 (C)	34.2 (D)	23.5 (C)	37.9 (E)	34.6 (D)	79.0 (F)
Westbound Right	22.2 (C)	34.2 (D)	23.5 (C)	37.9 (E)	34.6 (D)	79.0 (F)

Table 9 – Study Area Intersection Existing and Background LOS Results (Cont.)

Intersection	2025 Existing		2027 Background		2037 Horizon Background	
	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Coors Boulevard / Redlands Road (#8)						
Two-Way Stop-Controlled						
Northbound Approach	1.9 (A)	7.6 (F)	2.4 (A)	10.3 (F)	10.7 (F)	41.7 (F)
Northbound Left	94.6 (F)	233.1 (F)	118.4 (F)	317.4 (F)	525.4 (F)	1282.8 (F)
Southbound Approach	0.8 (A)	2.9 (A)	0.9 (A)	3.9 (A)	2.7 (A)	17.6 (F)
Southbound Left	35.6 (E)	117.3 (F)	40.8 (E)	157.0 (F)	118.1 (F)	725.9 (F)
Alamogordo Drive / Redlands Road (#9)						
Two-Way Stop-Controlled						
Eastbound Approach	9.0 (A)	9.2 (A)	9.0 (A)	9.2 (A)	9.2 (A)	9.4 (A)
Eastbound Left/Through/Right	9.0 (A)	9.2 (A)	9.0 (A)	9.2 (A)	9.2 (A)	9.4 (A)
Westbound Approach	-	9.7 (A)	-	9.7 (A)	-	9.9 (A)
Westbound Left/Through/Right	-	9.7 (A)	-	9.7 (A)	-	9.9 (A)
Northbound Approach	3.5 (A)	1.0 (A)	3.5 (A)	0.9 (A)	3.6 (A)	0.9 (A)
Northbound Left/Through/Right	7.4 (A)	7.3 (A)	7.4 (A)	7.4 (A)	7.4 (A)	7.4 (A)
Southbound Approach	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)
Southbound Left/Through/Right	7.3 (A)	7.3 (A)	7.3 (A)	7.3 (A)	7.3 (A)	7.3 (A)

*Since the Highway Capacity Software does not analyze roundabouts with more than 4-legs, the two low volume legs of Vista Grande Drive (northeast leg) and Sequoia Road (east leg) were analyzed together as the east leg (westbound approach).

***Delay exceeds 1,000 seconds

“ - ” indicates that a delay (LOS) was not reported because there were no traffic counts.

Table 10 – Study Area Intersection Total Traffic LOS Analysis Results

Intersection	2027 Total Traffic (Keep School Queue Away from Coors Boulevard)		2027 Total Traffic (Keep School Queue Away from Neighborhood)		2037 Total Traffic (Keep School Queue Away from Coors Boulevard)		2037 Total Traffic (Keep School Queue Away from Neighborhood)	
	AM	PM	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Coors Boulevard / St. Josephs Drive (#1)								
Signalized	106.5 (F)	49.2 (D)	82.7 (F)	48.1 (D)	132.4 (F)	68.0 (E)	117.4 (F)	67.5 (E)
Eastbound Approach	299.4 (F)	293.4 (F)	310.8 (F)	295.4 (F)	396.3 (F)	368.6 (F)	405.3 (F)	370.8 (F)
Eastbound Left	491.8 (F)	428.6 (F)	491.8 (F)	428.6 (F)	651.1 (F)	549.6 (F)	651.1 (F)	549.6 (F)
Eastbound Through	59.3 (E)	58.5 (E)	58.5 (E)	58.4 (E)	64.3 (E)	56.3 (E)	59.8 (E)	56.3 (E)
Eastbound Right	81.7 (F)	82.5 (F)	93.4 (F)	83.1 (F)	120.3 (F)	88.5 (F)	120.3 (F)	89.1 (F)
Westbound Approach	212.8 (F)	81.0 (F)	122.6 (F)	82.3 (F)	270.2 (F)	99.6 (F)	164.5 (F)	103.5 (F)
Westbound Left	231.6 (F)	116.8 (F)	231.6 (F)	116.8 (F)	342.6 (F)	176.1 (F)	342.6 (F)	176.1 (F)
Westbound Through	56.4 (E)	58.9 (E)	57.6 (E)	58.8 (E)	56.6 (E)	59.7 (E)	56.2 (E)	56.6 (E)
Westbound Right	249.2 (F)	69.0 (E)	63.8 (E)	62.5 (E)	303.9 (F)	70.1 (E)	67.9 (E)	60.9 (E)
Northbound Approach	97.9 (F)	25.1 (C)	60.7 (E)	24.5 (C)	110.1 (F)	40.4 (D)	102.1 (F)	39.5 (D)
Northbound Left	615.5 (F)	83.7 (F)	378.9 (F)	83.5 (F)	736.2 (F)	149.0 (F)	736.2 (F)	147.0 (F)
Northbound Through	25.8 (C)	16.8 (B)	20.4 (C)	16.3 (B)	30.7 (C)	26.0 (C)	27.3 (C)	25.5 (C)
Northbound Right	19.7 (B)	8.8 (A)	14.7 (B)	8.3 (A)	21.0 (C)	10.0 (B)	17.5 (B)	9.5 (A)
Southbound Approach	27.9 (C)	22.4 (C)	23.7 (C)	22.0 (C)	38.0 (D)	36.7 (D)	33.0 (C)	37.0 (D)
Southbound Left	80.4 (F)	72.7 (E)	69.9 (E)	73.2 (E)	88.6 (F)	71.6 (E)	69.8 (E)	72.5 (E)
Southbound Through	19.4 (B)	21.8 (C)	20.4 (C)	22.0 (C)	31.0 (C)	38.1 (D)	30.9 (C)	38.7 (D)
Southbound Right	8.5 (A)	13.1 (B)	8.1 (A)	12.8 (B)	11.1 (B)	19.0 (B)	10.0 (A)	19.0 (B)

Table 11 – Study Area Intersection Total Traffic LOS Analysis Results (Cont.)

Intersection	2027 Total Traffic (Keep School Queue Away from Coors Boulevard)		2027 Total Traffic (Keep School Queue Away from Neighborhood)		2037 Total Traffic (Keep School Queue Away from Coors Boulevard)		2037 Total Traffic (Keep School Queue Away from Neighborhood)	
	AM	PM	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Alamogordo Drive / St. Josephs Drive (#2)								
Two-Way Stop-Controlled								
Westbound Approach	1.3 (A)	0.8 (A)	1.2 (A)	0.8 (A)	1.4 (A)	1.0 (A)	1.3 (A)	1.0 (A)
Westbound Left/Through	7.8 (A)	7.5 (A)	7.3 (A)	7.4 (A)	7.9 (A)	7.5 (A)	7.3 (A)	7.4 (A)
Northbound Approach	10.1 (B)	9.4 (A)	8.9 (A)	9.0 (A)	10.2 (B)	9.6 (A)	9.1 (A)	9.1 (A)
Northbound Left/Right	10.1 (B)	9.4 (A)	8.9 (A)	9.0 (A)	10.2 (B)	9.6 (A)	9.1 (A)	9.1 (A)
Coors Boulevard / Tucson Road (#3)								
Two-Way Stop-Controlled								
Westbound Approach	31.2 (D)	253.0 (F)	37.3 (E)	307.7 (F)	58.7 (F)	***	75.9 (F)	***
Westbound Left/Right	31.2 (D)	253.0 (F)	37.3 (E)	307.7 (F)	58.7 (F)	***	75.9 (F)	***
Southbound Approach	0.1 (A)	3.0 (A)	0.1 (A)	3.3 (A)	0.2 (A)	13.5 (F)	0.3 (A)	14.7 (F)
Southbound Left	32.6 (D)	167.2 (F)	39.0 (E)	188.7 (F)	56.0 (F)	754.4 (F)	69.6 (F)	830.2 (F)
Alamogordo Drive / Tucson Road (#4)								
Two-Way Stop-Controlled								
Eastbound Approach	10.3 (B)	8.8 (A)	8.6 (A)	8.6 (A)	10.4 (B)	8.9 (A)	8.7 (A)	8.7 (A)
Eastbound Left/Right	10.3 (B)	8.8 (A)	8.6 (A)	8.6 (A)	10.4 (B)	8.9 (A)	8.7 (A)	8.7 (A)
Northbound Approach	0.2 (A)	1.2 (A)	1.5 (A)	2.6 (A)	0.3 (A)	1.3 (A)	1.5 (A)	2.5 (A)
Northbound Left/Through	7.8 (A)	7.4 (A)	7.3 (A)	7.3 (A)	7.8 (A)	7.4 (A)	7.3 (A)	7.3 (A)

Table 12 – Study Area Intersection Total Traffic LOS Analysis Results (Cont.)

Intersection	2027 Total Traffic (Keep School Queue Away from Coors Boulevard)		2027 Total Traffic (Keep School Queue Away from Neighborhood)		2037 Total Traffic (Keep School Queue Away from Coors Boulevard)		2037 Total Traffic (Keep School Queue Away from Neighborhood)	
	AM	PM	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Atrisco Drive / Sequoia Road (#5)								
All-Way Stop-Controlled								
Eastbound Approach	13.1 (B)	17.4 (C)	13.5 (B)	17.6 (C)	16.7 (C)	33.3 (D)	16.8 (C)	33.7 (D)
Eastbound Left	13.5 (B)	14.3 (B)	13.9 (B)	14.4 (B)	16.3 (C)	18.9 (C)	16.6 (C)	19.0 (C)
Eastbound Through	10.9 (B)	12.0 (B)	11.1 (B)	12.1 (B)	11.8 (B)	13.5 (B)	11.9 (B)	13.5 (B)
Eastbound Right	14.4 (B)	15.3 (C)	14.9 (B)	15.4 (C)	17.9 (C)	20.7 (C)	18.2 (C)	20.9 (C)
Westbound Approach	9.7 (A)	11.1 (B)	10.0 (A)	11.1 (B)	10.7 (B)	12.8 (B)	10.8 (B)	12.9 (B)
Westbound Left	11.4 (B)	15.8 (C)	11.6 (B)	15.8 (C)	12.8 (B)	23.6 (C)	12.9 (B)	23.8 (C)
Westbound Through	11.3 (B)	12.5 (B)	11.5 (B)	12.5 (B)	12.3 (B)	14.5 (B)	12.4 (B)	14.5 (B)
Westbound Right	12.1 (B)	18.5 (C)	12.3 (B)	18.6 (C)	13.7 (B)	30.5 (D)	13.8 (B)	30.7 (D)
Northbound Approach	10.2 (B)	12.6 (B)	10.8 (B)	12.9 (B)	11.3 (B)	16.3 (C)	11.4 (B)	16.8 (C)
Northbound Left	11.5 (B)	22.4 (C)	11.8 (B)	22.7 (C)	13.3 (B)	56.5 (F)	13.4 (B)	57.7 (F)
Northbound Through	10.9 (B)	11.7 (B)	11.1 (B)	11.7 (B)	11.7 (B)	13.3 (B)	11.8 (B)	13.3 (B)
Northbound Right	12.3 (B)	27.7 (D)	12.6 (B)	28.1 (D)	14.5 (B)	77.5 (F)	14.7 (B)	79.2 (F)
Southbound Approach	10.3 (B)	12.0 (B)	10.5 (B)	12.0 (B)	11.5 (B)	15.1 (C)	11.6 (B)	15.2 (C)
Southbound Left	14.1 (B)	13.5 (B)	14.5 (B)	13.6 (B)	18.9 (C)	17.1 (C)	19.0 (C)	17.3 (C)
Southbound Through	11.3 (B)	13.6 (B)	12.2 (B)	13.7 (B)	12.7 (B)	16.6 (C)	13.7 (B)	16.9 (C)
Southbound Through/Right	14.2 (B)	13.1 (B)	14.6 (B)	13.1 (B)	19.0 (C)	16.3 (C)	19.1 (C)	16.4 (C)
	14.9 (B)	13.7 (B)	15.4 (C)	13.8 (B)	21.1 (C)	18.1 (C)	21.2 (C)	18.1 (C)

Table 13 – Study Area Intersection Total Traffic LOS Analysis Results (Cont.)

Intersection	2027 Total Traffic (Keep School Queue Away from Coors Boulevard)		2027 Total Traffic (Keep School Queue Away from Neighborhood)		2037 Total Traffic (Keep School Queue Away from Coors Boulevard)		2037 Total Traffic (Keep School Queue Away from Neighborhood)	
	AM	PM	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Coors Boulevard / Sequoia Road (#6)								
Signalized	16.0 (B)	18.1 (B)	36.8 (D)	21.6 (C)	21.8 (C)	26.4 (C)	40.6 (D)	32.3 (C)
Eastbound Approach	125.3 (F)	70.5 (E)	69.7 (E)	75.6 (E)	169.6 (F)	104.8 (F)	87.1 (F)	119.2 (F)
Eastbound Left	60.4 (E)	82.6 (F)	66.1 (E)	100.1 (F)	61.2 (E)	152.3 (F)	67.3 (E)	200.6 (F)
Eastbound Through	57.5 (E)	54.9 (D)	60.8 (E)	55.3 (E)	57.6 (E)	55.5 (E)	61.0 (E)	55.9 (E)
Eastbound Right	148.9 (F)	67.1 (E)	77.2 (E)	64.8 (E)	211.1 (F)	86.2 (F)	110.0 (F)	80.3 (F)
Westbound Approach	59.8 (E)	64.0 (E)	290.7 (F)	104.7 (F)	60.6 (E)	81.9 (F)	327.7 (F)	153.5 (F)
Westbound Left	60.8 (E)	72.4 (E)	493.9 (F)	153.1 (F)	61.9 (E)	106.9 (F)	556.4 (F)	249.8 (F)
Westbound Through	57.2 (E)	55.8 (E)	60.0 (E)	56.8 (E)	57.3 (E)	59.7 (E)	60.1 (E)	57.7 (E)
Westbound Right	57.1 (E)	54.0 (D)	81.7 (F)	56.2 (E)	57.1 (E)	54.4 (D)	82.5 (F)	56.6 (E)
Northbound Approach	6.1 (A)	9.0 (A)	3.7 (A)	7.4 (A)	7.3 (A)	14.1 (B)	4.5 (A)	10.7 (B)
Northbound Left	27.7 (C)	48.4 (D)	12.1 (B)	37.0 (D)	54.4 (D)	122.1 (F)	34.0 (C)	81.3 (F)
Northbound Through	4.7 (A)	6.6 (A)	3.8 (A)	5.9 (A)	4.4 (A)	7.4 (A)	3.9 (A)	6.9 (A)
Northbound Right	1.1 (A)	2.2 (A)	1.2 (A)	2.1 (A)	0.9 (A)	2.2 (A)	1.0 (A)	2.2 (A)
Southbound Approach	10.1 (B)	13.7 (A)	10.5 (B)	13.1 (B)	15.5 (B)	20.1 (C)	16.6 (B)	20.5 (C)
Southbound Left	5.9 (A)	11.2 (B)	21.7 (C)	13.1 (B)	7.1 (A)	30.5 (C)	70.4 (E)	40.2 (D)
Southbound Through	10.2 (B)	14.0 (B)	9.6 (A)	13.4 (B)	15.7 (B)	20.3 (C)	12.7 (B)	20.3 (C)
Southbound Right	5.1 (A)	7.4 (A)	4.8 (A)	7.1 (A)	6.1 (A)	8.3 (A)	4.9 (A)	8.3 (A)

Table 14 – Study Area Intersection Total Traffic LOS Analysis Results (Cont.)

Intersection	2027 Total Traffic (Keep School Queue Away from Coors Boulevard)		2027 Total Traffic (Keep School Queue Away from Neighborhood)		2037 Total Traffic (Keep School Queue Away from Coors Boulevard)		2037 Total Traffic (Keep School Queue Away from Neighborhood)	
	AM	PM	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
*Alamogordo Drive / Vista Grande Drive/Sequoia Road (#7)								
Roundabout	6.1 (A)	3.8 (A)	2.9 (A)	3.1 (A)	6.2 (A)	3.9 (A)	2.9 (A)	3.1 (A)
Eastbound Approach	6.0 (A)	4.0 (A)	2.8 (A)	3.0 (A)	6.1 (A)	4.1 (A)	2.9 (A)	3.1 (A)
Westbound Approach	4.7 (A)	3.3 (A)	2.8 (A)	2.9 (A)	4.7 (A)	3.3 (A)	2.8 (A)	3.0 (A)
Northbound Approach	6.2 (A)	3.6 (A)	2.8 (A)	3.1 (A)	6.2 (A)	3.8 (A)	2.9 (A)	3.2 (A)
Southbound Approach	6.3 (A)	3.3 (A)	2.9 (A)	3.0 (A)	6.4 (A)	3.4 (A)	3.0 (A)	3.1 (A)
Coors Boulevard / Redlands Road (#8)								
Two-Way Stop-Controlled								
Eastbound Approach	61.2 (F)	84.0 (F)	83.0 (F)	94.4 (F)	215.8 (F)	340.0 (F)	304.9 (F)	377.5 (F)
Eastbound Right	61.2 (F)	84.0 (F)	83.0 (F)	94.4 (F)	215.8 (F)	340.0 (F)	304.9 (F)	377.5 (F)
Westbound Approach	30.6 (D)	43.9 (E)	40.2 (E)	40.0 (E)	55.8 (F)	106.3 (F)	51.0 (F)	86.7 (F)
Westbound Right	30.6 (D)	43.9 (E)	40.2 (E)	40.0 (E)	55.8 (F)	106.3 (F)	51.0 (F)	86.7 (F)
Northbound Approach	2.1 (A)	10.2 (F)	3.2 (A)	11.9 (F)	9.7 (F)	41.3 (F)	14.2 (F)	46.0 (F)
Northbound Left	118.4 (F)	317.4 (F)	183.2 (F)	370.0 (F)	525.4 (F)	1282.8 (F)	771.6 (F)	1428.3 (F)
Southbound Approach	9.9 (F)	6.0 (F)	2.3 (A)	5.1 (A)	28.3 (F)	23.9 (F)	8.5 (F)	21.2 (F)
Southbound Left	212.8 (F)	215.3 (F)	91.0 (F)	198.3 (F)	672.8 (F)	885.8 (F)	340.6 (F)	837.8 (F)

Table 15 – Study Area Intersection Total Traffic LOS Analysis Results (Cont.)

Intersection	2027 Total Traffic (Keep School Queue Away from Coors Boulevard)		2027 Total Traffic (Keep School Queue Away from Neighborhood)		2037 Total Traffic (Keep School Queue Away from Coors Boulevard)		2037 Total Traffic (Keep School Queue Away from Neighborhood)	
	AM	PM	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Alamogordo Drive / Redlands Road (#9)								
Two-Way Stop-Controlled								
Eastbound Approach	20.2 (C)	10.0 (B)	9.0 (A)	9.2 (A)	22.3 (C)	10.3 (B)	9.2 (A)	9.4 (A)
Eastbound Left/Through/Right	20.2 (C)	10.0 (B)	9.0 (A)	9.2 (A)	22.3 (C)	10.3 (B)	9.2 (A)	9.4 (A)
Westbound Approach	-	10.4 (B)	-	9.8 (A)	-	10.6 (B)	-	9.9 (A)
Westbound Left/Through/Right	-	10.4 (B)	-	9.8 (A)	-	10.6 (B)	-	9.9 (A)
Northbound Approach	2.6 (A)	0.9 (A)	4.8 (A)	1.4 (A)	2.9 (A)	0.9 (A)	4.8 (A)	1.3 (A)
Northbound Left/Through/Right	8.2 (A)	7.6 (A)	7.4 (A)	7.4 (A)	8.2 (A)	7.6 (A)	7.5 (A)	7.4 (A)
Southbound Approach	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)
Southbound Left/Through/Right	7.3 (A)	7.3 (A)	7.3 (A)	7.3 (A)	7.3 (A)	7.3 (A)	7.3 (A)	7.3 (A)

*Since the Highway Capacity Software does not analyze roundabouts with more than 4-legs, the two low volume legs of Vista Grande Drive (northeast leg) and Sequoia Road (east leg) were analyzed together as the east leg (westbound approach).

***Delay exceeds 1,000 seconds

“ – ” indicates that a delay (LOS) was not reported because no volumes were making the movement.

Coors Boulevard / St. Josephs Drive (#1)

The eastbound approach at the intersection of Coors Boulevard/St. Josephs Drive (#1) operates below acceptable LOS under the 2025 Existing scenario and will continue to be poor in the future scenarios. Although the westbound, northbound, and southbound approaches operate at LOS E, LOS E is acceptable in designated Transit Station Areas (see **Section 4.1.1**). The eastbound left movement consistently operates below acceptable LOS, marking an existing deficiency. For the eastbound through movement, the AM peak hour delay is 58.5 seconds under the 2027 Background scenario, increasing to 59.3 and 59.8 seconds under the 2027 Total Traffic scenarios. PM peak hour delay is 58.4 seconds, increasing to 58.5 seconds for the Away from Coors Boulevard scenario. The eastbound right movement operates below acceptable LOS in the AM peak hour and at acceptable LOS during the PM peak hour, with or without project traffic.

The westbound approach operates below acceptable LOS under 2025 Existing and 2027 Background scenarios, with delays of 122.6 and 82.3 seconds for 2027 AM and PM peak hours respectively. The addition of project traffic causes AM delays to rise to 212.8 seconds under the 2027 Away from Coors Boulevard scenario. The westbound left movement exhibits delays of 231.6 and 116.8 seconds for 2027 AM and PM peak hours, respectively, remaining unchanged with project traffic. The westbound through movement maintains acceptable LOS across all scenarios. The westbound right movement operates at acceptable LOS with 2027 Background delays of 63.8 and 62.5 seconds, but project traffic causes AM delays to rise to 249.2 seconds under the Away from Coors Boulevard scenario.

The northbound approach operates at acceptable LOS under 2027 Background with delays of 63.3 and 24.3 seconds for AM and PM peak hours. Project traffic increases AM delays to 97.9 seconds under the Away from Coors Boulevard scenario, while PM delay increases to 25.1 seconds. For the Away from Neighborhood scenario, AM delay decreases to 60.7 seconds, and PM delay increases to 24.5 seconds. The northbound left movement shows delays under all scenarios, with AM delays increasing to 615.5 seconds under Away from Coors Boulevard and remaining at 378.9 seconds under Away from Neighborhood scenarios. PM delays increase to 83.7 seconds under Away from Coors Boulevard scenario and stay at 83.5 seconds under Away from Neighborhood scenario. The northbound through and right movements operate at acceptable LOS across all scenarios.

The southbound approach and movements maintain acceptable LOS under all scenarios.

Coors Boulevard / Tucson Road (#3)

For the two-way stop-controlled intersection at Coors Boulevard/Tucson Road (#3), high delays were calculated for the westbound shared left/right turn movements during the 2025 Existing PM peak hour. Therefore, the westbound shared left/right turn movement is an existing deficiency. Note that significant delays are to be expected for the westbound approach due to heavy north-south through traffic volumes.

Due to existing poor LOS for the westbound left/right and southbound left turn movements, project traffic in the 2027 Total Traffic (Away from Coors) and 2037 Total Traffic (Away from Coors) scenarios is not expected to impact these movements at this intersection. The addition of project traffic in the 2027 Total Traffic and 2037 Total Traffic (Away from Neighborhood) scenarios are expected to increase delay for the westbound shared left/right turn and southbound left turn movements. However, the westbound shared left/right turn movement is an existing deficiency and project traffic is not expected to significantly impact the southbound left turn movement. The 2027 Total Traffic (Away from Neighborhood) is expected to increase the delay for the westbound left/right turn movement from 31.2 seconds to 37.3 seconds in the AM peak hour, and from 253.0

seconds to 307.7 seconds in the PM peak hour. The southbound left turn movement is expected to increase the delay from 32.6 seconds to 39.0 seconds in the AM peak hour and from 167.2 seconds to 188.7 seconds in the PM peak hour.

Coors Boulevard/Sequoia Road (#6)

The eastbound approach at the intersection of Coors Boulevard/Sequoia Road (#6) operates at poor LOS in the AM peak hour under all scenarios. The eastbound approach delay under the 2027 Background AM scenario is 83.1 seconds, 125.3 seconds in the 2027 Total Traffic AM Queue Away from Coors, and 69.7 seconds in the 2027 Total Traffic AM Queue Away from Neighborhood. The eastbound approach delay is 83.1 seconds (AM) and 69.6 seconds (PM), increasing to 125.3 seconds (AM) and 70.5 seconds (PM) under the 2027 Total Traffic (Keep Queue from Coors) scenario. For the Away from Neighborhood scenario, the delay decreases to 69.7 seconds (AM) and increases to 75.6 seconds (PM). The eastbound left experiences delays of 62.9 seconds (AM) and 82.6 seconds (PM), with delays under the Away from Coors scenario decreasing to 60.4 seconds (AM) and remaining the same at 82.6 seconds (PM), and under the Away from Neighborhood scenario increasing to 66.1 seconds (AM) and 100.1 seconds (PM). The eastbound through experiences delays of 59.8 seconds (AM) and 54.9 seconds (PM), with both scenarios showing minor delay changes. The eastbound right movement experiences AM and PM delays of 93.7 and 64.8 seconds, increasing to 148.9 (AM) and 67.1 (PM) seconds under the Away from Coors scenario, and under the Away from Neighborhood scenario, the delays are 77.2 (AM) and 64.8 (PM) seconds.

The westbound approach operates at LOS E with 2027 Background delays of 62.3 (AM) and 64.0 (PM) seconds, reducing to 59.8 (AM) and remaining the same (PM) under the Away from Coors scenario, but increasing to 290.7 (AM) and 104.7 (PM) seconds under the Away from Neighborhood scenario. The westbound left, through, and right movements all maintain acceptable LOS under 2027 Background but exhibit significant delays under the Away from Neighborhood scenario, specifically the left turn movement which increases to 493.9 and 153.1 seconds in AM and PM peak hours, respectively. The right movement also results in a poor LOS with 81.7 seconds (AM) under the Away from Neighborhood scenario.

The northbound approach and movements operate at acceptable LOS under all scenarios. The northbound left experiences delays of 10.4 (AM) and 37.2 (PM) seconds under the 2027 Background scenario, increasing under the Away from Coors scenario to 27.7 (AM) and 48.4 (PM) seconds, with similar results under the Away from Neighborhood scenario. The northbound through and right movements stay within acceptable LOS.

The southbound approach and movements maintain acceptable LOS under all scenarios.

Coors Boulevard / Redlands Road (#8)

For the two-way stop-controlled intersection of Coors Boulevard/Redlands Road (#8), high delays were calculated for the eastbound right turn, westbound right turn, northbound left turn, and southbound left turn movements.

The eastbound approach operates below acceptable LOS, with delays of 61.2 seconds (AM) and 84.0 seconds (PM) under the 2027 Background scenario. These delays remain the same under the Away from Coors scenario and increase to 83.0 seconds (AM) and 94.4 seconds (PM) under the Away from Neighborhood scenario. The eastbound right shares these delays across all scenarios.

The westbound approach operates at LOS C and E with delays of 23.5 seconds (AM) and 37.9 seconds (PM) under the 2027 Background scenario. Delays under the Away from Coors scenario

increase to 30.6 seconds (AM) and 43.9 seconds (PM). For the Away from Neighborhood scenario, the delays are 40.2 seconds (AM) and 40.0 seconds (PM). The westbound right follows these delays under all scenarios.

The northbound approach operates at LOS A for AM and LOS F for PM, with delays of 2.4 seconds (AM) and 10.3 seconds (PM) under the 2027 Background scenario. The northbound approach has a v/c ratio over one, meaning that the northbound approach is over capacity, which reported an LOS F. Delays decrease for AM to 2.1 seconds and remain the same for PM under the Away from Coors scenario. For the Away from Neighborhood scenario, AM increases to 3.2 seconds, and PM increases to 11.9 seconds.

The northbound left movement operates below acceptable LOS across all scenarios, with delays of 118.4 seconds (AM) and 317.4 seconds (PM) under 2027 Background. These delays remain consistent under the Away from Coors scenario and increase to 183.2 seconds (AM) and 370.0 seconds (PM) under the Away from Neighborhood scenario.

The southbound approach operates at LOS A with delays of 0.9 seconds (AM) and 3.9 seconds (PM) under the 2027 Background scenario. AM delays increase to 9.9 seconds and PM to 6.0 seconds under the Away from Coors scenario. For the Away from Neighborhood scenario, delays marginally increase to 2.3 seconds (AM) and 5.1 seconds (PM).

The southbound left movement operates below acceptable LOS across all scenarios, with delays of 40.8 seconds (AM) and 157.0 seconds (PM) under the 2027 Background scenario. Delays increase under the Away from Coors scenario to 212.8 seconds (AM) and 215.3 seconds (PM). For the Away from Neighborhood scenario, the delays are 91.0 seconds (AM) and 198.3 seconds (PM).

4.3. Project Access Operational Analysis

Table 16 shows the results of the LOS analysis performed at the project access drives. The analysis is based on the lane configurations and control shown in **Figure 5**. Traffic volumes are shown in **Figure 11**, **Figure 12**, **Figure 14**, and **Figure 15**. Calculations are located in **Appendix K**. As shown in **Table 16**, the project access drives are expected to operate with acceptable LOS during the 2027 Total Traffic (Away from Coors), 2027 Total Traffic (Away from Neighborhood), 2037 Total Traffic (Away from Coors), and 2037 Total Traffic (Away from Neighborhood) scenarios.

Since peak hour turning movement counts were not collected at the project access drives, traffic counts for the eastbound and westbound through movements at the project access drives were estimated based on the traffic counts at the intersection of Alamogordo Drive / Vista Grande Drive/Sequoia Road (#7). Additionally, traffic counts were estimated for Yucca Drive at the project access Drive A to calculate LOS.

Note that Drive B on Sequoia Road did not have any project traffic assigned to the driveway because little to no school traffic is expected to use this driveway during the AM and PM peak hours. However, an estimated small amount of traffic volume was assigned to Drive B to calculate its LOS. Drive B is expected to be used for office or early pick-up and late drop-off traffic only. It is expected that all the project access drives will operate at an acceptable LOS in all scenarios.

Table 16 – Project Access Drive LOS Analysis

Intersection	2027 Total Traffic (Keep School Queue Away from Coors Boulevard)		2027 Total Traffic (Keep School Queue Away from Neighborhood)		2037 Total Traffic (Keep School Queue Away from Coors Boulevard)		2037 Total Traffic (Keep School Queue Away from Neighborhood)	
	AM	PM	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Sequoia Road / Yucca Drive/ Drive A Two-Way Stop-Control Eastbound Left/Through/Right Westbound Left/Through/Right *Southbound Left/Right	2.4 (A) 8.1 (A) 22.1 (C)	0.8 (A) 6.1 (A) 10.8 (B)	0.1 (A) 0.0 (A) 13.9 (B)	0.2 (A) 0.0 (A) 10.6 (B)	2.0 (A) 8.1 (A) 22.3 (C)	0.6 (A) 5.9 (A) 11.0 (B)	0.1 (A) 0.0 (A) 14.0 (B)	0.2 (A) 0.0 (A) 10.8 (B)
Sequoia Road / Drive B Two-Way Stop-Control Westbound Left Northbound Left/Right	7.2 (A) 10.4 (B)	7.3 (A) 9.3 (A)	7.2 (A) 10.1 (B)	7.3 (A) 9.4 (A)	7.3 (A) 10.5 (B)	7.3 (A) 9.4 (A)	7.3 (A) 10.1 (B)	7.3 (A) 9.5 (A)
Sequoia Road / Drive C Two-Way Stop-Control Westbound Left/Through Northbound Left/Right	- 10.8 (B)	- 9.5 (A)	- 11.7 (B)	- 10.2 (B)	- 10.9 (B)	- 9.5 (A)	- 11.8 (B)	- 10.4 (B)

*Traffic counts were estimated for Yucca Drive at the project access Drive A

“ – ” indicates that a delay (LOS) was not reported because there were no traffic counts.

4.4. Queuing Analysis

This section summarizes the left and right turn storage bay analysis for the 2037 horizon background, 2037 Total Traffic – Keep School Queue Away from Coors Boulevard, and 2037 Total Traffic – Keep School Queue Away from Neighborhood scenarios. The analysis was conducted using the 95th percentile queue length. The calculations include AM and PM peak hour volumes. **Table 17** and **Table 18** summarizes the existing left turn storage length provided and the longest calculated 95th percentile queue length. **Table 19** and **Table 20** summarizes the existing right turn storage length provided and the longest calculated 95th percentile queue length. The 95th percentile queue length was taken to be the maximum of the two peak hours. Bold text indicates that the calculated queue exceeds the provided storage length. The 95th percentile queue lengths are reported in the HCS reports in **Appendix K**.

Table 17 – Left Turn Storage Bay Analysis

Intersection Left Turn Movement	Control and Storage Length	95 th Queue Length		
		2037 Horizon Background	2037 Total Traffic (Keep School Queue Away from Coors Boulevard)	2037 Total Traffic (Keep School Queue Away from Neighborhood)
Coors Boulevard / St. Josephs Drive (#1)	<i>Signalized</i>			
Westbound Left	DROP	414'	414'	414'
Eastbound Left	DUAL 475'	1038'	1038'	1038'
Northbound Left	DUAL 475'	591'	591'	591'
Southbound Left	DUAL 600'	201'	335'	178'
Alamogordo Drive/ St. Josephs Drive (#2)	<i>Two-Way Stop- Controlled</i>			
Northbound Left/Right	SHARED	5'	28'	5'
Coors Boulevard / Tucson Road (#3)	<i>Two-Way Stop- Controlled</i>			
Westbound Left/Right	SHARED	36'	36'	43'
Southbound Left	75'	168'	168'	171'
Alamogordo Drive / Tucson Road (#4)	<i>Two-Way Stop- Controlled</i>			
Eastbound Left/Right	SHARED	3'	3'	3'
Atrisco Drive / Sequoia Road (#5)	<i>All-Way Stop- Controlled</i>			
Eastbound Left	125'	6'	6'	6'
Westbound Left	125'	18'	18'	18'
Northbound Left	100'	11'	11'	11'
Southbound Left	100'	31'	31'	33'

Table 18 – Left Turn Storage Bay Analysis (Cont.)

Intersection Left Turn Movement	Control and Storage Length	95 th Queue Length		
		2037 Horizon Background	2037 Total Traffic (Keep School Queue Away from Coors Boulevard)	2037 Total Traffic (Keep School Queue Away from Neighborhood)
Coors Boulevard / Sequoia Road (#6)	<i>Signalized</i>			
Eastbound Left	100'	420'	420'	472'
Westbound Left	150'	363'	363'	1012'
Northbound Left	125'	184'	244'	180'
Southbound Left	100'	87'	88'	339'
Alamogordo Drive / Vista Grande Drive / Sequoia Road (#7)	<i>Roundabout</i>			
Eastbound Left/Right/Through	<i>SHARED</i>	3'	15'	3'
Westbound Left/Right/Through	<i>SHARED</i>	0'	0'	0'
Northbound Left/Right/Through	<i>SHARED</i>	5'	8'	5'
Southbound Left/Right/Through	<i>SHARED</i>	3'	5'	3'
Coors Boulevard / Redlands Road (#8)	<i>Two-Way Stop- Controlled</i>			
Northbound Left	150'	303'	303'	310'
Southbound Left	125'	219'	333'	237'
Alamogordo Drive / Redlands Road (#9)	<i>Two-Way Stop- Controlled</i>			
Eastbound Left/Right/Through	<i>SHARED</i>	5'	13'	8'

As shown in **Table 17** and **Table 18**, the left turn storage bays were calculated to provide adequate storage space with the exception of:

- Coors Boulevard and Tucson Road (#3) – Southbound Left
- Coors Boulevard and Sequoia Road (#6) – Eastbound Left, Westbound Left, Northbound Left
- Coors Boulevard and Redlands Road (#8) – Northbound Left, Southbound Left

The southbound left turn lane at the intersection of Coors Boulevard and Tucson Road (#3) is expected to exceed the storage capacity in the 2037 Horizon Background scenario, indicating it will be a deficiency without the impact of project traffic. Project traffic is only expected to impact the southbound left turn lane in the 2037 Total Traffic Away from Neighborhood scenario. Project traffic is expected to increase the required storage length by 3 feet. There is space to extend the southbound left turn storage bay by approximately 50 to 75 feet before it reaches an existing driveway on the east side of Coors Boulevard. Extending the southbound left turn storage bay would also require removal of an existing raised median.

The eastbound and westbound left turn lanes at the intersection of Coors Boulevard and Sequoia Road (#6) are expected to exceed the storage capacity in the 2037 Horizon Background scenario, indicating they will be deficient under background conditions without the impact of project traffic. Project traffic is only expected to impact the westbound left turn lane in the 2037 Total Traffic Away from Neighborhood scenario. Extending the westbound left turn lane would block the commercial driveways.

The northbound left turn lane at the intersection of Coors Boulevard and Sequoia Road (#6) is expected to exceed the storage capacity in the 2037 Horizon Background scenario, indicating it will be a deficiency under background conditions without the impact of project traffic. Project traffic is only expected to impact the northbound left turn in the 2037 Total Traffic Away from Coors scenario, and the southbound left turn lane in the 2037 Total Traffic Away from Neighborhood scenario. Extending the northbound left turn and southbound left turn lanes would require geometric treatments and the removal of the raised median.

The northbound left turn lane at the intersection of Coors Boulevard and Redlands Road (#8) is expected to exceed the storage capacity in the 2037 Horizon Background scenario, indicating it will be a deficiency under background conditions without the impact of project traffic. The queue is expected to increase the required storage length by 153 feet. Extending the northbound left turn storage bay would require the removal of the raised median.

The southbound left turn lane at the intersection of Coors Boulevard and Redlands Road (#8) is expected to exceed the storage capacity in the 2037 Horizon Background scenario, indicating it will be a deficiency without the impact of project traffic. Project traffic is expected to impact the southbound left turn lane in the 2037 Total Traffic Away from Neighborhood and Away from Coors scenarios. Extending the southbound left turn storage bay would require the removal of the raised median.

Table 19 – Right Turn Storage Bay Analysis

Intersection Left Turn Movement	Control and Storage Length	95 th Queue Length		
		2037 Horizon Background	2037 Total Traffic (Keep School Queue Away from Coors Boulevard)	2037 Total Traffic (Keep School Queue Away from Neighborhood)
Coors Boulevard / St. Josephs Drive (#1)	<i>Signalized</i>			
Eastbound Right	400'	528'	528'	528'
Westbound Right	125'	254'	936'	254'
Northbound Right	250'	219'	238'	218'
Southbound Right	200'	330'	327'	321'
Alamogordo Drive/ St. Josephs Drive (#2)	<i>Two-Way Stop-Controlled</i>			
Northbound Left/Right	SHARED	5'	28'	5'
Coors Boulevard / Tucson Road (#3)	<i>Two-Way Stop- Controlled</i>			
Westbound Left/Right	SHARED	36'	36'	43'
Alamogordo Drive / Tucson Road (#4)	<i>Two-Way Stop-Controlled</i>			
Eastbound Left/Right	SHARED	3'	3'	3'
Atrisco Drive / Sequoia Road(#5)	<i>All-Way Stop-Controlled</i>			
Eastbound Right	125'	8'	8'	8'
Westbound Right	DROP	46'	46'	51'
Northbound Right	DROP	38'	41'	41'
Southbound Right	SHARED	48'	48'	48'
Coors Boulevard / Sequoia Road (#6)	<i>Signalized</i>			
Eastbound Right	175'	379'	631'	379'
Westbound Right	200'	76'	76'	293'
Northbound Right	200'	10'	10'	18'
Southbound Right	350'	54'	54'	54'
Alamogordo Drive / Vista Grande Drive / Sequoia Road (#7)	<i>Roundabout</i>			
Eastbound Left/Right/Through	SHARED	3'	15'	3'
Westbound Left/Right/Through	SHARED	0'	0'	0'
Northbound Left/Right/Through	SHARED	5'	8'	5'
Southbound Left/Right/Through	SHARED	3'	5'	3'
Coors Boulevard / Redlands Road (#8)	<i>Two-Way Stop-Controlled</i>			
Eastbound Right	CONT.	239'	239'	246'
Westbound Right	CONT.	66'	99'	74'

Table 20 – Right Turn Storage Bay Analysis (Cont.)

Intersection Left Turn Movement	Control and Storage Length	95 th Queue Length		
		2037 Horizon Background	2037 Total Traffic (Keep School Queue Away from Coors Boulevard)	2037 Total Traffic (Keep School Queue Away from Neighborhood)
Alamogordo Drive / Redlands Road (#9) Eastbound Left/Right/Through	<i>Two-Way Stop-Controlled SHARED</i>	5'	13'	8'

As shown in **Table 19** and **Table 20**, the right turn storage bays were calculated to provide adequate storage space with the exception of:

- Coors Boulevard and St. Josephs Drive (#1) – Westbound Right
- Coors Boulevard and Sequoia Road (#6) – Eastbound Right, Westbound Right

The westbound right turn lane at the intersection of Coors Boulevard and St. Josephs Drive (#1) is expected to exceed the storage capacity in the 2037 Horizon Background scenario, indicating it will be a deficiency in background conditions without the impact of project traffic. Extending the westbound right turn storage bay would require right-of-way acquisition.

The eastbound right turn lane at the intersection of Coors Boulevard and Sequoia Road (#6) is expected to exceed the storage capacity in the 2037 Horizon Background scenario, indicating it will be a deficiency in background conditions without the impact of project traffic. Extending the eastbound right turn lane would block a commercial driveway. If project traffic was routed away from the Neighborhood, the eastbound storage bay is not expected to be impacted.

The westbound right turn lane at the intersection of Coors Boulevard and Sequoia Road (#6) is expected to exceed the storage capacity in the 2037 Total Traffic Away from Neighborhood scenario. Project traffic is expected to increase the queue length by approximately 100 feet. Extending the westbound right turn lane would block an existing commercial driveway.

4.5. Signal Progression – Coors Boulevard

The signal progression at the intersections of Coors Boulevard/ St. Josephs Drive and Coors Boulevard/ Sequoia Road was analyzed to minimize stops and maximize the flow of traffic along Coors Boulevard. The signalized study area intersections were analyzed for signal progression in the 2027 Total Traffic Away from Coors and 2027 Total Traffic Away from Neighborhood scenarios. HCS was used to analyze the progression. Based on the time-space diagrams, the intersections of Coors Boulevard/ St. Josephs Drive and Coors Boulevard/ Sequoia Road have good progression with existing offsets. Existing and improved time-space diagrams of the intersections under the 2027 Total Traffic scenarios are provided in **Appendix L**. It is anticipated that decreasing the offset time at Coors Boulevard/ Sequoia Road Drive by 58 seconds will improve the progression for both directions in the AM.

4.6. Access Drive Deceleration Lanes Warrants

All of the proposed access drives exist today. Based on the locations of these existing driveways and classification/cross section of Sequoia Road, it is not expected that any turn lanes will be constructed with the proposed project.

4.7. Access Spacing

Per the City of Albuquerque Development Process Manual (DPM), Table 7.4.45, which provides minimum distances between commercial site access and intersections, shows that the minimum spacing between the intersection of two local roads and a commercial access is 25 feet. The segment of Sequoia Road east of Coors Boulevard and the segment of Yucca Drive north of Sequoia Road are classified as local roadways.

All the proposed access drives exist today. Two of the existing driveways (Drive B and Drive C) meet the City of Albuquerque DPM spacing standard. The westernmost driveway (Drive A) doesn't meet the spacing standard but is assumed to operate as the offset south leg at the Sequoia Road/Yucca Drive intersection. No changes to the existing access drives are expected with this project.

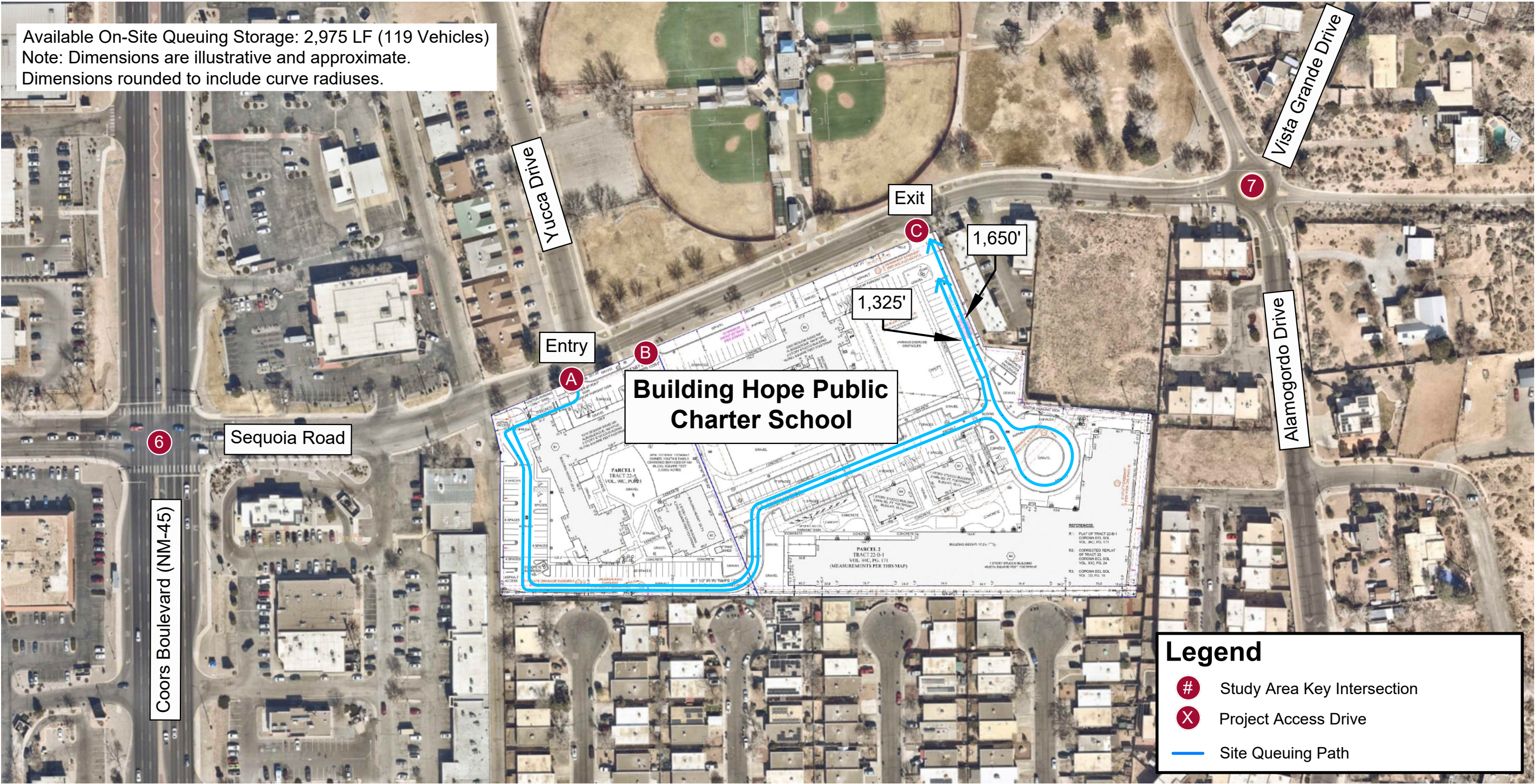
5. STUDENT PICK-UP/DROP-OFF QUEUING

The required queuing storage length for the proposed Building Hope Public Charter School was calculated based on the existing queuing distance provided and recorded queues at the existing Albuquerque School of Excellence located on the northeast corner of Lomas Boulevard and Pawnee Street in Albuquerque, NM. The existing school had an approximate queue length of 2,500 feet or 100 vehicles, assuming 25 feet per vehicle. The 2,500-foot queue length included the queueing distance provided on campus, as well as the observed queue length off-campus for the westbound right turn and the eastbound left turn into the existing school.

With an enrollment of 1,143 students at the existing school, a queue rate of 0.09 vehicles per student was calculated for the existing school. This rate was used for the Building Hope Public Charter School queuing analysis. A total of 1,240 students are proposed at full buildout of the Building Hope Public Charter School. Assuming 1,240 students at 0.09 vehicles per student results in a total queue length of approximately 2,725 feet (109 vehicles). The existing school queuing length information and queuing calculations are provided in **Appendix M**.

To provide the 2,725 feet of queueing distance, vehicles are recommended to enter the site from access Drive A and circulate south and then east around the drive aisles with two queuing lanes. The proposed pick-up/drop-off site circulation plan is illustrated in **Figure 16**. Based on the site circulation plan, the Building Hope Public Charter School provides approximately 2,975 feet (119 vehicles) of queuing on-site.

Based on the above review, the Building Hope Public Charter School is anticipated to have adequate on-site vehicle queuing space to prevent queued vehicles from negatively impacting the adjacent public streets. It is recommended that the school operator periodically review queueing operations and provide communication and instruction to those who pick-up and drop-off students to assure that vehicle queueing into the public right of way does not occur.



Source: Nearmap US, Inc. Image Date: February 2025

Building Hope Public Charter School Potential Site Queuing Plan

6. CRASH DATA ANALYSIS

Crash data was obtained for the study intersections from the New Mexico Department of Transportation (NMDOT) Statewide Traffic Records System for the most recent available five-year period (January 1, 2019 – December 31, 2023). The crash data for the study intersections are included in **Appendix N**. Crash data by severity are summarized in **Table 21**. Crashes that involved vulnerable road users (VRUs) are summarized in **Table 22**. Redacted crash reports involving VRUs are included in **Appendix O**. Crash data by crash types are summarized in **Table 23**. The intersection crashes include those crashes on both the major and minor streets of the study area intersections during the five-year analysis period.

Table 21 – Crash Data Summary by Severity

Intersection Name	Total Crashes	Property Damage Only	Injury	Fatal
Coors Boulevard/ St. Josephs Drive (#1)	141	92	48	1
Alamogordo Drive/ St. Josephs Drive (#2)	0	0	0	0
Coors Boulevard/ Tucson Road (#3)	17	10	6	1
Alamogordo Drive/ Tucson Road (#4)	0	0	0	0
Atrisco Drive/ Sequoia Road (#5)	21	17	4	0
Coors Boulevard/ Sequoia Road (#6)	158	100	56	2
Alamogordo Drive/ Vista Grande Drive/ Sequoia Road (#7)	2	2	0	0
Coors Boulevard/ Redlands Road (#8)	49	31	18	0
Alamogordo Drive/ Redlands Road (#9)	0	0	0	0
Total	388	252	132	4

Table 22 – Vulnerable Road User Crash Data Summary by Severity

Vulnerable Road User Crashes	Property Damage Only	Injury	Fatal	Total
Pedestrian Crashes	0	7	1	8
Bicyclist Crashes	0	2	0	2
Motorcyclist Crashes	0	3	1	4
Total	0	12	2	14

Table 23 – Crash Data Summary by Crash Type

Intersection Name	Front-to-Front	Front-to-Rear	Angle	Rear-to-Rear	Sideswipe	Unknown/Left Blank
Coors Boulevard/ St. Josephs Drive (#1)	3	41	22	1	10	64
Alamogordo Drive/ St. Josephs Drive (#2)	0	0	0	0	0	0
Coors Boulevard/ Tucson Road (#3)	0	5	3	0	1	8
Alamogordo Drive/ Tucson Road (#4)	0	0	0	0	0	0
Atrisco Drive/ Sequoia Road (#5)	0	0	10	0	1	10
Coors Boulevard/ Sequoia Road (#6)	2	35	32	0	9	80
Alamogordo Drive/ Vista Grande Drive/ Sequoia Road (#7)	0	0	0	0	0	2
Coors Boulevard/ Redlands Road (#8)	1	11	5	0	9	23
Alamogordo Drive/ Redlands Road (#9)	0	0	0	0	0	0
Total	6	92	72	1	30	187

A total of 388 crashes were recorded at the study intersections in the most recent five-year period. Those 388 crashes resulted in 252 property damage only crashes, 132 injury crashes, and 4 fatal crashes. Of those 388 crashes, 14 involved VRUs. No crashes were reported at the intersections of Alamogordo Drive/ St. Josephs Drive (#2), Alamogordo Drive/ Tucson Road (#4), and Alamogordo Drive/ Redlands Road (#9).

A total of 6 front-to-front, 92 front-to-rear, 72 angle, 1 rear-to-rear, and 30 sideswipe crashes were recorded at the study area intersections in the most recent five-year period. It should be noted that 187 crashes (48%) had the crash type reported as unknown, not available, or left blank.

The following summarizes crashes at the study area intersections. Fatal crashes and crashes involving VRUs are also summarized, and their crash report numbers are provided. See **Appendix O** for redacted crash reports. It should be noted that crash report 710895816 was not provided.

Coors Boulevard/ St. Josephs Drive (#1)

A total of 141 crashes were recorded at the intersection of Coors Boulevard/St. Josephs Drive (#1) in the most recent five-year period. Those 141 crashes resulted in 92 property damage only crashes, 48 injury crashes, and one fatal crash. Of the 48 injury crashes, two involved pedestrians, and one involved a motorcycle.

Crash Report 710912464 (Fatal)

The fatal crash occurred on October 30, 2022, in which a vehicle making a northbound left turn at the intersection of Coors Boulevard/ St. Josephs Drive was struck by a vehicle traveling at high-speed heading southbound. It was reported that the vehicle making a northbound left turn had a flashing yellow arrow. The crash occurred under dark lighting conditions, dry road, and in clear weather conditions. The sobriety of both drivers was unknown.

Crash Report 710665237 (VRU)

The injury crash occurred on December 22, 2019, in which a pedestrian crossing westbound on Coors Boulevard was struck by a vehicle traveling southbound. The pedestrian was not using a pedestrian crosswalk. The crash occurred under dark, non-light conditions, dry road, and in clear weather conditions.

Crash Report 710914455 (VRU)

The injury crash occurred on October 28, 2022, in which a vehicle making a westbound right turn at the intersection of Coors Boulevard/ St. Josephs Drive failed to yield right-of-way to a pedestrian crossing westbound. The pedestrian was using a marked crosswalk. The crash occurred under daylight conditions, dry road, and in clear weather conditions.

Crash Report 710769800 (VRU)

The injury crash occurred on December 26, 2020, in which a motorcyclist traveling northbound struck a vehicle making a southbound left turn at the intersection of Coors Boulevard/ St. Josephs Drive. It was reported that when the vehicle making a southbound left turn approached the intersection, the traffic light was a flashing yellow arrow. The crash occurred under daylight conditions, dry road, and in clear weather conditions.

Coors Boulevard/ Tucson Road (#3)

A total of 17 crashes were recorded at the intersection of Coors Boulevard/ Tucson Road (#3) in the most recent five-year period. Those 17 crashes resulted in 10 property damage only crashes, 6 injury crashes, and one fatal crash.

Crash Report 710895816 (Fatal)

The fatal crash occurred on April 14, 2023, which was a vehicle-to-vehicle collision in the north direction, involving a heavy truck and a commercial motor vehicle. The crash occurred under dark lighting conditions and clear weather. It is known that alcohol was involved. A redacted crash report was not provided.

Atrisco Drive/ Sequoia Road (#5)

A total of 21 crashes were recorded at the intersection of Atrisco Drive/ Sequoia Road (#5) in the most recent five-year period. Those 21 crashes resulted in 17 property damage only crashes, 4 injury crashes, and no fatal crashes. There were no VRU crashes reported.

Coors Boulevard/ Sequoia Road (#6)

A total of 158 crashes were recorded at the intersection of Coors Boulevard/ Sequoia Road (#6) in the most recent five-year period. Those 158 crashes resulted in 100 property damage only crashes, 56 injury crashes, and two fatal crashes. Of the 56 injury crashes, four involved pedestrians, and two involved motorcyclists. Of the two fatal crashes, one involved a pedestrian and the other involved a motorcyclist.

Crash Report 710455044 (Fatal VRU)

The fatal crash occurred on November 4, 2019, in which a vehicle traveling southbound along Coors Boulevard struck a pedestrian traveling westbound. The crash occurred just south of the intersection of Coors Boulevard/Sequoia Road. The crash occurred under dusk lighting conditions, dry road, and in clear weather conditions.

Crash Report 710890928 (Fatal VRU)

The fatal crash occurred on September 16, 2022, in which a motorcyclist was traveling northbound at high-speed and struck a vehicle attempting to make a southbound left turn at the intersection of Coors Boulevard/Sequoia Road. The crash occurred under dark light conditions, dry road, and in clear weather conditions. It was reported that the vehicle traveling northbound had their headlights off.

Crash Report 710574725 (VRU)

The injury crash occurred on October 23, 2019, at a commercial driveway, just north of the intersection of Coors Boulevard/Sequoia Road. A pedestrian in a wheelchair was crossing southbound and was struck by a vehicle exiting the driveway, making a westbound right turn. The crash occurred in daylight conditions, dry road, and in clear weather conditions.

Crash Report 710584958 (VRU)

The injury crash occurred on April 20, 2020, in which a pedestrian was crossing east at the north leg crosswalk of the intersection of Coors Boulevard/Sequoia Road, and was struck by a vehicle making an eastbound left turn. It was reported that the vehicle had a green light to turn left. The crash occurred in daylight conditions, dry road, and in clear weather conditions.

Crash Report 710567635 (VRU)

The injury crash occurred on January 28, 2021, in which a pedestrian was crossing east at the south leg crosswalk of the intersection of Coors Boulevard/Sequoia Road and was struck by a vehicle making a westbound left turn. It was reported that the vehicle had a green light but failed to yield right-of-way to the pedestrian. The crash occurred under daylight conditions, dry road, and cloudy weather conditions.

Crash Report 710795641 (VRU)

The injury crash occurred on April 29, 2022, south of the intersection of Coors Boulevard/Sequoia Road. A pedestrian was crossing east in the middle lane of northbound traffic and was struck by a vehicle traveling at high-speed heading northbound. The crash occurred under daylight conditions, dry road, and clear weather conditions.

Crash Report 710879277 (VRU)

The injury crash occurred on April 11, 2022, in which a vehicle was traveling southbound near the intersection of Coors Boulevard/Sequoia Road and was read-ended by a motorcyclist. The crash occurred under daylight conditions, dry road, and in clear weather conditions.

Crash Report 710778678 (VRU)

The injury crash occurred on May 22, 2021, in which a motorcyclist was traveling westbound along Sequoia Road near the intersection of Coors Boulevard/Sequoia Road and struck a vehicle traveling northbound that was exiting a driveway.

Crash Report 710914751 (VRU)

The injury crash occurred on September 12, 2022, in which a pedacyclist was traveling westbound at the intersection of Coors Boulevard/Sequoia Road on the crosswalk and was struck by a vehicle

traveling northbound. The crash occurred under dark lighted conditions, dry road, and in clear weather conditions.

Alamogordo Drive/ Vista Grande Drive/ Sequoia Road (#7)

A total of 2 crashes were recorded at the intersection of Alamogordo Drive/Vista Grande Drive/Sequoia Road (#7) in the most recent five-year period. Those 2 crashes resulted in 2 property damage only crashes, no injury crashes, and no fatal crashes. There are no VRU crashes reported.

Coors Boulevard/ Redlands Road (#8)

A total of 49 crashes were recorded at the intersection of Coors Boulevard/Redlands Road (#8) in the most recent five-year period. Those 49 crashes resulted in 31 property damage only crashes, 18 injury crashes, and no fatal crashes. Of the 18 injury crashes, one crash involved a pedestrian, and one involved a bicyclist.

Crash Report 710570364 (VRU)

The injury crash occurred on February 10, 2020, in which a pedestrian was crossing west at the intersection of Coors Boulevard/Redlands Road and was struck by a vehicle traveling southbound. The crash occurred under dark-lighted conditions, dry road, and in clear weather conditions.

Crash Report 710759151 (VRU)

The injury crash occurred on April 25, 2020, in which a bicyclist was traveling northbound against southbound traffic and was struck by a vehicle traveling southbound. The crash occurred under daylight conditions, dry road, and in clear weather conditions.

6.1. Crash Modification Factor Method Safety Analysis

As part of the crash data analysis, a safety analysis was conducted using the Highway Safety Manual (HSM) Crash Modification Factor (CMF) Part D Method. CMFs are defined as the ratio of the effectiveness of one condition compared to another and represent the relative change in crash frequency due to a change in one specific condition. In other words, a CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a particular site. Countermeasures with CMFs that are less than one are expected to reduce crashes if applied. In contrast, those countermeasures with CMFs that are greater than one are expected to increase crashes. CMFs from the Federal Highway Administration's (FHWA) CMF Clearinghouse website were used. The CMFs with a 3-star rating or higher were selected from the CMF Clearinghouse.

Since 187 of the 388 reported crashes did not report a crash type, recommending a CMF may not accurately capture crash type trends at the study area intersections. The following CMFs are based on the crashes with a reported crash type, therefore, the following CMFs may not accurately capture the crash type trends at the study area intersections.

- Based on the trends in the crash data at the intersection of Coors Boulevard/St. Josephs Drive (#1), CMF 340: Change from permitted-protected to protected on major approach is recommended. Per the Oxbow Center Offsite Improvements, this improvement is already planned for the intersection of Coors Boulevard/ St. Josephs Drive.

- Based on the trends in the crash data at the intersection of Coors Boulevard/Sequoia Road (#6), CMF 436: Provide intersection illumination is recommended. Due to a high number of crashes that occurred at night, improved illumination at the intersection of Coors Boulevard/ Sequoia Road (#6) is recommended.

The CMF Method Part D details are included in **Appendix P** and summarized in **Table 24**.

Table 24 – Crash Modification Factor Analysis

CMF ID	Improvement Description	Associated Crash Severity/Type	CMF	CRF
340	Intersection Traffic Control: Change from permitted-protected to protected on major approach	All/All	0.58	42%
436	Highway Lighting: Provide intersection illumination	Injury/Nighttime/Vehicle/Pedestrian	0.58	42%

7. PEDESTRIAN AND BICYCLE ANALYSIS

7.1. Bicycles

Bicycle lanes are currently not provided in the vicinity of the project site. Per the Mid-Region Council of Governments (MRCOG) Long Range Bicycle System Map, Coors Boulevard is a proposed protected bike lane facility. Sequoia Road is a proposed bike route. Facilities are not required to be upgraded per the MRCOG Long Range Bicycle System Map. Based on the bicycle crash reported in the vicinity of the project site, no additional mitigation measures are proposed.

7.2. Pedestrians

Sidewalks are generally provided in the vicinity of the project site. A contiguous sidewalk is currently provided along Sequoia Road with a detached sidewalk on the north and south sides of Sequoia Road between Yucca Drive and Alamogordo Drive. The project site frontages along Sequoia Road have two designated crosswalks. Based on the location of the pedestrian crashes, no additional sidewalk mitigations are proposed.

8. ROUNDABOUT ANALYSIS

The VRU and fatal crashes at the study area intersections occurred along Coors Boulevard. Given that Coors Boulevard is a north-south other principal arterial roadway with three travel lanes in each direction in the vicinity of the proposed site, roundabouts are not recommended for these study area intersections. Implementing a roundabout at the other study area intersections would require the acquisition of additional right-of-way and potential demolition of property. Therefore, no intersections are recommended for consideration.

9. AIR QUALITY AND NOISE IMPACTS

An air quality and noise impacts assessment was conducted to evaluate the potential air quality and noise impacts associated with the proposed Building Hope Public Charter School, which involves the construction of a designated drop-off and pick-up lane to improve operational traffic flow at the school. This assessment has been prepared in accordance with applicable environmental review requirements to support project planning and compliance. A list of references and supporting data used for this assessment is included in **Appendix Q**.

9.1. Air Quality

9.1.1. Background Air Quality Conditions

The Project is located in the City of Albuquerque which is in Bernalillo County, New Mexico. Air pollutants are governed by multiple federal and state standards to regulate and mitigate health impacts. At the federal level, there are six criteria pollutants for which National Ambient Air Quality Standards (NAAQS) have been established: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM_{2.5} and PM₁₀), and sulfur dioxide (SO₂). **Table 25: NAAQS Summary** shows the attainment status of Bernalillo County for the NAAQS. As shown in **Table 25**, Bernalillo County is in nonattainment for the NAAQS 8-hour CO standard.

Table 25 - NAAQS Summary					
Pollutant		Averaging Time	Level	Form	Attainment Status
Ozone (O ₃) ¹		1-hour	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years	Attainment
Carbon Monoxide (CO)		8 hours	9 ppm	Not to be exceeded more than once per year	Nonattainment
		1 hour	35 ppm		Attainment
Nitrogen Dioxide (NO ₂)		1 hour	100 ppb	98 th percentile of 1-hour daily maximum concentrations, averaged over 3 years	Attainment
		1 year	53 ppb	Annual Mean	Attainment
Particulate Pollution (PM) ²	PM _{2.5}	1 year	12 µg/m ³	Annual Mean, averaged over 3 years	Attainment
		24 hours	35 µg/m ³	98 th percentile, averaged over 3 years	Attainment
	PM ₁₀	24 hours	150 µg/m ³	Not to be exceeded more than once per year on average over 3 years	Attainment
Sulfur Dioxide (SO ₂)		1 hour	75 ppb	99 th percentile of 1-hour daily maximum concentrations, averaged over 3 years	Attainment
Source: United States Environmental Protection Agency, New Mexico Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants, accessed April 2025.					

Background ambient concentrations for the area surrounding the Project location have been estimated based on data from U.S. Environmental Protection Agency (U.S. EPA) monitoring stations, which the agency publishes on a calendar year basis, and that presents the pollutant

monitoring information in the same terms (averaging periods, percentiles, etc.) as the respective NAAQS. Historical air monitoring data from 2022 through 2024 was available and reviewed for this Project. Ambient air quality data for CO is shown in **Table 26: Ambient Air Quality Data**.

Table 26 - Ambient Air Quality Data		
Year	CO 1-Hour Maximum Concentration (ppm)	CO 8-Hour Maximum Concentration (ppm)
2022	2.9	2.1
2023	2.2	1.9
2024	2	1.5
Note: The San Jose Station (AQS Site ID: 35-001-2022) was chosen since it is the closest to the Project site.		
Source: U.S. EPA, AirData Air Quality Monitors.		

9.1.2. Air Quality Analysis

Of the criteria pollutants emitted by gasoline-powered light duty automobiles, CO is the primary pollutant of concern due to incomplete combustion at low speeds and idling. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Thus, this air quality assessment will analyze the generation and dispersion of CO from automobile traffic associated with the pick-up and drop-off area.

To quantify air quality impacts associated with the Project, the Bureau of Transportation Statistics (BTS), *Estimated U.S. Average Vehicle Emissions Rates per Vehicle Type Using Gasoline, Diesel, and Electric* was used to generate emission factors corresponding to motor vehicle activity associated with drop-off and pick-up activities at the Project site. During drop-off and pick-up, it is assumed that vehicles will remain idling along the paved areas on the south side of the Project area. This paved area is adjacent to residential areas along Corona Drive and Abbey Court (1 meter away) and the residential areas along Yucca Drive and Sequoia Road (25 meters away). The proposed Project is designed to accommodate approximately 911 daily peak hour trips and approximately 2,976 average daily trips. Using the BTS database and estimated trip generation numbers, the average yearly CO emission factors for the Peak AM and average daily emissions were calculated. The emission factors for CO are listed below in **Table 27: Emission Factors, Annual Average**.

Table 27 - CO Emission Factors		
Scenario	Trip Generation	CO Idling Emissions
AM Peak Hour (7:30am- 8:30am)	911	0.22 lbs/hour
Average Daily Trips	2,976	17.42 lbs/day

Source: Refer to Appendix Q Supporting Data.

Using these emissions and the AERSCREEN model (a U.S. EPA developed dispersion model) the conservative 1-hour CO and 8-hour CO concentrations at nearby offsite residences were calculated. The receptor locations and calculated CO concentrations are shown in **Table 28: Project CO Concentrations at Receptors**.

Table 28 - Project CO Concentrations at Receptors				
Receptor Location	AM Peak Hour Concentration		Average Daily Concentration	
	1-Hour CO (ppm)	8-Hour CO (ppm)	1-Hour CO (ppm)	8-Hour CO (ppm)
Residential uses adjacent along Corona Dr and Abbey Ct NW	1.40	1.26	4.21	3.79
Residential uses at Yucca Dr and Sequoia Rd	0.02	0.02	0.06	0.05
Source: Appendix A: Supporting Data.				

In Bernalillo County, ambient air quality standards are governed by the State of New Mexico through the Air Quality Control Act of 1967. This legislation provides the legal framework for regulating air pollutants and protecting public health and the environment. The standards are implemented and enforced through State regulations, which are administered by the New Mexico Environment Department and, locally, by the Albuquerque-Bernalillo County Air Quality Control Board. These thresholds are more stringent than the NAAQS for CO and are therefore utilized in this analysis.

Table 29: Thresholds and Project Related Emissions depicts the background ambient and Project related concentrations at the closest receptor as well as the State thresholds for 1-hour and 8-hour CO concentrations. Impacts would be less at all other receptors as concentrations disperse rapidly with distance from the source.

Table 29 - Thresholds and Project Related Emissions						
Scenario	Averaging Period	Modeled Concentration (ppm)	Ambient Background Concentration (ppm)	Modeled Concentration + Background (ppm)	Threshold (ppm)	Exceed Threshold?
AM Peak Hour Concentration	1-hour	1.40	2.90	4.30	13.10	No
	8-hour	1.26	2.10	3.36	8.70	No
Average Daily Concentration	1-hour	4.21	2.90	7.11	13.10	No
	8-hour	3.79	2.10	5.89	8.70	No
Note: Assuming maximum ambient background concentration from the past three years.						
Assuming worst case Project CO concentration at nearest receptor.						
Source: Ambient Air Quality Standards, Albuquerque-Bernalillo County Air Quality Control Board						

As shown in **Table 29**, the ambient background plus Project concentrations are below the thresholds set by the Albuquerque-Bernalillo County Air Quality Control Board. Therefore, Project related air quality impacts would be less than significant.

9.2. Acoustical Analysis

9.2.1. Noise Background

Noise is defined as loud, unexpected, or annoying sound.¹ The fundamental model consists of a noise source, a receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound. A typical noise environment consists of ambient noise, that is the sum of many distant and indistinguishable noise sources. Superimposed on this ambient noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person. The Project site is impacted by various noise sources, such as traffic, and any noise associated with the surrounding commercial and residential land uses.

9.2.2. Noise Analysis

Implementation of the Project would generate increased traffic volumes along nearby roadway segments. The Project is expected to generate approximately 2,976 average daily weekday trips, which would result in noise increases on Project area roadways. In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. Therefore, permanent increases in ambient noise levels of less than 3 dBA are barely perceptible. **Table 30: Existing Traffic Daily Volumes** shows the daily traffic volume along the nearest roadway segments to the Project.

Table 30 - Existing Traffic Daily Volumes	
Roadway Segment	Daily Traffic Volume
Sequoia Rd west of Coors Blvd	7,322
Coors Blvd north of Sequoia Rd	32,368
Coors Blvd south of Sequoia Rd	59,511
Source: MRCOG (Mid-Region Council of Governments) Traffic Counts	

Given the ambient noise environment from the existing traffic volumes (shown above on Table 6), the addition of 2,976 daily Project trips would not generate a noticeable difference in noise levels. Project traffic would traverse and disperse over project area roadways, where existing ambient noise levels already exist. This level is below the perceptible noise level change of 3.0 dBA. Therefore, noise impacts would be less than significant.

¹ Harris, Cyril M., Noise Control in Buildings: A Practical Guide for Architects and Engineers, 1994.

10. RECOMMENDATIONS

The proposed Building Hope Public Charter School traffic is anticipated to be accommodated on the street network that is expected to exist in the background year of 2027 and horizon background year of 2037, resulting in the following recommendations that are divided into two groups based on the two routing options presented in this report (keep school queue away from Coors Boulevard and keep school queue away from neighborhood). Only those improvement recommendations for the school ingress and egress routing that is preferred by the jurisdictional agencies should be required. Based on this preference, The Building Hope Public Charter School should have parents and students follow this preferred ingress and egress routing of school traffic through the roadway network once the school is operational.

Keep School Queue Away from Coors Boulevard Scenario

- Coors Boulevard/St. Josephs Drive (#1)
 - The intersection of Coors Boulevard/St. Josephs Drive (#1) as a whole operates poorly during the 2027 Background AM, therefore it is expected to be a deficiency under background conditions without project traffic. Project traffic is expected to increase the delay by approximately 22 seconds. It is recommended that the jurisdictional agency monitor the traffic operations at this intersection as the Oxbow Development and Building Hope Public Charter School are completed, and that signal timing adjustments be made as-needed.
 - 2037 Horizon Background traffic is expected to increase the required storage length of the eastbound left turn storage bay at the intersection of Coors Boulevard/St. Josephs drive (#1) by 88 feet. Project traffic is not anticipated to impact this movement. The queuing analysis was based on the future improvement by others that will construct dual eastbound left turn lanes. Since the intersection will be fully built out in the future, no additional roadway improvements are recommended.
- Coors Boulevard/Tucson Road (#3)
 - The westbound shared left/right and southbound left turn movements at the intersection of Coors Boulevard/Tucson Road (#3) operate poorly during the 2025 Existing PM, therefore it is an existing deficiency that is expected to remain in future conditions. Because of the existing deficiency and the availability of other ingress and egress opportunities on the surrounding roadway network, project traffic is not expected to impact this intersection. However, it is recommended that the jurisdictional agency monitor the traffic operations at the intersection and consider restricting some movements there if needed.
- Coors Boulevard/Sequoia Road (#6)
 - The northbound left turn, eastbound left turn, and westbound left turn lanes at the intersection of Coors Boulevard/Sequoia Road (#6) are expected to exceed the storage capacity in the 2037 Horizon Background scenario, indicating they will be deficient under background conditions without the impact of project traffic. Project traffic is expected to only impact the northbound left turn. With the addition of project traffic, the 95th percentile queue length is expected to be 244 feet, which is an increase of 60 feet from the 184 foot 95th percentile queue length under the 2037 Horizon Background scenario. The northbound left turn storage bay can only be extended by reducing the storage for the southbound left turn storage bay at the full access intersection, just south of the intersection of Coors Boulevard/

Sequoia Road. Therefore, extending the northbound left turn storage bay is not recommended.

- The eastbound right turn movement at the intersection of Coors Boulevard/ Sequoia Road (#6) operates poorly during the 2025 Existing AM, therefore it is an existing deficiency. Project traffic is expected to increase the delay of the eastbound right turn movement by approximately 57 seconds. Since the eastbound right turn lane is a trap lane, vehicles may queue beyond the dedicated storage length provided, and as such, it is expected to accommodate the additional queue length due to project traffic. The eastbound left turn movement is expected to operate poorly during the 2027 Background PM, therefore it is expected to be a deficiency under background conditions. Project traffic is not expected to impact this movement. It is recommended that the jurisdictional agency monitor the traffic operations at the intersection.
- Coors Boulevard/Redlands Road (#8)
 - The eastbound right, northbound left, and southbound left turn movements at the intersection of Coors Boulevard/Redlands Road (#8) operate poorly during the 2025 Existing scenario, therefore, these movements are existing deficiencies. Project traffic is only expected to impact the southbound left turn and increase its delay under the 2027 Total Traffic scenario by 172 seconds during the AM peak hour and 58 seconds during the PM peak hour. Extending the southbound left turn storage bay would require the removal of the raised median.
 - The northbound left turn and southbound left turn lanes at the intersection of Coors Boulevard/Redlands Road (#8) are expected to exceed the storage capacity in the 2037 Horizon Background scenario, indicating these movements will be deficient under background conditions without the impact of project traffic. Project traffic is only expected to impact the southbound left turn. With the addition of project traffic, the 95th percentile queue length for the southbound left turn is expected to be 333 feet, which is an increase of 114 feet from the 95th percentile queue of 219 feet under the 2037 Horizon Background scenario. It is recommended to extend the southbound left turn storage bay to provide 333 feet of storage, which would require the removal of the raised median.
- No improvements are recommended at the other study area intersections.

Keep School Queue Away from Neighborhood Scenario

- Coors Boulevard/St. Josephs Drive (#1)
 - The intersection of Coors Boulevard/St. Josephs Drive (#1) as a whole operates poorly during the 2027 Background AM, therefore it is expected to be a deficiency under background conditions without project traffic. Project traffic is not expected to significantly impact the delay. It is recommended that the jurisdictional agency monitor the traffic operations at this intersection as the Oxbow Development and Building Hope Public Charter School are completed, and that signal timing adjustments be made as-needed.
- Coors Boulevard/Tucson Road (#3)
 - The westbound shared left/right and southbound left turn movements at the intersection of Coors Boulevard/Tucson Road (#3) operate poorly during the 2025 Existing PM, therefore these movements are existing deficiencies. Project traffic is not expected to impact these movements. It is recommended that the jurisdictional agency monitor the traffic operations at this intersection

- The southbound left lane at the intersection of Coors Boulevard/Tucson Road (#3) is expected to exceed the storage capacity in the 2037 Horizon Background, indicating it will be a deficiency under background conditions. Project traffic is not expected to impact the southbound left turn movement. It is recommended that the jurisdictional agency monitor the traffic operations at this intersection. There is space to extend the southbound left turn storage bay by approximately 50 to 75 feet before it reaches an existing driveway on the east side of Coors Boulevard. Extending the southbound left turn storage bay would also require the removal of an existing raised median.
- Coors Boulevard/ Sequoia Road (#6)
 - Project traffic is expected to increase the westbound left turn delay at the intersection of Coors Boulevard/Sequoia Road (#6) by 430 seconds during the AM peak hour and 81 seconds during the PM peak hour. Project traffic is expected to increase the westbound right turn delay by 23 seconds during the AM peak hour. It is recommended that the jurisdictional agency monitor the traffic operations at this intersection, and signal timing adjustments be made as-needed.
 - The northbound left turn, eastbound left turn, and westbound left turn lanes at the intersection of Coors Boulevard/Sequoia Road (#6) are expected to exceed the storage capacity in the 2037 Horizon Background scenario, indicating they will be deficient under background conditions without the impact of project traffic. Project traffic is expected to impact the westbound left and southbound left turn lanes.
 - With the addition of project traffic, the westbound left 95th percentile queue length is expected to be 1,012 feet, which is an increase of 649 feet from the 363 foot 95th percentile queue length under the 2037 Horizon Background scenario. Space is available to extend the westbound left turn lane, however, it would restrict ingress and egress opportunities of the nearby commercial driveways. There is approximately 70 feet beyond the dedicated westbound left turn storage before it blocks existing driveway accesses. Therefore, extending the westbound left turn storage bay is not recommended.
 - With the addition of project traffic, the southbound left 95th percentile queue length is expected to be 339 feet, which is an increase of 239 feet from the existing storage provided. It is recommended to extend the southbound left turn storage to provide 339 feet of storage, which would require the removal of the raised median.
 - The westbound right turn lane at the intersection of Coors Boulevard/Sequoia Road (#6) is expected to exceed the storage capacity in the 2037 Total Traffic Away from Neighborhood scenario. With the addition of project traffic, the westbound right 95th percentile queue length needs an additional 93 feet of storage, on top of the existing 200 feet of storage provided. There is space beyond the provided 200 feet of storage for vehicles to queue, however, it would restrict ingress and egress opportunities of nearby commercial driveways. The westbound right turn storage may be extended by restriping; however, it would block existing access drives. Therefore, extending the westbound right turn storage is not recommended.
- Coors Boulevard/ Redlands Road (#8)
 - The eastbound right, northbound left, and southbound left turn movements at the intersection of Coors Boulevard/ Redlands Road (#8) operate poorly during the 2025 Existing scenario, therefore, they are an existing deficiency. Project traffic is

only expected to impact the southbound left turn. It is recommended that the jurisdictional agency monitor the traffic operations at this intersection

- The northbound left turn and southbound left turn lanes at the intersection of Coors Boulevard/Redlands Road (#8) are expected to exceed storage capacity in the 2037 Horizon Background scenario, indicating they will be deficient under background conditions without the impact of project traffic. Project traffic is only expected to impact the southbound left turn. With the addition of project traffic, the southbound left 95th percentile queue length is expected to be 237 feet, which is an increase of 18 feet from the 219 foot 95th percentile queue length under the 2037 Horizon Background scenario. It is recommended to extend the southbound left turn storage bay to provide 237 feet of storage, which would require the removal of the raised median.
- No improvements are recommended at the other study area intersections.

APPENDIX A
CITY OF ALBUQUERQUE SCOPE OF STUDY

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Keith Christian, P.E., RSP₁
Kimley-Horn
1100 West Idaho Street, Suite 210
Boise, ID, 83702

MEETING DATE: February 27, 2025

ATTENDEES: Curtis Cherne, Margaret Haynes, Brady Hutchins, Keith Christian, Lauren Nuffer

PROJECT: Sequoia Public School, Zone Atlas #G11

REQUESTED CITY ACTION: ☐ Zone Change ☒ Site Development Plan

☐ Subdivision ☐ Building Permit ☐ Site Plan Amendment

☐ Curb Cut Permit ☐ Conditional Use ☐ Annexation

ASSOCIATED APPLICATION: Proposed development will be a K-12 public school located at 5310 Sequoia Rd NW. It is proposed that the school will be developed in two phases with renovations/changes to the existing site layout and an overall expected enrollment of 1240 students and approximately 114,000 sf of floor area.

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.

- Neighborhood Impact Assessment (NIA) standards will be followed
- Curtis can send examples of NIAs

1. Trip Generation - ~~Use Trip Generation Manual, 11th Edition.~~

Local data may be used for certain land use types as determined by staff.
Consultant to provide.

- AM and PM peak period trip data will be collected at the existing Albuquerque School of Excellence located on Lomas Blvd NE west of Tramway Blvd NE
- From this peak period data, AM and PM peak hour rates will be developed
- The existing school has an enrollment of 1143 students

2. Appropriate study area:

Signalized Intersections;

- a. Sequoia/Coors
- b. St Joseph/Coors

Unsignalized Intersections;

- a. Sequoia/Atrisco
- b. Sequoia/Vista Grand
- c. Redlands/Coors
- d. Tucson/Coors
- e. Alamogordo/Redland

- f. Alamogordo/Tucson
- g. Alamogordo/St Joseph

Driveway Intersections: all site drives.

3. Intersection turning movement counts

~~Study Time — 7-9 a.m. peak hour, 4-6 p.m. peak hour~~

Consultant to provide for all intersections listed above.

Include pedestrian and cyclists.

- Based on the MRCOG traffic count data, Coors has a 7:00 AM peak hour and a 4:45 PM peak hour
- Study intersection turning movement counts (TMCs) will be collected 6:00-9:00 AM and 3:00-6:00 PM
- Trip data from the existing Albuquerque School of Excellence will also be collected during the same time periods
- Counts will be collected on a typical Tuesday, Wednesday, or Thursday and not on school holidays/breaks
- School will be closed campus, so a midday analysis is not required

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.

- In addition to the TMCs, one 24-hour vehicle classification bi-directional tube count will be collected along Coors Blvd to determine the heavy vehicle percentage on Coors Blvd
- It is assumed the heavy vehicle percentage on Sequoia Rd is low; the typical 2% heavy vehicles will be used for movements on and off Sequoia Rd and the other study area side streets

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

~~City Wide — residential, office or industrial;~~

~~x mile radius — commercial;~~

~~Interstate or to be determined by consultant — motel/hotel~~

~~APS district boundary mapping for each school and bus routes~~

- Brady Hutchins will provide exhibits that show the areas that students are distributed

6. Basis for trip distribution.

~~For smaller projects: Based on existing traffic patterns, trip attractions in the study area and locations where most trips may originate.~~

~~For larger projects: In addition to the information for smaller projects the distribution is to be determined using the most recently approved socioeconomic forecasts from MRCOG and will be based upon appropriate radii or distribution areas around the site.~~

- Brady Hutchins will provide exhibits that show the areas that students are distributed

7. Traffic Assignment. Logical routing on the major street system.
 - Two scenarios considered in analysis:
 1. Keep queue away from Coors – Vehicles make a WBL into the westernmost access drive, wrap around the school parking area, and exit at the easternmost access drive and continue to the east
 2. Keep queue out of neighborhood – Vehicles make an EBR into the westernmost access drive, wrap around the school parking area, and exit at the easternmost access drive and continue to the west
8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include:
 - a. Oxbow/Pavilion – Coors/St Joseph, traffic and improvements
 - City to provide TIA
 - DOT to provide improvements plans
9. Method of intersection capacity analysis - planning or operational (see “Highway Capacity Manual 7th edition” or equivalent (e.g. HCS, Synchro, etc.) as approved by staff). Must use latest version of design software and/or current edition of design manual.
 - LOS analysis will be completed using HCS
10. Traffic conditions for analysis:
 - a. Existing analysis - year (2025);
 - b. ~~Phase implementation year(s) without proposed development –~~
 - c. ~~Phase implementation year(s) with proposed development –~~
 - d. Project completion year without proposed development – 2027
 - e. Project completion year with proposed development – 2027
 - f. Other – Horizon with and without development – 2037
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%.
12. Planned (programmed) traffic improvements.

List planned CIP improvements in study area and projected project implementation year:

 - a. Oxbow/Palisades (see #8 above) – Improvements will be considered based on the year they are expected to be implemented per the current plan provided by NMDOT
13. Crash Analysis and 85th percentile speed.
 - a. Provide crash analysis for 5 years of crash data for selected intersections and links. Discuss type of crash data (e.g. Spreadsheet or redacted reports, just peds) to be included
 - Will be requested from NMDOT
 - Crash analysis will need to be robust; focus on details of vulnerable road user (VRU) crashes and will need details of fatal VRU crashes
 - Use FHWA CMFs to mitigate any issues from the crash analysis
 - b. ~~Provide 85th percentile vehicle speeds if the site’s frontage is in a Above 2X Mean on the MRCOG or City’s HFIN website.~~

~~c. Provide 85th percentile vehicle speeds for roadways as requested by the Traffic Engineer.~~

14. STOP controlled, including site driveways, and signalized intersections that should be analyzed as a roundabout. In general, most intersections will be analyzed except for 6-lane divided arterials and where ROW is an issue.

- Roundabout analysis or the recommendation for traffic circles will be included where it makes sense from a volume perspective
- Kimley-Horn will provide locations where roundabouts analysis should be considered and receive city and DOT input when the time comes during the analysis

15. If agencies in addition to the City are involved, a response to their and City comments, including follow-up emails and meetings, are required to be submitted with the next submittal.

- NMDOT and City of Albuquerque will be reviewing agencies

16. Other - None

17. Items to be included in the study:

- 11"x17" minimum size Site Plan with including dimension from driveways to intersections/other driveways.
- Intersection analysis.
- Signal progression – An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method:
 - Signal progression will be looked at for the study signals on Coors Blvd
- Arterial LOS analysis; None
- Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.
- Transportation system impacts.
- Other mitigating measures.
- Crash analysis-at a minimum to include the project frontage, but may extend to area of influence- to be discussed. Discuss countermeasures as necessary.
- 85th percentile speed, as required. Discuss countermeasures as necessary.
 - No specific analysis required, but mitigations will be considered in the report
- Weaving analyses __ yes X no; Location(s):
- Recommended street, intersection and signal improvements.
- Transportation Infrastructure proposed to be built with this project: list and exhibit.
- Pedestrian Facility and Safety section: This section will provide a narrative on existing and proposed pedestrian facilities, elaborate on pedestrian involved crashes and propose mitigation as necessary.
- Bicycle facility and safety section: This section will provide a narrative on existing and proposed bicycle facilities, elaborate on cyclist involved crashes and propose mitigation as necessary and include whether cycling facilities are required/required to be upgraded per the MRCOG Long Range Bicycle System Map.

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
 - a. 1 digital copy
2. Submittal Fee – \$1300 for up to 3 reviews plus technology fee
 - a. Submit the TIS along with a DTIS to Planning Development Review Services email PLNDRS@cabq.gov.

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 505-924-3986.

Curtis A Cherne

Curtis Cherne, P.E.
Senior Engineer
City of Albuquerque, Planning Dept.
Transportation Development Section

2-28-25

Date

C: TIS Meeting Attendees

APPENDIX B

SITE PLAN

TITLE COMMITMENT INFORMATION

THE PROPERTY HEREON DESCRIBED IS THE SAME AS THE PERTINENT PROPERTY AS DESCRIBED IN THE COMMITMENT BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, COMMITMENT FILE NO.: 2404825, WITH AN EFFECTIVE DATE OF OCTOBER 3, 2024.

LEGAL DESCRIPTION

(AS DESCRIBED IN THE TITLE COMMITMENT)

PARCEL 1:

TRACT TWENTY-TWO-A (22-A) OF THE CORRECTED REPLAT OF TRACT 22 OF CORONA DEL SOL, A SUBDIVISION IN THE CITY OF ALBUQUERQUE, NEW MEXICO, AS THE SAME IS SHOWN AND DESIGNATED ON THE REPLAT THEREOF, FILED IN THE OFFICE OF THE COUNTY CLERK OF BERNALILLO COUNTY, NEW MEXICO ON FEBRUARY 2, 1990 IN VOLUME 90C, FOLIO 24.

PARCEL 2:

TRACT TWENTY-TWO-B-1 (22-B-1), CORONA DEL SOL, A SUBDIVISION IN THE CITY OF ALBUQUERQUE, NEW MEXICO, AS THE SAME IS SHOWN AND DESIGNATED ON THAT CERTAIN PLAT THEREOF FILED IN THE OFFICE OF THE COUNTY CLERK OF BERNALILLO COUNTY, NEW MEXICO, ON MY 20, 1994 IN VOLUME 94C, FOLIO 171.

NOTES CORRESPONDING TO SCHEDULE B

- 10

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10. EASEMENTS AND NOTES AS SET FORTH ON THE SUBDIVISION PLATS RECORDED ON FEBRUARY 2, 1990 IN PLAT BOOK 90C, PAGE 24 AND RECORDED MAY 20, 1994 IN PLAT BOOK 94C, PAGE 171, AND RECORDED OCTOBER 6, 1989 IN PLAT BOOK C40, PAGE 8, RECORDS OF BERNALILLO COUNTY, NEW MEXICO.
AFFECTS SURVEYED PROPERTY. PLOTTED HEREON.
- 11

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11. EASEMENTS AND RIGHTS INCIDENT THERETO AS SET FORTH ON QUITCLAIM DEED RECORDED MARCH 7, 1986 IN BOOK D264A, PAGE 969 AS DOCUMENT NO. 86 20303, RECORDS OF BERNALILLO COUNTY, NEW MEXICO.
AFFECTS SURVEYED PROPERTY. PLOTTED HEREON.
- 12

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12. CROSS ACCESS EASEMENT AND DRAINAGE EASEMENT RECORDED MARCH 19, 2014 AS DOCUMENT NO. 2014022053, RECORDS OF BERNALILLO COUNTY, NEW MEXICO.
AFFECTS SURVEYED PROPERTY. BLANKET IN NATURE.
- 13

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13. PERMANENT EASEMENT AS SET FORTH IN DOCUMENT RECORDED NOVEMBER 3, 2014 AS DOCUMENT NO. 2014087913, RECORDS OF BERNALILLO COUNTY, NEW MEXICO.
AFFECTS SURVEYED PROPERTY. PLOTTED HEREON.
- 14

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14. PUBLIC SERVICE COMPANY OF NEW MEXICO UNDERGROUND EASEMENT (ELECTRIC) RECORDED APRIL 15, 2015 AS DOCUMENT NO. 2015031039, RECORDS OF BERNALILLO COUNTY, NEW MEXICO.
AFFECTS SURVEYED PROPERTY. PLOTTED HEREON.
- 15

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15. PUBLIC SERVICE COMPANY OF NEW MEXICO AND MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY UNDERGROUND EASEMENT RECORDED JUNE 21, 1990 IN BOOK 90-10, PAGE 4522 AS DOCUMENT NO. 9047764, RECORDS OF BERNALILLO COUNTY, NEW MEXICO.
AFFECTS SURVEYED PROPERTY. PLOTTED HEREON.

GENERAL NOTES

1. NO UNDERGROUND UTILITIES ARE SHOWN ON THIS SURVEY. ONLY ABOVE GROUND VISIBLE EVIDENCE OF UTILITIES ARE SHOWN. WITHOUT EXCAVATION UTILITY INFORMATION MAY BE INCOMPLETE, INACCURATE AND UNRELIABLE.
2. UNLESS PROMINENTLY NOTED HEREON, ALL STATEMENTS AND OR CERTIFICATIONS RELATING TO IMPROVEMENT STRUCTURES OF ANY TYPE, UTILITIES, OR NON-RECORD USE ARE BASED SOLELY ON OBSERVABLE ABOVE GROUND EVIDENCE.
3. THE SUBJECT PROPERTY HAS PHYSICAL ACCESS TO SEQUOIA ROAD NW. THIS STATEMENT IS BASED ENTIRELY ON FIELD OBSERVATIONS AT THE TIME OF SURVEY. THE LOCAL GOVERNING AUTHORITY SHOULD BE CONSULTED FOR ANY QUESTIONS CONCERNING THE VALIDITY OR RIGHTS OF THIS USE.
4. BASED ON LIMITED AND RUDIMENTARY SURFACE OBSERVATIONS, THERE DO NOT APPEAR TO BE ANY CEMETERIES AND OR BURIAL GROUNDS ON SITE. HOWEVER, A QUALIFIED PROFESSIONAL IN THIS FIELD WAS NOT CONSULTED FOR ABSOLUTE CONFORMATION.
5. THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS AT TIME OF SURVEY. (TABLE A ITEM #16)
6. WITHOUT EXPRESSING A LEGAL OPINION THE PARCELS CONTAINED IN THE LEGAL DESCRIPTION ARE CONTIGUOUS WITHOUT ANY GAPS, GORES OR OVERLAPS.
7. BUILDING AREAS BASED ON THE FOOTPRINT. (TABLE A ITEM #7A & 7B1)
8. NO INFORMATION WAS PROVIDED TO THE SURVEYOR TO INDICATE PROPOSED CHANGES IN STREET RIGHT-OF-WAY. NO EVIDENCE OF RECENT STREET OR SIDEWALK REPAIRS WAS OBSERVED AT TIME OF SURVEY. (TABLE A ITEM #17)
9. THIS SURVEY DOCUMENT IS NOT VALID WITHOUT THE AUTHORIZED SEAL AND SIGNATURE OF A PROFESSIONAL SURVEYOR. IN ADDITION, ANY CHANGES TO THIS SURVEY DOCUMENT BY OTHER THAN THE PROFESSIONAL SURVEYOR NAMED HEREON INVALIDATES THE SURVEY DOCUMENT.
10. TITLE WORK FOR THIS ALTA SURVEY WAS FURNISHED TO AEI CONSULTANTS BY THE CLIENT. NO TITLE SEARCH WAS PERFORMED BY AEI CONSULTANTS. AEI CONSULTANTS DOES NOT ACCEPT ANY LIABILITY FOR ERRORS, OMISSIONS OR DEFICIENCIES DUE TO INACCURACIES IN THE TITLE WORK.
11. MONUMENTS HAVE BEEN RECOVERED OR PLACED AT ALL CORNERS OF THE PROPERTY AS SHOWN HEREON. (TABLE A ITEM #1)
12. OWNER INFORMATION WAS TAKEN FROM THE LATEST TAX ASSESSORS PROPERTY OWNERS MAP WHEN THIS LAND TITLE SURVEY WAS PREPARED. (TABLE A ITEM #13)
13. ALL SUBSTANTIAL FEATURES AND IMPROVEMENTS LOCATED AND OBSERVED ON SITE AND WITHIN FIVE FEET OF THE PROPERTY BOUNDARIES ARE SHOWN. THERE WERE NO OBSERVED AREAS OF SUBSTANTIAL REFUSE AT THE TIME OF THE SURVEY. (TABLE A ITEM #8)

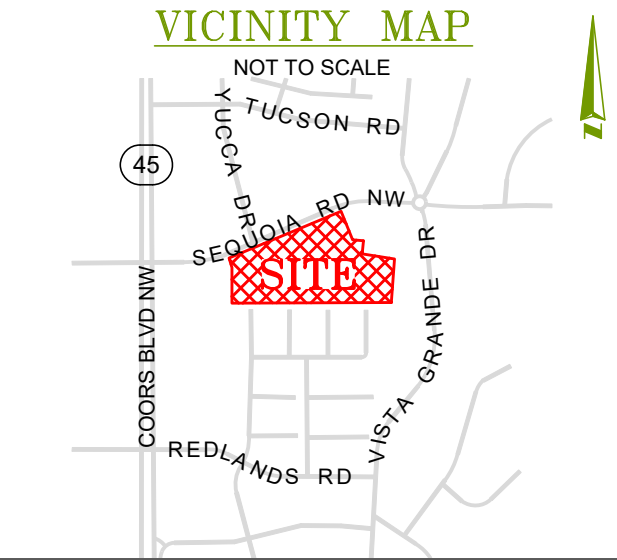
STATEMENT OF SIGNIFICANT OBSERVATIONS

THE STATEMENTS BELOW CONTAIN OPINIONS BASED ON FIELD OBSERVATIONS AND MAY OR MAY NOT COINCIDE WITH THE FACTS RELATIVE TO MATTERS OF PUBLIC RECORDS, ACTUAL USE OF THE PROPERTY, USE OF IMPROVEMENTS TO THE PROPERTY, OR ACTUAL PROPER ACCESS.

 WALL APPEARS TO EXTEND UP TO 0.5± OVER THE EAST PROPERTY BOUNDARY.

 FENCE APPEARS TO EXTEND UP TO 0.8± OVER THE EAST PROPERTY BOUNDARY.

VICINITY MAP



SHEET 1 OF 2

LAND AREA

353,116± SQUARE FEET
8.1064± ACRES

PARKING

REGULAR: 172
HANDICAP: 12
COVERED: 0
MOTOR CYCLE: 5
TOTAL: 189

FLOOD INFORMATION

SOURCE: FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) WWW.MSC.FEMA.GOV
DETERMINATION METHOD: GRAPHICAL PLOTTING ONLY.
MAP NUMBER: 35001C0327J
EFFECTIVE DATE: 11/4/2016

ZONE "X" - MINIMAL RISK. AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

BEARING BASIS

THE BASIS OF BEARINGS FOR THE PURPOSES OF THIS SURVEY IS THE NORTHWEST LINE OF TRACT 22-B-1, VOL. 94C, PG. 171, SHOWN HEREON AS NORTH 87°27'30" EAST.

ZONING DATA


ZONING ITEM	REQUIRED	PARKING REQUIREMENTS
ZONING DESIGNATION: (R-ML) RESIDENTIAL - MULTIFAMILY LOW DENSITY ZONING DISTRICT		ACCORDING TO TABLE 5-5-1, THE FOLLOWING PARKING SPACES ARE REQUIRED FOR THE SUBJECT PROPERTY USES.
MINIMUM LOT AREA (SQ. FT.)	2,200'	
MAXIMUM BUILDING COVERAGE	NONE	
MAXIMUM BUILDING HEIGHT	38'	ASSISTED LIVING FACILITY: • ONE (1) SPACE PER THREE (3) BEDS (63 SPACES REQUIRED FOR 189 BEDS)
BUILDING SETBACKS		
FRONT	15'	
SIDE (STREET SIDE/CORNER)	10'	NURSING HOME: • ONE (1) SPACE PER FIVE (5) RESIDENTIAL CARE BEDS, BUT NOT LESS THAN TWO (2) SPACES
SIDE (INTERIOR SIDE)	5'	
REAR	15'	
SOURCE: AEI DRAFT ZAR		AS THE PROPERTY IS CURRENTLY VACANT, ZERO (0) PARKING SPACES ARE REQUIRED AT THE PROPERTY. SHOULD THE PROPERTY BE REDEVELOPED, IT WILL BE SUBJECT TO THE PARKING REQUIREMENTS ESTABLISHED IN TABLE 5-5-1: MINIMUM OFF-STREET PARKING REQUIREMENTS.
REPORT DATE: NOVEMBER 21, 2024		
REPORT #: 501524		

ALTA/NSPS LAND TITLE SURVEY

AEI JOB # 501524
5200 SEQUOIA ROAD NW
5200 SEQUOIA ROAD NW, ALBUQUERQUE
BERNALILLO COUNTY, NM 87120

SITE PICTURE





COORDINATED BY:
AEI CONSULTANTS
2500 CAMINO DIABLO
WALNUT CREEK, CA 94597
TELEPHONE: 925.746.6000
EMAIL: SURVEYS@AEICONCONSULTANTS.COM

DATE	REVISION HISTORY	BY	RPLS JOB NUMBER: 31543A
			SCALE: 1" = 40'
			DRAWN BY: DATE: DWF2 11/21/2024
			APPROVED BY:

ALTA/NSPS LAND TITLE SURVEY CERTIFICATION

TO: BUILDING HOPE PREDEVELOPMENT, LLC; YOUTH AND FAMILY CENTERED SERVICES OF NEW MEXICO, INC., A NEW MEXICO CORPORATION; OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 6(B), 7(A), 7(B)(1), 7(C), 8, 9, 13, 14, 16, AND 17 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON NOVEMBER 17, 2024.

DATE OF PLAT OR MAP: (TO BE DATED UPON SIGNATURE)

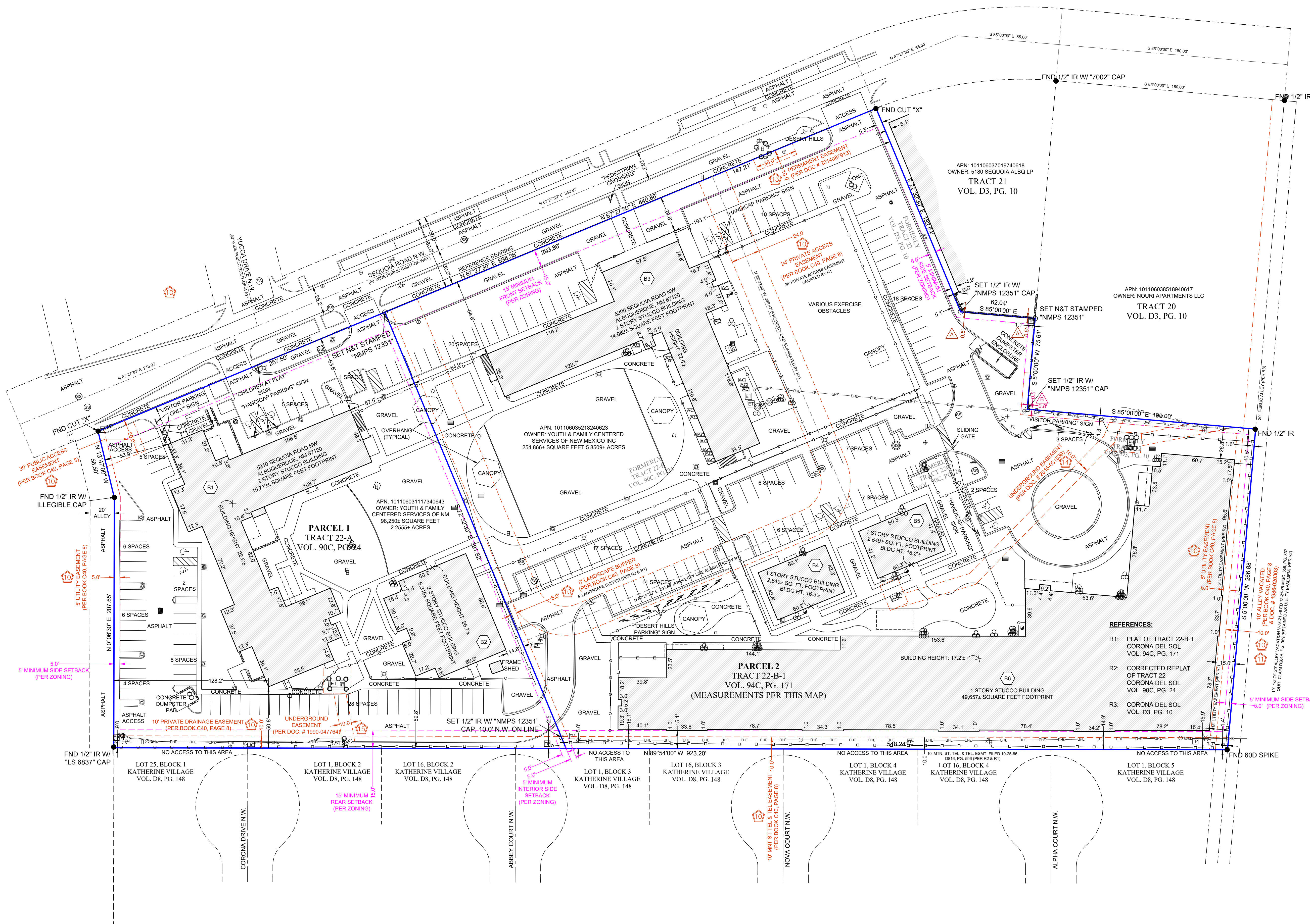
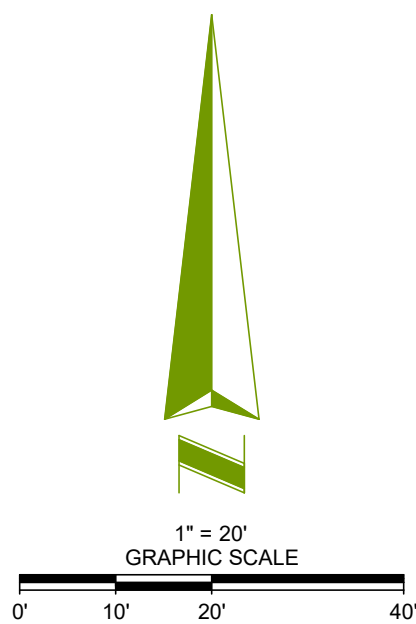
PRELIMINARY
THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE.
PRELIMINARY RELEASE DATE: XXXX/2023

SURVEYED BY:

RPLS, LLC
312 NE 145TH PLACE
EDMOND, OK 73013
PHONE: 855-263-2333
FAX: 405-947-8636
EMAIL: INFO@LENDERSURVEYS.COM



SURVEYOR: STEVEN SANDOVAL
N.M.P.S. NO.: 12351
STATE OF REGISTRATION: NEW MEXICO



PRELIMINARY

LEGEND

	A.C. PAD		GROUND LIGHT		RCP HEADWALL		A-ARC LENGTH
	AIR VALVE		GUARD POST		ROAD SIGN		A.C. ALUMINUM CAP
	AUTO SPRINKLER		GUY ANCHOR		SANITARY		B.C. BRASS CAP
	BORE HOLE		HANDICAPPED PARKING		SEWER MH		BRNG. BEARING
	BUSH		IRON GRATE		UNDERGROUND TANK ACCESS		BLVD. BOULEVARD
	CLEAN OUT		LIGHT POLE		TELE. MH		CIL. CENTER LINE
	ELEC. METER		MAIL BOX		TELE. PED.		CHD. CHORD BEARING
	ELEC. PED.		METER RACK		TRAFFIC SIGNAL LIGHT		CONC. CONCRETE
	ELEC. TRANS.		MON. FOUND. TUB.		TELE. PED. CONTROL BOX		CGS. COTTON SPINDLE
	FIRE HYDRANT		MON. FOUND. TUB. AS DESCRIBED		TREE		DIST. DISTANCE
	FIRE RISER		PIPELINE MARKER		UNDR. TELE. MARKER		SMI. EASEMENT
	FLAG POLE		POWER MH		T.V. PED.		F.F. FINISHED FLOOR
	GAS METER		POWER POLE		UTILITY CABINET		FL-FLOW LINE
	GATE		PROPANE TANK		UTILITY POLE		FND. FOUND.
	GENERATOR		RULL BOX		WATER METER		GEN. GENERATOR
	MANHOLE OF UNKNOWN TYPE		WATER MH		WATER VALVE		HC. HANDICAPPED
	BARBED WIRE OR WROUGHT IRON FENCE		PLAT LINE		IR-IRON REBAR		IP-IRON PIPE
	ROAD CENTERLINE		EASEMENT LINE		RC-IRON REBAR CAPPED		LST. LEAD & TAG
	OVERHEAD ELECTRIC LINE		SECTION LINE		LA. LANDSCAPING		M-MEASURED DIMENSION
	UNDERGROUND COMMUNICATIONS		TRAIN TRACKS		NO. NO CAP		N&T. NAIL AND TAG
	OVERHEAD COMMUNICATIONS		UNDERGROUND SANITARY SEWER		O.P. OFFICIAL RECORDS		P.O.B. POINT OF BEGINNING
	OHT		UNDERGROUND WATER		P.C. POINT OF COMMENCEMENT		P.O.M. POINT OF MEASUREMENT
			UNDERGROUND SANITARY SEWER		P.T. POINT OF TERMINATION		PED. PEDESTAL
			UNDERGROUND SANITARY SEWER		PLTR. PLANTER		R-RECORD DIMENSION OR RADIUS
			UNDERGROUND SANITARY SEWER		RET. RETAINING		R.O.W. RIGHT-OF-WAY
			UNDERGROUND SANITARY SEWER		SAN. SANITARY		STAT. STATUTORY
			UNDERGROUND SANITARY SEWER		TYP. TYPICAL		UIC. UTILITY CABINET
			UNDERGROUND SANITARY SEWER		UUG. UNDERGROUND		WIUGS. WITH
			UNDERGROUND SANITARY SEWER		UNDERGROUND SANITARY SEWER		UNDERGROUND SANITARY SEWER

MEASUREMENT NOTE: UNLESS OTHERWISE NOTED WITH (R) OR (C) ALL MEASUREMENTS ARE HEREON ACTUAL.
IMPROVEMENT NOTE: THE WORDS "IN" AND "OUT" WHEN USED TO DELINEATE IMPROVEMENTS NEAR BOUNDARY LINES ARE IN REFERENCE TO INSIDE OR OUTSIDE SUBJECT PROPERTY.



COORDINATED BY:
ALTA/NSPS LAND TITLE SURVEY
AEI JOB # 501524
5200 SEQUOIA ROAD NW
ALBUQUERQUE
BERNALILLO COUNTY, NM 87120

DATE	REVISION HISTORY	BY	RPLS JOB NUMBER:
			31543A
			SCALE:
			1" = 40'
			DRAWN BY: DATE:
			DWF2 11/21/2024
			APPROVED BY:

APPENDIX C

TRAFFIC COUNT DATA



All Traffic Data Services

11 - COORS BLVD NW NORTH OF SEQUOIA RD NW

NB	Time	Lights	Mediums	Trucks	Total
	3/6/2025	59	0	0	59
	3/6/2025 12:15:00 AM	60	0	0	60
	3/6/2025 12:30:00 AM	42	0	0	42
	3/6/2025 12:45:00 AM	33	0	0	33
	Hour	194	0	0	194
	3/6/2025 1:00:00 AM	25	0	0	25
	3/6/2025 1:15:00 AM	13	0	0	13
	3/6/2025 1:30:00 AM	28	0	0	28
	3/6/2025 1:45:00 AM	33	0	1	34
	Hour	99	0	1	100
	3/6/2025 2:00:00 AM	14	0	0	14
	3/6/2025 2:15:00 AM	20	0	0	20
	3/6/2025 2:30:00 AM	18	0	3	21
	3/6/2025 2:45:00 AM	10	0	0	10
	Hour	62	0	3	65
	3/6/2025 3:00:00 AM	22	1	0	23
	3/6/2025 3:15:00 AM	22	0	0	22
	3/6/2025 3:30:00 AM	21	1	0	22
	3/6/2025 3:45:00 AM	36	2	2	40
	Hour	101	4	2	107
	3/6/2025 4:00:00 AM	20	1	4	25
	3/6/2025 4:15:00 AM	36	1	2	39
	3/6/2025 4:30:00 AM	42	0	2	44
	3/6/2025 4:45:00 AM	63	0	2	65
	Hour	161	2	10	173
	3/6/2025 5:00:00 AM	57	3	0	60
	3/6/2025 5:15:00 AM	89	2	1	92
	3/6/2025 5:30:00 AM	145	1	3	149
	3/6/2025 5:45:00 AM	111	1	2	114
	Hour	402	7	6	415
	3/6/2025 6:00:00 AM	145	0	3	148
	3/6/2025 6:15:00 AM	198	8	0	206
	3/6/2025 6:30:00 AM	248	13	1	262
	3/6/2025 6:45:00 AM	290	17	4	311
	Hour	881	38	8	927
	3/6/2025 7:00:00 AM	266	11	1	278
	3/6/2025 7:15:00 AM	356	7	1	364
	3/6/2025 7:30:00 AM	439	6	2	447
	3/6/2025 7:45:00 AM	438	7	2	447
	Hour	1499	31	6	1536
	3/6/2025 8:00:00 AM	339	4	5	348
	3/6/2025 8:15:00 AM	339	7	1	347
	3/6/2025 8:30:00 AM	349	5	4	358
	3/6/2025 8:45:00 AM	358	18	3	379
	Hour	1385	34	13	1432
	3/6/2025 9:00:00 AM	300	17	3	320
	3/6/2025 9:15:00 AM	324	7	2	333
	3/6/2025 9:30:00 AM	318	11	2	331
	3/6/2025 9:45:00 AM	362	3	3	368
	Hour	1304	38	10	1352
	3/6/2025 10:00:00 AM	352	1	3	356
	3/6/2025 10:15:00 AM	334	9	4	347
	3/6/2025 10:30:00 AM	346	4	4	354
	3/6/2025 10:45:00 AM	366	4	1	371
	Hour	1398	18	12	1428
	3/6/2025 11:00:00 AM	388	6	2	396
	3/6/2025 11:15:00 AM	377	3	1	381
	3/6/2025 11:30:00 AM	428	6	4	438
	3/6/2025 11:45:00 AM	479	6	1	486
	Hour	1672	21	8	1701
	Total	9,158	193	79	9,430
	Percentage	97.1%	2.0%	0.8%	



All Traffic Data Services

11 - COORS BLVD NW NORTH OF SEQUOIA RD NW

NB	Time	Lights	Mediums	Trucks	Total
	3/6/2025 12:00:00 PM	453	3	1	457
	3/6/2025 12:15:00 PM	424	4	1	429
	3/6/2025 12:30:00 PM	409	6	2	417
	3/6/2025 12:45:00 PM	435	4	0	439
	Hour	1721	17	4	1742
	3/6/2025 1:00:00 PM	419	5	3	427
	3/6/2025 1:15:00 PM	445	4	3	452
	3/6/2025 1:30:00 PM	426	6	2	434
	3/6/2025 1:45:00 PM	464	14	2	480
	Hour	1754	29	10	1793
	3/6/2025 2:00:00 PM	446	7	1	454
	3/6/2025 2:15:00 PM	503	5	0	508
	3/6/2025 2:30:00 PM	491	7	1	499
	3/6/2025 2:45:00 PM	455	4	0	459
	Hour	1895	23	2	1920
	3/6/2025 3:00:00 PM	512	10	2	524
	3/6/2025 3:15:00 PM	569	4	3	576
	3/6/2025 3:30:00 PM	560	3	2	565
	3/6/2025 3:45:00 PM	595	5	2	602
	Hour	2236	22	9	2267
	3/6/2025 4:00:00 PM	596	2	0	598
	3/6/2025 4:15:00 PM	579	7	0	586
	3/6/2025 4:30:00 PM	608	3	0	611
	3/6/2025 4:45:00 PM	580	3	0	583
	Hour	2363	15	0	2378
	3/6/2025 5:00:00 PM	609	6	1	616
	3/6/2025 5:15:00 PM	574	4	1	579
	3/6/2025 5:30:00 PM	504	1	0	505
	3/6/2025 5:45:00 PM	403	2	1	406
	Hour	2090	13	3	2106
	3/6/2025 6:00:00 PM	436	1	1	438
	3/6/2025 6:15:00 PM	461	2	0	463
	3/6/2025 6:30:00 PM	432	2	3	437
	3/6/2025 6:45:00 PM	450	2	0	452
	Hour	1779	7	4	1790
	3/6/2025 7:00:00 PM	412	0	0	412
	3/6/2025 7:15:00 PM	380	2	0	382
	3/6/2025 7:30:00 PM	359	2	0	361
	3/6/2025 7:45:00 PM	310	0	1	311
	Hour	1461	4	1	1466
	3/6/2025 8:00:00 PM	315	1	0	316
	3/6/2025 8:15:00 PM	294	1	1	296
	3/6/2025 8:30:00 PM	265	1	0	266
	3/6/2025 8:45:00 PM	214	1	2	217
	Hour	1088	4	3	1095
	3/6/2025 9:00:00 PM	250	2	1	253
	3/6/2025 9:15:00 PM	213	0	0	213
	3/6/2025 9:30:00 PM	199	0	1	200
	3/6/2025 9:45:00 PM	202	2	0	204
	Hour	864	4	2	870
	3/6/2025 10:00:00 PM	160	0	0	160
	3/6/2025 10:15:00 PM	113	0	0	113
	3/6/2025 10:30:00 PM	119	1	0	120
	3/6/2025 10:45:00 PM	87	0	1	88
	Hour	479	1	1	481
	3/6/2025 11:00:00 PM	72	0	0	72
	3/6/2025 11:15:00 PM	73	0	0	73
	3/6/2025 11:30:00 PM	40	0	0	40
	3/6/2025 11:45:00 PM	52	0	0	52
	Hour	237	0	0	237
	Total	17,967	139	39	18,145
	Percentage	99.0%	0.8%	0.2%	
	Grand Total	27,125	332	118	27,575
	Percentage	98.4%	1.2%	0.4%	



All Traffic Data Services

11 - COORS BLVD NW NORTH OF SEQUOIA RD NW

SB	Time	Lights	Mediums	Trucks	Total
	3/6/2025	54	1	0	55
	3/6/2025 12:15:00 AM	34	1	0	35
	3/6/2025 12:30:00 AM	25	0	0	25
	3/6/2025 12:45:00 AM	22	1	0	23
	Hour	135	3	0	138
	3/6/2025 1:00:00 AM	21	0	0	21
	3/6/2025 1:15:00 AM	23	1	0	24
	3/6/2025 1:30:00 AM	22	0	0	22
	3/6/2025 1:45:00 AM	24	1	0	25
	Hour	90	2	0	92
	3/6/2025 2:00:00 AM	23	0	0	23
	3/6/2025 2:15:00 AM	21	0	0	21
	3/6/2025 2:30:00 AM	17	0	1	18
	3/6/2025 2:45:00 AM	26	0	0	26
	Hour	87	0	1	88
	3/6/2025 3:00:00 AM	18	1	0	19
	3/6/2025 3:15:00 AM	24	0	1	25
	3/6/2025 3:30:00 AM	30	0	0	30
	3/6/2025 3:45:00 AM	49	0	0	49
	Hour	121	1	1	123
	3/6/2025 4:00:00 AM	30	0	0	30
	3/6/2025 4:15:00 AM	39	1	0	40
	3/6/2025 4:30:00 AM	47	0	0	47
	3/6/2025 4:45:00 AM	57	1	1	59
	Hour	173	2	1	176
	3/6/2025 5:00:00 AM	88	0	2	90
	3/6/2025 5:15:00 AM	85	1	1	87
	3/6/2025 5:30:00 AM	170	0	1	171
	3/6/2025 5:45:00 AM	156	1	1	158
	Hour	499	2	5	506
	3/6/2025 6:00:00 AM	193	1	2	196
	3/6/2025 6:15:00 AM	225	1	2	228
	3/6/2025 6:30:00 AM	305	4	2	311
	3/6/2025 6:45:00 AM	340	6	0	346
	Hour	1063	12	6	1081
	3/6/2025 7:00:00 AM	418	5	2	425
	3/6/2025 7:15:00 AM	512	7	2	521
	3/6/2025 7:30:00 AM	539	6	1	546
	3/6/2025 7:45:00 AM	555	6	4	565
	Hour	2024	24	9	2057
	3/6/2025 8:00:00 AM	488	4	2	494
	3/6/2025 8:15:00 AM	440	5	0	445
	3/6/2025 8:30:00 AM	409	6	3	418
	3/6/2025 8:45:00 AM	451	3	5	459
	Hour	1788	18	10	1816
	3/6/2025 9:00:00 AM	340	1	4	345
	3/6/2025 9:15:00 AM	386	11	3	400
	3/6/2025 9:30:00 AM	399	7	6	412
	3/6/2025 9:45:00 AM	406	7	3	416
	Hour	1531	26	16	1573
	3/6/2025 10:00:00 AM	329	3	2	334
	3/6/2025 10:15:00 AM	338	4	4	346
	3/6/2025 10:30:00 AM	358	5	1	364
	3/6/2025 10:45:00 AM	371	9	2	382
	Hour	1396	21	9	1426
	3/6/2025 11:00:00 AM	362	8	3	373
	3/6/2025 11:15:00 AM	322	5	1	328
	3/6/2025 11:30:00 AM	425	8	4	437
	3/6/2025 11:45:00 AM	422	10	1	433
	Hour	1531	31	9	1571
	Total	10,438	142	67	10,647
	Percentage	98.0%	1.3%	0.6%	



All Traffic Data Services

11 - COORS BLVD NW NORTH OF SEQUOIA RD NW

SB	Time	Lights	Mediums	Trucks	Total
	3/6/2025 12:00:00 PM	421	20	3	444
	3/6/2025 12:15:00 PM	437	4	0	441
	3/6/2025 12:30:00 PM	434	8	2	444
	3/6/2025 12:45:00 PM	461	7	3	471
	Hour	1753	39	8	1800
	3/6/2025 1:00:00 PM	392	6	3	401
	3/6/2025 1:15:00 PM	385	8	2	395
	3/6/2025 1:30:00 PM	381	4	1	386
	3/6/2025 1:45:00 PM	404	6	1	411
	Hour	1562	24	7	1593
	3/6/2025 2:00:00 PM	390	8	2	400
	3/6/2025 2:15:00 PM	405	2	3	410
	3/6/2025 2:30:00 PM	453	13	0	466
	3/6/2025 2:45:00 PM	500	7	5	512
	Hour	1748	30	10	1788
	3/6/2025 3:00:00 PM	532	8	0	540
	3/6/2025 3:15:00 PM	530	12	2	544
	3/6/2025 3:30:00 PM	567	7	3	577
	3/6/2025 3:45:00 PM	496	4	2	502
	Hour	2125	31	7	2163
	3/6/2025 4:00:00 PM	535	10	5	550
	3/6/2025 4:15:00 PM	599	5	0	604
	3/6/2025 4:30:00 PM	547	7	2	556
	3/6/2025 4:45:00 PM	567	6	0	573
	Hour	2248	28	7	2283
	3/6/2025 5:00:00 PM	522	3	2	527
	3/6/2025 5:15:00 PM	539	4	1	544
	3/6/2025 5:30:00 PM	481	8	1	490
	3/6/2025 5:45:00 PM	512	3	0	515
	Hour	2054	18	4	2076
	3/6/2025 6:00:00 PM	473	12	1	486
	3/6/2025 6:15:00 PM	416	3	1	420
	3/6/2025 6:30:00 PM	399	4	1	404
	3/6/2025 6:45:00 PM	368	3	1	372
	Hour	1656	22	4	1682
	3/6/2025 7:00:00 PM	358	4	0	362
	3/6/2025 7:15:00 PM	378	2	0	380
	3/6/2025 7:30:00 PM	365	2	0	367
	3/6/2025 7:45:00 PM	308	1	1	310
	Hour	1409	9	1	1419
	3/6/2025 8:00:00 PM	292	2	0	294
	3/6/2025 8:15:00 PM	263	1	1	265
	3/6/2025 8:30:00 PM	249	0	0	249
	3/6/2025 8:45:00 PM	205	1	0	206
	Hour	1009	4	1	1014
	3/6/2025 9:00:00 PM	236	1	0	237
	3/6/2025 9:15:00 PM	205	1	0	206
	3/6/2025 9:30:00 PM	147	0	0	147
	3/6/2025 9:45:00 PM	170	1	0	171
	Hour	758	3	0	761
	3/6/2025 10:00:00 PM	137	0	0	137
	3/6/2025 10:15:00 PM	129	2	1	132
	3/6/2025 10:30:00 PM	101	0	0	101
	3/6/2025 10:45:00 PM	81	0	1	82
	Hour	448	2	2	452
	3/6/2025 11:00:00 PM	66	0	1	67
	3/6/2025 11:15:00 PM	79	0	0	79
	3/6/2025 11:30:00 PM	36	0	0	36
	3/6/2025 11:45:00 PM	54	0	0	54
	Hour	235	0	1	236
	Total	17,005	210	52	17,267
	Percentage	98.5%	1.2%	0.3%	
	Grand Total	27,443	352	119	27,914
	Percentage	98.3%	1.3%	0.4%	



All Traffic Data Services

11 - COORS BLVD NW NORTH OF SEQUOIA RD NW

Time	NB	SB	Total
3/6/2025	59	55	114
3/6/2025 12:15:00 AM	60	35	95
3/6/2025 12:30:00 AM	42	25	67
3/6/2025 12:45:00 AM	33	23	56
3/6/2025 1:00:00 AM	25	21	46
3/6/2025 1:15:00 AM	13	24	37
3/6/2025 1:30:00 AM	28	22	50
3/6/2025 1:45:00 AM	34	25	59
3/6/2025 2:00:00 AM	14	23	37
3/6/2025 2:15:00 AM	20	21	41
3/6/2025 2:30:00 AM	21	18	39
3/6/2025 2:45:00 AM	10	26	36
3/6/2025 3:00:00 AM	23	19	42
3/6/2025 3:15:00 AM	22	25	47
3/6/2025 3:30:00 AM	22	30	52
3/6/2025 3:45:00 AM	40	49	89
3/6/2025 4:00:00 AM	25	30	55
3/6/2025 4:15:00 AM	39	40	79
3/6/2025 4:30:00 AM	44	47	91
3/6/2025 4:45:00 AM	65	59	124
3/6/2025 5:00:00 AM	60	90	150
3/6/2025 5:15:00 AM	92	87	179
3/6/2025 5:30:00 AM	149	171	320
3/6/2025 5:45:00 AM	114	158	272
3/6/2025 6:00:00 AM	148	196	344
3/6/2025 6:15:00 AM	206	228	434
3/6/2025 6:30:00 AM	262	311	573
3/6/2025 6:45:00 AM	311	346	657
3/6/2025 7:00:00 AM	278	425	703
3/6/2025 7:15:00 AM	364	521	885
3/6/2025 7:30:00 AM	447	546	993
3/6/2025 7:45:00 AM	447	565	1012
3/6/2025 8:00:00 AM	348	494	842
3/6/2025 8:15:00 AM	347	445	792
3/6/2025 8:30:00 AM	358	418	776
3/6/2025 8:45:00 AM	379	459	838
3/6/2025 9:00:00 AM	320	345	665
3/6/2025 9:15:00 AM	333	400	733
3/6/2025 9:30:00 AM	331	412	743
3/6/2025 9:45:00 AM	368	416	784
3/6/2025 10:00:00 AM	356	334	690
3/6/2025 10:15:00 AM	347	346	693
3/6/2025 10:30:00 AM	354	364	718
3/6/2025 10:45:00 AM	371	382	753
3/6/2025 11:00:00 AM	396	373	769
3/6/2025 11:15:00 AM	381	328	709
3/6/2025 11:30:00 AM	438	437	875
3/6/2025 11:45:00 AM	486	433	919
Total	9,430	10,647	20,077
Percentage	47.0%	53.0%	
Peak Hour	11:00 AM	7:15 AM	7:15 AM
Volume	1,701	2,126	3,732
PHF	0.875	0.941	0.922



All Traffic Data Services

11 - COORS BLVD NW NORTH OF SEQUOIA RD NW

Time	NB	SB	Total
3/6/2025 12:00:00 PM	457	444	901
3/6/2025 12:15:00 PM	429	441	870
3/6/2025 12:30:00 PM	417	444	861
3/6/2025 12:45:00 PM	439	471	910
3/6/2025 1:00:00 PM	427	401	828
3/6/2025 1:15:00 PM	452	395	847
3/6/2025 1:30:00 PM	434	386	820
3/6/2025 1:45:00 PM	480	411	891
3/6/2025 2:00:00 PM	454	400	854
3/6/2025 2:15:00 PM	508	410	918
3/6/2025 2:30:00 PM	499	466	965
3/6/2025 2:45:00 PM	459	512	971
3/6/2025 3:00:00 PM	524	540	1064
3/6/2025 3:15:00 PM	576	544	1120
3/6/2025 3:30:00 PM	565	577	1142
3/6/2025 3:45:00 PM	602	502	1104
3/6/2025 4:00:00 PM	598	550	1148
3/6/2025 4:15:00 PM	586	604	1190
3/6/2025 4:30:00 PM	611	556	1167
3/6/2025 4:45:00 PM	583	573	1156
3/6/2025 5:00:00 PM	616	527	1143
3/6/2025 5:15:00 PM	579	544	1123
3/6/2025 5:30:00 PM	505	490	995
3/6/2025 5:45:00 PM	406	515	921
3/6/2025 6:00:00 PM	438	486	924
3/6/2025 6:15:00 PM	463	420	883
3/6/2025 6:30:00 PM	437	404	841
3/6/2025 6:45:00 PM	452	372	824
3/6/2025 7:00:00 PM	412	362	774
3/6/2025 7:15:00 PM	382	380	762
3/6/2025 7:30:00 PM	361	367	728
3/6/2025 7:45:00 PM	311	310	621
3/6/2025 8:00:00 PM	316	294	610
3/6/2025 8:15:00 PM	296	265	561
3/6/2025 8:30:00 PM	266	249	515
3/6/2025 8:45:00 PM	217	206	423
3/6/2025 9:00:00 PM	253	237	490
3/6/2025 9:15:00 PM	213	206	419
3/6/2025 9:30:00 PM	200	147	347
3/6/2025 9:45:00 PM	204	171	375
3/6/2025 10:00:00 PM	160	137	297
3/6/2025 10:15:00 PM	113	132	245
3/6/2025 10:30:00 PM	120	101	221
3/6/2025 10:45:00 PM	88	82	170
3/6/2025 11:00:00 PM	72	67	139
3/6/2025 11:15:00 PM	73	79	152
3/6/2025 11:30:00 PM	40	36	76
3/6/2025 11:45:00 PM	52	54	106
Total	18,145	17,267	35,412
Percentage	51.2%	48.8%	
Peak Hour	3:45 PM	4:00 PM	4:00 PM
Volume	2,397	2,283	4,661
PHF	0.981	0.945	0.979
Grand Total	27,575	27,914	55,489
Percentage	49.7%	50.3%	



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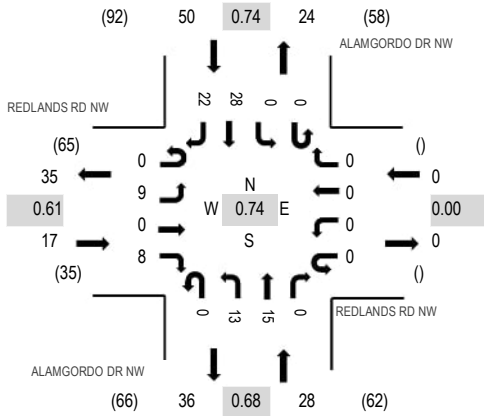
Location: 2 ALAMGORDO DR NW & REDLANDS RD NW AM

Date: Thursday, March 6, 2025

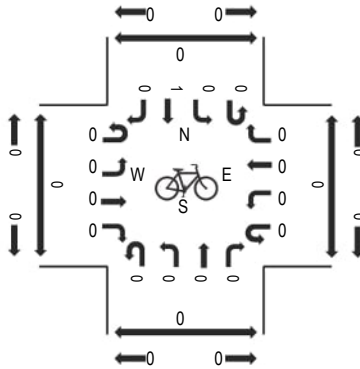
Peak Hour: 08:00 AM - 09:00 AM

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

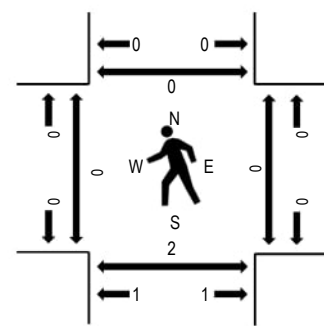
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	REDLANDS RD NW Eastbound				REDLANDS RD NW Westbound				ALAMGORDO DR NW Northbound				ALAMGORDO DR NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	3	20	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	28	0	0	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	5	0	0	0	2	1	9	47	0	0	0	0
6:45 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	2	6	60	0	0	0	0
7:00 AM	0	1	0	3	0	0	0	0	0	3	1	0	0	0	2	1	11	74	0	0	0	0
7:15 AM	0	1	0	2	0	0	0	0	0	0	9	0	0	0	6	3	21	82	0	0	0	0
7:30 AM	0	2	0	2	0	0	0	0	0	2	4	0	0	0	4	8	22	93	3	0	2	0
7:45 AM	0	2	0	2	0	0	0	0	0	3	4	0	0	0	4	5	20	90	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	1	5	0	0	0	6	6	19	95	0	0	1	0
8:15 AM	0	2	0	2	0	0	0	0	0	6	5	0	0	0	14	3	32		0	0	1	0
8:30 AM	0	2	0	3	0	0	0	0	0	4	0	0	0	0	4	6	19		0	0	0	0
8:45 AM	0	4	0	3	0	0	0	0	0	2	5	0	0	0	4	7	25		0	0	0	0
Count Total	0	17	0	18	0	0	0	0	0	21	41	0	0	0	48	44	189		3	0	4	0
Peak Hour	0	9	0	8	0	0	0	0	0	13	15	0	0	0	28	22	95		0	0	2	0



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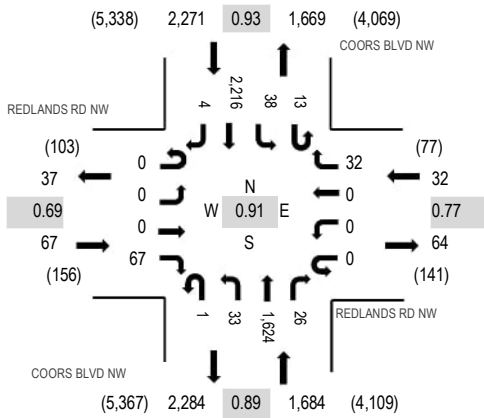
Location: 3 COORS BLVD NW & REDLANDS RD NW AM

Date: Thursday, March 6, 2025

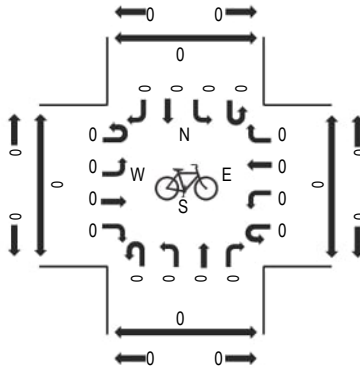
Peak Hour: 07:15 AM - 08:15 AM

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

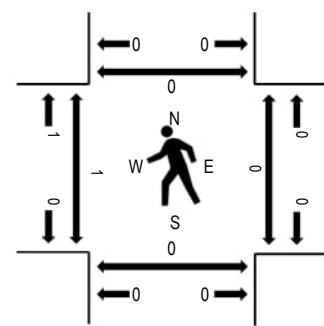
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	REDLANDS RD NW				REDLANDS RD NW				COORS BLVD NW				COORS BLVD NW				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
6:00 AM	0	0	0	4	0	0	0	1	1	2	157	0	4	5	209	1	384	2,215	0	0	0	0
6:15 AM	0	0	0	6	0	0	0	0	0	5	220	2	4	1	248	1	487	2,598	0	0	0	0
6:30 AM	0	0	0	10	0	0	0	2	0	3	255	5	1	2	338	0	616	3,076	0	0	0	0
6:45 AM	0	0	0	8	0	0	0	2	0	3	330	1	1	4	378	1	728	3,571	1	0	0	0
7:00 AM	0	0	0	15	0	0	0	10	0	5	258	3	1	9	464	2	767	3,912	0	0	0	0
7:15 AM	0	0	0	18	0	0	0	7	0	8	368	7	2	7	546	2	965	4,054	0	0	0	0
7:30 AM	0	0	0	25	0	0	0	7	0	9	454	7	3	7	598	1	1,111	3,957	0	0	0	0
7:45 AM	0	0	0	11	0	0	0	7	0	4	464	6	4	15	557	1	1,069	3,700	0	0	0	0
8:00 AM	0	0	0	13	0	0	0	11	1	12	338	6	4	9	515	0	909	3,553	1	0	0	0
8:15 AM	0	0	0	16	0	0	0	14	3	14	351	3	2	6	459	0	868		1	0	0	0
8:30 AM	0	0	0	16	0	0	0	11	1	10	369	7	2	9	427	2	854		0	0	0	0
8:45 AM	0	0	0	14	0	0	0	5	2	16	394	5	6	15	464	1	922		0	0	0	0
Count Total	0	0	0	156	0	0	0	77	8	91	3,958	52	34	89	5,203	12	9,680		3	0	0	0
Peak Hour	0	0	0	67	0	0	0	32	1	33	1,624	26	13	38	2,216	4	4,054		1	0	0	0



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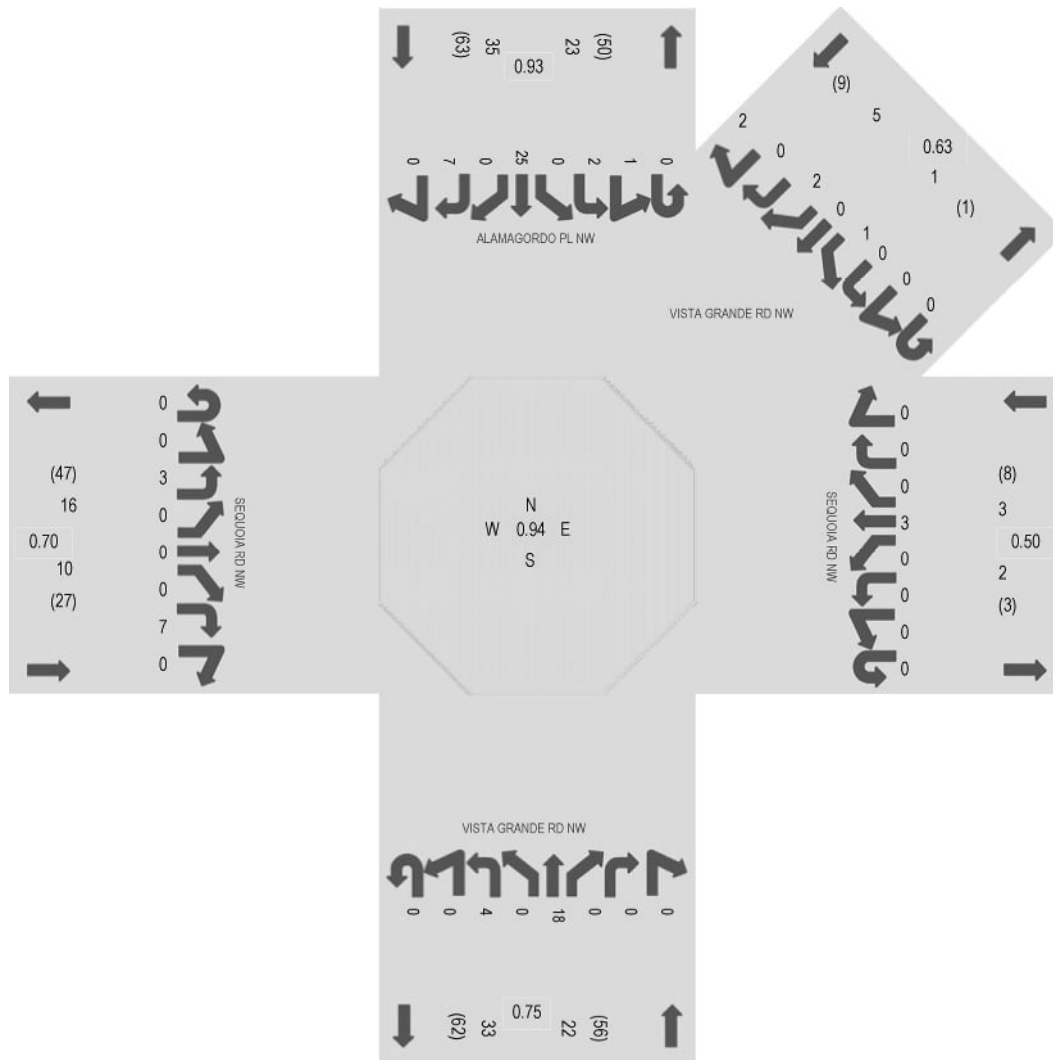
Location: 4 VISTA GRANDE RD NW & SEQUOIA RD NW AM

Date: Thursday, March 6, 2025

Peak Hour: 07:30 AM - 08:30 AM

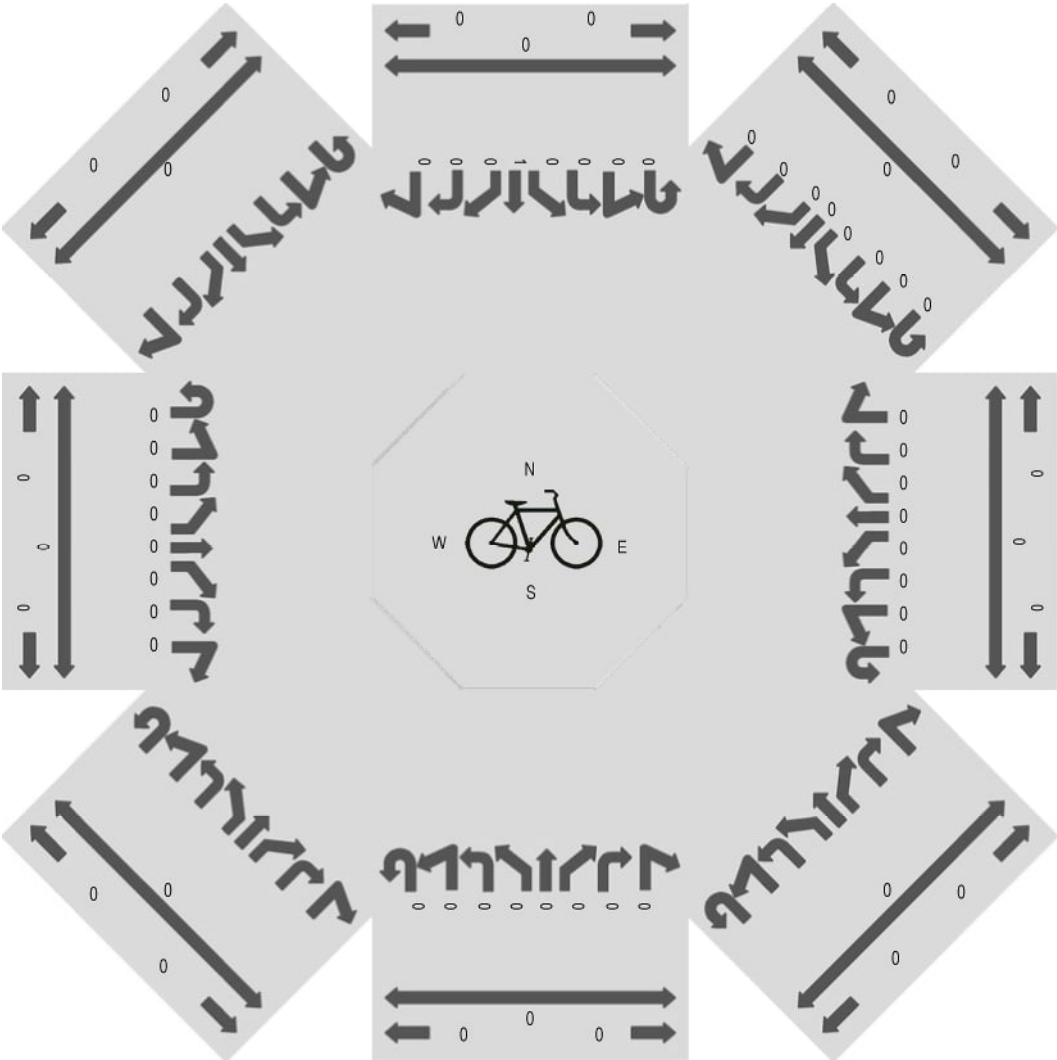
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles

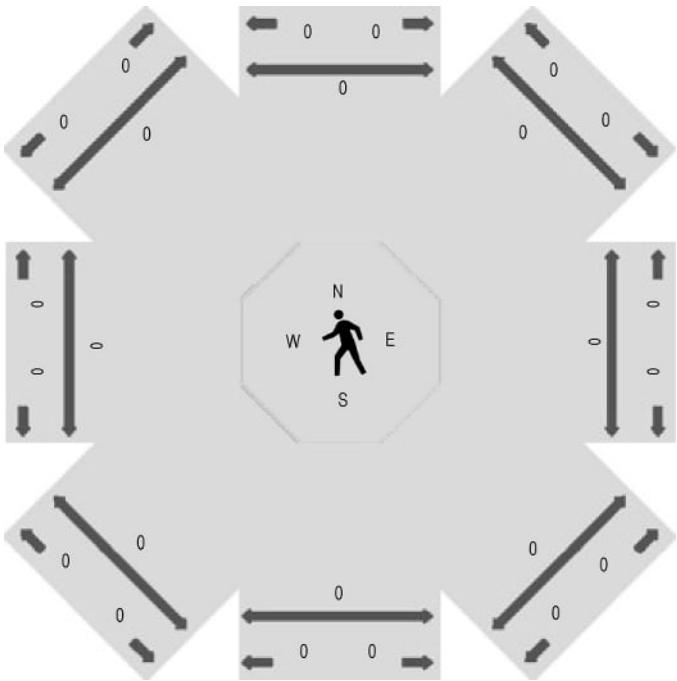


Note: Total study counts contained in parentheses.

Peak Hour - Bicycles



Peak Hour - Pedestrians



Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
6:00 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0								
6:15 AM	0	0	0	0	0	0	0	0									0	0	0	0	2	0	0	0								
6:30 AM	0	0	0	0	0	0	0	1	0								0	0	3	0	2	0	0	0								
6:45 AM	0	0	0	0	0	0	0	2	0								0	0	1	0	3	0	0	0								
7:00 AM	0	0	0	0	0	0	0	0	0								1	0	1	0	2	0	0	0								
7:15 AM	0	0	0	0	0	1	0	0	0								0	0	2	0	6	0	0	0								
7:30 AM	0	0	0	0	0	1	0	0	0								0	0	1	0	6	0	0	0								
7:45 AM	0	0	0	0	0	0	0	0	0								0	0	1	0	3	0	0	0								
8:00 AM	0	0	0	0	0	0	0	0	0								0	0	0	0	5	0	0	0								
8:15 AM	0	0	0	0	0	2	0	0	0								0	0	2	0	4	0	0	0								
8:30 AM	0	0	0	0	0	0	0	0	0								0	0	3	0	2	0	0	0								
8:45 AM	0	0	0	0	0	1	0	0	0								0	0	1	0	5	0	0	0								
Count Total	0	0	0	0	0	5	0	3	0								1	0	15	0	40	0	0	0								
Peak Hour	0	0	0	0	0	3	0	0	0								0	0	4	0	18	0	0	0								

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
6:00 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
6:15 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	37
6:30 AM	1	0	0	0	0	0	0	0									0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	10	49
6:45 AM	1	0	1	0	1	0	2	0									0	0	0	0	1	0	2	0	0	0	0	0	0	1	0	0	15	59
7:00 AM	0	0	1	0	0	0	2	0									0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	8	61
7:15 AM	2	0	0	0	0	0	1	0									0	0	0	0	2	0	1	0	0	0	0	0	0	1	0	0	16	71
7:30 AM	0	0	1	0	0	0	2	0									0	0	1	0	6	0	1	0	0	0	0	0	0	1	0	0	20	75
7:45 AM	0	0	1	0	0	0	2	0									0	0	1	0	5	0	2	0	0	0	0	1	0	0	0	1	17	73
8:00 AM	0	0	1	0	0	0	2	0									0	1	0	0	6	0	2	0	0	0	0	0	0	0	0	1	18	73
8:15 AM	0	0	0	0	0	0	1	0									0	0	0	0	8	0	2	0	0	0	0	0	0	1	0	0	20	
8:30 AM	0	0	0	0	0	0	2	0									0	0	0	0	7	0	3	0	0	0	0	0	0	1	0	0	18	
8:45 AM	0	0	0	0	0	0	3	0									0	0	0	0	6	0	0	0	0	0	0	1	0	0	0	0	17	
Count Total	4	0	5	0	1	0	17	0									0	1	2	0	42	0	18	0	0	0	0	2	0	5	0	2	163	
Peak Hour	0	0	3	0	0	0	7	0									0	1	2	0	25	0	7	0	0	0	0	1	0	2	0	2	75	



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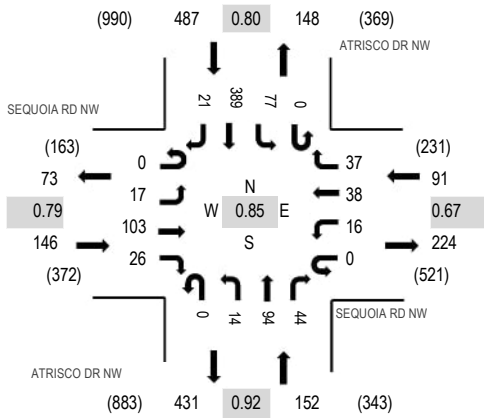
Location: 5 ATRISCO DR NW & SEQUOIA RD NW AM

Date: Thursday, March 6, 2025

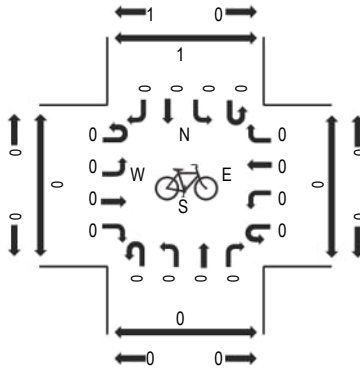
Peak Hour: 07:30 AM - 08:30 AM

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

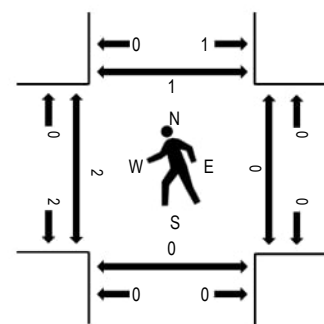
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEQUOIA RD NW Eastbound				SEQUOIA RD NW Westbound				ATRISCO DR NW Northbound				ATRISCO DR NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	1	13	5	0	3	5	2	0	1	6	3	0	4	13	1	57	327	0	0	0	0
6:15 AM	0	0	9	1	0	0	6	2	0	3	5	1	0	8	21	1	57	404	0	1	1	1
6:30 AM	0	3	23	11	0	0	3	3	0	0	6	3	0	15	22	1	90	543	0	0	0	0
6:45 AM	0	6	18	4	0	1	9	11	0	1	10	2	0	12	49	0	123	710	0	1	0	1
7:00 AM	0	4	19	9	0	1	4	7	0	1	17	5	0	16	50	1	134	807	0	0	0	0
7:15 AM	0	5	20	8	0	5	7	8	0	2	35	8	0	22	72	4	196	858	0	0	0	0
7:30 AM	0	8	29	10	0	2	12	8	0	2	23	10	0	19	129	5	257	876	0	0	0	0
7:45 AM	0	6	24	4	0	4	9	12	0	5	27	8	0	18	99	4	220	803	0	0	0	0
8:00 AM	0	3	25	7	0	4	7	4	0	4	20	13	0	19	75	4	185	802	2	0	0	1
8:15 AM	0	0	25	5	0	6	10	13	0	3	24	13	0	21	86	8	214		0	0	0	0
8:30 AM	0	7	23	9	0	3	9	11	0	1	28	10	0	10	71	2	184		0	0	0	0
8:45 AM	0	5	19	4	0	6	18	16	0	3	23	17	0	17	84	7	219		0	0	0	0
Count Total	0	48	247	77	0	35	99	97	0	26	224	93	0	181	771	38	1,936		2	2	1	3
Peak Hour	0	17	103	26	0	16	38	37	0	14	94	44	0	77	389	21	876		2	0	0	1



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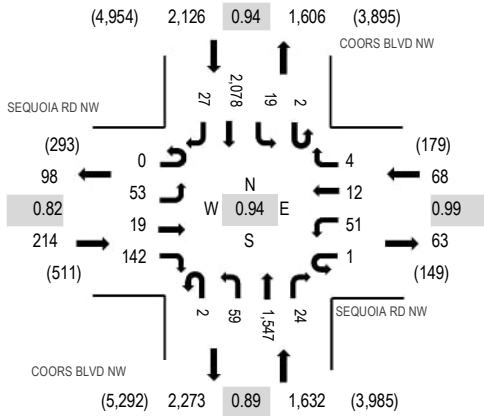
Location: 6 COORS BLVD NW & SEQUOIA RD NW AM

Date: Thursday, March 6, 2025

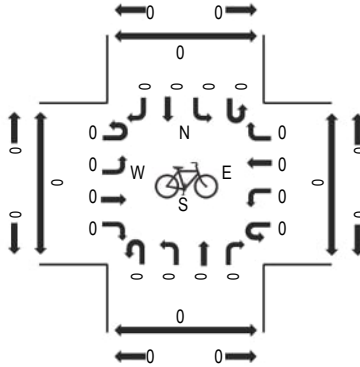
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

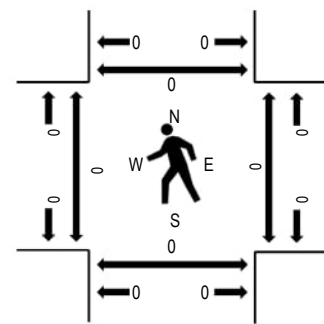
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEQUOIA RD NW Eastbound				SEQUOIA RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	3	2	17	0	7	0	1	0	6	144	3	0	0	193	3	379	2,182	0	0	0	0
6:15 AM	0	6	0	16	0	6	2	2	0	8	198	3	0	1	225	2	469	2,556	0	0	0	0
6:30 AM	0	6	1	27	0	3	1	0	0	5	256	1	0	1	309	1	611	3,040	0	0	0	0
6:45 AM	0	5	4	25	0	7	2	3	0	22	303	6	0	0	338	8	723	3,507	0	0	0	0
7:00 AM	0	12	2	26	0	11	0	1	0	10	264	2	1	0	421	3	753	3,863	0	0	0	0
7:15 AM	0	12	4	35	0	11	1	2	1	13	349	4	1	3	513	4	953	4,040	0	0	0	0
7:30 AM	0	9	3	45	0	13	3	1	0	14	436	8	1	4	536	5	1,078	3,963	0	0	0	0
7:45 AM	0	13	4	24	0	11	3	1	1	17	433	7	0	5	553	7	1,079	3,730	0	0	0	0
8:00 AM	0	19	8	38	1	16	5	0	0	15	329	5	0	7	476	11	930	3,584	0	0	0	0
8:15 AM	0	18	7	21	0	13	4	5	2	27	324	10	0	4	428	13	876		0	0	0	0
8:30 AM	0	13	6	22	0	13	3	5	0	16	340	9	0	4	406	8	845		0	0	0	0
8:45 AM	0	16	6	36	0	12	10	0	0	26	363	5	0	9	435	15	933		0	0	0	0
Count Total	0	132	47	332	1	123	34	21	4	179	3,739	63	3	38	4,833	80	9,629		0	0	0	0
Peak Hour	0	53	19	142	1	51	12	4	2	59	1,547	24	2	19	2,078	27	4,040		0	0	0	0



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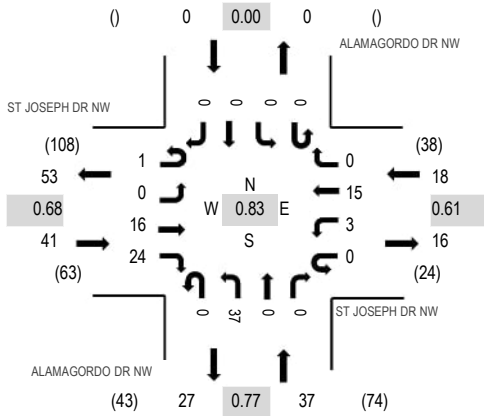
Location: 7 ALAMAGORDO DR NW & ST JOSEPH DR NW AM

Date: Thursday, March 6, 2025

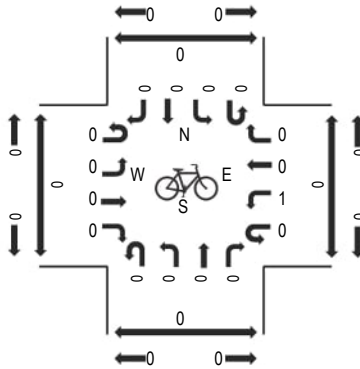
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

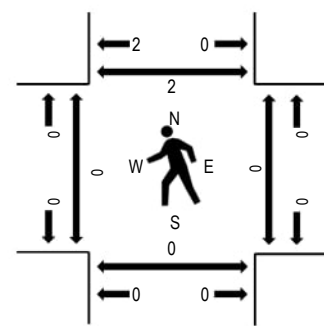
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ST JOSEPH DR NW Eastbound				ST JOSEPH DR NW Westbound				ALAMAGORDO DR NW Northbound				ALAMAGORDO DR NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	5	22	0	0	0	0
6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	30	1	0	0	1
6:30 AM	0	0	2	2	0	0	0	0	0	4	0	0	0	0	0	0	8	41	2	0	0	2
6:45 AM	0	0	0	0	0	1	1	0	0	5	0	0	0	0	0	0	7	55	2	0	0	2
7:00 AM	0	0	3	2	0	0	0	0	0	8	0	0	0	0	0	0	13	77	1	0	0	1
7:15 AM	0	0	0	4	0	0	3	0	0	6	0	0	0	0	0	0	13	84	0	0	0	0
7:30 AM	0	0	4	4	0	0	5	0	0	9	0	0	0	0	0	0	22	96	0	0	0	0
7:45 AM	0	0	7	8	0	1	5	0	0	8	0	0	0	0	0	0	29	90	0	0	0	0
8:00 AM	1	0	1	7	0	0	3	0	0	8	0	0	0	0	0	0	20	76	0	0	0	0
8:15 AM	0	0	4	5	0	2	2	0	0	12	0	0	0	0	0	0	25		0	0	0	2
8:30 AM	0	0	1	2	0	0	9	0	0	4	0	0	0	0	0	0	16		0	0	0	0
8:45 AM	0	0	2	4	0	1	2	0	0	6	0	0	0	0	0	0	15		0	0	0	0
Count Total	1	0	24	38	0	5	33	0	0	74	0	0	0	0	0	0	175		6	0	0	8
Peak Hour	1	0	16	24	0	3	15	0	0	37	0	0	0	0	0	0	96		0	0	0	2



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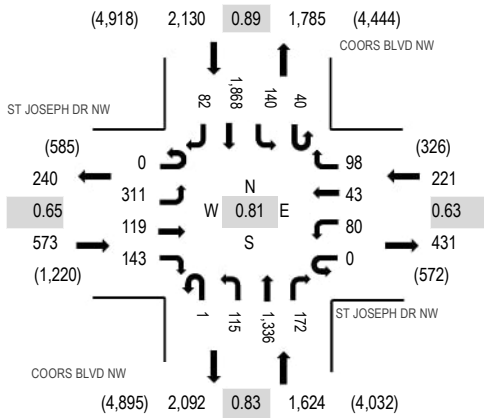
Location: 8 COORS BLVD NW & ST JOSEPH DR NW AM

Date: Thursday, March 6, 2025

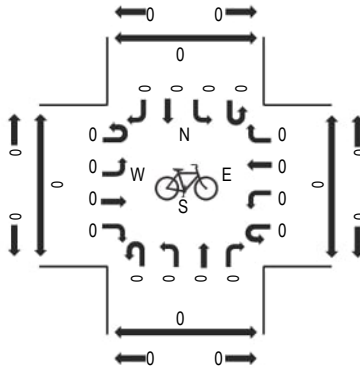
Peak Hour: 07:15 AM - 08:15 AM

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

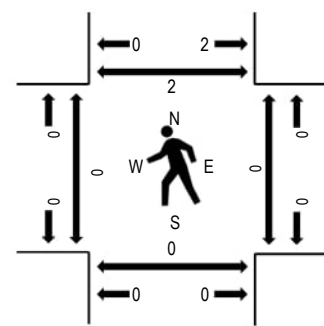
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ST JOSEPH DR NW Eastbound				ST JOSEPH DR NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	25	0	8	0	2	1	5	0	9	154	5	0	0	193	10	412	2,398	0	0	0	0
6:15 AM	0	44	2	11	0	2	1	1	0	20	191	2	1	2	234	11	522	2,830	0	0	0	0
6:30 AM	0	61	1	24	0	1	1	3	0	18	274	6	3	7	280	9	688	3,376	0	0	0	0
6:45 AM	0	71	3	20	0	3	2	6	0	30	262	10	1	7	348	13	776	4,091	0	0	0	0
7:00 AM	0	61	4	26	0	7	4	11	0	24	264	14	6	12	404	7	844	4,482	0	0	0	0
7:15 AM	0	74	23	45	0	13	6	17	0	22	283	43	9	44	465	24	1,068	4,548	0	0	0	0
7:30 AM	0	117	61	41	0	39	11	38	0	36	377	82	21	59	506	15	1,403	4,381	0	0	0	1
7:45 AM	0	64	30	20	0	23	22	32	0	28	373	38	7	25	484	21	1,167	3,915	0	0	0	0
8:00 AM	0	56	5	37	0	5	4	11	1	29	303	9	3	12	413	22	910	3,616	0	0	0	1
8:15 AM	0	57	9	27	0	5	1	14	0	33	313	12	6	9	401	14	901		0	0	0	0
8:30 AM	1	73	6	29	0	7	5	16	0	43	331	6	7	7	381	25	937		0	0	0	0
8:45 AM	0	56	3	25	0	4	0	3	1	39	339	8	0	6	360	24	868		0	0	0	0
Count Total	1	759	147	313	0	111	58	157	2	331	3,464	235	64	190	4,469	195	10,496		0	0	0	2
Peak Hour	0	311	119	143	0	80	43	98	1	115	1,336	172	40	140	1,868	82	4,548		0	0	0	2



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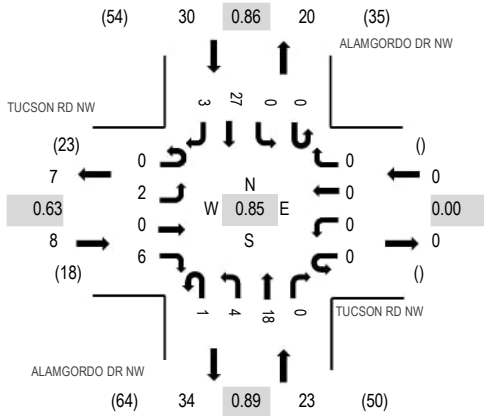
Location: 9 ALAMGORDO DR NW & TUCSON RD NW AM

Date: Thursday, March 6, 2025

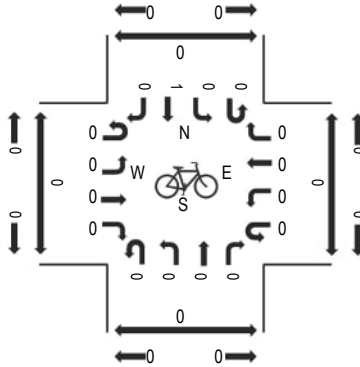
Peak Hour: 07:30 AM - 08:30 AM

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

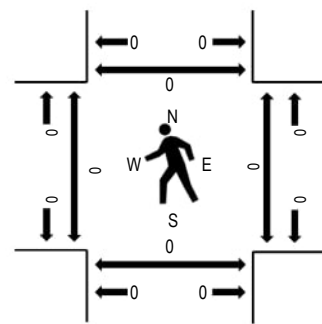
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TUCSON RD NW Eastbound				TUCSON RD NW Westbound				ALAMGORDO DR NW Northbound				ALAMGORDO DR NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	21	0	0	0	0
6:15 AM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	1	0	4	25	0	0	0	0
6:30 AM	0	0	0	1	0	0	0	0	0	2	1	0	0	0	2	0	6	31	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	3	3	0	0	0	3	1	10	39	0	0	0	0
7:00 AM	0	1	0	0	0	0	0	0	0	1	2	0	0	0	1	0	5	45	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	1	1	4	0	0	0	2	1	10	58	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	1	0	6	0	0	0	5	1	14	61	0	0	0	0
7:45 AM	0	1	0	3	0	0	0	0	0	0	5	0	0	0	6	1	16	59	0	0	0	0
8:00 AM	0	1	0	1	0	0	0	0	0	2	5	0	0	0	9	0	18	56	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	0	0	2	2	0	0	0	7	1	13		0	0	0	0
8:30 AM	0	0	0	3	0	0	0	0	0	1	1	0	0	0	7	0	12		0	0	0	0
8:45 AM	0	1	0	2	0	0	0	0	0	3	2	0	0	0	5	0	13		0	0	0	0
Count Total	0	4	0	14	0	0	0	0	2	17	31	0	0	0	48	6	122		0	0	0	0
Peak Hour	0	2	0	6	0	0	0	0	1	4	18	0	0	0	27	3	61		0	0	0	0



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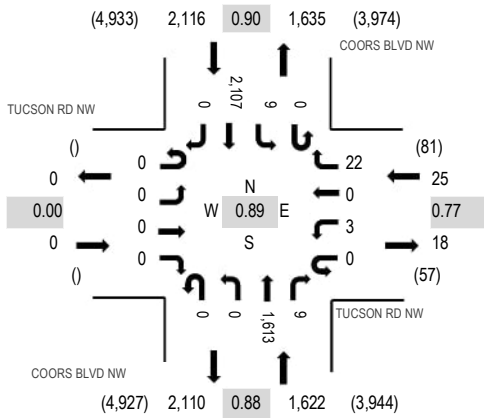
Location: 10 COORS BLVD NW & TUCSON RD NW AM

Date: Thursday, March 6, 2025

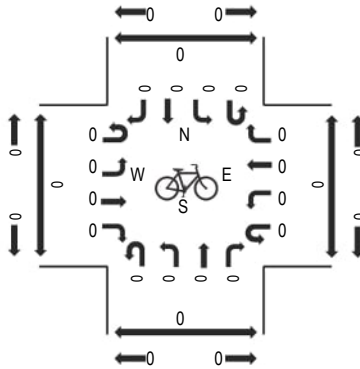
Peak Hour: 07:15 AM - 08:15 AM

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

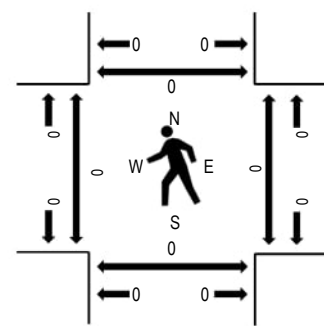
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TUCSON RD NW				TUCSON RD NW				COORS BLVD NW				COORS BLVD NW				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
6:00 AM	0	0	0	0	0	2	0	1	0	0	144	0	0	1	193	0	341	2,032	0	0	0	0
6:15 AM	0	0	0	0	0	3	0	4	0	0	205	0	0	0	222	0	434	2,401	0	0	0	0
6:30 AM	0	0	0	0	0	1	0	10	0	0	266	0	0	2	309	0	588	2,870	0	0	0	0
6:45 AM	0	0	0	0	0	4	0	3	0	0	311	0	0	2	349	0	669	3,338	0	0	0	0
7:00 AM	0	0	0	0	0	2	0	6	0	0	276	2	0	0	424	0	710	3,642	0	0	0	0
7:15 AM	0	0	0	0	0	2	0	6	0	0	374	0	0	2	519	0	903	3,763	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	4	0	0	458	3	0	3	587	0	1,056	3,665	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	6	0	0	443	4	0	2	518	0	973	3,416	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	6	0	0	338	2	0	2	483	0	831	3,284	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	6	1	0	354	9	0	6	428	0	805		0	0	0	0
8:30 AM	0	0	0	0	0	3	0	5	0	0	368	6	0	1	424	0	807		0	0	0	0
8:45 AM	0	0	0	0	0	1	0	4	0	0	376	4	0	6	450	0	841		0	0	0	0
Count Total	0	0	0	0	0	20	0	61	1	0	3,913	30	0	27	4,906	0	8,958		0	0	0	0
Peak Hour	0	0	0	0	0	3	0	22	0	0	1,613	9	0	9	2,107	0	3,763		0	0	0	0



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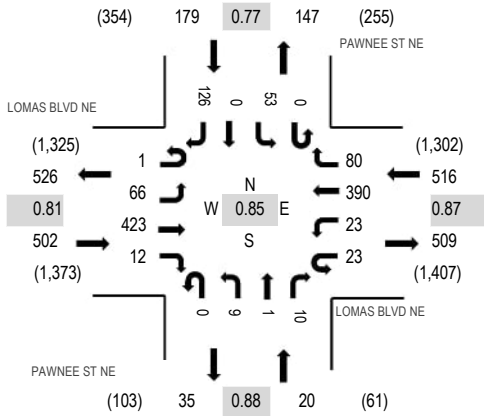
Location: 1 PAWNEE ST NE & LOMAS BLVD NE PM

Date: Thursday, March 6, 2025

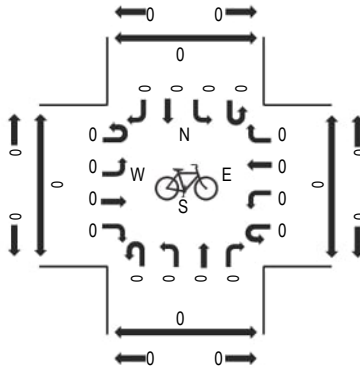
Peak Hour: 03:15 PM - 04:15 PM

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

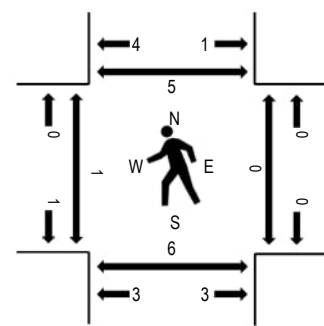
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LOMAS BLVD NE Eastbound				LOMAS BLVD NE Westbound				PAWNEE ST NE Northbound				PAWNEE ST NE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	0	20	88	4	6	7	74	9	0	0	0	3	1	4	0	6	222	1,154	1	0	3	2
3:15 PM	0	19	111	4	9	2	102	25	0	1	0	0	0	8	0	35	316	1,217	0	0	0	0
3:30 PM	0	19	133	2	3	6	115	25	0	4	0	5	0	13	0	35	360	1,166	1	0	5	2
3:45 PM	1	12	87	2	3	8	100	10	0	2	1	1	0	8	0	21	256	1,035	0	0	0	0
4:00 PM	0	16	92	4	8	7	73	20	0	2	0	4	0	24	0	35	285	1,022	0	0	1	3
4:15 PM	1	13	94	2	5	6	91	3	0	1	0	3	0	15	0	31	265	988	2	0	2	0
4:30 PM	1	7	81	2	3	6	87	3	0	3	0	4	0	8	0	24	229	959	0	0	0	0
4:45 PM	1	11	101	1	5	4	82	6	0	3	0	5	0	7	0	17	243	951	1	0	0	1
5:00 PM	0	11	88	2	4	6	90	10	0	2	0	6	0	11	0	21	251	914	0	0	1	0
5:15 PM	0	2	111	0	1	9	77	9	0	3	0	2	0	8	0	14	236		0	0	0	1
5:30 PM	0	0	113	3	2	7	85	1	0	2	0	2	0	0	0	6	221		0	0	0	0
5:45 PM	0	2	110	2	5	7	76	0	0	0	0	2	0	1	0	1	206		0	1	1	0
Count Total	4	132	1,209	28	54	75	1,052	121	0	23	1	37	1	107	0	246	3,090		5	1	13	9
Peak Hour	1	66	423	12	23	23	390	80	0	9	1	10	0	53	0	126	1,217		1	0	6	5



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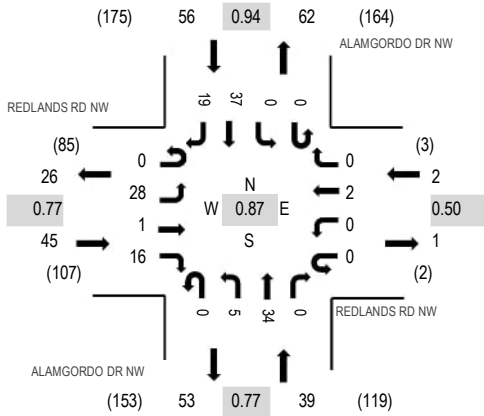
Location: 2 ALAMGORDO DR NW & REDLANDS RD NW PM

Date: Thursday, March 6, 2025

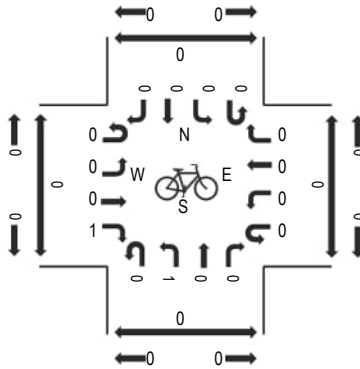
Peak Hour: 03:45 PM - 04:45 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

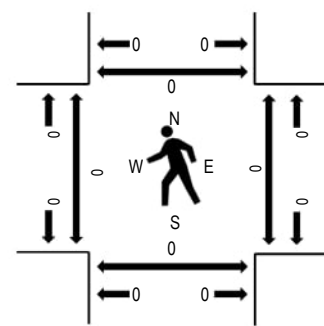
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	REDLANDS RD NW Eastbound				REDLANDS RD NW Westbound				ALAMGORDO DR NW Northbound				ALAMGORDO DR NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	0	6	1	2	0	0	0	1	0	2	8	0	0	0	14	4	38	133	2	0	1	0
3:15 PM	0	5	0	5	0	0	0	0	0	2	8	0	0	0	10	3	33	136	0	0	0	0
3:30 PM	0	4	0	1	0	0	0	0	0	2	7	0	0	0	14	4	32	138	0	0	0	0
3:45 PM	0	6	0	3	0	0	0	0	0	1	8	0	0	0	7	5	30	142	0	0	0	0
4:00 PM	0	8	1	6	0	0	1	0	0	3	11	0	0	0	7	4	41	141	0	0	0	0
4:15 PM	0	8	0	2	0	0	1	0	0	1	7	0	0	0	11	5	35	134	0	0	0	0
4:30 PM	0	6	0	5	0	0	0	0	0	0	8	0	0	0	12	5	36	129	0	0	0	0
4:45 PM	0	8	0	2	0	0	0	0	0	6	7	0	0	0	4	2	29	127	0	0	0	0
5:00 PM	0	3	0	2	0	0	0	0	0	3	9	0	0	0	9	8	34	130	1	0	1	0
5:15 PM	0	3	0	3	0	0	0	0	0	3	6	0	0	0	11	4	30		0	0	0	0
5:30 PM	1	5	0	3	0	0	0	0	0	2	7	0	1	0	12	3	34		0	0	0	0
5:45 PM	0	7	0	1	0	0	0	0	0	1	7	0	0	0	7	9	32		0	0	0	0
Count Total	1	69	2	35	0	0	2	1	0	26	93	0	1	0	118	56	404		3	0	2	0
Peak Hour	0	28	1	16	0	0	2	0	0	5	34	0	0	0	37	19	142		0	0	0	0



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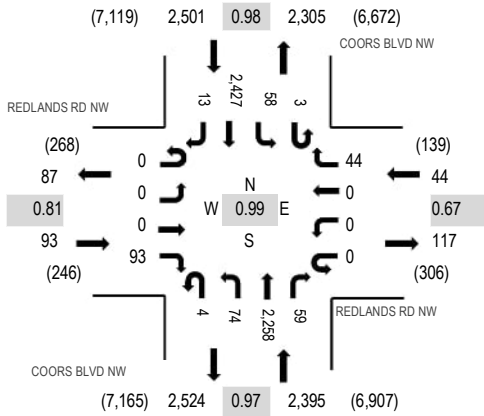
Location: 3 COORS BLVD NW & REDLANDS RD NW PM

Date: Thursday, March 6, 2025

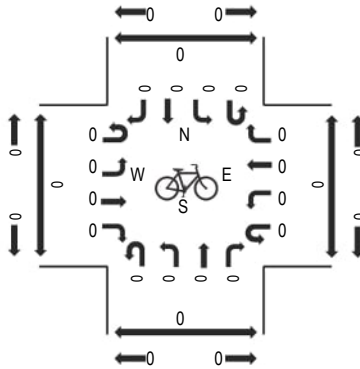
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

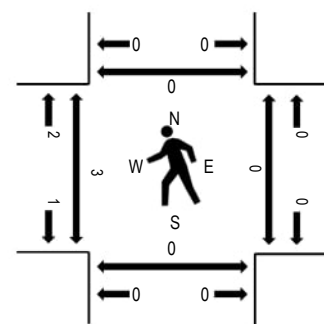
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	REDLANDS RD NW Eastbound				REDLANDS RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	0	0	0	17	0	0	0	11	0	15	521	15	0	15	579	5	1,178	4,828	0	1	0	0
3:15 PM	0	0	0	14	0	0	0	12	1	13	556	17	0	10	602	2	1,227	4,926	1	0	0	0
3:30 PM	0	0	0	22	0	0	0	9	1	23	569	12	0	4	601	7	1,248	4,952	1	3	0	3
3:45 PM	0	0	0	21	0	0	0	6	0	21	581	10	0	12	519	5	1,175	4,970	1	0	0	0
4:00 PM	0	0	0	29	0	0	0	12	2	25	586	12	0	12	594	4	1,276	5,033	2	0	0	0
4:15 PM	0	0	0	22	0	0	0	8	1	15	555	13	2	17	616	4	1,253	4,999	0	0	0	0
4:30 PM	0	0	0	16	0	0	0	14	0	20	564	19	1	16	612	4	1,266	4,961	0	0	0	0
4:45 PM	0	0	0	26	0	0	0	10	1	14	553	15	0	13	605	1	1,238	4,778	1	0	0	0
5:00 PM	1	0	0	24	0	0	0	22	1	18	585	11	2	12	560	6	1,242	4,550	0	0	0	0
5:15 PM	0	0	0	17	0	0	0	13	0	24	551	10	3	9	582	6	1,215		0	0	0	0
5:30 PM	0	0	0	19	0	0	0	11	2	15	513	16	5	10	489	3	1,083		0	0	0	0
5:45 PM	0	0	0	18	0	0	0	11	1	15	382	13	4	13	551	2	1,010		0	0	0	0
Count Total	1	0	0	245	0	0	0	139	10	218	6,516	163	17	143	6,910	49	14,411		6	4	0	3
Peak Hour	0	0	0	93	0	0	0	44	4	74	2,258	59	3	58	2,427	13	5,033		3	0	0	0



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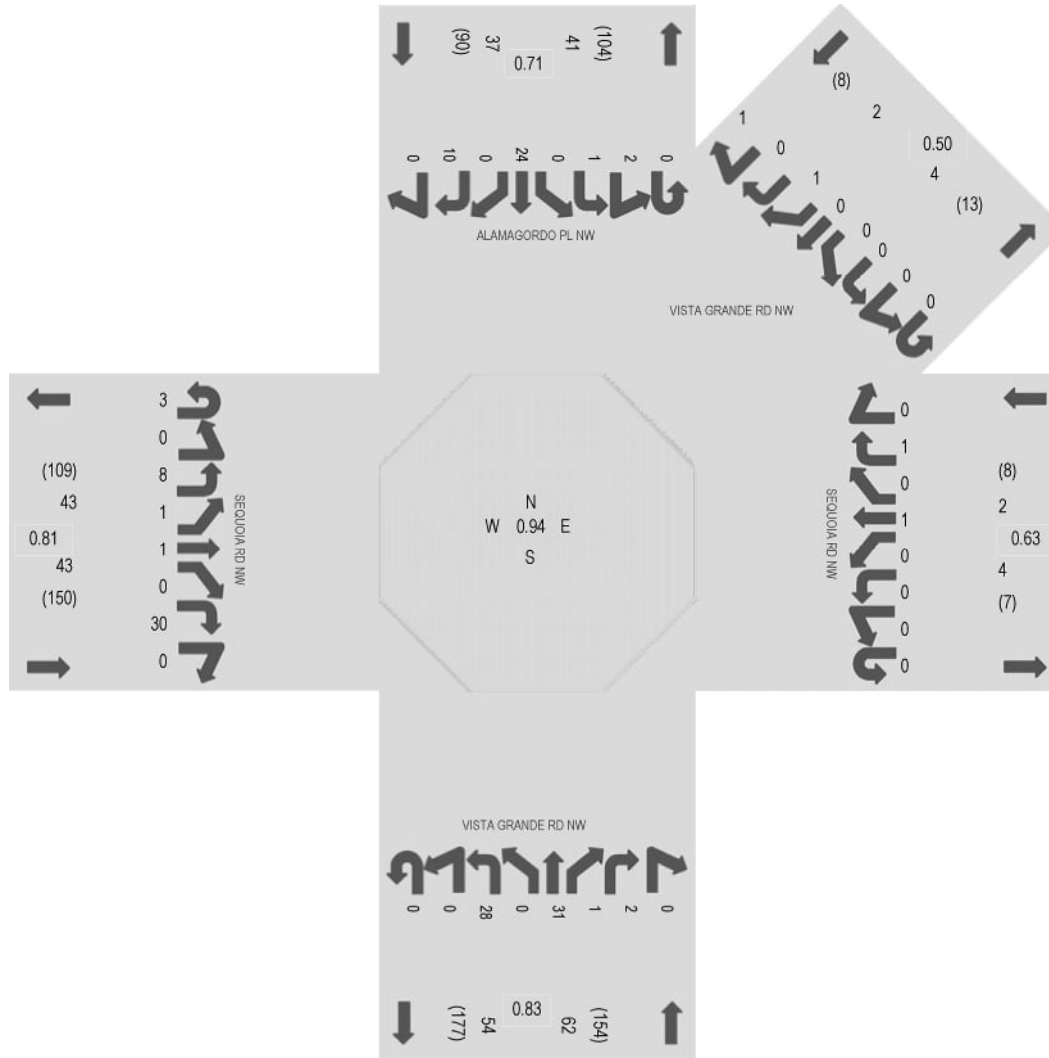
Location: 4 VISTA GRANDE RD NW & SEQUOIA RD NW PM

Date: Thursday, March 6, 2025

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

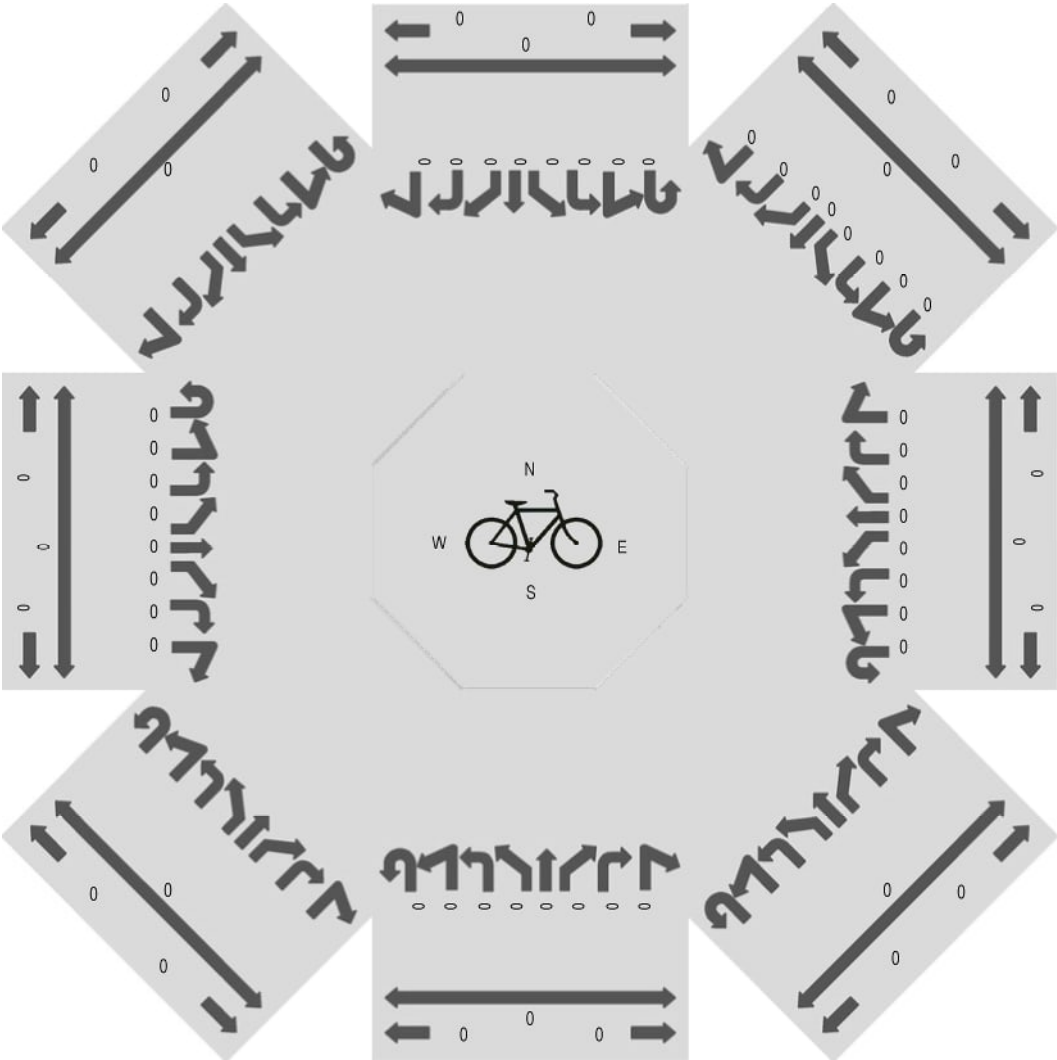
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - All Vehicles

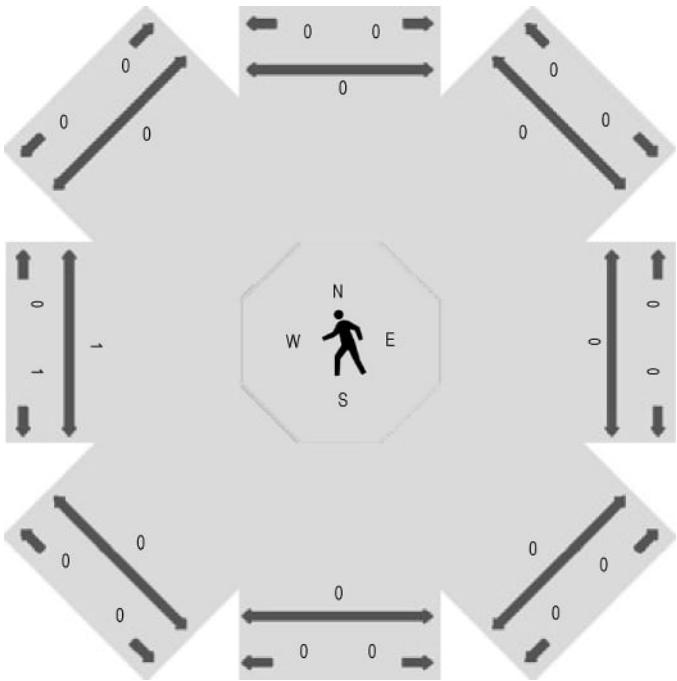


Note: Total study counts contained in parentheses.

Peak Hour - Bicycles



Peak Hour - Pedestrians



Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
3:00 PM	0	0	0	0	0	0	0	0									0	0	4	0	10	1	0	0								
3:15 PM	0	0	0	0	0	0	0	0									0	0	5	0	2	1	0	0								
3:30 PM	0	0	0	0	0	0	0	0									0	0	6	0	5	0	0	0								
3:45 PM	0	0	0	0	1	0	0	0									0	0	8	0	8	0	1	0								
4:00 PM	0	0	0	0	0	0	1	0									0	0	5	0	14	0	0	0								
4:15 PM	0	0	0	0	0	0	0	0									0	0	9	0	4	1	1	0								
4:30 PM	0	0	1	0	0	0	0	0									0	0	3	0	9	0	0	0								
4:45 PM	0	0	0	0	1	0	0	0									1	0	6	0	6	0	0	0								
5:00 PM	0	0	1	0	1	0	0	0									0	0	6	0	7	0	0	0								
5:15 PM	0	0	0	0	1	0	0	0									0	0	4	0	3	0	1	0								
5:30 PM	0	0	0	0	0	0	0	0									0	0	5	0	6	0	0	0								
5:45 PM	0	0	0	0	0	0	1	0									0	0	8	0	4	0	0	0								
Count Total	0	0	2	0	4	0	2	0									1	0	69	0	78	3	3	0								
Peak Hour	0	0	0	0	1	0	1	0									0	0	28	0	31	1	2	0								

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
3:00 PM	1	0	3	0	0	0	10	0									0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	34	129
3:15 PM	1	0	1	0	0	0	7	0									0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	25	132
3:30 PM	0	0	2	0	0	0	11	0									0	1	1	0	8	0	1	0	0	0	0	0	0	0	0	1	36	146
3:45 PM	1	0	0	0	0	0	4	0									0	1	0	0	6	0	3	0	0	0	0	0	0	1	0	0	34	146
4:00 PM	2	0	3	1	0	0	8	0									0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	37	141
4:15 PM	0	0	3	0	1	0	7	0									0	0	0	0	9	0	4	0	0	0	0	0	0	0	0	0	39	142
4:30 PM	2	0	2	0	0	0	11	0									0	0	0	0	5	0	2	0	0	0	0	0	0	1	0	0	36	133
4:45 PM	0	0	2	1	0	0	8	0									0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	29	130
5:00 PM	0	0	2	0	1	0	11	0									0	0	1	0	4	0	3	0	0	0	0	0	0	1	0	0	38	140
5:15 PM	1	0	1	0	0	0	11	0									0	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	30	
5:30 PM	1	0	2	0	0	0	10	0									0	0	0	0	7	0	1	0	0	0	0	0	0	1	0	0	33	
5:45 PM	0	0	1	3	0	0	14	0									0	1	0	0	4	0	3	0	0	0	0	0	0	0	0	0	39	
Count Total	9	0	22	5	2	0	112	0									0	5	2	0	62	0	21	0	0	0	0	0	0	6	0	2	410	
Peak Hour	3	0	8	1	1	0	30	0									0	2	1	0	24	0	10	0	0	0	0	0	0	1	0	1	146	



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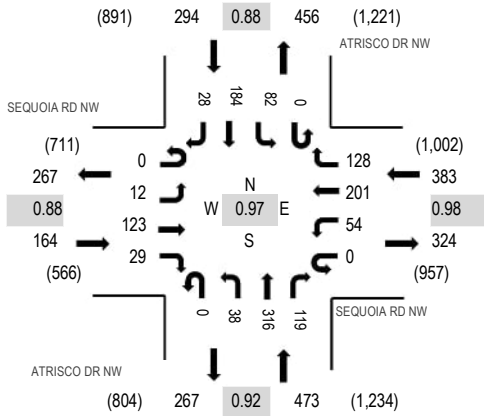
Location: 5 ATRISCO DR NW & SEQUOIA RD NW PM

Date: Thursday, March 6, 2025

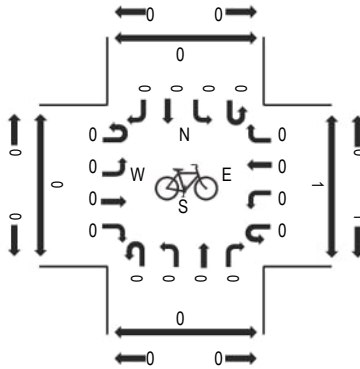
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

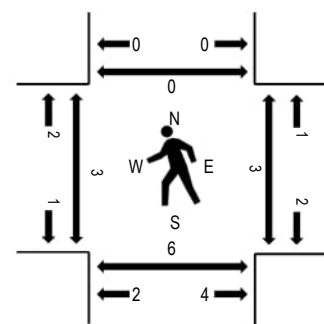
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEQUOIA RD NW Eastbound				SEQUOIA RD NW Westbound				ATRISCO DR NW Northbound				ATRISCO DR NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	0	6	40	5	0	14	34	27	0	8	52	23	0	23	62	7	301	1,206	0	0	0	0
3:15 PM	0	5	46	6	0	14	32	20	0	6	66	24	0	26	58	3	306	1,206	1	0	1	1
3:30 PM	0	3	47	4	0	9	42	25	0	5	69	21	0	27	38	7	297	1,227	0	0	0	0
3:45 PM	0	9	31	5	0	14	49	20	0	13	68	22	0	20	47	4	302	1,255	1	0	1	1
4:00 PM	0	6	43	13	0	13	36	18	0	6	71	28	0	17	41	9	301	1,277	0	0	0	1
4:15 PM	0	2	19	9	0	12	54	29	0	9	85	28	0	21	54	5	327	1,314	0	0	1	0
4:30 PM	0	4	34	6	0	15	42	37	0	10	72	37	0	20	40	8	325	1,278	2	3	4	0
4:45 PM	0	4	36	8	0	14	47	37	0	9	76	18	0	24	46	5	324	1,251	0	0	0	0
5:00 PM	0	2	34	6	0	13	58	25	0	10	83	36	0	17	44	10	338	1,210	1	0	1	0
5:15 PM	0	5	30	8	0	16	49	22	0	9	73	13	0	22	38	6	291		0	0	0	0
5:30 PM	0	4	31	9	0	8	43	28	0	16	68	19	0	14	47	11	298		0	0	0	0
5:45 PM	0	8	33	5	0	15	39	32	0	7	60	14	0	19	48	3	283		0	0	0	0
Count Total	0	58	424	84	0	157	525	320	0	108	843	283	0	250	563	78	3,693		5	3	8	3
Peak Hour	0	12	123	29	0	54	201	128	0	38	316	119	0	82	184	28	1,314		3	3	6	0



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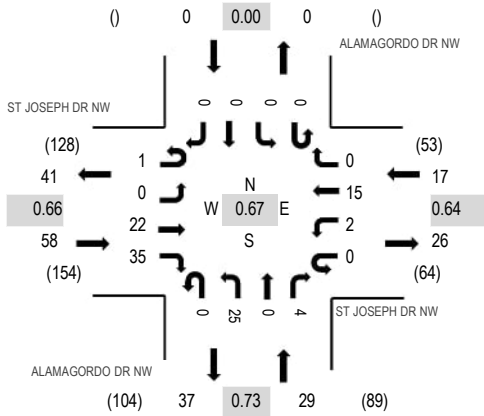
Location: 7 ALAMAGORDO DR NW & ST JOSEPH DR NW PM

Date: Thursday, March 6, 2025

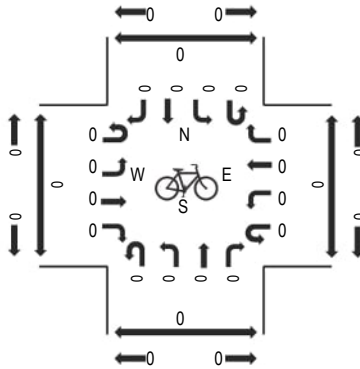
Peak Hour: 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:00 PM - 03:15 PM

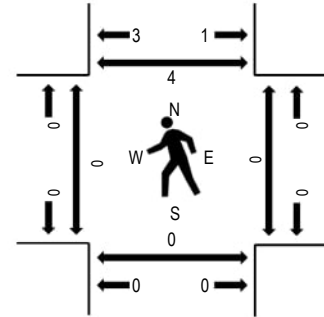
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ST JOSEPH DR NW Eastbound				ST JOSEPH DR NW Westbound				ALAMAGORDO DR NW Northbound				ALAMAGORDO DR NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	1	0	10	11	0	1	6	0	0	10	0	0	0	0	0	0	39	104	0	0	0	1
3:15 PM	0	0	5	9	0	1	3	0	0	2	0	2	0	0	0	0	22	92	0	0	0	3
3:30 PM	0	0	3	10	0	0	2	0	0	5	0	2	0	0	0	0	22	92	0	0	0	0
3:45 PM	0	0	4	5	0	0	4	0	0	8	0	0	0	0	0	0	21	95	0	0	0	0
4:00 PM	0	0	6	6	0	0	2	0	0	12	0	1	0	0	0	0	27	101	1	0	0	8
4:15 PM	0	0	1	7	0	0	4	0	0	8	0	2	0	0	0	0	22	96	1	0	0	9
4:30 PM	0	0	5	10	0	0	3	0	0	7	0	0	0	0	0	0	25	103	1	0	1	6
4:45 PM	0	0	6	8	0	0	5	0	0	8	0	0	0	0	0	0	27	99	0	1	0	0
5:00 PM	0	0	1	5	0	2	7	0	0	6	0	1	0	0	0	0	22	91	1	2	1	1
5:15 PM	0	0	6	12	0	0	6	0	0	4	0	1	0	0	0	0	29		0	0	0	0
5:30 PM	0	0	5	8	0	1	1	0	0	6	0	0	0	0	0	0	21		0	0	0	0
5:45 PM	0	0	3	7	0	1	4	0	0	4	0	0	0	0	0	0	19		0	4	0	0
Count Total	1	0	55	98	0	6	47	0	0	80	0	9	0	0	0	0	296		4	7	2	28
Peak Hour	1	0	22	35	0	2	15	0	0	25	0	4	0	0	0	0	104		0	0	0	4



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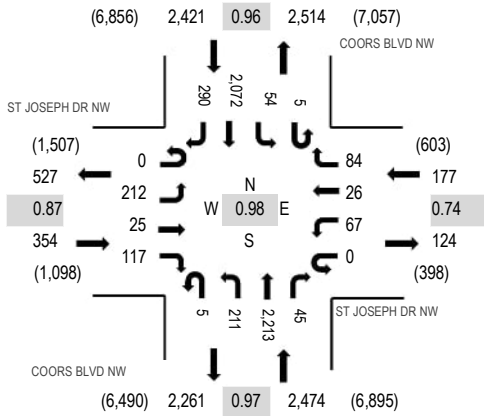
Location: 8 COORS BLVD NW & ST JOSEPH DR NW PM

Date: Thursday, March 6, 2025

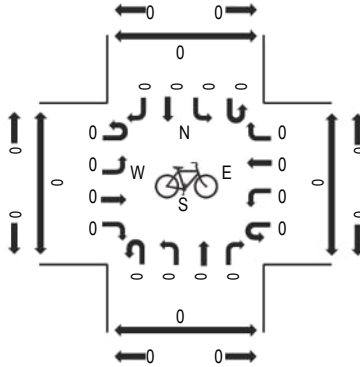
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

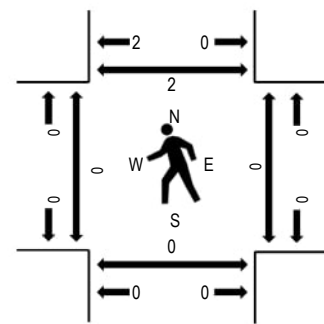
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ST JOSEPH DR NW Eastbound				ST JOSEPH DR NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	0	72	16	33	1	34	13	41	1	47	455	26	1	26	441	47	1,254	5,176	0	0	0	5
3:15 PM	0	50	7	39	1	19	19	42	1	53	487	24	0	27	498	68	1,335	5,221	0	0	0	16
3:30 PM	0	76	2	39	0	21	12	21	0	57	513	7	1	19	485	45	1,298	5,222	0	0	0	2
3:45 PM	0	53	4	32	0	19	7	14	0	60	552	18	0	13	449	68	1,289	5,308	0	0	0	8
4:00 PM	0	59	6	29	0	15	8	19	1	54	533	7	1	15	503	49	1,299	5,367	0	0	0	4
4:15 PM	0	65	3	33	0	13	6	20	1	51	540	12	1	9	509	73	1,336	5,426	0	0	0	0
4:30 PM	0	54	10	30	0	21	3	22	0	52	566	18	1	10	539	58	1,384	5,391	0	0	0	0
4:45 PM	0	46	5	23	0	14	9	16	2	50	546	8	2	19	533	75	1,348	5,211	0	0	0	1
5:00 PM	0	47	7	31	0	19	8	26	2	58	561	7	1	16	491	84	1,358	4,909	0	0	0	1
5:15 PM	0	51	1	21	0	16	10	24	0	51	532	6	0	17	504	68	1,301		0	0	0	0
5:30 PM	0	43	2	26	0	17	14	10	3	58	465	4	2	11	481	68	1,204		0	0	0	0
5:45 PM	0	54	1	28	0	11	7	11	0	42	361	3	0	10	463	55	1,046		0	0	0	0
Count Total	0	670	64	364	2	219	116	266	11	633	6,111	140	10	192	5,896	758	15,452		0	0	0	37
Peak Hour	0	212	25	117	0	67	26	84	5	211	2,213	45	5	54	2,072	290	5,426		0	0	0	2



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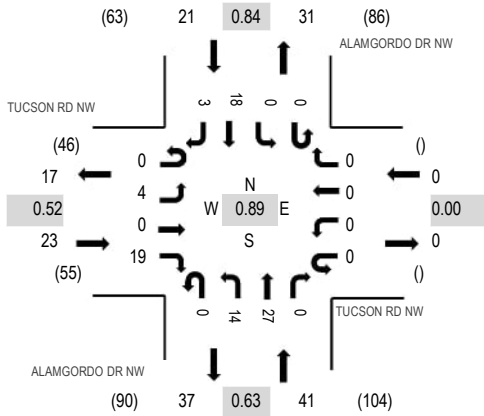
Location: 9 ALAMGORDO DR NW & TUCSON RD NW PM

Date: Thursday, March 6, 2025

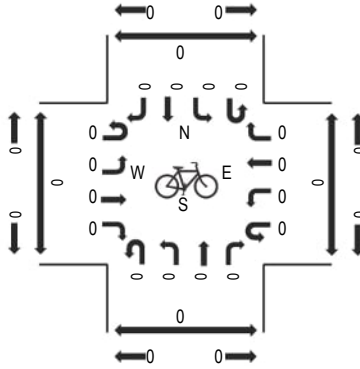
Peak Hour: 03:30 PM - 04:30 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

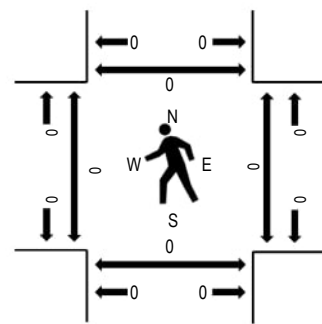
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TUCSON RD NW Eastbound				TUCSON RD NW Westbound				ALAMGORDO DR NW Northbound				ALAMGORDO DR NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	0	2	0	2	0	0	0	0	0	5	8	0	0	0	1	4	22	77	1	0	0	0
3:15 PM	0	3	0	2	0	0	0	0	0	2	1	0	0	0	7	0	15	79	0	0	0	0
3:30 PM	0	1	0	6	0	0	0	0	0	3	5	0	0	0	5	2	22	85	0	0	0	0
3:45 PM	0	0	0	2	0	0	0	0	0	3	5	0	0	0	7	1	18	81	0	0	0	0
4:00 PM	0	2	0	1	0	0	0	0	0	8	10	0	0	0	3	0	24	80	0	0	0	0
4:15 PM	0	1	0	10	0	0	0	0	0	0	7	0	0	0	3	0	21	72	0	0	0	0
4:30 PM	0	1	0	4	0	0	0	0	0	2	9	0	0	0	2	0	18	66	0	1	0	0
4:45 PM	0	2	0	2	0	0	0	0	0	3	6	0	0	0	3	1	17	63	2	0	0	0
5:00 PM	0	0	0	2	0	0	0	0	0	0	9	0	0	0	5	0	16	65	0	0	0	0
5:15 PM	0	3	0	5	0	0	0	0	0	3	1	0	0	0	3	0	15		1	0	0	0
5:30 PM	0	0	0	2	0	0	0	0	0	3	5	0	0	0	5	0	15		0	0	0	0
5:45 PM	0	1	0	1	0	0	0	0	0	2	4	0	0	0	7	4	19		2	2	0	0
Count Total	0	16	0	39	0	0	0	0	0	34	70	0	0	0	51	12	222		6	3	0	0
Peak Hour	0	4	0	19	0	0	0	0	0	14	27	0	0	0	18	3	85		0	0	0	0



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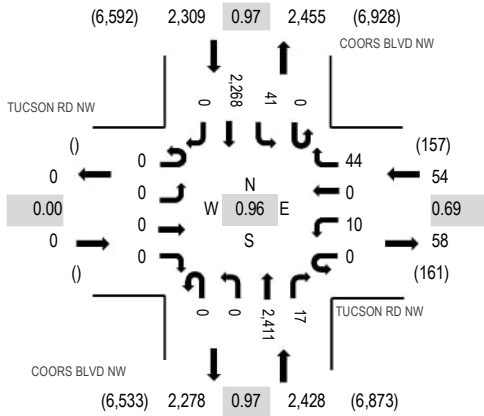
Location: 10 COORS BLVD NW & TUCSON RD NW PM

Date: Thursday, March 6, 2025

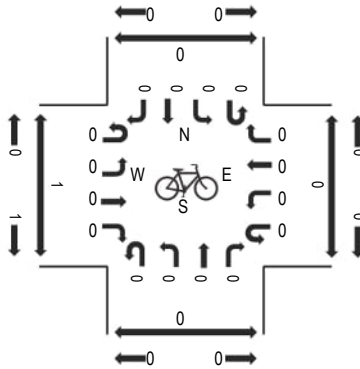
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

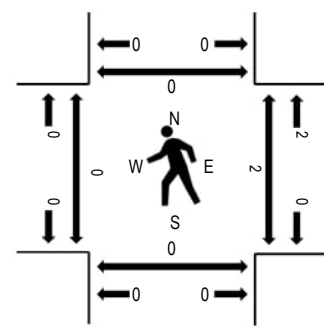
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



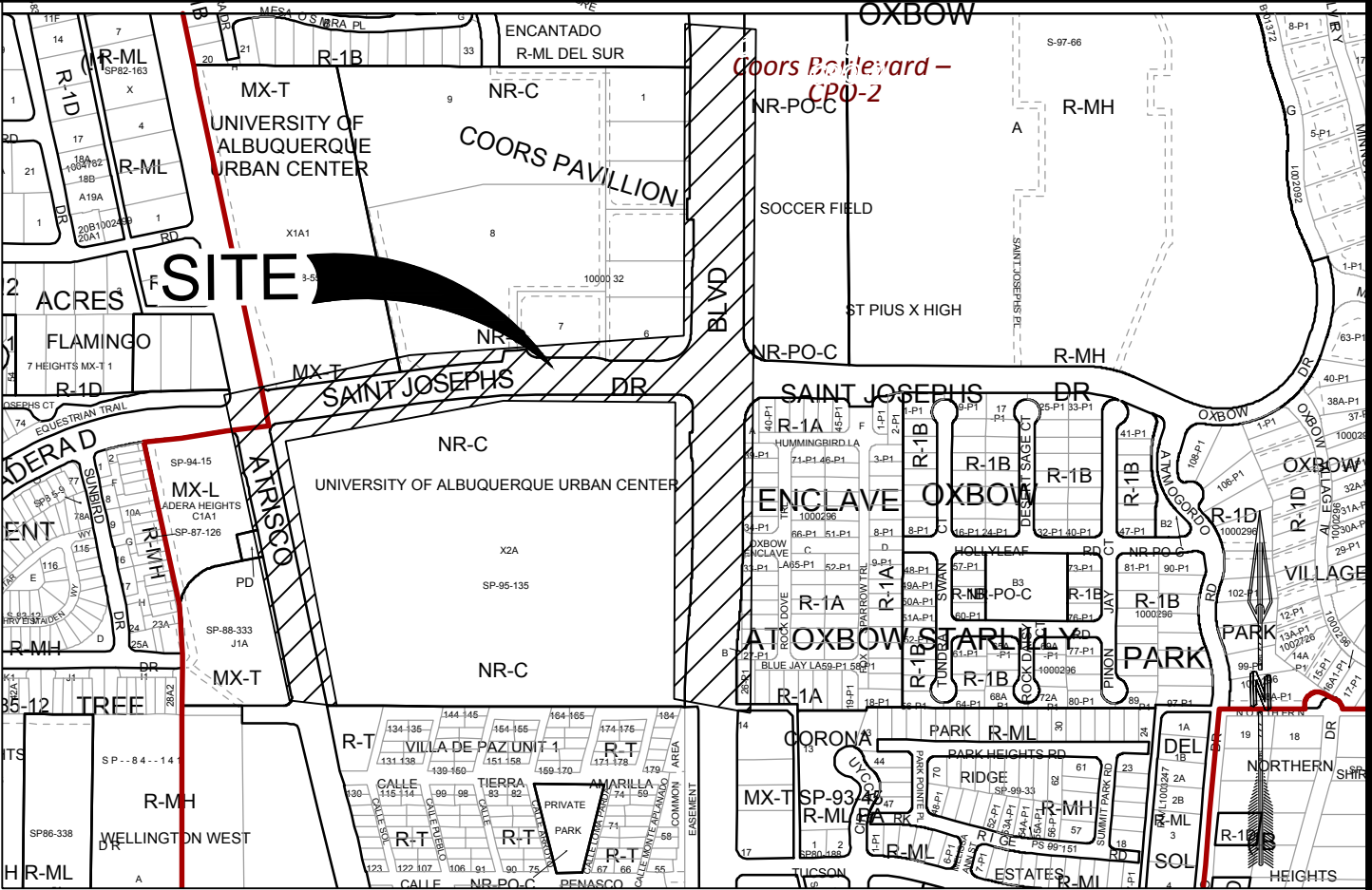
Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TUCSON RD NW Eastbound				TUCSON RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	0	0	0	0	0	2	0	10	1	0	529	9	1	3	521	0	1,076	4,512	0	1	0	0
3:15 PM	0	0	0	0	0	3	0	6	1	0	576	5	0	3	545	0	1,139	4,610	0	0	0	0
3:30 PM	0	0	0	0	0	2	0	13	3	0	565	8	0	9	557	0	1,157	4,644	0	0	0	0
3:45 PM	0	0	0	0	0	4	0	7	1	0	605	2	0	9	512	0	1,140	4,730	0	2	0	0
4:00 PM	0	0	0	0	0	2	0	9	0	0	605	7	0	2	549	0	1,174	4,765	0	0	0	0
4:15 PM	0	0	0	0	0	3	0	10	0	0	577	5	0	6	572	0	1,173	4,791	0	2	0	0
4:30 PM	0	0	0	0	0	3	0	18	0	0	624	3	0	14	581	0	1,243	4,746	0	0	0	0
4:45 PM	0	0	0	0	0	2	0	7	0	0	582	7	0	13	564	0	1,175	4,604	0	0	0	0
5:00 PM	0	0	0	0	0	2	0	9	0	0	628	2	0	8	551	0	1,200	4,345	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	15	1	0	585	7	0	10	508	0	1,128		0	0	0	0
5:30 PM	0	0	0	0	0	3	0	11	1	0	529	6	0	11	540	0	1,101		0	0	0	0
5:45 PM	0	0	0	0	0	3	0	11	1	0	396	2	0	10	493	0	916		0	0	0	0
Count Total	0	0	0	0	0	31	0	126	9	0	6,801	63	1	98	6,493	0	13,622		0	5	0	0
Peak Hour	0	0	0	0	0	10	0	44	0	0	2,411	17	0	41	2,268	0	4,791		0	2	0	0

APPENDIX D
OXBOW CENTER OFFSITE IMPROVEMENTS EXCERPT

CITY OF ALBUQUERQUE
NEW MEXICO
PLANNING DEPARTMENT
DESIGN REVIEW COMMITTEE



VICINITY MAP
ZONE ATLAS MAP G-11-Z
NTS



WUA AVAILABILITY #: 230338

JULY 2024
OXBOW CENTER OFFSITE IMPROVEMENTS

PROJECT DETAILS

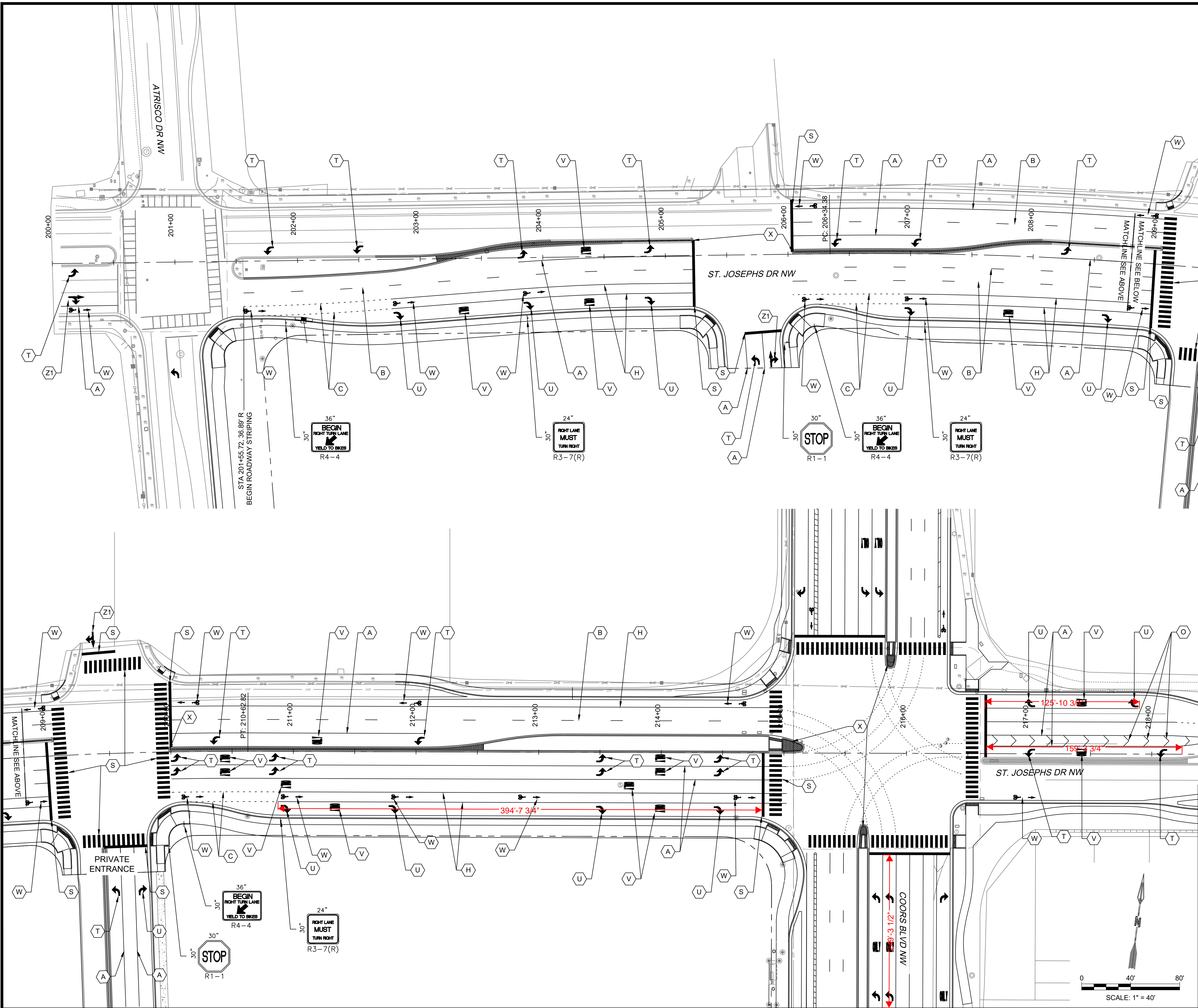
ATRISCO DRIVE NW: STA 105+63.10 TO STA 114+74.74
ST. JOSPEPHS DRIVE NW: STA 201+15.99 TO STA 215+37.15
COORS BLVD. NW: STA 308+29.08 TO STA 332+99.21



ENGINEER STAMP & SIGNATURE	APPROVALS	ENGINEER	DATE	*****
90% REVIEW	DRC CHAIRPERSON			APPROVED FOR CONSTRUCTION
	TRANSPORTATION			
	WATER/WASTEWATER			
	HYDROLOGY			
	PARKS			
PRELIMINARY NOT FOR CONSTRUCTION 7.2024	CONST. MGMT.			CITY ENGINEER
	CONST. COORD.			DATE
	CITY PROJECT NO.	622386		SHEET
				1 of X



NAME: N:\Projects\W0007 Skarsgard\W0007.0004 Skarsgard Oxbow Center\3. CAD\Sheets\43 ST. JOSEPHS DRIVE SIGNING AND STRIPING.dwg Plotted: Jul 24, 2024 10:34am LSE: Ryan.Maes



STRIPING KEYED NOTES:

- (A) 4" SOLID WHITE HOT THERMOPLASTIC PAVEMENT STRIPE
- (B) 4" DASHED WHITE THERMOPLASTIC PAVEMENT STRIPE (10' STRIPE, 30' GAP)
- (C) 6" DASHED WHITE HOT THERMOPLASTIC PAVEMENT STRIP (2' STRIPE, 4' GAP)
- (D) 4" SOLID YELLOW HOT THERMOPLASTIC PAVEMENT STRIPE
- (E) 4" SOLID DOUBLE YELLOW HOT THERMOPLASTIC PAVEMENT STRIPE
- (F) 4" DASHED WHITE RETROREFLECTIVE PAVEMENT STRIPE (2' STRIPE 4' GAP)
- (G) 4" DASHED YELLOW RETROREFLECTIVE PAVEMENT STRIPE (2' STRIPE 4' GAP)
- (H) 6" SOLID WHITE HOT THERMOPLASTIC PAVEMENT STRIPE
- (I) HOT THERMOPLASTIC PAVEMENT SHARROW
- (J) NOT USED
- (K) NOT USED
- (L) NOT USED
- (M) NOT USED
- (N) NOT USED
- (O) 8" SOLID WHITE HOT THERMOPLASTIC PAVEMENT STRIP
- (P) 8" SOLID YELLOW HOT THERMOPLASTIC PAVEMENT STRIPE
- (Q) 12" SOLID WHITE HOT THERMOPLASTIC PAVEMENT STRIPE
- (R) 12" SOLID YELLOW HOT THERMOPLASTIC PAVEMENT STRIPE
- (S) 24" SOLID WHITE HOT THERMOPLASTIC PAVEMENT STRIPE
- (T) HOT THERMOPLASTIC PAVEMENT LEFT ARROW
- (U) HOT THERMOPLASTIC PAVEMENT RIGHT ARROW
- (V) HOT THERMOPLASTIC PAVEMENT WORD (ONLY)
- (W) HOT THERMOPLASTIC PAVEMENT SYMBOL (BIKE LANE ARROW)
- (X) PAINT MEDIAN NOSED YELLOW WITH RETROREFLECTIVE PAINT
- (Z1) HOT THERMOPLASTIC PAVEMENT RIGHT THROUGH ARROW
- (Z2) HOT THERMOPLASTIC PAVEMENT THRU ARROW
- (Z3) INSTALL RAISED PAVEMENT MARKERS ON TOP OF MEDIAN RETURNS



RESPEC

COMMUNITY DESIGN SOLUTIONS
7770 JEFFERSON STREET SUITE 200
ALBUQUERQUE, NEW MEXICO 87109
WWW.RESPEC.COM PHONE: (505)253-9718



CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE
ST. JOSEPHS DRIVE SIGNING AND STRIPING

Design Review Committee

City Engineer Approval

Last Design Update

Project No. 622386

Zone Map No. G-11-Z

Sheet 43 of X

AS BUILT INFORMATION

BENCH MARKS

SURVEY INFORMATION

FIELD NOTES

ENGINEER'S SEAL

REMARKS

REVISIONS

RESPEC DESIGN

DESIGNED BY: XX

DRAWN BY: XXX

CHECKED BY: XX

DATE: Jul 2024

DATE: Jul 2024

DATE: Jul 2024

DATE: Jul 2024

DATE: Jul 2024

DATE: Jul 2024

DATE: Jul 2024

DATE: Jul 2024

DATE: Jul 2024

DATE: Jul 2024

DATE: Jul 2024

DATE: Jul 2024

DATE: Jul 2024








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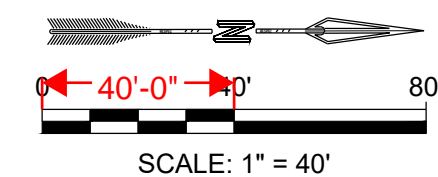
DATE: Jul 2024

DATE: Jul 2024

DATE: Jul 2024

1. ERADICATED STRIPING IS SHOWN ON THIS STRIPING IN GREY FOR THE REVIEWERS REFERENCE

	6" SOLID WHITE HOT THERMOPLASTIC PAVEMENT STRIPE
	HOT THERMOPLASTIC PAVEMENT SHARROW
	NOT USED
	NOT USED
	NOT USED
	NOT USED
	NOT USED
	8" SOLID WHITE HOT THERMOPLASTIC PAVEMENT STRIP
	8" SOLID YELLOW HOT THERMOPLASTIC PAVEMENT STRIPE
	12" SOLID WHITE HOT THERMOPLASTIC PAVEMENT STRIPE
	12" SOLID YELLOW HOT THERMOPLASTIC PAVEMENT STRIPE
	24" SOLID WHITE HOT THERMOPLASTIC PAVEMENT STRIPE
	HOT THERMOPLASTIC PAVEMENT LEFT ARROW
	HOT THERMOPLASTIC PAVEMENT RIGHT ARROW
	HOT THERMOPLASTIC PAVEMENT WORD (ONLY)
	HOT THERMOPLASTIC PAVEMENT SYMBOL (BIKE LANE ARROW)
	PAINT MEDIAN NOSED YELLOW WITH RETROREFLECTIVE PAINT
	HOT THERMOPLASTIC PAVEMENT RIGHT THROUGH ARROW
	HOT THERMOPLASTIC PAVEMENT THRU ARROW
	INSTALL RAISED PAVEMENT MARKERS ON TOP OF MEDIAN RETURNS



RESPEC

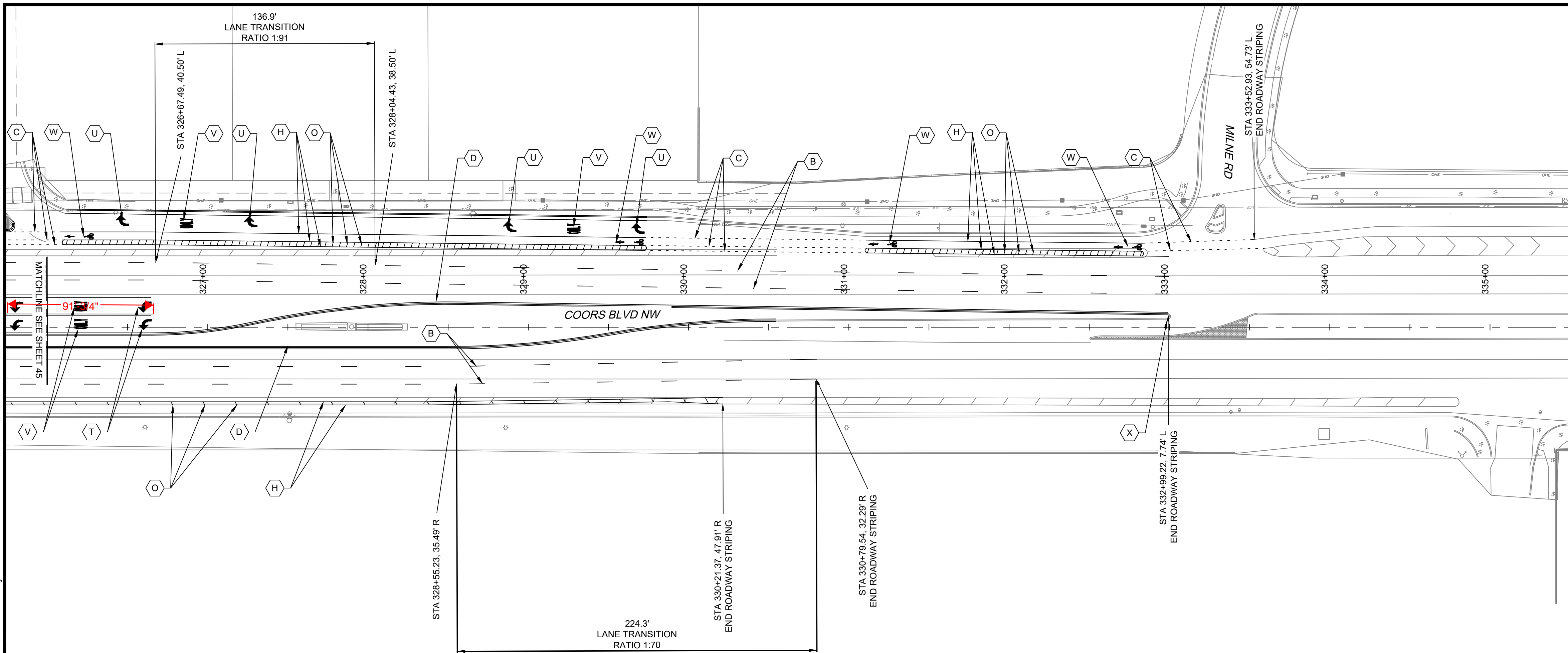
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ALBUQUERQUE, NEW MEXICO 87109
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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE
COORS BLVD. SIGNING AND STRIPING 1

























Design Review Committee		City Engineer Approval		Last Design Update	Mo./Day/Yr.	Mo./Day/Yr.
<p align="center">NMDOT JURISDICTION - NOT PART OF CITY WORK ORDER</p>						
Project No. 622386		Zone Map No. G-11-Z		Sheet 45 of X		

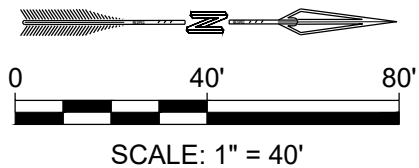


GENERAL NOTE:

1. ERADICATED STRIPING IS SHOWN ON THIS STRIPING IN GREY FOR THE REVIEWERS REFERENCE

STRIPING KEYED NOTES:

- | | |
|---|--|
|  | 4" SOLID WHITE HOT THERMOPLASTIC PAVEMENT STRIPE |
|  | 4" DASHED WHITE THERMOPLASTIC PAVEMENT STRIPE (10' STRIPE, 30' GAP) |
|  | 6" DASHED WHITE HOT THERMOPLASTIC PAVEMENT STRIP (2' STRIPE, 4' GAP) |
|  | 4" SOLID YELLOW HOT THERMOPLASTIC PAVEMENT STRIPE |
|  | 4" SOLID DOUBLE YELLOW HOT THERMOPLASTIC PAVEMENT STRIPE |
|  | 4" DASHED WHITE RETROREFLECTIVE PAVEMENT STRIPE (2' STRIPE 4' GAP) |
|  | 4" DASHED YELLOW RETROREFLECTIVE PAVEMENT STRIPE (2' STRIPE 4' GAP) |
|  | 6" SOLID WHITE HOT THERMOPLASTIC PAVEMENT STRIPE |
|  | HOT THERMOPLASTIC PAVEMENT SHARROW |
|  | NOT USED |
|  | NOT USED |
|  | NOT USED |
|  | NOT USED |
|  | NOT USED |
|  | 8" SOLID WHITE HOT THERMOPLASTIC PAVEMENT STRIP |
|  | 8" SOLID YELLOW HOT THERMOPLASTIC PAVEMENT STRIPE |
|  | 12" SOLID WHITE HOT THERMOPLASTIC PAVEMENT STRIPE |
|  | 12" SOLID YELLOW HOT THERMOPLASTIC PAVEMENT STRIPE |
|  | 24" SOLID WHITE HOT THERMOPLASTIC PAVEMENT STRIPE |
|  | HOT THERMOPLASTIC PAVEMENT LEFT ARROW |
|  | HOT THERMOPLASTIC PAVEMENT RIGHT ARROW |
|  | HOT THERMOPLASTIC PAVEMENT WORD (ONLY) |
|  | HOT THERMOPLASTIC PAVEMENT SYMBOL (BIKE LANE ARROW) |
|  | PAINT MEDIAN NOSED YELLOW WITH RETROREFLECTIVE PAINT |
|  | HOT THERMOPLASTIC PAVEMENT RIGHT THROUGH ARROW |
|  | HOT THERMOPLASTIC PAVEMENT THRU ARROW |
|  | INSTALL RAISED PAVEMENT MARKERS ON TOP OF MEDIAN RETURNS |



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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE

COORS BLVD. SIGNING AND STRIPING 2

Design Review Committee

City Engineer Approval

NMDOT JURISDICTION -
NOT PART OF CITY WORK ORDER

Last Design Update

Mo./Day/Yr.

b./Day/Yr.

Project No. 622386

Zone Map No.
G-11-7

Sheet 46 of X

APPENDIX E

GROWTH RATE CALCULATIONS

Project: Building Hope Charter School
 Subject: MRCoG Growth Rate Calculations
 Designed By: LDM

Project Number: 068910607
 Date: 4/7/2025
 Page: 1 of 1

Existing Growth Rate Calculations

Ref: Mid-Region Council of Governments Traffic Flow Map 2023

Number of Count Stations Analyzed = 4

Average Annual Growth Rate in the Vicinity of the Proposed Project = 2.03%

COGID:	21912
ROUTE:	COORS
LOCATION:	NORTH OF SEQUOIA - SOUTH OF ST. JOSEPHS

Year	AADT	Annual Growth Rate
2021	47272	1.05%
2023	48270	
YEARS =	2	

PROJECTED TRAFFIC VOLUMES	
Year	AADT
2024	48777
2025	49289
2026	49807
2027	50330

COGID:	22080
ROUTE:	ATRISCO (57TH ST.)
LOCATION:	NORTH OF SEQUOIA - SOUTH OF ST. JOSEPHS

Year	AADT	Annual Growth Rate
2021	8814	-0.06%
2023	8803	
YEARS =	2	

PROJECTED TRAFFIC VOLUMES	
Year	AADT
2024	8798
2025	8792
2026	8787
2027	8781

COGID:	22353
ROUTE:	REDLANDS
LOCATION:	EAST OF COORS - WEST OF CORONA DR.

Year	AADT	Annual Growth Rate
2021	2268	-0.07%
2023	2265	
YEARS =	2	

PROJECTED TRAFFIC VOLUMES	
Year	AADT
2024	2264
2025	2262
2026	2261
2027	2259

COGID:	22100
ROUTE:	SEQUOIA
LOCATION:	EAST OF ATRISCO - WEST OF COORS

Year	AADT	Annual Growth Rate
2021	6912	7.19%
2023	7941	
YEARS =	2	

PROJECTED TRAFFIC VOLUMES	
Year	AADT
2024	8512
2025	9123
2026	9779
2027	10481

MILES	FUNC	RTE	LOCAT	COGID	AWDT07	AWDT08	AWDT09	AWDT10	AWDT11	AWDT12	ADT07	ADT08	ADT09	ADT10	ADT11	ADT12	AWDT13	ADT13	AWDT14	ADT14	AWDT15	ADT15	AWDT16	ADT16	ADT17	AWDT17	ADT18	AWDT18	Owner	ADT19	AWDT19	ADT20	AWDT20	ADT21	AWDT21	ADT22	AWDT22	ADT23	AWDT23
0.462		2 COORS	NORTH OF SEQUOIA - SOUTH OF ST. JOSEPHS	21912	53435	48990	49137	43528	42788	49302	50891	46658	46798	41456	40828	47134	50652	49133	50855	48313	51669	49241	46561	44373	44306	47606	45656	48408	NMDOT	46441	49888	36773	39812	43904	47272	45292	48950	45194	48270
0.451		4 ATRISCO (57TH ST.)	NORTH OF SEQUOIA - SOUTH OF ST. JOSEPHS	22080	4329	4372	9130	9121	8966	9697	4008	4086	8376	8445	8069	8970	9619	8926	9657	9039	11010	10184	11197	10357	10541	11448	17006	18652	CABQ	17438	19205	13680	15299	8036	8814	8093	8927	8182	8803
0.177		4 SEQUOIA	EAST OF ATRISCO - WEST OF COORS	22100	4268	4311	7924	7916	7781	7246	3952	4029	7269	7329	7003	6703	7188	6670	7217	6755	7663	7088	7793	7209	7337	7968	6531	7163	CABQ	6697	7376	5254	5876	6180	6912	6259	7000	7381	7941
0.109		5 REDLANDS	EAST OF COORS - WEST OF CORONA DR.	22353	0	0	0	0	2217	2195	0	0	0	0	1995	2031	2177	2020	1896	1775	1926	1787	1959	1818	2135	2311	2171	2350	CABQ	2235	2420	1724	1928	2028	2268	2054	2297	2025	2265

APPENDIX F

OXBOW DEVELOPMENT/COORS PAVILION TRAFFIC IMPACT STUDY EXCERPT

Terry O. Brown P.E.

Oxbow Development / Coors Pavilion
(St. Josephs Dr. / Coors Blvd.)

FINAL
Traffic Impact Study

December 20, 2022

HT#G11D067
Received 12/20/2022

Presented to:

Matthew Grush, P.E.
City of Albuquerque Transportation Development
&
New Mexico Department of Transportation
District 3 Traffic Engineer



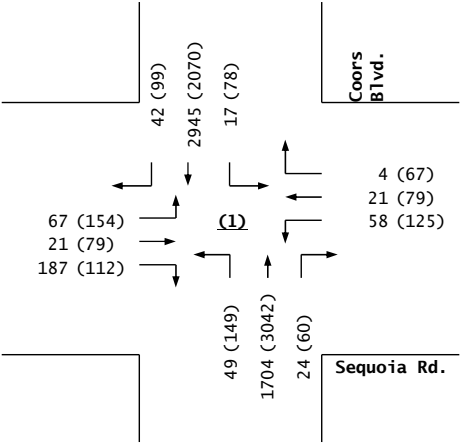
A handwritten signature in blue ink that reads "Terry O. Brown".

Prepared for:

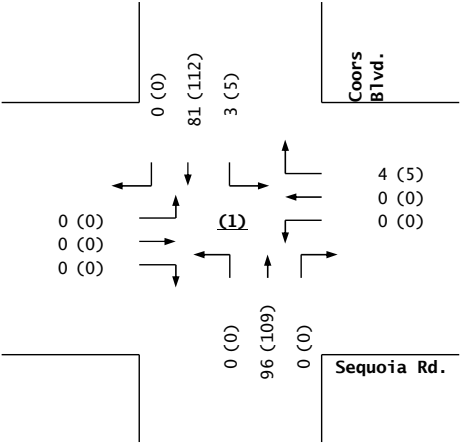
Retail Southwest Development
8220 San Pedro NE # 500
Albuquerque, NM 87113

Terry O. Brown P.E.
P.O. Box 92051
Albuquerque, NM 87199
505 · 883 · 8807

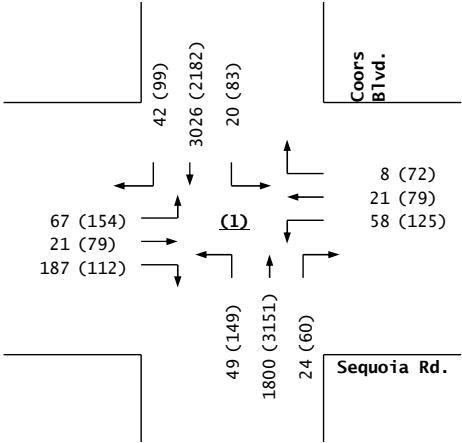
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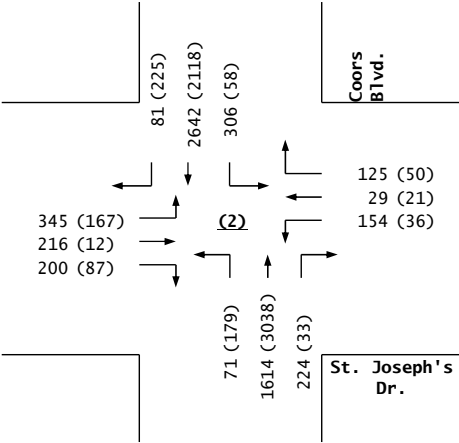
Trips



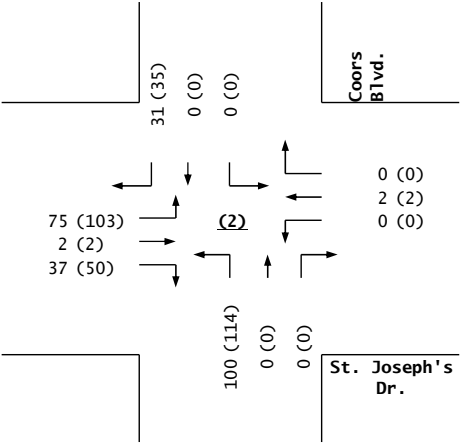
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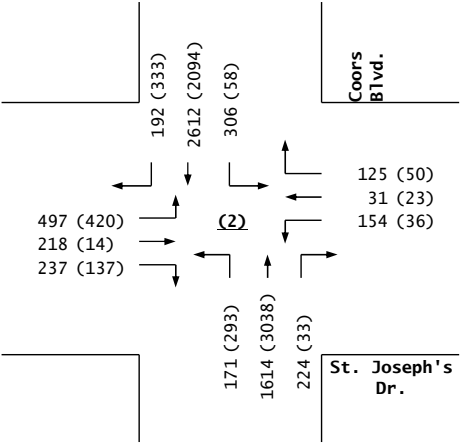


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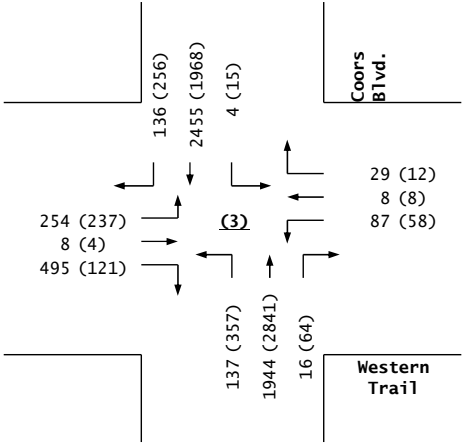


St. Joseph's Dr. / Coors Blvd.

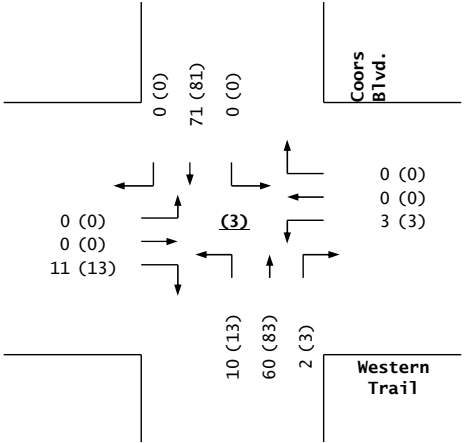
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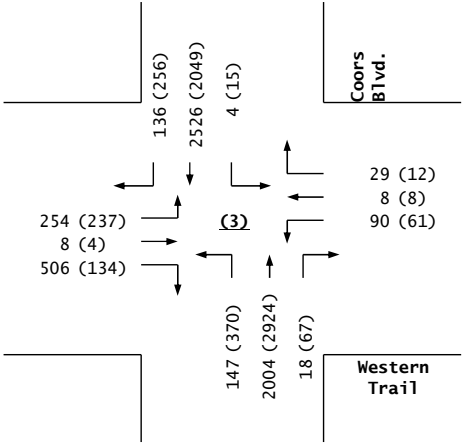


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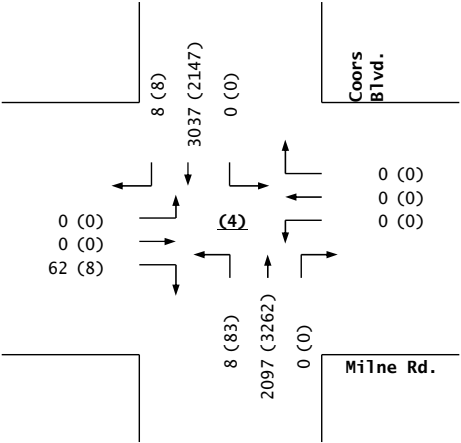


Western Trail / Coors Blvd.

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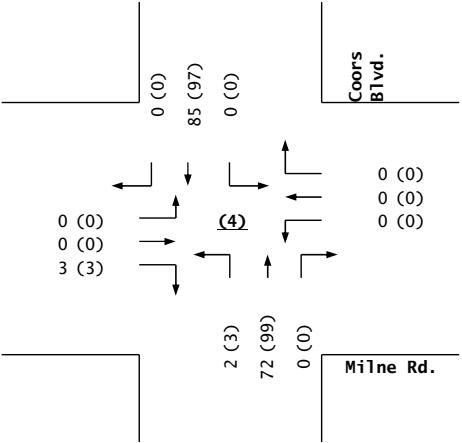


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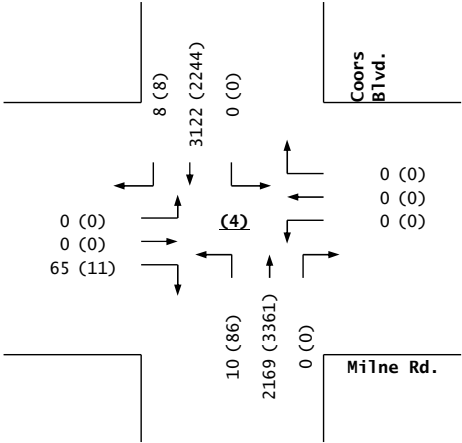


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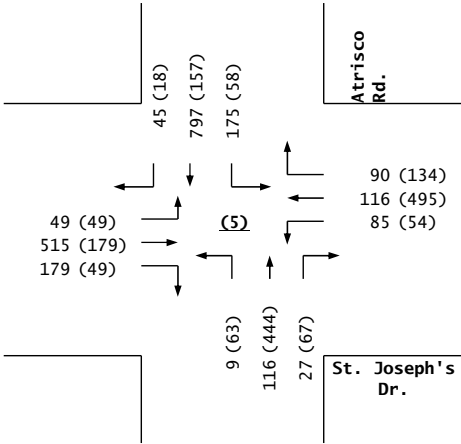
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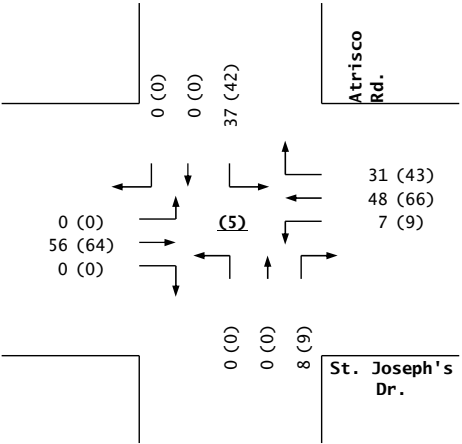
Milne Rd. / Coors Blvd.



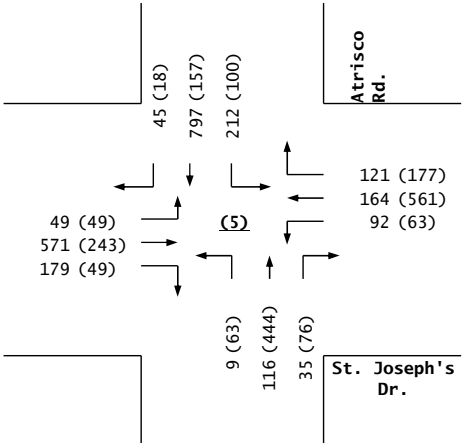
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Trips

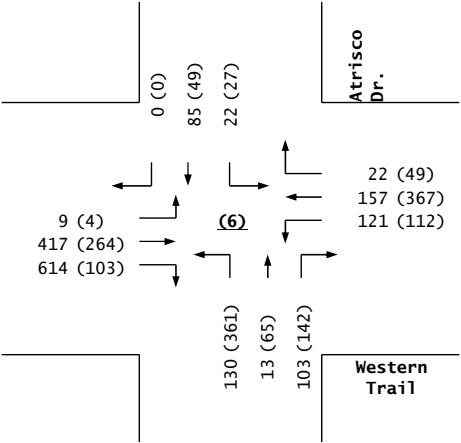


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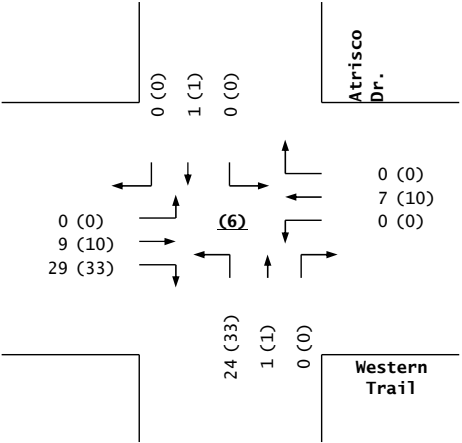


St. Joseph's Dr. / Atrisco Rd.

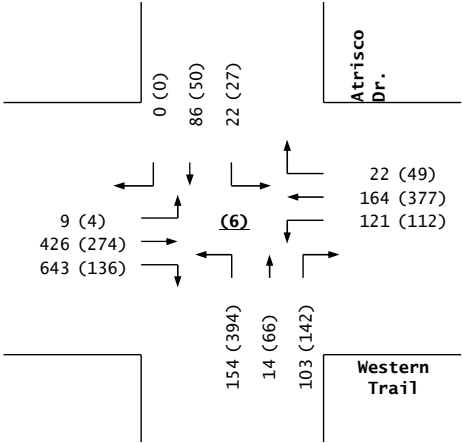
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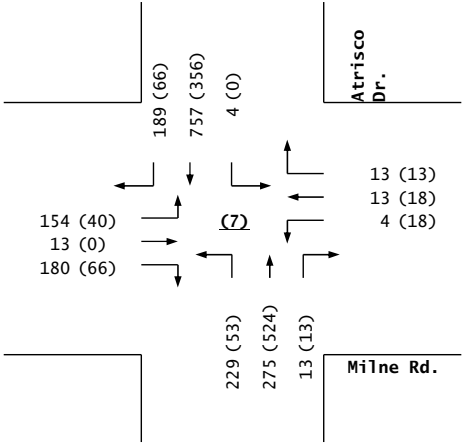
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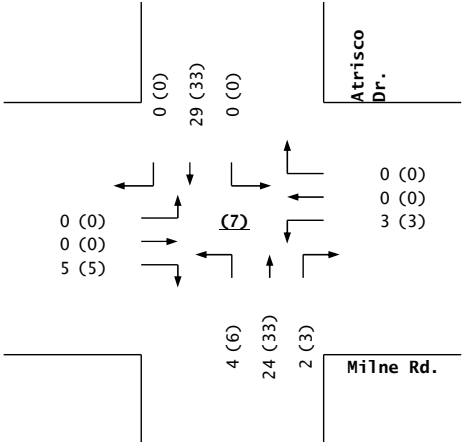


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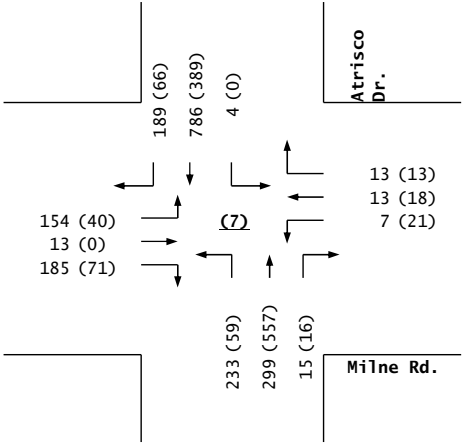


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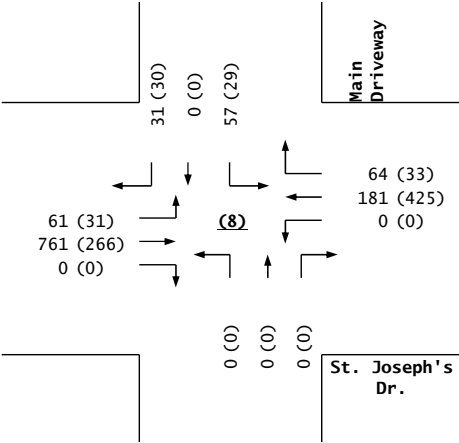
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Milne Rd. / Atrisco Dr.

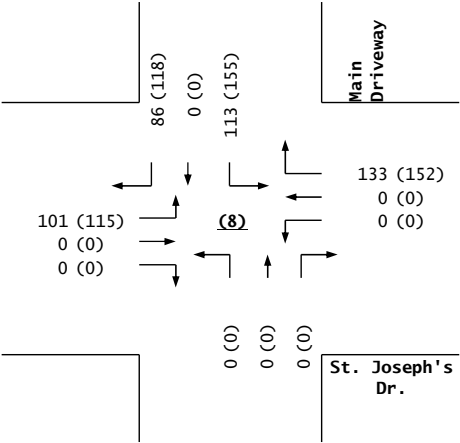


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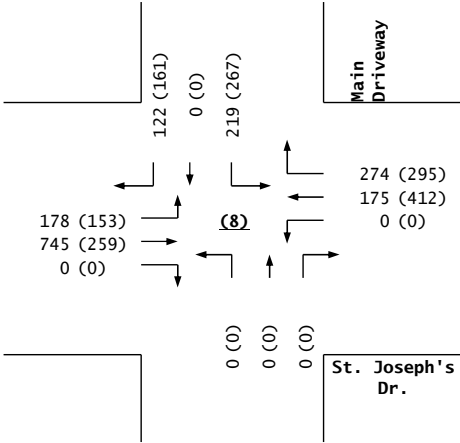


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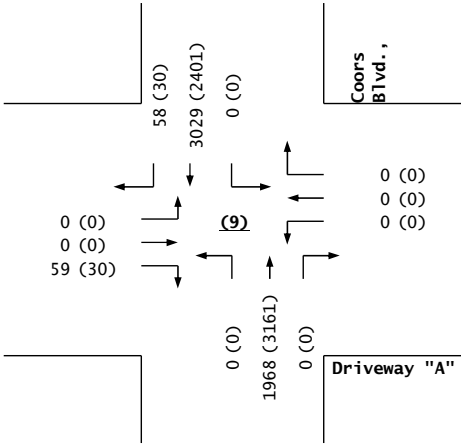
2026
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St. Joseph's Dr. / Main Driveway

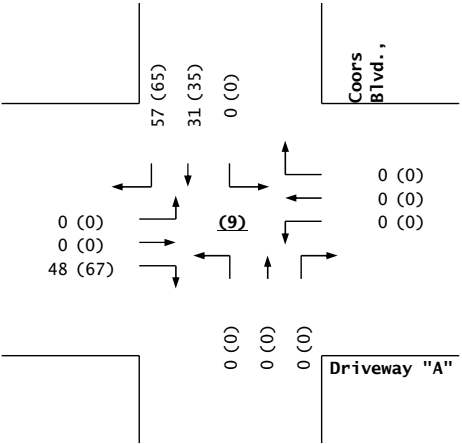


2026
NO BUILD

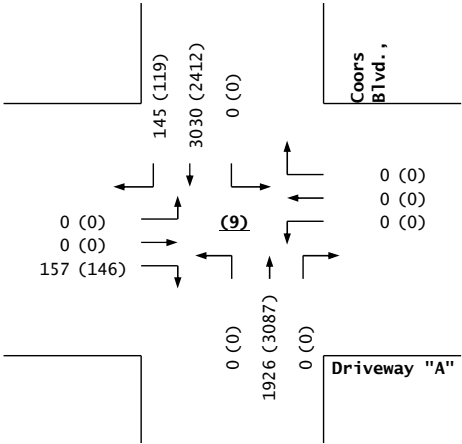


Trips

2026
BUILD



Driveway "A" / Coors Blvd.,



APPENDIX G

TRIP GENERATION CALCULATIONS

Peak Hour of School Calculations

7:15-8:15	AM	In	457
		Out	382
		Total	839
3:15-4:15	PM	In	147
		Out	179
		Total	326
Students		1143	Students

Trip Generation Rate

AM	0.734033	In	0.54
		Out	0.46
PM	0.285214	In	0.45
		Out	0.55

Building Hope Charter School Trip Generation1240 Students

AM		PM	
In	Out	In	Out
492	419	911	160
Total		Total	
355		195	

Peak Hour of Roadway Calculations

7:15-8:15	AM	In	457
		Out	382
		Total	839
4:15-5:15	PM	In	64
		Out	134
		Total	198
Students		1143	Students

Trip Generation Rate

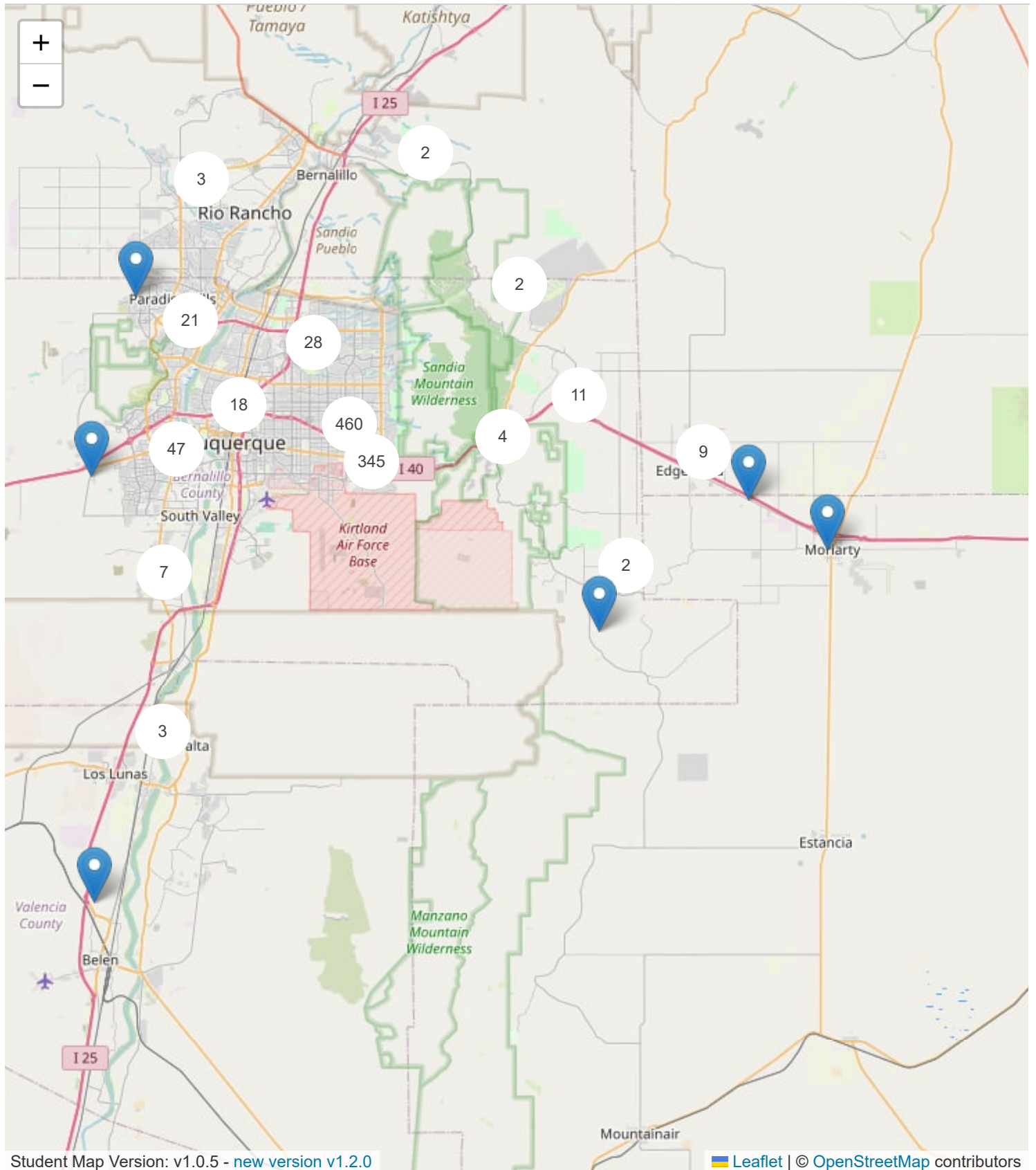
AM	0.734033	In	0.54
		Out	0.46
PM	0.173228	In	0.32
		Out	0.68

Building Hope Charter School Trip Generation1240 Students

AM		PM	
In	Out	In	Out
492	419	911	69
Total		Total	
216		147	

APPENDIX H

STUDENT DISTRIBUTION EXHIBIT



Student Map Version: v1.0.5 - [new version v1.2.0](#)

 Leaflet | © OpenStreetMap contributors

APPENDIX I
**ALBUQUERQUE & BERNALILLO COUNTY (ABC) COMPREHENSIVE
PLAN**

DEVELOPMENT PROCESS MANUAL

CITY OF ALBUQUERQUE

EFFECTIVE AS OF JUNE 8, 2020

7-2(C)(5)(ii) Design Vehicle

The design vehicle to be used in the roadway design and redesign process shall be an SU-30. Where high levels of heavy truck travel are anticipated, an alternative design vehicle may be used with approval by the City Engineer. See the [Section 7-4\(I\)\(6\) Intersection Design](#) and [Part 7-4\(B\) Site Access Points](#) for guidance on curb return radii and other design elements where consideration of the design vehicle is required.

7-2(C)(5)(iii) Level of Service (LOS)

7-2(C)(5)(iii)(a) Automobile LOS

The [ABC Comp Plan](#) establishes appropriate LOS by location. Per the [ABC Comp Plan](#), automobile mobility needs are to be balanced against the needs of other roadway users. Lower LOS, and somewhat higher levels of congestion associated with lower LOS, are acceptable where non-automobile travel modes are prioritized, such as along Premium Transit and Main Street Corridors. The acceptable LOS also varies as roadways pass through designated Centers where there are high levels of pedestrian activity. [TABLE 7.2.28](#) contains automobile LOS by Center and Corridor type or functional classification.

TABLE 7.2.28 Automobile LOS by Corridor and Location*							
Functional Classification & Roadway Type	Transit Station Area	Downtown	Urban Center	Activity Center (Mixed-use)	Village Center	Employment Center	Outside Activity Center
Premium Transit	E-F	E-F	E-F	E-F	E-F	E-F	E-F
Major Transit	E	E-F	E	E	D-E	D-E	D-E
Maint Street	E	E	E	E	D-E	D-E	D-E
Commuter	E	E	D-E	D-E	D-E	D-E	D
Other Arterial	E	E	E	D-E	D-E	D-E	D
Minor Arterial	E	E	D-E	D-E	D-E	D	D
Collector	E	D-E	D	D	C-D	C-D	C-D
Main Street	E	E	E	E	E	E	E

* Table based on [ABC Comp Plan](#).

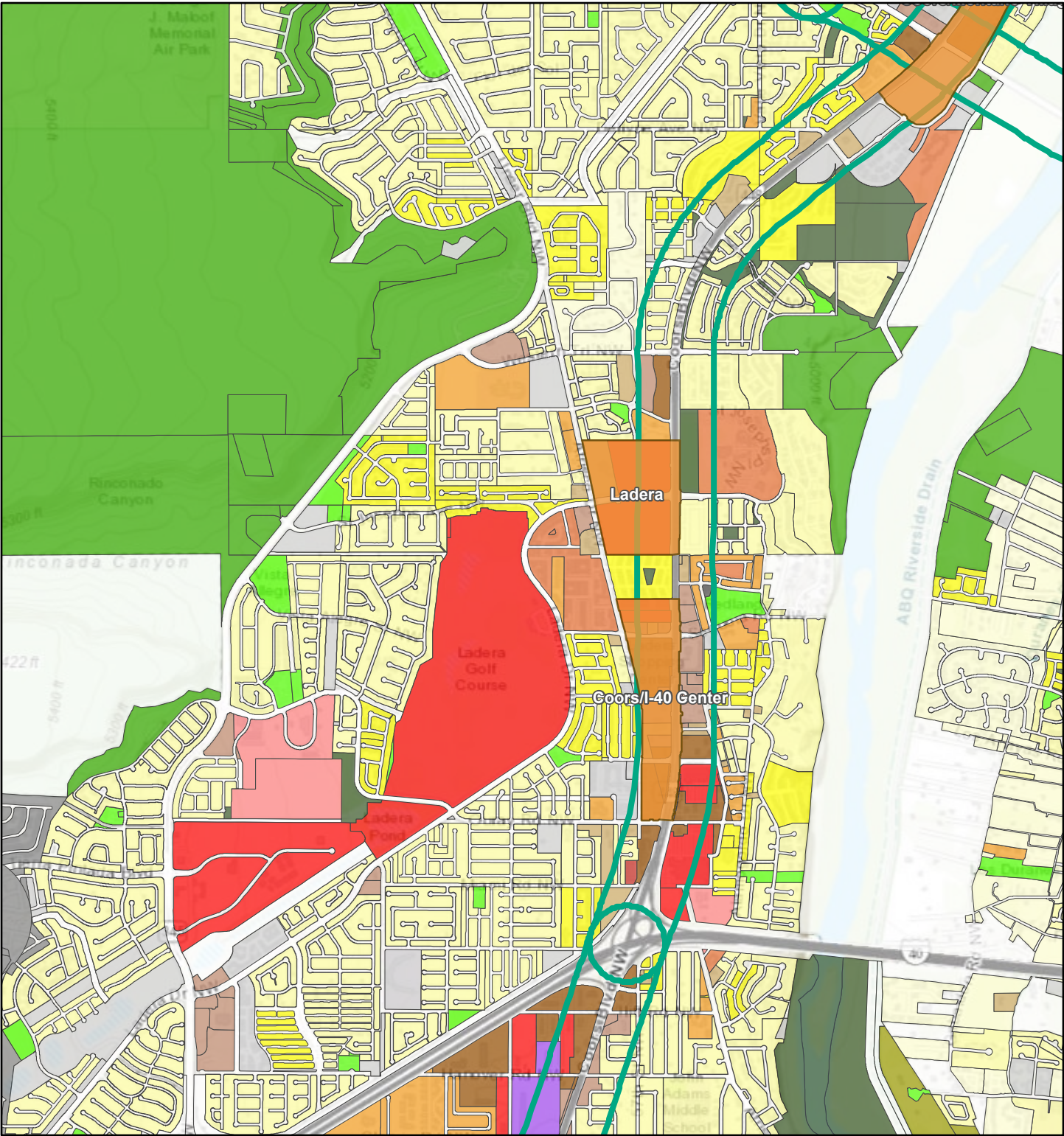
7-2(C)(5)(iii)(b) Multi-modal LOS

Multi-modal LOS analysis is encouraged as part of the roadway redesign process to identify locations where pedestrian and bicycle infrastructure could be improved. The DPM does not require that a certain multi-modal LOS be obtained or that a particular multi-modal LOS tool be used; however, design principles that support higher multi-modal LOS are integrated throughout the DPM and the [City Standard Specifications](#).

7-2(C)(5)(iii)(c) NMDOT Facilities

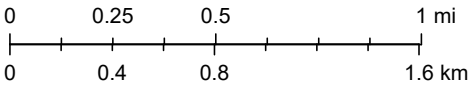
NMDOT-owned facilities are not governed by the standards or guidelines contained in the DPM. Coordination with NMDOT is required and standards

Centers & Corridors



April 23, 2025

1:36,112



APPENDIX J

SIGNAL TIMING SHEETS

ASC3 COORDINATION PLAN DATA

4/10/2025 5:08 PM

INT # 306 - Intersection - St. Joseph's & Coors

COORDINATOR OPTIONS (MM 3-1)

MANUAL PATTERN	AUTO	ECPI COORD	YES
SYSTEM SOURCE	SYS	SYSTEM FORMAT	PTN
SPLITS IN	PERCENT	OFFSET IN	PERCENT
TRANSITION	SMOOTH	MAX SELECT	MAXINH
DWELL/ADD TIME	0	ENABLE MAN SYNC	NO
DLY COORD WK-LZ	NO	FORCE OFF	FIXED
OFFSET REF	LEAD	CAL USE PED TM	NO
PED RECALL	NO	PED RESERVE	YES
LOCAL ZERO OVRD	NO	FO ADD INI GRN	NO
RE-SYNC COUNT	0	MULTISYNC	NO

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	6-3		
CYCLE	150s	STD (COS)	211
OFFSET VAL	45%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	S-E	NB	W-S	EB	N-W	SB	E-N	WB
SPLITS	23	35	11	31	9	49	15	27

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	7-2		
CYCLE	130s	STD (COS)	231
OFFSET VAL	6%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	S-E	NB	W-S	EB	N-W	SB	E-N	WB
SPLITS	12	40	12	36	12	40	12	36

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

ASC3 COORDINATION PLAN DATA

4/10/2025 5:08 PM

COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	8-1		
CYCLE	150s	STD (COS)	251
OFFSET VAL	27%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	S-E	NB	W-S	EB	N-W	SB	E-N	WB
SPLITS	11	47	11	31	15	43	12	30

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

COORDINATION PATTERN 27

USE SPLIT PATTERN	27	SPLIT SUM	100%
TS2 (PAT-OFF)	8-3		
CYCLE	130s	STD (COS)	222
OFFSET VAL	68%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	S-E	NB	W-S	EB	N-W	SB	E-N	WB
SPLITS	12	40	12	36	12	40	12	36

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

CLOCK / CALENDAR DATA (MM 5-1)

CURRENT DATE	CURRENT DOW	CURRENT TOD
ENA ACTION PLAN	0	
SYNC REF TIME	03:30	SYNC REF REF TIME
TIME FROM GMT	+00	DAY LIGHT SAVE NO
TIME RESET INPUT SET TIME		3:30:00

ASC3 COORDINATION PLAN DATA

4/10/2025 5:08 PM

ACTION PLAN 21 (MM 5-2)

PATTERN	21	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 23

PATTERN	23	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 25

PATTERN	25	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 27

PATTERN	27	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 31

PATTERN	21	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		
SPC FCT	1		

ASC3 COORDINATION PLAN DATA

4/10/2025 5:08 PM

DAY PLAN/EVENT 1 (MM 5-3)

EVENT	ACTION PLAN	START TIME
1	23	7:00
2	100	22:00

DAY PLAN/EVENT 2

EVENT	ACTION PLAN	START TIME
1	21	6:30
2	*21 or 31	7:20
3	21	8:10
4	23	9:00
5	25	15:00
6	23	18:30
7	100	0:00

* Use action plan 31 for School Season and

* Use action plan 21 for Summer School Vacation Season

DAY PLAN/EVENT 3

EVENT	ACTION PLAN	START TIME
1	27	7:00
2	100	22:00

SCHEDULE NUMBER 1 (MM 5-4)

[illegible]

ASC3 COORDINATION PLAN DATA

4/10/2025 5:08 PM

<u>SCHEDULE NUMBER 2</u>												
SCHEDULE NUMBER	2											
DAY PLAN NO	2		CLEAR ALL FIELDS									
SELECT ALL MONTHS			DOW					DOM				
MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X
DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT					
	.	X	X	X	X	X	.					
DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11	
	X	X	X	X	X	X	X	X	X	X	X	
	12	13	14	15	16	17	18	19	20	21	22	
	X	X	X	X	X	X	X	X	X	X	X	
	23	24	25	26	27	28	29	30	31			
	X	X	X	X	X	X	X	X	X			

<u>SCHEDULE NUMBER 3</u>												
SCHEDULE NUMBER	3											
DAY PLAN NO	3		CLEAR ALL FIELDS									
SELECT ALL MONTHS			DOW					DOM				
MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X
DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT					
	.	.	.	.	.	.	X					
DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11	
	X	X	X	X	X	X	X	X	X	X	X	
	12	13	14	15	16	17	18	19	20	21	22	
	X	X	X	X	X	X	X	X	X	X	X	
	23	24	25	26	27	28	29	30	31			
	X	X	X	X	X	X	X	X	X			

NOTES:

1. Coord sheet created 3-25-09, by BB.
2. Changed offset and split values. 5-6-09
3. Weekend ptrn changed from pattern 3 to pattern 5, 9-17-09.
4. New Coordination Patterns implemented 12-12-10, Lee Engineering.
- 5.. Lee timings (PTRN 21, 23 & 25) combined with PTRN 1, 3 & 5 on one sheet 4-8-2013.
6. Lee current timings from 4/8/2016 added to ASC 3 coord sheet, 11-21-16.

ASC3 COORDINATION PLAN DATA

4/10/2025 5:08 PM

7. Added action plan 31 to change to protected only. Change day plan event 2 step 2 to 31 when St. Piaaz school is in session.
8. Lee updated to match controller, 10-28-20.
9. Updated the sheet to match controller 1-25-2022. MA

Intersection No.: 306

System: Centrac

Address: 1

Intersection Name: ST. JOSEPH'S & COORS

Revision Date 5/28/2019

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	S-E	NB	E-N	WB	N-W	SB	W-S	EB
Min Grn	3	16	3	8	3	16	3	8
Walk:	0	7	0	7	0	7	0	7
Ped Clr:	0	19	0	37	0	26	0	28
Veh Ext:	2.5	4.0	1.5	3.0	2.5	4.0	1.5	3.0
Veh Ext2:								
Max 1:	20	36	20	28	16	36	20	28
Max 2:								
Max 3:								
Yellow:	3.0	4.5	3.0	3.5	3.0	4.5	3.0	3.5
Red Clr	0.5	1.0	0.8	2.0	0.5	1.0	0.8	2.0

Recall Data

Locking Memory:							
Vehicle Recall:							
Ped Recall:							
Recall To Max:		X				X	

Flash Mode:	ALL RED
Start Up Mode:	ALL RED
Time:	8 SEC.
First Phases:	2 & 6
Start In:	GREEN

Overlap D

Par Phase:	Ph 5			
Grn:				
Yel:				
Red:				
Dir:	E-S			

Overlap FYA:**A****C**

Protected Left Turn:	Ph. 1		Ph. 5	
Opposing Through:	Ph. 2		Ph. 4	
Action Plan SF Bit Disable:	1		5	
PED Ch. Output:	Ch.9 YEL		Ch.11YEL	
Dir:	S-E		N-W	

NOTES:

1. Intersection upgraded to 5 phase operation N-W and S-E arrows added, 8/26/88.
2. Raised phase 5 max from 14 sec. to 20 sec., 9/12/89.
3. Clearance times revised. Ped timings adjusted, 11/21/91.
4. Phasing revised for new color code. Ph. 1,2,5,6 reversed Flash mode all red 2/12/92.
5. Upgraded to full 8 phase operation.
6. Timing sheet updated, 7/7/05.
7. This timing sheet first typed into the PC/AT on 10/8/85.

8. This sheet represents the first one for the new ECON KMC controller going in at this existing signal installation. There was no formal existing timing sheet for the old EAGLE 460. The timings for the new controller have several changes due to the different traits of the two controllers, the recent (10/7 to 10/8) installation of E/W ped heads, and changes to be consistent with the other timings along Coors.

- a) NS / EW mins : new 20/8 old 7/6
- b) ext : new 4/3 old 5/3.5
- c) "W" : new 0/8 old 4/7
- d) "DW": new 0/18 old 4/16
- e) all red : new 1/0 old 0/0

9. The E/W DW provides the total ped crossing time, the amber is extra safety for this stretch of Coors.

10. Ped timings and vehicle clearance intervals updated by Lee Engineering.

11. Ped timings adjusted due to measurements from construction, 8/29/12.

12. Clearance intervals updated to NMDOT standard by BB, 1/2/14.

13. Update the sheet to match the controller 1-25-2022. MA

14. Increased PH1 and PH5 ext. 1/23/25 HS

Intersection No.: 304

System: Centrac
Address: 1

Intersection Name: SEQUOIA & COORS

Revision Date 5/28/2019

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	N-W	SB		E/W	S-E	NB		
Min Grn	3	16		8	3	16		
Walk:	0	7		7	0	7		
Ped Clr:	0	18		33	0	16		
Veh Ext:	2.0	3.0		2.0	1.5	3.0		
Veh Ext2:								
Max 1:	16	36		20	16	36		
Max 2:								
Max 3:								
Yellow:	3.0	4.5		3.5	3.0	4.5		
Red Clr	0.5	1.0		2.0	0.5	1.0		

Recall Data

Locking Memory:							
Vehicle Recall:							
Ped Recall:		X				X	
Recall To Max:							

Flash Mode: ALL RED

Start Up Mode: ALL RED

Time: 8 SEC.

First Phases: 2 & 6

Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:

1. First typed in PC/AT on 10/4/85.
2. This is a new timing sheet for the new ECON controller to be installed soon. It replaces some 3-phase; the timing sheet I am working from is an old 2-phase "102" sheet. The values for the NS and the EW
3. New background cycle parameters minor timing revisions, 2/16/89.
4. S-E turn arrow activated, 3/27/89.
5. Clearance times revised, 11/21/91.
6. Timing sheet updated, 7/6/05.

7. First typed in PC/AT, 10/4/85.
8. This is a new timing sheet for the new ECON controller to be installed soon. It replaces some 3-phase; the timing sheet I am working from is a old 2-phase "102" sheet. The values for the NS and the EW phases remained the same. The values for the N-W phase here are just based on engineering judgement - AGL.
9. Adjusted ped & yellow times.5/6/09
10. 5/18/2010. E/W ped times increase due to new construction
11. Clearance intervals updated to NMDOT standard by BB, 1/2/14.

INT # 304 - Intersection - Sequoia & Coors**COORDINATOR OPTIONS (MM 3-1)**

MANUAL PATTERN	AUTO	ECPI COORD	YES
SYSTEM SOURCE	SYS	SYSTEM FORMAT	PTN
SPLITS IN	PERCENT	OFFSET IN	PERCENT
TRANSITION	SMOOTH	MAX SELECT	MAXINH
DWELL/ADD TIME	0	ENABLE MAN SYNC	NO
DLY COORD WK-LZ	NO	FORCE OFF	FIXED
OFFSET REF	LEAD	CAL USE PED TM	NO
PED RECALL	NO	PED RESERVE	YES
LOCAL ZERO OVRD	NO	FO ADD INI GRN	NO
RE-SYNC COUNT	0	MULTISYNC	NO

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	6-3		
CYCLE	150s	STD (COS)	211
OFFSET VAL	57%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	N-W	SB		E/W	S-E	NB		
SPLITS	12	63		25	11	64		

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	7-2		
CYCLE	130s	STD (COS)	231
OFFSET VAL	25%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	N-W	SB		E/W	S-E	NB		
SPLITS	16	46		38	11	51		

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

ASC3 COORDINATION PLAN DATA

4/11/2025 9:36 AM

COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	8-1		
CYCLE	150s	STD (COS)	251
OFFSET VAL	39%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	N-W	SB		E/W	S-E	NB		
SPLITS	12	58		30	11	59		

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

CLOCK / CALENDAR DATA (MM 5-1)

CURRENT DATE	CURRENT DOW	CURRENT TOD
ENA ACTION PLAN	0	
SYNC REF TIME	00:00	SYNC REF REF TIME
TIME FROM GMT	+00	DAY LIGHT SAVE NO
TIME RESET INPUT SET TIME		3:30:00

ACTION PLAN 21 (MM 5-2)

PATTERN	21	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 23

PATTERN	23	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 25

PATTERN	25	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ASC3 COORDINATION PLAN DATA

4/11/2025 9:36 AM

DAY PLAN/EVENT 1 (MM 5-3)

EVENT	ACTION PLAN	START TIME
1	23	7:00
2	100	22:00

DAY PLAN/EVENT 2

EVENT	ACTION PLAN	START TIME
1	21	6:00
2	23	9:00
3	25	15:00
4	23	18:30
5	100	22:00

DAY PLAN/EVENT 3

EVENT	ACTION PLAN	START TIME
1	23	7:00
2	100	22:00

SCHEDULE NUMBER 1 (MM 5-4)

SCHEDULE NUMBER	1											
DAY PLAN NO	1	CLEAR ALL FIELDS										
SELECT ALL MONTHS				DOW				DOM				
MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X
DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT					
	X	.	.	.	.	.	.
DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11	
	X	X	X	X	X	X	X	X	X	X	X	
	12	13	14	15	16	17	18	19	20	21	22	
	X	X	X	X	X	X	X	X	X	X	X	
	23	24	25	26	27	28	29	30	31			
	X	X	X	X	X	X	X	X	X			

SCHEDULE NUMBER 2

SCHEDULE NUMBER	2											
DAY PLAN NO	2	CLEAR ALL FIELDS										
SELECT ALL MONTHS				DOW				DOM				
MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X
DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT					
	.	X	X	X	X	X	.					
DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11	
	X	X	X	X	X	X	X	X	X	X	X	
	12	13	14	15	16	17	18	19	20	21	22	
	X	X	X	X	X	X	X	X	X	X	X	
	23	24	25	26	27	28	29	30	31			
	X	X	X	X	X	X	X	X	X			

SCHEDULE NUMBER 3

SCHEDULE NUMBER	3											
DAY PLAN NO	3	CLEAR ALL FIELDS										

ASC3 COORDINATION PLAN DATA

4/11/2025 9:36 AM

SELECT ALL MONTHS				DOW			DOM					
MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X
DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT					
	.	.	.	.	.	.	X
DAY(DOM)	1	2	3	4	5	6	7					
	X	X	X	X	X	X	X					
	12	13	14	15	16	17	18					
	X	X	X	X	X	X	X					
	23	24	25	26	27	28	29					
	X	X	X	X	X	X	X					

NOTES:

1. Coord sheet created 3-25-09, by BB.
2. Changed offset and split values. 5-6-09
3. Weekend ptrn changed from pattern 3 to pattern 5, 9-17-09.
4. New Coordination Patterns implemented 12-12-10, Lee Engineering.
5. Coord sheet updated with PTRN 25 adjustments to phase 4 from 25% to 28%, 12-27-11.
6. Lee timings (PTRN 21, 23 & 25) combined with PTRN 1, 3 & 5 on one sheet 4-8-2013 by Ben Brokaw
7. PTRN 25 Phase 4 split adjusted to 30% on 4-22-13 by Ben Brokaw.
8. Lee current timings from 4/8/2016 added to ASC 3 coord sheet, 11-21-16.

NOTES:

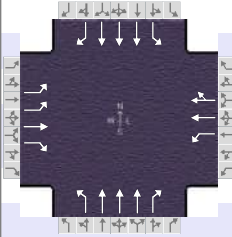
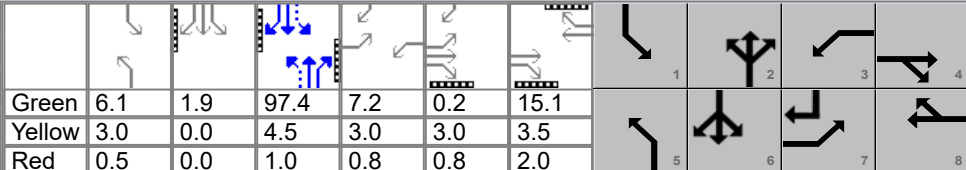
1. Coord sheet created 5/18/11.

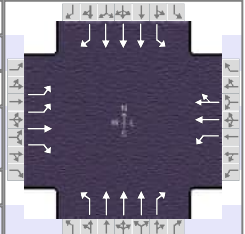
APPENDIX K

LOS RESULTS

2025 EXISTING AM

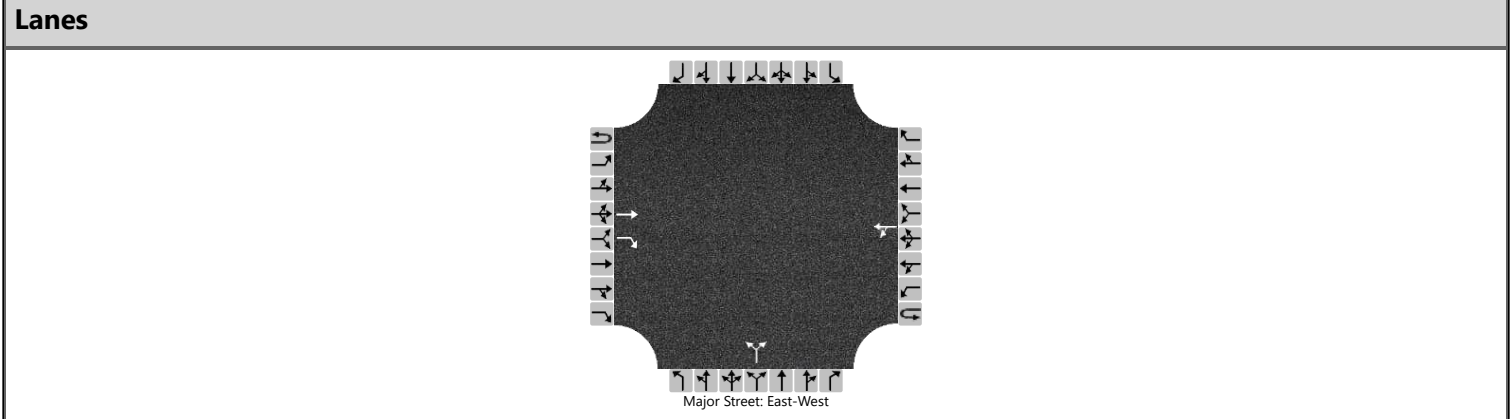
HCS Signalized Intersection Results Summary

General Information					Intersection Information															
Agency	Kimley-Horn				Duration, h		0.250													
Analyst	Lorenzo Dino Mendoza	Analysis Date	4/11/2025		Area Type		Other													
Jurisdiction	City of Albuquerque and NMDOT	Time Period	AM Peak Hour		PHF		0.81													
Urban Street	Coors Boulevard	Analysis Year	2025 Existing		Analysis Period		1> 7:00													
Intersection	St. Josephs Drive	File Name	Coors_2025 Existing AM.xus																	
Project Description	2025 Existing AM																			
Demand Information					EB			WB			NB			SB						
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h					311	119	143	80	43	98	116	1336	172	180	1868	82				
Signal Information																				
Cycle, s	150.0	Reference Phase	2																	
Offset, s	68	Reference Point	Begin																	
Uncoordinated	No	Simult. Gap E/W	On																	
Force Mode	Fixed	Simult. Gap N/S	On																	
					Green	6.1	1.9	97.4	7.2	0.2	15.1									
					Yellow	3.0	0.0	4.5	3.0	3.0	3.5									
					Red	0.5	0.0	1.0	0.8	0.8	2.0									
Timer Results					EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase					7		4		3		8		5		2		1		6	
Case Number					2.0		3.0		2.0		4.0		1.1		3.0		1.1		3.0	
Phase Duration, s					15.0		24.6		11.0		20.6		9.6		102.9		11.5		104.8	
Change Period, (Y+R c), s					3.8		5.5		3.8		5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s					3.0		3.1		3.0		3.1		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s					13.2		18.4		9.2		13.2		6.1				7.7			
Green Extension Time (g e), s					0.0		0.6		0.0		0.7		0.1		0.0		0.3		0.0	
Phase Call Probability					1.00		1.00		0.98		1.00		1.00				1.00			
Max Out Probability					1.00		0.09		1.00		0.04		0.03				0.00			
Movement Group Results					EB			WB			NB			SB						
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement					7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h					384	147	177	99	53	121	143	1649	212	204	2120	93				
Adjusted Saturation Flow Rate (s), veh/h/ln					1730	1870	1585	1781	1870	1585	1781	1698	1585	1781	1698	1585				
Queue Service Time (g s), s					11.2	11.2	16.4	7.2	3.9	11.2	4.1	25.2	8.1	5.7	34.2	2.4				
Cycle Queue Clearance Time (g c), s					11.2	11.2	16.4	7.2	3.9	11.2	4.1	25.2	8.1	5.7	34.2	2.4				
Green Ratio (g/C)					0.07	0.13	0.13	0.05	0.10	0.10	0.69	0.65	0.65	0.71	0.66	0.74				
Capacity (c), veh/h					258	238	201	86	188	159	201	3309	1030	289	3373	1168				
Volume-to-Capacity Ratio (X)					1.486	0.618	0.877	1.155	0.283	0.761	0.711	0.498	0.206	0.707	0.628	0.080				
Back of Queue (Q), ft/ln (95 th percentile)					555	230	305	289	85	208	162	358	129	106	425	34				
Back of Queue (Q), veh/ln (95 th percentile)					21.8	9.1	12.0	11.4	3.4	8.2	6.4	14.1	5.1	4.2	16.7	1.4				
Queue Storage Ratio (RQ) (95 th percentile)					1.85	0.00	1.74	0.00	0.00	0.00	0.36	0.00	0.43	0.18	0.00	0.12				
Uniform Delay (d 1), s/veh					69.4	62.0	64.3	71.4	62.5	65.7	21.7	13.6	10.6	14.1	13.2	5.5				
Incremental Delay (d 2), s/veh					238.5	1.0	17.7	145.2	0.3	4.8	2.9	0.5	0.5	0.9	0.7	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					307.9	63.0	82.0	216.6	62.8	70.5	24.6	14.2	11.1	15.0	13.9	5.6				
Level of Service (LOS)					F	E	F	F	E	E	C	B	B	B	B	A				
Approach Delay, s/veh / LOS					200.6		F		121.9		F		14.6		B		13.7		B	
Intersection Delay, s/veh / LOS					44.0					D										
Multimodal Results					EB			WB			NB			SB						
Pedestrian LOS Score / LOS																				
Bicycle LOS Score / LOS																				



HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/St. Josephs Drive
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	St. Josephs Drive
Analysis Year	2025	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2025 Existing AM		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	0	0
Configuration			T	R		LT					LR					
Volume (veh/h)			17	24		3	15			37		0				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No															
Median Type | Storage	Undivided															

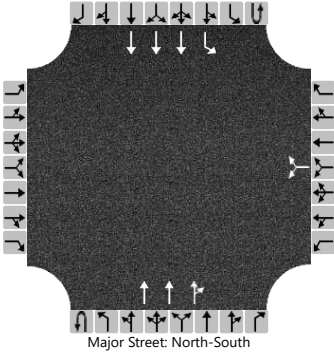
Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						4					45					
Capacity, c (veh/h)						1557					962					
v/c Ratio						0.00					0.05					
95% Queue Length, Q ₉₅ (veh)						0.0					0.1					
95% Queue Length, Q ₉₅ (ft)						0.0					2.5					
Control Delay (s/veh)						7.3	0.0				8.9					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					1.2				8.9							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2025	North/South Street	Coors Boulevard
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2025 Existing AM		

Lanes



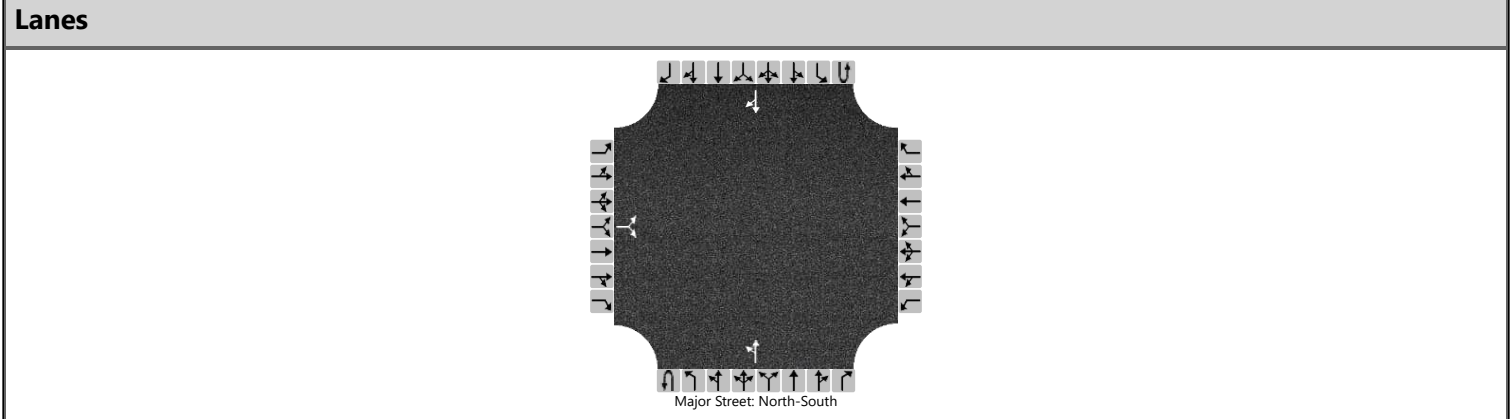
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						3		22			1613	9	0	9	2107	
Percent Heavy Vehicles (%)						2		2					2	2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways																
Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.74		7.14						5.34		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.82		3.92						3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							28							10		
Capacity, c (veh/h)							178							154		
v/c Ratio							0.16							0.07		
95% Queue Length, Q ₉₅ (veh)							0.5							0.2		
95% Queue Length, Q ₉₅ (ft)							12.7							5.1		
Control Delay (s/veh)							29.0							30.1		
Level of Service (LOS)							D							D		
Approach Delay (s/veh)					29.0								0.1			
Approach LOS					D								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2025	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.85
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2025 Existing AM		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		2		6						5	18				27	3
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

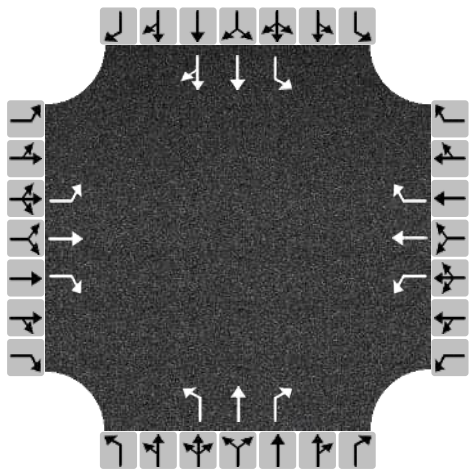
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			9							6						
Capacity, c (veh/h)			1012							1576						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
95% Queue Length, Q ₉₅ (ft)			0.0							0.0						
Control Delay (s/veh)			8.6							7.3	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)	8.6								1.6							
Approach LOS	A								A							

HCS All-Way Stop Control Report

General and Site Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak Hour
Project Description	2025 Existing AM
Intersection	Sequoia Road/Atrisco Drive
Jurisdiction	NMDOT
East/West Street	Sequoia Road
North/South Street	Atrisco Drive
Peak Hour Factor	0.85

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	17	103	26	16	38	37	14	94	44	77	389	21
% Thrus in Shared Lane												50

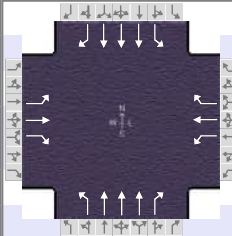
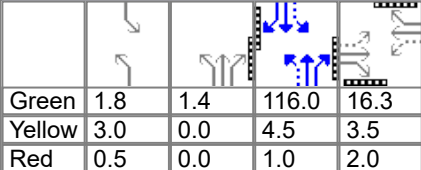
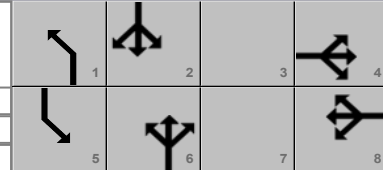
Lane Flow Rate and Adjustments

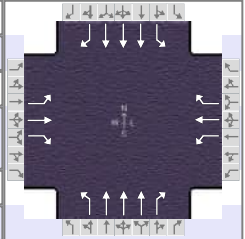
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	20	121	31	19	45	44	16	111	52	91	229	254
Percent Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
Initial Departure Headway, h_d (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.018	0.108	0.027	0.017	0.040	0.039	0.015	0.098	0.046	0.081	0.203	0.225
Final Departure Headway, h_d (s)	7.38	6.88	6.18	7.54	7.04	6.34	7.20	6.70	6.00	6.46	5.96	5.89
Final Degree of Utilization, x	0.041	0.232	0.053	0.039	0.087	0.077	0.033	0.206	0.086	0.163	0.379	0.415
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Service Time, t_s (s)	5.08	4.58	3.88	5.24	4.74	4.04	4.90	4.40	3.70	4.16	3.66	3.59

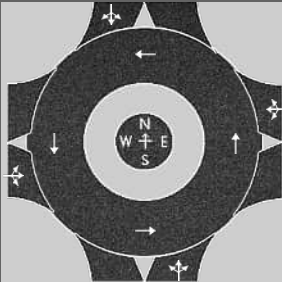
Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	20	121	31	19	45	44	16	111	52	91	229	254
Capacity (veh/h)	488	523	583	477	511	567	500	537	600	557	604	611
95% Queue Length, Q ₉₅ (veh)	0.1	0.9	0.2	0.1	0.3	0.2	0.1	0.8	0.3	0.6	1.8	2.0
95% Queue Length, Q ₉₅ (ft)	2.5	22.9	5.1	2.5	7.6	5.1	2.5	20.3	7.6	15.2	45.7	50.8
Control Delay (s/veh)	10.4	11.6	9.2	10.6	10.4	9.6	10.1	11.1	9.3	10.4	12.2	12.7
Level of Service, LOS	B	B	A	B	B	A	B	B	A	B	B	B
Approach Delay (s/veh) | LOS	11.1		B	10.1		B	10.5		B	12.2		B
Intersection Delay (s/veh) | LOS	11.5						B					

HCS Signalized Intersection Results Summary

General Information					Intersection Information														
Agency		Kimley-Horn					Duration, h		0.250										
Analyst		Lorenzo Dino Mendoza		Analysis Date		4/11/2025		Area Type							Other				
Jurisdiction		City of Albuquerque and NMDOT		Time Period		AM Peak Hour		PHF							0.94				
Urban Street		Coors Boulevard		Analysis Year		2025 Existing		Analysis Period							1> 7:00				
Intersection		Sequoia Road		File Name		Coors_2025 Existing AM.xus													
Project Description		2025 Existing AM																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				53	19	142	52	12	4	61	1547	24	21	2078	27				
Signal Information																			
Cycle, s	150.0	Reference Phase	6																
Offset, s	86	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
Green	1.8	1.4	116.0	16.3	0.0	0.0													
Yellow	3.0	0.0	4.5	3.5	0.0	0.0													
Red	0.5	0.0	1.0	2.0	0.0	0.0													
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4				8		1		6		5		2	
Case Number						5.0				5.0		1.1		3.0		1.1		3.0	
Phase Duration, s						21.8				21.8		6.7		122.9		5.3		121.5	
Change Period, (Y+R c), s						5.5				5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s						3.1				3.1		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s						16.1				9.1		3.3				2.4			
Green Extension Time (g e), s						0.2				0.4		0.1		0.0		0.0		0.0	
Phase Call Probability						1.00				1.00		0.96				0.61			
Max Out Probability						0.79				0.00		0.00				0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	1	6	16	5	2	12				
Adjusted Flow Rate (v), veh/h				56	20	151	55	13	4	76	1923	30	22	2211	29				
Adjusted Saturation Flow Rate (s), veh/h/ln				1401	1870	1585	1392	1870	1585	1781	1698	1585	1781	1698	1585				
Queue Service Time (g s), s				5.6	1.5	14.1	5.6	0.9	0.4	1.3	13.2	0.1	0.4	26.1	0.6				
Cycle Queue Clearance Time (g c), s				6.6	1.5	14.1	7.1	0.9	0.4	1.3	13.2	0.1	0.4	26.1	0.6				
Green Ratio (g/C)				0.11	0.11	0.11	0.11	0.11	0.11	0.79	0.78	0.78	0.79	0.77	0.77				
Capacity (c), veh/h				192	203	172	186	203	172	191	3987	1240	228	3939	1225				
Volume-to-Capacity Ratio (X)				0.294	0.100	0.878	0.298	0.063	0.025	0.396	0.482	0.024	0.098	0.561	0.023				
Back of Queue (Q), ft/ln (95 th percentile)				92	32	283	90	20	7	24	135	2	6	317	8				
Back of Queue (Q), veh/ln (95 th percentile)				3.6	1.2	11.1	3.6	0.8	0.3	1.0	5.3	0.1	0.2	12.5	0.3				
Queue Storage Ratio (RQ) (95 th percentile)				0.92	0.00	1.62	0.60	0.00	0.03	0.19	0.00	0.01	0.06	0.00	0.03				
Uniform Delay (d 1), s/veh				62.9	60.2	65.9	63.4	60.0	59.8	7.5	3.1	0.8	4.2	6.8	3.9				
Incremental Delay (d 2), s/veh				0.3	0.1	25.9	0.3	0.0	0.0	0.3	0.3	0.0	0.1	0.6	0.0				
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				63.3	60.3	91.8	63.8	60.1	59.8	7.9	3.4	0.9	4.3	7.4	4.0				
Level of Service (LOS)				E	E	F	E	E	E	A	A	A	A	A	A				
Approach Delay, s/veh / LOS				81.9		F		62.9		E		3.5		A		7.3		A	
Intersection Delay, s/veh / LOS				10.2						B									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS																			
Bicycle LOS Score / LOS																			

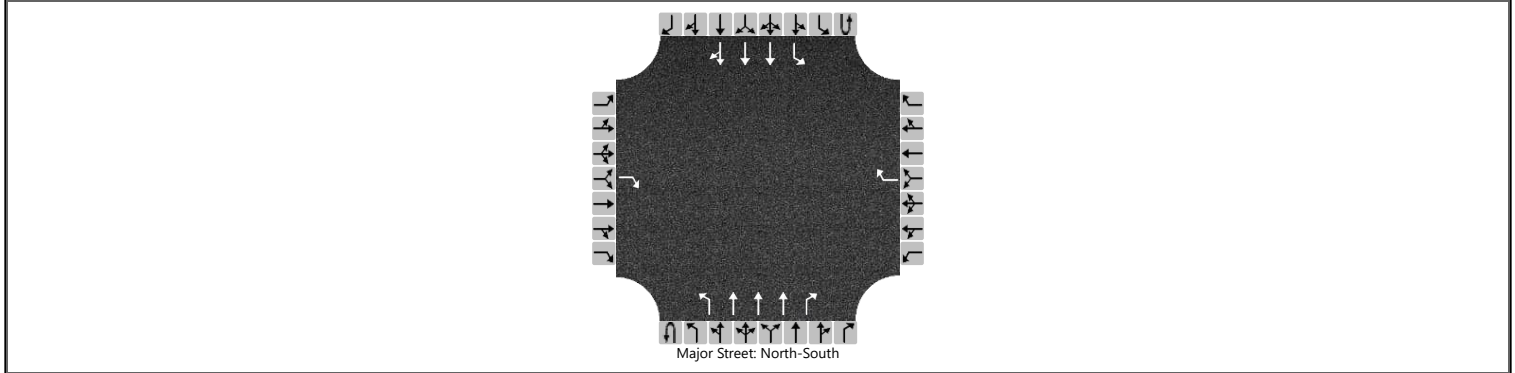


HCS Roundabouts Report																	
General Information									Site Information								
Analyst	Lorenzo Dino Mendoza								Intersection				Alamogordo Drive/Vista Gra...				
Agency or Co.	Kimley-Horn								E/W Street Name				Sequoia Road/Vista Grand D...				
Date Performed	4/21/2025								N/S Street Name				Alamogordo Drive				
Analysis Year	2025								Analysis Time Period, hrs				0.25				
Time Analyzed	4/21/2025								Peak Hour Factor				0.94				
Project Description	2025 Existing AM								Jurisdiction				City of Albuquerque				
Volume Adjustments and Site Characteristics																	
Approach	EB				WB				NB				SB				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	
Lane Assignment				LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	3	0	7	0	1	3	4	0	4	18	0	0	3	25	7	
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Flow Rate (v _{PCE}), pc/h	0	3	0	8	0	1	3	4	0	4	20	0	0	3	27	8	
Right-Turn Bypass	None				None				None				None				
Conflicting Lanes	1				1				1				1				
Pedestrians Crossing, p/h	0				0				0				0				
Proportion of CAVs, %	0																
Critical and Follow-Up Headway Adjustment																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Critical Headway, s		4.9763				4.9763				4.9763				4.9763			
Follow-Up Headway, s		2.6087				2.6087				2.6087				2.6087			
Flow Computations, Capacity and v/c Ratios																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Entry Flow (v _e), pc/h		11				8				24				38			
Entry Volume, veh/h		11				8				24				37			
Circulating Flow (v _c), pc/h	31				27				6				8				
Exiting Flow (v _{ex}), pc/h	3				15				27				36				
Capacity (c _{pce}), pc/h		1337				1343				1372				1369			
Capacity (c), veh/h		1311				1316				1345				1342			
v/c Ratio (x)		0.01				0.01				0.02				0.03			
Delay and Level of Service																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Lane Control Delay (d), s/veh		2.8				2.8				2.8				2.9			
Lane LOS		A				A				A				A			
95% Queue Length, Q ₉₅ (veh)		0.0				0.0				0.1				0.1			
95% Queue Length, Q ₉₅ (ft)		0.0				0.0				2.5				2.5			
Approach Delay, s/veh | LOS	2.8		A		2.8		A		2.8		A		2.9		A		
Intersection Delay, s/veh | LOS	2.8								A								

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/7/2025	East/West Street	Redlands Road
Analysis Year	2025	North/South Street	Coors Boulevard
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2025 Existing AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	1	0	1	3	0
Configuration				R				R		L	T	R		L	T	TR
Volume (veh/h)				67				32	0	34	1624	26	13	38	2216	4
Percent Heavy Vehicles (%)				2				2	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1		5.3			5.6	5.3		
Critical Headway (sec)				7.14				7.14		5.34			5.64	5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1			2.3	3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12			2.32	3.12		

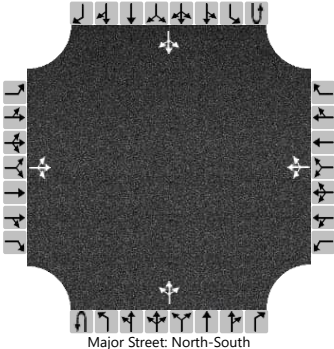
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				74				35		37				56		
Capacity, c (veh/h)				148				245		74				173		
v/c Ratio				0.50				0.14		0.50				0.32		
95% Queue Length, Q ₉₅ (veh)				2.4				0.5		2.1				1.3		
95% Queue Length, Q ₉₅ (ft)				61.0				12.7		53.3				33.0		
Control Delay (s/veh)				51.5				22.2		94.6				35.6		
Level of Service (LOS)				F				C		F				E		
Approach Delay (s/veh)	51.5				22.2				1.9				0.8			
Approach LOS	F				C				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Redlands Road
Analysis Year	2025	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.74
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2025 Existing AM		

Lanes



Major Street: North-South

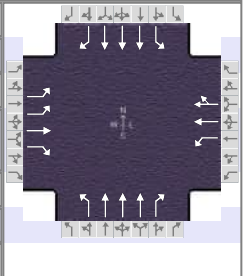
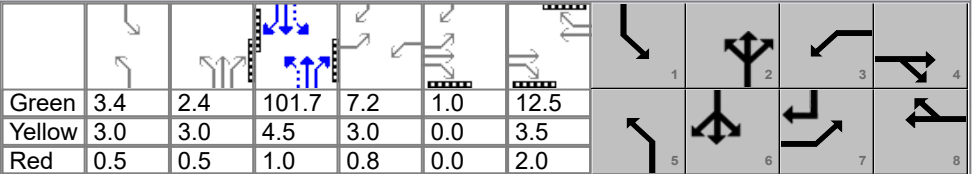
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		9	0	8		0	0	0		13	15	0		0	28	22
Percent Heavy Vehicles (%)		2	3	2		3	3	3		2				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.53	6.22		7.13	6.53	6.23		4.12				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.03	3.32		3.53	4.03	3.33		2.22				2.23		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			23				0			18				0		
Capacity, c (veh/h)			927				0			1534				1589		
v/c Ratio			0.02							0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1							0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			2.5							0.0				0.0		
Control Delay (s/veh)			9.0							7.4	0.1	0.1		7.3	0.0	0.0
Level of Service (LOS)			A							A	A	A		A	A	A
Approach Delay (s/veh)	9.0								3.5				0.0			
Approach LOS	A								A				A			

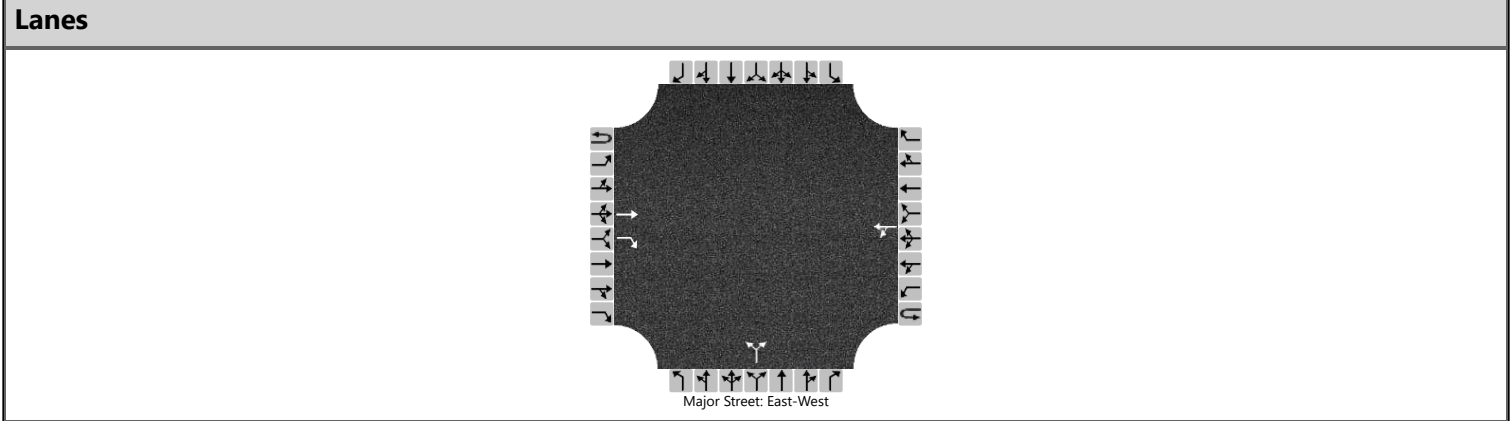
2025 EXISTING PM

HCS Signalized Intersection Results Summary

General Information						Intersection Information													
Agency	Kimley-Horn					Duration, h	0.250												
Analyst	Lorenzo Dino Mendoza		Analysis Date	4/11/2025		Area Type	Other												
Jurisdiction	City of Albuquerque and NMDOT		Time Period	PM Peak Hour		PHF	0.98												
Urban Street	Coors Boulevard		Analysis Year	2025 Existing		Analysis Period	1> 15:00												
Intersection	St. Josephs Drive		File Name	Coors_2025 Existing PM.xus															
Project Description	2025 Existing PM																		
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				212	25	117	67	26	84	216	2213	45	59	2072	290				
Signal Information																			
Cycle, s	150.0	Reference Phase	2																
Offset, s	41	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
Green	3.4	2.4	101.7	7.2	1.0	12.5													
Yellow	3.0	3.0	4.5	3.0	0.0	3.5													
Red	0.5	0.5	1.0	0.8	0.0	2.0													
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				2.0		3.0		2.0		4.0		1.1		3.0		1.1		3.0	
Phase Duration, s				12.0		19.0		11.0		18.0		12.8		113.1		6.9		107.2	
Change Period, (Y+R c), s				3.8		5.5		3.8		5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s				3.0		3.2		3.0		3.2		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s				10.2		13.1		7.7		9.9		8.9				3.6			
Green Extension Time (g e), s				0.0		0.4		0.0		0.4		0.3		0.0		0.1		0.0	
Phase Call Probability				1.00		1.00		0.94		1.00		1.00				0.92			
Max Out Probability				1.00		0.00		1.00		0.00		0.00				0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				216	26	119	68	27	86	220	2258	46	61	2143	300				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1585	1781	1870	1585	1781	1698	1585	1781	1698	1585				
Queue Service Time (g s), s				8.2	1.9	11.1	5.7	2.0	7.9	6.9	33.7	1.3	1.6	32.2	9.2				
Cycle Queue Clearance Time (g c), s				8.2	1.9	11.1	5.7	2.0	7.9	6.9	33.7	1.3	1.6	32.2	9.2				
Green Ratio (g/C)				0.05	0.09	0.09	0.05	0.08	0.08	0.75	0.72	0.72	0.70	0.68	0.73				
Capacity (c), veh/h				189	168	143	86	156	132	245	3656	1137	168	3455	1162				
Volume-to-Capacity Ratio (X)				1.144	0.151	0.836	0.800	0.170	0.648	0.901	0.618	0.040	0.363	0.620	0.258				
Back of Queue (Q), ft/ln (95 th percentile)				280	41	207	158	43	147	258	429	19	26	386	130				
Back of Queue (Q), veh/ln (95 th percentile)				11.0	1.6	8.2	6.2	1.7	5.8	10.2	16.9	0.7	1.0	15.2	5.1				
Queue Storage Ratio (RQ) (95 th percentile)				0.93	0.00	1.18	0.00	0.00	0.00	0.57	0.00	0.06	0.04	0.00	0.43				
Uniform Delay (d 1), s/veh				70.9	63.0	67.2	70.7	63.9	66.6	30.9	10.7	6.2	11.7	11.4	6.5				
Incremental Delay (d 2), s/veh				109.5	0.2	4.9	37.5	0.2	2.0	8.0	0.8	0.1	0.4	0.6	0.4				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh				180.4	63.1	72.0	108.2	64.1	68.6	38.9	11.5	6.2	12.1	12.1	6.9				
Level of Service (LOS)				F	E	E	F	E	E	D	B	A	B	B	A				
Approach Delay, s/veh / LOS				136.3		F		82.9		F		13.8		B		11.5		B	
Intersection Delay, s/veh / LOS				22.9						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS																			
Bicycle LOS Score / LOS																			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/St. Josephs Drive
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	St. Josephs Drive
Analysis Year	2025	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.67
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2025 Existing PM		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	0	0
Configuration			T	R		LT					LR					
Volume (veh/h)			23	35		2	15			25		4				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No															
Median Type | Storage	Undivided															

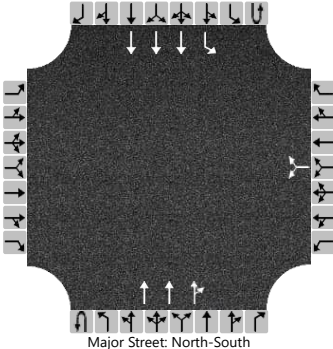
Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						3					43					
Capacity, c (veh/h)						1510					954					
v/c Ratio						0.00					0.05					
95% Queue Length, Q ₉₅ (veh)						0.0					0.1					
95% Queue Length, Q ₉₅ (ft)						0.0					2.5					
Control Delay (s/veh)						7.4	0.0				9.0					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.9				9.0							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2025	North/South Street	Coors Boulevard
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2025 Existing PM		

Lanes



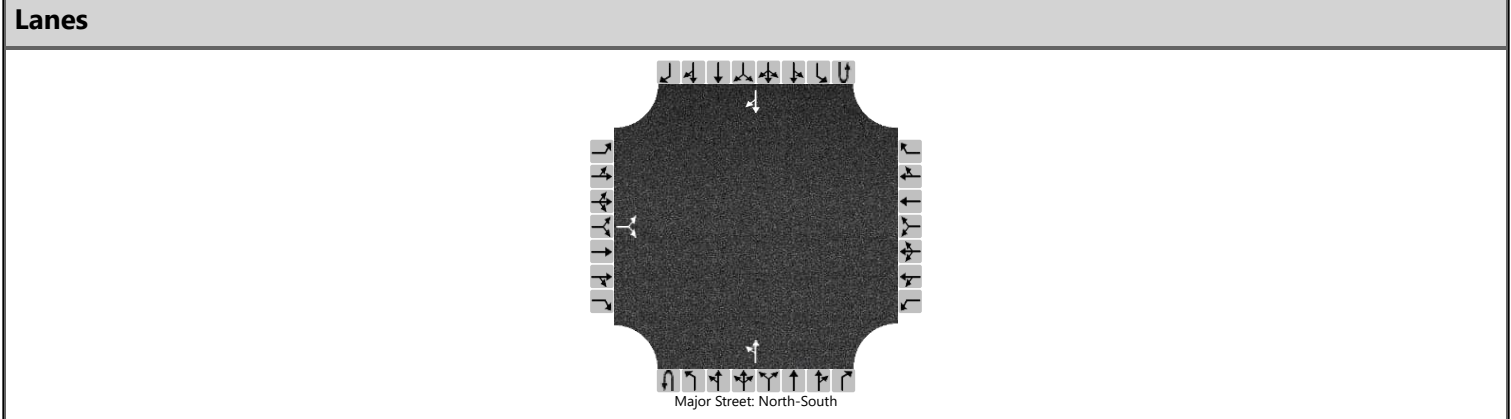
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0	
Configuration							LR				T	TR		L	T		
Volume (veh/h)						10		44			2411	17	0	41	2268		
Percent Heavy Vehicles (%)						2		2					2	2			
Proportion Time Blocked																	
Percent Grade (%)					0												
Right Turn Channelized																	
Median Type | Storage	Left Only								1								

Critical and Follow-up Headways																	
Base Critical Headway (sec)						6.4		7.1						5.3			
Critical Headway (sec)						5.74		7.14						5.34			
Base Follow-Up Headway (sec)						3.8		3.9						3.1			
Follow-Up Headway (sec)						3.82		3.92						3.12			

Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)							56							43			
Capacity, c (veh/h)							66							67			
v/c Ratio							0.85							0.64			
95% Queue Length, Q ₉₅ (veh)							4.0							2.8			
95% Queue Length, Q ₉₅ (ft)							101.6							71.1			
Control Delay (s/veh)							174.5							126.2			
Level of Service (LOS)							F							F			
Approach Delay (s/veh)					174.5								2.2				
Approach LOS					F								A				

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2025	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2025 Existing PM		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		4		19						14	27				18	3
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

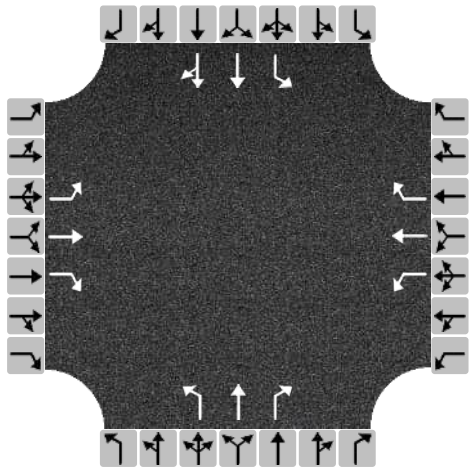
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			26							16						
Capacity, c (veh/h)			1026							1591						
v/c Ratio			0.03							0.01						
95% Queue Length, Q ₉₅ (veh)			0.1							0.0						
95% Queue Length, Q ₉₅ (ft)			2.5							0.0						
Control Delay (s/veh)			8.6							7.3	0.1					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)	8.6								2.5							
Approach LOS	A								A							

HCS All-Way Stop Control Report

General and Site Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour
Project Description	2025 Existing PM
Intersection	Sequoia Road/Atrisco Drive
Jurisdiction	NMDOT
East/West Street	Sequoia Road
North/South Street	Atrisco Drive
Peak Hour Factor	0.97

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	12	123	29	54	201	128	38	316	119	82	184	28
% Thrus in Shared Lane												50

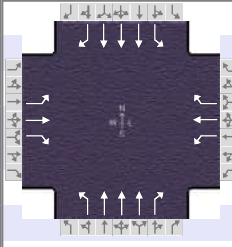
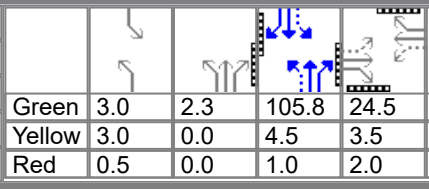
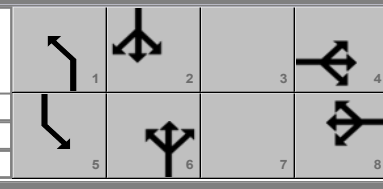
Lane Flow Rate and Adjustments

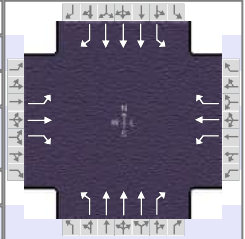
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	12	127	30	56	207	132	39	326	123	85	95	124
Percent Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
Initial Departure Headway, h_d (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.011	0.113	0.027	0.049	0.184	0.117	0.035	0.290	0.109	0.075	0.084	0.110
Final Departure Headway, h_d (s)	8.70	8.20	7.50	8.16	7.66	6.96	7.88	7.38	6.68	8.29	7.79	7.62
Final Degree of Utilization, x	0.030	0.289	0.062	0.126	0.441	0.255	0.086	0.668	0.228	0.195	0.205	0.262
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Service Time, t_s (s)	6.40	5.90	5.20	5.86	5.36	4.66	5.58	5.08	4.38	5.99	5.49	5.32

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound						
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3				
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR				
Flow Rate, v (veh/h)	12	127	30	56	207	132	39	326	123	85	95	124				
Capacity (veh/h)	414	439	480	441	470	517	457	487	539	434	462	472				
95% Queue Length, Q ₉₅ (veh)	0.1	1.2	0.2	0.4	2.2	1.0	0.3	4.9	0.9	0.7	0.8	1.0				
95% Queue Length, Q ₉₅ (ft)	2.5	30.5	5.1	10.2	55.9	25.4	7.6	124.5	22.9	17.8	20.3	25.4				
Control Delay (s/veh)	11.7	14.2	10.7	12.0	16.3	12.0	11.3	23.7	11.3	13.0	12.5	13.0				
Level of Service, LOS	B	B	B	B	C	B	B	C	B	B	B	B				
Approach Delay (s/veh) | LOS	13.4		B		14.2		B		19.6		C		12.8		B	
Intersection Delay (s/veh) | LOS	15.8						C									

HCS Signalized Intersection Results Summary

General Information					Intersection Information														
Agency		Kimley-Horn			Duration, h		0.250												
Analyst		Lorenzo Dino Mendoza	Analysis Date	4/11/2025	Area Type		Other												
Jurisdiction		City of Albuquerque and NMDOT	Time Period	PM Peak Hour	PHF		0.98												
Urban Street		Coors Boulevard	Analysis Year	2025 Existing	Analysis Period		1> 15:00												
Intersection		Sequoia Road	File Name	Coors_2025 Existing PM.xus															
Project Description		2025 Existing PM																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				142	72	165	142	98	35	134	2197	56	53	2147	83				
Signal Information																			
Cycle, s	150.0	Reference Phase	6																
Offset, s	59	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
Green	3.0	2.3	105.8	24.5	0.0	0.0													
Yellow	3.0	0.0	4.5	3.5	0.0	0.0													
Red	0.5	0.0	1.0	2.0	0.0	0.0													
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4				8		1		6		5		2	
Case Number						5.0				5.0		1.1		3.0		1.1		3.0	
Phase Duration, s						30.0				30.0		8.7		113.5		6.5		111.3	
Change Period, (Y+R c), s						5.5				5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s						3.1				3.1		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s						25.8				23.2		5.2				3.3			
Green Extension Time (g e), s						0.0				0.3		0.1		0.0		0.0		0.0	
Phase Call Probability						1.00				1.00		1.00				0.89			
Max Out Probability						1.00				1.00		0.69				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				7	4	14	3	8	18	1	6	16	5	2	12				
Adjusted Flow Rate (v), veh/h				145	73	168	145	100	36	142	2331	59	54	2191	85				
Adjusted Saturation Flow Rate (s), veh/h/ln				1295	1870	1585	1326	1870	1585	1781	1698	1585	1781	1698	1585				
Queue Service Time (g s), s				16.7	5.1	14.9	16.0	7.1	2.9	3.2	23.7	0.6	1.3	33.4	2.5				
Cycle Queue Clearance Time (g c), s				23.8	5.1	14.9	21.2	7.1	2.9	3.2	23.7	0.6	1.3	33.4	2.5				
Green Ratio (g/C)				0.16	0.16	0.16	0.16	0.16	0.16	0.75	0.72	0.72	0.72	0.71	0.71				
Capacity (c), veh/h				198	305	259	219	305	259	196	3670	1142	168	3593	1118				
Volume-to-Capacity Ratio (X)				0.731	0.240	0.650	0.661	0.327	0.138	0.725	0.635	0.052	0.321	0.610	0.076				
Back of Queue (Q), ft/ln (95 th percentile)				256	110	262	243	152	52	174	208	8	21	431	38				
Back of Queue (Q), veh/ln (95 th percentile)				10.1	4.3	10.3	9.6	6.0	2.1	6.8	8.2	0.3	0.8	17.0	1.5				
Queue Storage Ratio (RQ) (95 th percentile)				2.56	0.00	1.50	1.62	0.00	0.26	1.39	0.00	0.04	0.21	0.00	0.13				
Uniform Delay (d 1), s/veh				66.0	54.6	58.7	63.9	55.5	53.7	22.6	5.3	2.1	8.7	11.4	6.9				
Incremental Delay (d 2), s/veh				11.4	0.1	4.5	5.8	0.2	0.1	4.4	0.6	0.1	0.4	0.8	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				77.3	54.8	63.2	69.7	55.7	53.8	27.1	5.9	2.1	9.1	12.2	7.0				
Level of Service (LOS)				E	D	E	E	E	D	C	A	A	A	B	A				
Approach Delay, s/veh / LOS				66.9		E		62.7		E		7.0		A		12.0		B	
Intersection Delay, s/veh / LOS				16.1						B									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS																			
Bicycle LOS Score / LOS																			



HCS Roundabouts Report

General Information

Site Information

Analyst	Lorenzo Dino Mendoza		Intersection	Alamogordo Drive/Vista Gra...
Agency or Co.	Kimley-Horn		E/W Street Name	Sequoia Road/Vista Grand D...
Date Performed	4/21/2025		N/S Street Name	Alamogordo Drive
Analysis Year	2025		Analysis Time Period, hrs	0.25
Time Analyzed	4/21/2025		Peak Hour Factor	0.94
Project Description	2025 Existing AM		Jurisdiction	City of Albuquerque

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	12	1	30	0	0	1	3	0	28	31	3	0	3	24	10
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	13	1	33	0	0	1	3	0	30	34	3	0	3	26	11
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

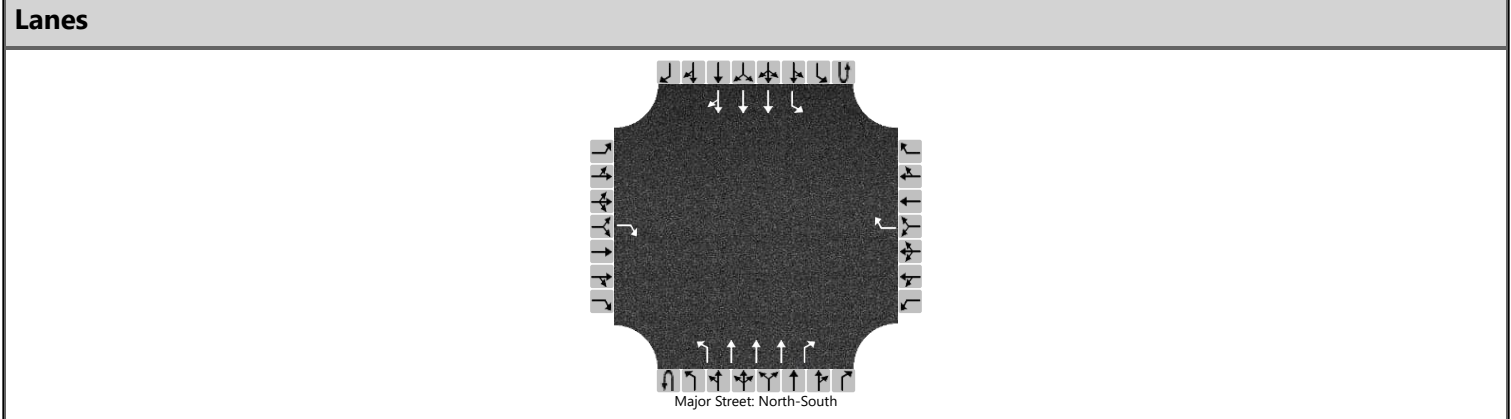
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		47			4			67			40	
Entry Volume, veh/h		46			4			66			39	
Circulating Flow (v_c), pc/h	29			77			17			31		
Exiting Flow (v_{ex}), pc/h	7			42			50			59		
Capacity (C_{pce}), pc/h		1340			1276			1356			1337	
Capacity (c), veh/h		1314			1251			1330			1311	
v/c Ratio (x)		0.04			0.00			0.05			0.03	

Delay and Level of Service									
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Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.0			2.9			3.1			3.0	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		0.1			0.0			0.2			0.1	
95% Queue Length, Q ₉₅ (ft)		2.5			0.0			5.1			2.5	
Approach Delay, s/veh | LOS	3.0		A	2.9		A	3.1		A	3.0		A
Intersection Delay, s/veh | LOS	3.0						A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/7/2025	East/West Street	Redlands Road
Analysis Year	2025	North/South Street	Coors Boulevard
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.99
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2025 Existing PM		



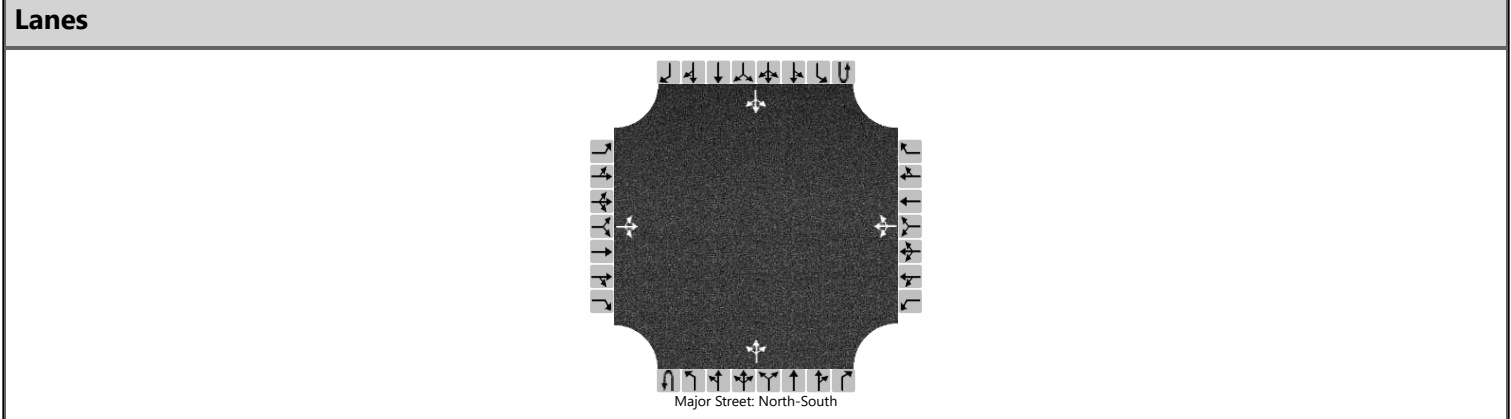
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	1	0	1	3	0
Configuration				R				R		L	T	R		L	T	TR
Volume (veh/h)				93				44	0	78	2258	59	3	58	2427	13
Percent Heavy Vehicles (%)				2				2	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)				7.1				7.1		5.3			5.6	5.3		
Critical Headway (sec)				7.14				7.14		5.34			5.64	5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1			2.3	3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12			2.32	3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)				94				44		79				62		
Capacity, c (veh/h)				145				167		72				85		
v/c Ratio				0.65				0.27		1.09				0.72		
95% Queue Length, Q ₉₅ (veh)				3.6				1.0		5.9				3.5		
95% Queue Length, Q ₉₅ (ft)				91.4				25.4		149.9				88.9		
Control Delay (s/veh)				67.0				34.2		233.1				117.3		
Level of Service (LOS)				F				D		F				F		
Approach Delay (s/veh)	67.0				34.2				7.6				2.9			
Approach LOS	F				D				F				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Redlands Road
Analysis Year	2025	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2025 Existing PM		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		28	1	16		0	2	0		5	34	0		0	37	19
Percent Heavy Vehicles (%)		2	3	2		3	3	3		2				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

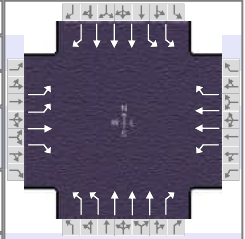
Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.53	6.22		7.13	6.53	6.23		4.12				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.03	3.32		3.53	4.03	3.33		2.22				2.23		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			52				2			6				0		
Capacity, c (veh/h)			913				770			1538				1564		
v/c Ratio			0.06				0.00			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.2				0.0			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			5.1				0.0			0.0				0.0		
Control Delay (s/veh)			9.2				9.7			7.3	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.2				9.7				1.0				0.0			
Approach LOS	A				A				A				A			

2027 BACKGROUND AM

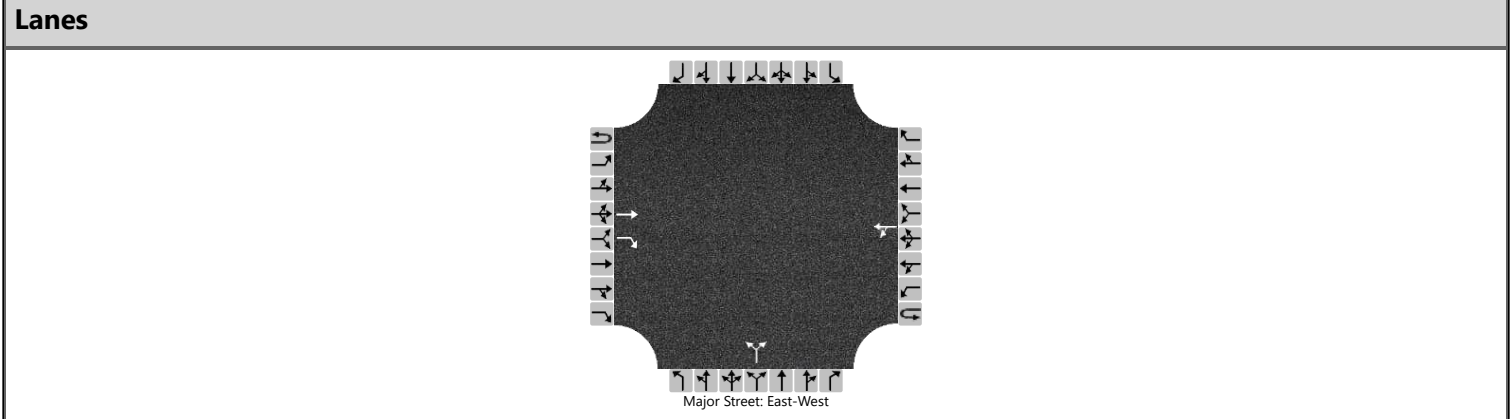
HCS Signalized Intersection Results Summary

General Information					Intersection Information														
Agency		Kimley-Horn			Duration, h		0.250												
Analyst		Lorenzo Dino Mendoza		Analysis Date		4/11/2025		Area Type					Other						
Jurisdiction		City of Albuquerque and NMDOT		Time Period		AM Peak Hour		PHF					0.81						
Urban Street		Coors Boulevard		Analysis Year		2027 Background AM		Analysis Period					1> 7:00						
Intersection		St. Josephs Drive		File Name		Coors_2027 Bacckground AM.xus													
Project Description		2027 Background AM																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				399	126	186	83	47	102	221	1393	179	188	1947	116				
Signal Information																			
Cycle, s	150.0	Reference Phase	2																
Offset, s	68	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	7.3	0.8	89.2	7.2	0.2	19.7									
				Yellow	3.0	3.0	4.5	3.0	3.0	3.5									
				Red	0.5	0.5	1.0	0.8	0.8	2.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				2.0		3.0		2.0		3.0		2.0		3.0		2.0		3.0	
Phase Duration, s				15.0		29.2		11.0		25.2		10.8		94.7		15.1		99.0	
Change Period, (Y+R c), s				3.8		5.5		3.8		5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s				3.0		3.1		3.0		3.1		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s				13.2		23.4		9.2		13.2		9.3				11.3			
Green Extension Time (g e), s				0.0		0.3		0.0		0.8		0.0		0.0		0.3		0.0	
Phase Call Probability				1.00		1.00		0.99		1.00		1.00				1.00			
Max Out Probability				1.00		1.00		1.00		0.06		1.00				0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				493	156	230	102	58	126	273	1720	221	218	2253	134				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1585	1781	1781	1585	1730	1698	1585	1730	1698	1585				
Queue Service Time (g s), s				11.2	11.5	21.4	7.2	2.2	11.2	7.3	31.0	9.9	9.3	43.4	4.2				
Cycle Queue Clearance Time (g c), s				11.2	11.5	21.4	7.2	2.2	11.2	7.3	31.0	9.9	9.3	43.4	4.2				
Green Ratio (g/C)				0.07	0.16	0.16	0.05	0.13	0.13	0.05	0.59	0.59	0.08	0.62	0.70				
Capacity (c), veh/h				258	296	251	86	468	208	168	3028	942	268	3176	1106				
Volume-to-Capacity Ratio (X)				1.907	0.526	0.916	1.198	0.124	0.604	1.627	0.568	0.235	0.813	0.710	0.121				
Back of Queue (Q), ft/ln (95 th percentile)				818	233	406	304	44	206	444	442	163	178	540	63				
Back of Queue (Q), veh/ln (95 th percentile)				32.2	9.2	16.0	12.0	1.7	8.1	17.5	17.4	6.4	7.0	21.3	2.5				
Queue Storage Ratio (RQ) (95 th percentile)				1.72	0.00	1.01	0.00	0.00	0.00	0.93	0.00	0.65	0.30	0.00	0.32				
Uniform Delay (d 1), s/veh				69.4	58.0	62.2	71.4	57.5	61.5	71.4	18.6	14.3	68.2	17.7	7.6				
Incremental Delay (d 2), s/veh				422.4	0.5	31.2	160.2	0.0	2.3	307.6	0.8	0.6	1.7	1.0	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				491.8	58.5	93.4	231.6	57.6	63.8	378.9	19.4	14.9	69.9	18.8	7.7				
Level of Service (LOS)				F	E	F	F	E	E	F	B	B	E	B	A				
Approach Delay, s/veh / LOS				310.8		F	122.6		F	63.3		E	22.5		C				
Intersection Delay, s/veh / LOS				84.6						F									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS																			
Bicycle LOS Score / LOS																			



HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/St. Josephs Drive
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	St. Josephs Drive
Analysis Year	2027	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2027 Background AM		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	0	0
Configuration			T	R		LT					LR					
Volume (veh/h)			18	25		3	16			39		0				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						4					47					
Capacity, c (veh/h)						1554					959					
v/c Ratio						0.00					0.05					
95% Queue Length, Q ₉₅ (veh)						0.0					0.2					
95% Queue Length, Q ₉₅ (ft)						0.0					5.1					
Control Delay (s/veh)						7.3	0.0				8.9					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					1.2				8.9							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2027	North/South Street	Coors Boulevard
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 Background AM		

Lanes

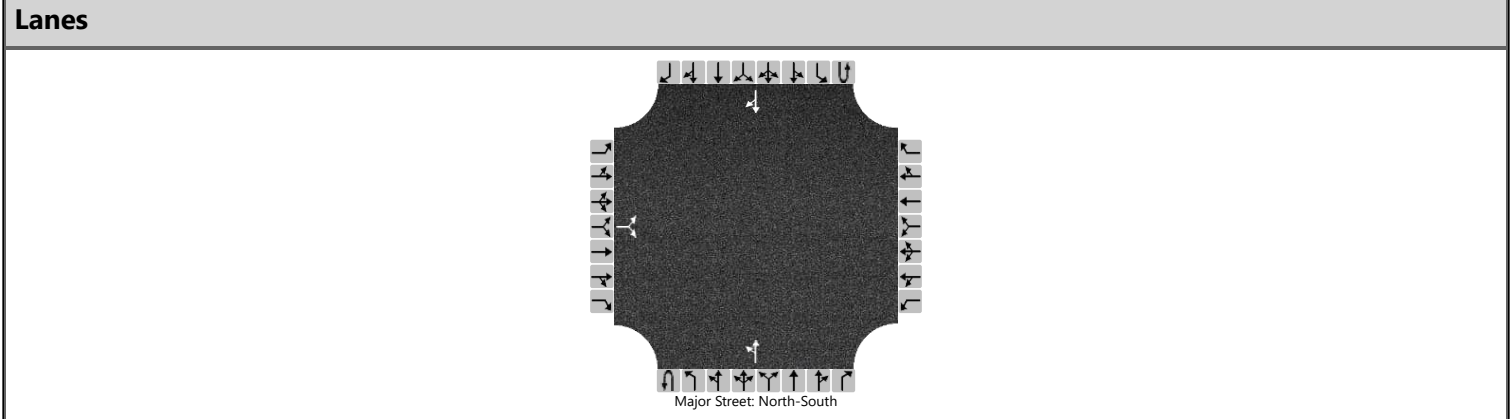
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						3		23			1681	9	0	9	2196	
Percent Heavy Vehicles (%)						2		2					2	2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways																
Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.74		7.14						5.34		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.82		3.92						3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							29							10		
Capacity, c (veh/h)							166							141		
v/c Ratio							0.18							0.07		
95% Queue Length, Q ₉₅ (veh)							0.6							0.2		
95% Queue Length, Q ₉₅ (ft)							15.2							5.1		
Control Delay (s/veh)							31.2							32.6		
Level of Service (LOS)							D							D		
Approach Delay (s/veh)					31.2								0.1			
Approach LOS					D								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2027	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.85
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 Background AM		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		2		6						5	19				28	3
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

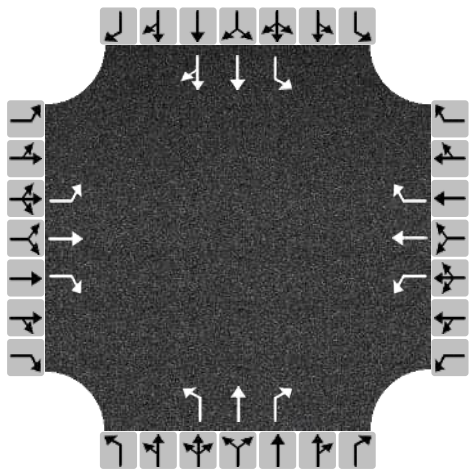
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			9							6						
Capacity, c (veh/h)			1010							1574						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
95% Queue Length, Q ₉₅ (ft)			0.0							0.0						
Control Delay (s/veh)			8.6							7.3	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)	8.6								1.5							
Approach LOS	A								A							

HCS All-Way Stop Control Report

General and Site Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2027
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak Hour
Project Description	2027 Background AM
Intersection	Sequoia Road/Atrisco Drive
Jurisdiction	NMDOT
East/West Street	Sequoia Road
North/South Street	Atrisco Drive
Peak Hour Factor	0.85

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	18	107	27	17	40	39	15	98	46	80	406	22
% Thrus in Shared Lane												50

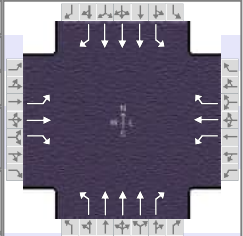
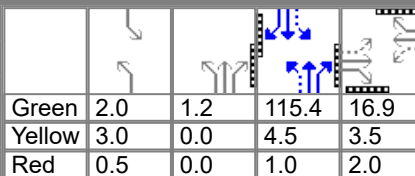
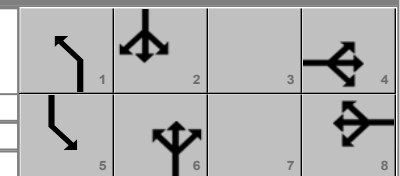
Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	21	126	32	20	47	46	18	115	54	94	239	265
Percent Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
Initial Departure Headway, h_d (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.019	0.112	0.028	0.018	0.042	0.041	0.016	0.102	0.048	0.084	0.212	0.235
Final Departure Headway, h_d (s)	7.49	6.99	6.29	7.67	7.17	6.47	7.31	6.81	6.11	6.54	6.04	5.97
Final Degree of Utilization, x	0.044	0.245	0.056	0.043	0.094	0.082	0.036	0.218	0.092	0.171	0.401	0.439
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Service Time, t_s (s)	5.19	4.69	3.99	5.37	4.87	4.17	5.01	4.51	3.81	4.24	3.74	3.67

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	21	126	32	20	47	46	18	115	54	94	239	265
Capacity (veh/h)	480	515	572	470	502	557	492	529	589	550	596	603
95% Queue Length, Q ₉₅ (veh)	0.1	1.0	0.2	0.1	0.3	0.3	0.1	0.8	0.3	0.6	1.9	2.2
95% Queue Length, Q ₉₅ (ft)	2.5	25.4	5.1	2.5	7.6	7.6	2.5	20.3	7.6	15.2	48.3	55.9
Control Delay (s/veh)	10.5	11.9	9.4	10.7	10.6	9.7	10.3	11.4	9.4	10.6	12.7	13.3
Level of Service, LOS	B	B	A	B	B	A	B	B	A	B	B	B
Approach Delay (s/veh) | LOS	11.3		B	10.3		B	10.7		B	12.6		B
Intersection Delay (s/veh) | LOS	11.8						B					

HCS Signalized Intersection Results Summary

General Information						Intersection Information													
Agency	Kimley-Horn					Duration, h	0.250												
Analyst	Lorenzo Dino Mendoza		Analysis Date	4/11/2025		Area Type	Other												
Jurisdiction	City of Albuquerque and NMDOT		Time Period	AM Peak Hour		PHF	0.94												
Urban Street	Coors Boulevard		Analysis Year	2027 Background AM		Analysis Period	1> 7:00												
Intersection	Sequoia Road		File Name	Coors_2027 Bacckground AM.xus															
Project Description	2027 Background AM																		
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				55	20	148	54	13	8	64	1709	25	25	2247	28				
Signal Information																			
Cycle, s	150.0	Reference Phase	6																
Offset, s	86	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
Green	2.0	1.2	115.4	16.9	0.0	0.0													
Yellow	3.0	0.0	4.5	3.5	0.0	0.0													
Red	0.5	0.0	1.0	2.0	0.0	0.0													
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4				8		1		6		5		2	
Case Number						5.0				5.0		1.1		3.0		1.1		3.0	
Phase Duration, s						22.4				22.4		6.7		122.1		5.5		120.9	
Change Period, (Y+R c), s						5.5				5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s						3.1				3.1		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s						16.7				9.3		3.4				2.5			
Green Extension Time (g e), s						0.2				0.4		0.0		0.0		0.0		0.0	
Phase Call Probability						1.00				1.00		0.96				0.67			
Max Out Probability						1.00				0.00		0.00				0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	1	6	16	5	2	12				
Adjusted Flow Rate (v), veh/h				59	21	157	57	14	9	75	2000	29	27	2390	30				
Adjusted Saturation Flow Rate (s), veh/h/ln				1400	1870	1585	1391	1870	1585	1781	1698	1585	1781	1698	1585				
Queue Service Time (g s), s				5.8	1.5	14.7	5.8	1.0	0.7	1.4	13.9	0.1	0.5	30.6	0.7				
Cycle Queue Clearance Time (g c), s				6.8	1.5	14.7	7.3	1.0	0.7	1.4	13.9	0.1	0.5	30.6	0.7				
Green Ratio (g/C)				0.11	0.11	0.11	0.11	0.11	0.11	0.79	0.78	0.78	0.78	0.77	0.77				
Capacity (c), veh/h				196	210	178	190	210	178	169	3961	1232	216	3919	1219				
Volume-to-Capacity Ratio (X)				0.298	0.101	0.883	0.302	0.066	0.048	0.442	0.505	0.024	0.123	0.610	0.024				
Back of Queue (Q), ft/ln (95 th percentile)				95	33	296	94	21	13	37	123	2	7	366	9				
Back of Queue (Q), veh/ln (95 th percentile)				3.7	1.3	11.6	3.7	0.8	0.5	1.5	4.8	0.1	0.3	14.4	0.4				
Queue Storage Ratio (RQ) (95 th percentile)				0.95	0.00	1.69	0.62	0.00	0.07	0.30	0.00	0.01	0.07	0.00	0.03				
Uniform Delay (d 1), s/veh				62.6	59.8	65.6	63.0	59.5	59.4	10.2	3.1	0.8	4.4	7.5	4.1				
Incremental Delay (d 2), s/veh				0.3	0.1	28.1	0.3	0.0	0.0	0.3	0.2	0.0	0.1	0.7	0.0				
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				62.9	59.8	93.7	63.4	59.6	59.4	10.4	3.3	0.8	4.5	8.2	4.1				
Level of Service (LOS)				E	E	F	E	E	E	B	A	A	A	A	A				
Approach Delay, s/veh / LOS				83.1		F		62.3		E		3.5		A		8.2		A	
Intersection Delay, s/veh / LOS				10.7						B									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS																			
Bicycle LOS Score / LOS																			

HCS Roundabouts Report

General Information

Site Information

Analyst	Lorenzo Dino Mendoza		Intersection	Alamogordo Drive/Vista Gra...
Agency or Co.	Kimley-Horn		E/W Street Name	Sequoia Road/Vista Grand D...
Date Performed	4/21/2025		N/S Street Name	Alamogordo Drive
Analysis Year	2027		Analysis Time Period, hrs	0.25
Time Analyzed	4/21/2025		Peak Hour Factor	0.94
Project Description	2027 Background AM		Jurisdiction	City of Albuquerque

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	3	0	7	0	1	3	4	0	4	19	0	0	3	26	7
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	3	0	8	0	1	3	4	0	4	21	0	0	3	28	8
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

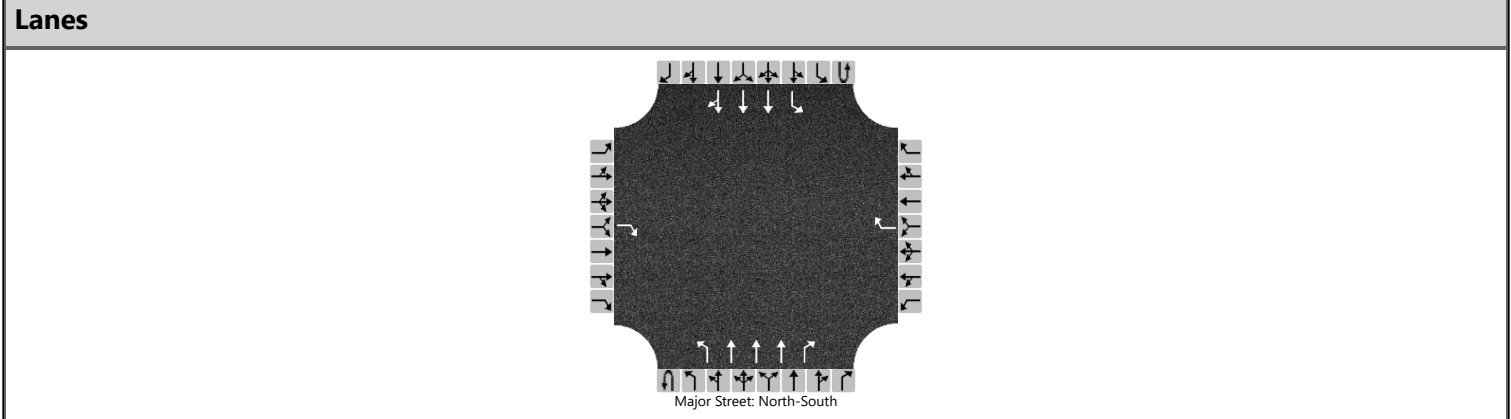
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		11			8			25			39	
Entry Volume, veh/h		11			8			25			38	
Circulating Flow (v_c), pc/h	32			28			6			8		
Exiting Flow (v_{ex}), pc/h	3			15			28			37		
Capacity (C_{pcb}), pc/h		1336			1341			1372			1369	
Capacity (c), veh/h		1309			1315			1345			1342	
v/c Ratio (x)		0.01			0.01			0.02			0.03	

Delay and Level of Service	
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Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		2.8			2.8			2.8			2.9	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		0.0			0.0			0.1			0.1	
95% Queue Length, Q ₉₅ (ft)		0.0			0.0			2.5			2.5	
Approach Delay, s/veh | LOS	2.8		A	2.8		A	2.8		A	2.9		A
Intersection Delay, s/veh | LOS	2.9						A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/7/2025	East/West Street	Redlands Road
Analysis Year	2025	North/South Street	Coors Boulevard
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 Background AM		



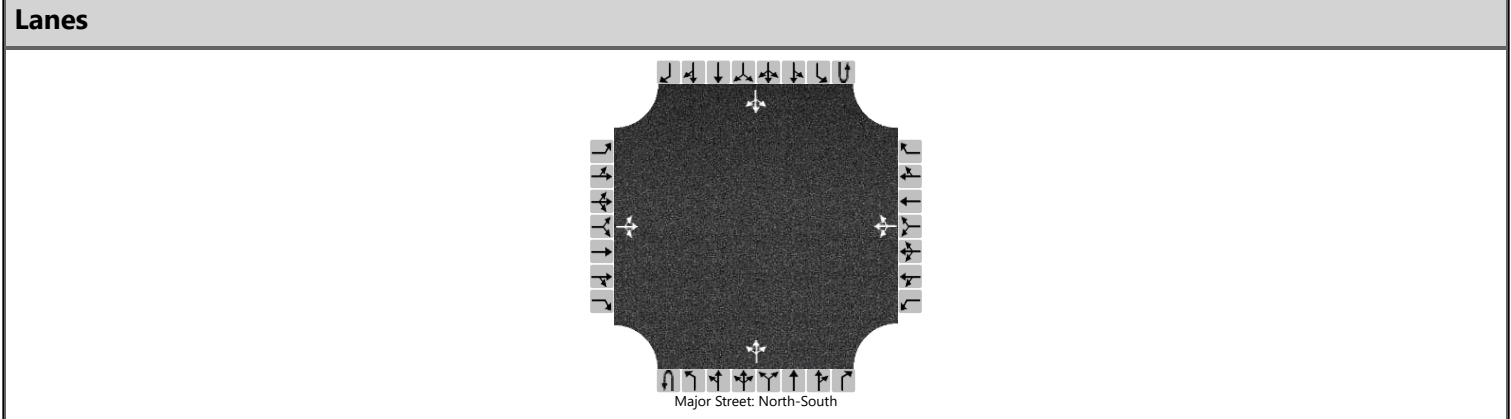
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	1	0	1	3	0
Configuration				R				R		L	T	R		L	T	TR
Volume (veh/h)				70				33	0	35	1693	27	14	40	2310	4
Percent Heavy Vehicles (%)				2				2	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)				7.1				7.1		5.3			5.6	5.3		
Critical Headway (sec)				7.14				7.14		5.34			5.64	5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1			2.3	3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12			2.32	3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)				77				36		38				59		
Capacity, c (veh/h)				136				231		66				158		
v/c Ratio				0.56				0.16		0.58				0.38		
95% Queue Length, Q ₉₅ (veh)				2.8				0.5		2.5				1.6		
95% Queue Length, Q ₉₅ (ft)				71.1				12.7		63.5				40.6		
Control Delay (s/veh)				61.2				23.5		118.4				40.8		
Level of Service (LOS)				F				C		F				E		
Approach Delay (s/veh)	61.2				23.5				2.4				0.9			
Approach LOS	F				C				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Redlands Road
Analysis Year	2027	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.74
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 Background AM		



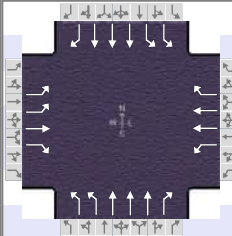
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		9	0	8		0	0	0		14	16	0		0	29	23
Percent Heavy Vehicles (%)		2	3	2		3	3	3		2				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

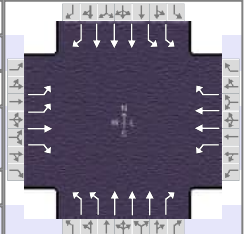
Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.53	6.22		7.13	6.53	6.23		4.12				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.03	3.32		3.53	4.03	3.33		2.22				2.23		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			23				0			19				0		
Capacity, c (veh/h)			921				0			1530				1587		
v/c Ratio			0.02							0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1							0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			2.5							0.0				0.0		
Control Delay (s/veh)			9.0							7.4	0.1	0.1		7.3	0.0	0.0
Level of Service (LOS)			A							A	A	A		A	A	A
Approach Delay (s/veh)	9.0								3.5				0.0			
Approach LOS	A								A				A			

2027 BACKGROUND PM

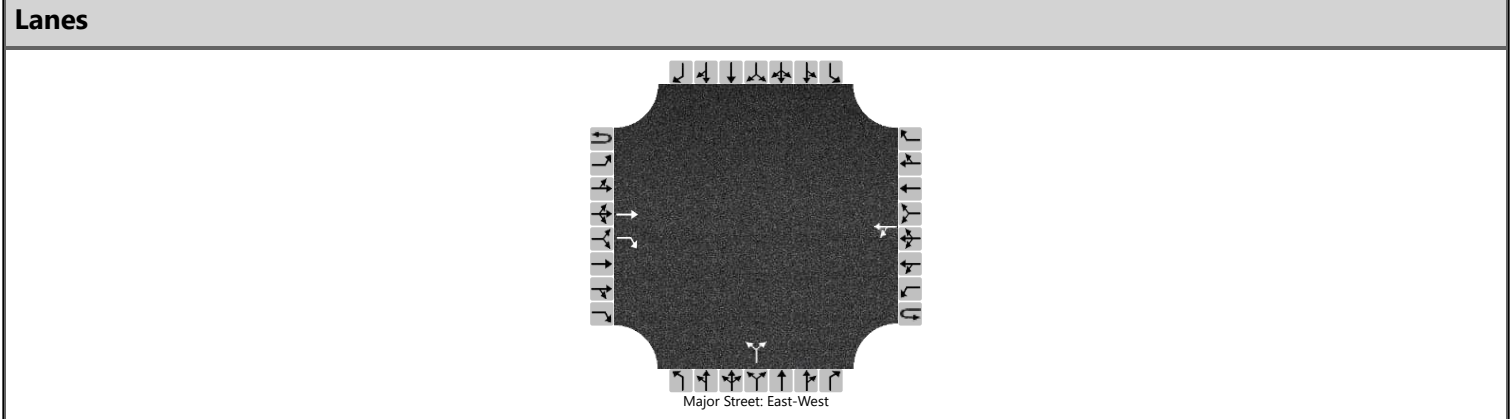
HCS Signalized Intersection Results Summary

General Information					Intersection Information														
Agency	Kimley-Horn					Duration, h	0.250												
Analyst	Lorenzo Dino Mendoza		Analysis Date	4/11/2025		Area Type	Other												
Jurisdiction	City of Albuquerque and NMDOT		Time Period	PM Peak Hour		PHF	0.98												
Urban Street	Coors Boulevard		Analysis Year	2027 Background		Analysis Period	1> 15:00												
Intersection	St. Josephs Drive		File Name	Coors_2027 Background PM.xus															
Project Description	2027 Background PM																		
																			
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				324	28	172	70	29	88	339	2307	47	62	2160	337				
Signal Information																			
Cycle, s	150.0	Reference Phase	2																
Offset, s	41	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On	Green	4.6	8.9	88.8	7.2	1.0	17.7									
				Yellow	3.0	3.0	4.5	3.0	0.0	3.5									
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	1.0	0.8	0.0	2.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				2.0		3.0		2.0		3.0		2.0		3.0		2.0		3.0	
Phase Duration, s				12.0		24.2		11.0		23.2		20.4		106.7		8.1		94.3	
Change Period, (Y+R c), s				3.8		5.5		3.8		5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s				3.0		3.2		3.0		3.2		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s				10.2		18.3		8.0		9.9		16.8				4.8			
Green Extension Time (g e), s				0.0		0.4		0.0		0.6		0.1		0.0		0.1		0.0	
Phase Call Probability				1.00		1.00		0.95		1.00		1.00				0.94			
Max Out Probability				1.00		0.05		1.00		0.00		1.00				0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				331	29	176	71	30	90	346	2354	48	66	2300	359				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1585	1781	1781	1585	1730	1698	1585	1730	1698	1585				
Queue Service Time (g s), s				8.2	2.0	16.3	6.0	1.1	7.9	14.8	41.9	1.5	2.8	48.2	15.6				
Cycle Queue Clearance Time (g c), s				8.2	2.0	16.3	6.0	1.1	7.9	14.8	41.9	1.5	2.8	48.2	15.6				
Green Ratio (g/C)				0.05	0.12	0.12	0.05	0.12	0.12	0.11	0.67	0.67	0.03	0.59	0.65				
Capacity (c), veh/h				189	234	198	86	421	188	390	3437	1069	105	3017	1025				
Volume-to-Capacity Ratio (X)				1.748	0.122	0.886	0.835	0.070	0.479	0.886	0.685	0.045	0.626	0.762	0.350				
Back of Queue (Q), ft/ln (95 th percentile)				546	44	305	173	23	146	301	541	24	58	590	219				
Back of Queue (Q), veh/ln (95 th percentile)				21.5	1.7	12.0	6.8	0.9	5.7	11.8	21.3	0.9	2.3	23.2	8.6				
Queue Storage Ratio (RQ) (95 th percentile)				1.15	0.00	0.76	0.00	0.00	1.17	0.63	0.00	0.09	0.10	0.00	1.10				
Uniform Delay (d 1), s/veh				70.9	58.3	64.6	70.8	58.8	61.8	65.6	14.8	8.2	71.8	20.3	12.2				
Incremental Delay (d 2), s/veh				357.7	0.1	18.6	46.0	0.0	0.7	17.9	1.1	0.1	1.6	1.3	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				428.6	58.4	83.1	116.8	58.8	62.5	83.5	15.9	8.3	73.3	21.6	12.8				
Level of Service (LOS)				F	E	F	F	E	E	F	B	A	E	C	B				
Approach Delay, s/veh / LOS				295.4		F		82.3		F		24.3		C		21.7		C	
Intersection Delay, s/veh / LOS				48.3						D									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS																			
Bicycle LOS Score / LOS																			



HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/St. Josephs Drive
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	St. Josephs Drive
Analysis Year	2027	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.67
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2027 Background PM		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	0	0
Configuration			T	R		LT					LR					
Volume (veh/h)			24	36		2	16			26		4				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						3					45					
Capacity, c (veh/h)						1506					950					
v/c Ratio						0.00					0.05					
95% Queue Length, Q ₉₅ (veh)						0.0					0.1					
95% Queue Length, Q ₉₅ (ft)						0.0					2.5					
Control Delay (s/veh)						7.4	0.0				9.0					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.8				9.0							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2027	North/South Street	Coors Boulevard
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 Background PM		

Lanes

Major Street: North-South

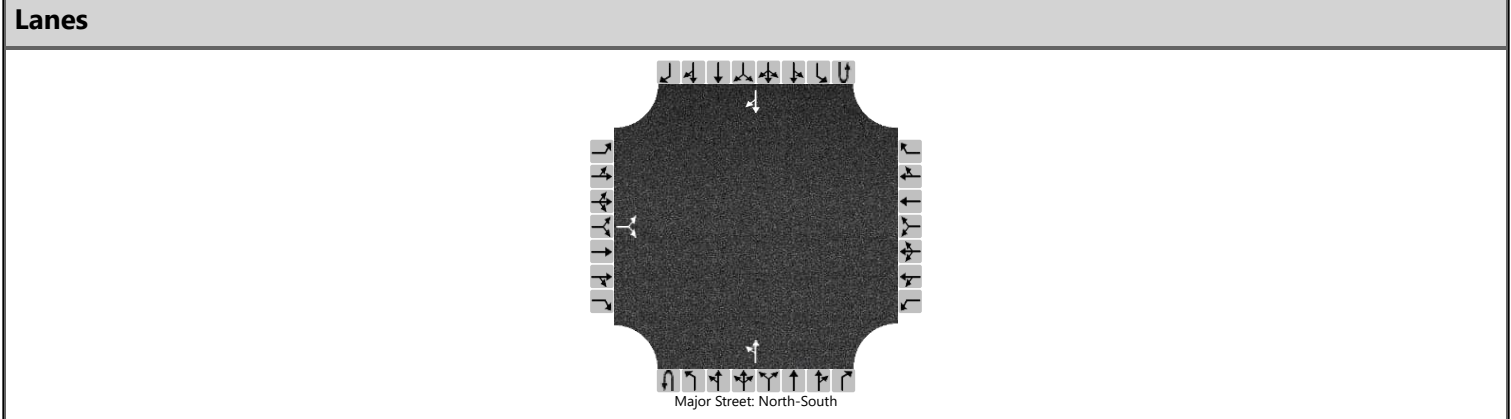
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						10		46			2513	18	0	43	2364	
Percent Heavy Vehicles (%)						2		2					2	2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways																
Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.74		7.14						5.34		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.82		3.92						3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						58								45		
Capacity, c (veh/h)						56								59		
v/c Ratio						1.04								0.76		
95% Queue Length, Q ₉₅ (veh)						4.8								3.3		
95% Queue Length, Q ₉₅ (ft)						121.9								83.8		
Control Delay (s/veh)						253.0								167.2		
Level of Service (LOS)						F								F		
Approach Delay (s/veh)					253.0								3.0			
Approach LOS					F								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2027	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 Background PM		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		4		20						15	28				19	3
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

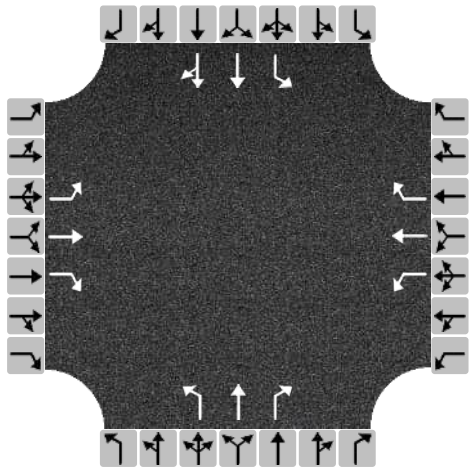
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			27							17						
Capacity, c (veh/h)			1025							1590						
v/c Ratio			0.03							0.01						
95% Queue Length, Q ₉₅ (veh)			0.1							0.0						
95% Queue Length, Q ₉₅ (ft)			2.5							0.0						
Control Delay (s/veh)			8.6							7.3	0.1					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)	8.6								2.6							
Approach LOS	A								A							

HCS All-Way Stop Control Report

General and Site Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2027
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour
Project Description	2027 Background PM
Intersection	Sequoia Road/Atrisco Drive
Jurisdiction	NMDOT
East/West Street	Sequoia Road
North/South Street	Atrisco Drive
Peak Hour Factor	0.97

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	13	128	30	56	210	133	40	329	124	85	192	29
% Thrus in Shared Lane												50

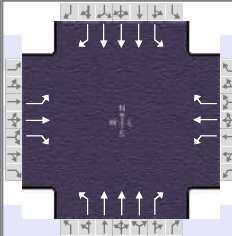
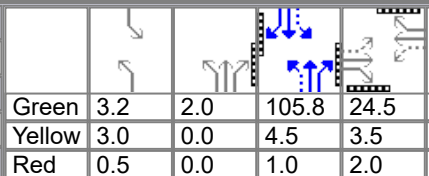
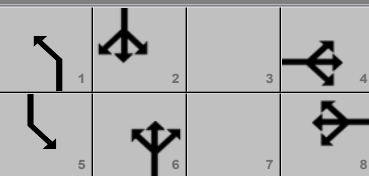
Lane Flow Rate and Adjustments

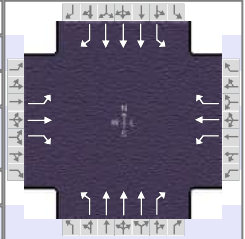
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	13	132	31	58	216	137	41	339	128	88	99	129
Percent Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
Initial Departure Headway, h_d (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.012	0.117	0.027	0.051	0.192	0.122	0.037	0.301	0.114	0.078	0.088	0.115
Final Departure Headway, h_d (s)	8.91	8.41	7.71	8.33	7.83	7.13	8.04	7.54	6.84	8.47	7.97	7.81
Final Degree of Utilization, x	0.033	0.308	0.066	0.134	0.471	0.271	0.092	0.711	0.243	0.206	0.219	0.280
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Service Time, t_s (s)	6.61	6.11	5.41	6.03	5.53	4.83	5.74	5.24	4.54	6.17	5.67	5.51

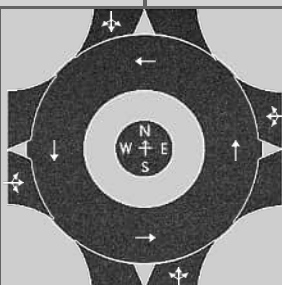
Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	13	132	31	58	216	137	41	339	128	88	99	129
Capacity (veh/h)	404	428	467	432	460	505	448	477	526	425	452	461
95% Queue Length, Q ₉₅ (veh)	0.1	1.3	0.2	0.5	2.5	1.1	0.3	5.6	0.9	0.8	0.8	1.1
95% Queue Length, Q ₉₅ (ft)	2.5	33.0	5.1	12.7	63.5	27.9	7.6	142.2	22.9	20.3	20.3	27.9
Control Delay (s/veh)	11.9	14.8	11.0	12.3	17.3	12.5	11.6	26.7	11.7	13.4	12.9	13.5
Level of Service, LOS	B	B	B	B	C	B	B	D	B	B	B	B
Approach Delay (s/veh) | LOS	13.9		B	15.0		B	21.7		C	13.3		B
Intersection Delay (s/veh) | LOS	16.9						C					

HCS Signalized Intersection Results Summary

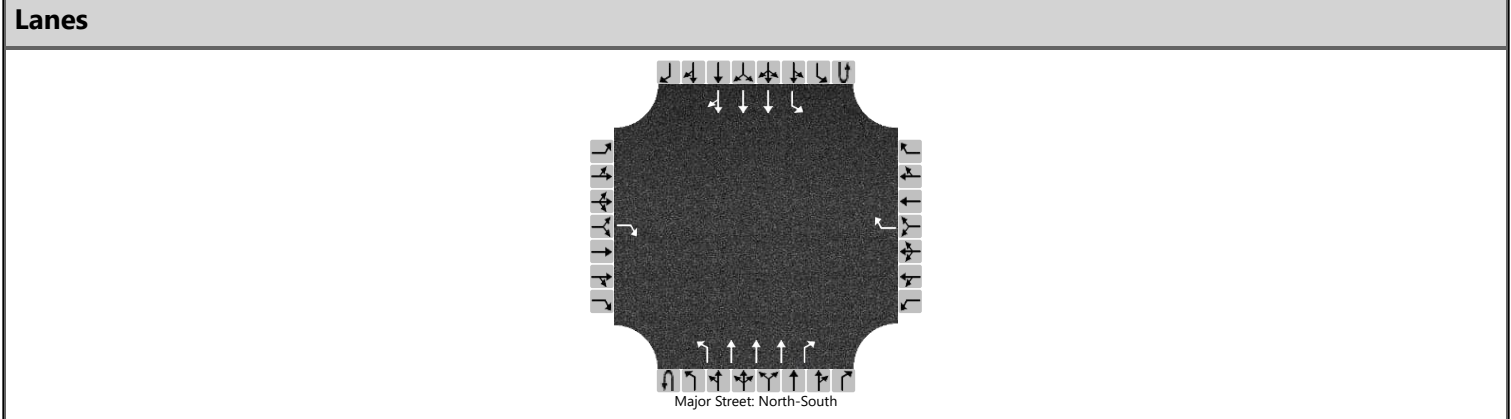
General Information					Intersection Information															
Agency	Kimley-Horn				Duration, h		0.250													
Analyst	Lorenzo Dino Mendoza	Analysis Date	4/11/2025		Area Type		Other													
Jurisdiction	City of Albuquerque and NMDOT	Time Period	PM Peak Hour		PHF		0.98													
Urban Street	Coors Boulevard	Analysis Year	2027 Background		Analysis Period		1> 15:00													
Intersection	Sequoia Road	File Name	Coors_2027 Background PM.xus																	
Project Description	2027 Background PM																			
Demand Information					EB			WB			NB			SB						
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h					148	75	172	148	102	41	140	2399	58	60	2350	87				
Signal Information																				
Cycle, s	150.0	Reference Phase	6																	
Offset, s	59	Reference Point	Begin																	
Uncoordinated	No	Simult. Gap E/W	On																	
Force Mode	Fixed	Simult. Gap N/S	On																	
		Green	3.2	2.0	105.8	24.5	0.0	0.0												
		Yellow	3.0	0.0	4.5	3.5	0.0	0.0												
		Red	0.5	0.0	1.0	2.0	0.0	0.0												
Timer Results					EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase							4				8		1		6		5		2	
Case Number							5.0				5.0		1.1		3.0		1.1		3.0	
Phase Duration, s							30.0				30.0		8.7		113.3		6.7		111.3	
Change Period, (Y+R c), s							5.5				5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s							3.1				3.1		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s							26.5				24.2		5.2				3.5			
Green Extension Time (g e), s							0.0				0.1		0.1		0.0		0.0		0.0	
Phase Call Probability							1.00				1.00		1.00				0.92			
Max Out Probability							1.00				1.00		0.70				0.19			
Movement Group Results					EB			WB			NB			SB						
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement					7	4	14	3	8	18	1	6	16	5	2	12				
Adjusted Flow Rate (v), veh/h					151	77	176	151	104	42	142	2432	59	61	2398	89				
Adjusted Saturation Flow Rate (s), veh/h/ln					1290	1870	1585	1323	1870	1585	1781	1698	1585	1781	1698	1585				
Queue Service Time (g s), s					17.1	5.4	15.6	16.9	7.4	3.4	3.2	25.7	0.6	1.5	39.3	2.6				
Cycle Queue Clearance Time (g c), s					24.5	5.4	15.6	22.2	7.4	3.4	3.2	25.7	0.6	1.5	39.3	2.6				
Green Ratio (g/C)					0.16	0.16	0.16	0.16	0.16	0.16	0.74	0.72	0.72	0.73	0.71	0.71				
Capacity (c), veh/h					195	305	259	217	305	259	175	3661	1139	161	3592	1118				
Volume-to-Capacity Ratio (X)					0.774	0.251	0.678	0.696	0.341	0.162	0.813	0.664	0.052	0.380	0.668	0.079				
Back of Queue (Q), ft/ln (95 th percentile)					274	115	274	257	159	62	166	200	8	24	497	40				
Back of Queue (Q), veh/ln (95 th percentile)					10.8	4.5	10.8	10.1	6.2	2.4	6.5	7.9	0.3	0.9	19.6	1.6				
Queue Storage Ratio (RQ) (95 th percentile)					2.74	0.00	1.57	1.71	0.00	0.31	1.33	0.00	0.04	0.24	0.00	0.13				
Uniform Delay (d 1), s/veh					66.7	54.7	59.0	64.4	55.6	53.9	29.4	5.4	2.0	9.7	12.3	6.9				
Incremental Delay (d 2), s/veh					16.0	0.2	5.7	8.0	0.2	0.1	7.8	0.5	0.0	0.5	1.0	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					82.6	54.9	64.8	72.4	55.8	54.0	37.2	5.8	2.1	10.2	13.3	7.0				
Level of Service (LOS)					F	D	E	E	E	D	D	A	A	B	B	A				
Approach Delay, s/veh / LOS					69.6		E		64.0		E		7.4		A		13.0		B	
Intersection Delay, s/veh / LOS					17.0							B								
Multimodal Results					EB			WB			NB			SB						
Pedestrian LOS Score / LOS																				
Bicycle LOS Score / LOS																				



HCS Roundabouts Report																	
General Information								Site Information									
Analyst	Lorenzo Dino Mendoza								Intersection				Alamogordo Drive/Vista Gra...				
Agency or Co.	Kimley-Horn								E/W Street Name				Sequoia Road/Vista Grand D...				
Date Performed	4/21/2025								N/S Street Name				Alamogordo Drive				
Analysis Year	2027								Analysis Time Period, hrs				0.25				
Time Analyzed	4/21/2025								Peak Hour Factor				0.94				
Project Description	2027 Background PM								Jurisdiction				City of Albuquerque				
Volume Adjustments and Site Characteristics																	
Approach	EB				WB				NB				SB				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	
Lane Assignment			LTR				LTR				LTR				LTR		
Volume (V), veh/h	0	13	1	31	0	0	1	3	0	29	32	3	0	3	25	10	
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Flow Rate (v _{PCE}), pc/h	0	14	1	34	0	0	1	3	0	31	35	3	0	3	27	11	
Right-Turn Bypass	None				None				None				None				
Conflicting Lanes	1				1				1				1				
Pedestrians Crossing, p/h	0				0				0				0				
Proportion of CAVs, %	0																
Critical and Follow-Up Headway Adjustment																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Critical Headway, s		4.9763				4.9763				4.9763				4.9763			
Follow-Up Headway, s		2.6087				2.6087				2.6087				2.6087			
Flow Computations, Capacity and v/c Ratios																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Entry Flow (v _e), pc/h		49				4				69				41			
Entry Volume, veh/h		48				4				68				40			
Circulating Flow (v _c), pc/h	30				80				18				32				
Exiting Flow (v _{ex}), pc/h	7				43				52				61				
Capacity (C _{pce}), pc/h		1338				1272				1355				1336			
Capacity (C), veh/h		1312				1247				1328				1309			
v/c Ratio (x)		0.04				0.00				0.05				0.03			
Delay and Level of Service																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Lane Control Delay (d), s/veh		3.0				2.9				3.1				3.0			
Lane LOS		A				A				A				A			
95% Queue Length, Q ₉₅ (veh)		0.1				0.0				0.2				0.1			
95% Queue Length, Q ₉₅ (ft)		2.5				0.0				5.1				2.5			
Approach Delay, s/veh | LOS	3.0		A		2.9		A		3.1		A		3.0		A		
Intersection Delay, s/veh | LOS	3.1								A								

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/7/2025	East/West Street	Redlands Road
Analysis Year	2027	North/South Street	Coors Boulevard
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.99
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 Background PM		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	1	0	1	3	0
Configuration				R				R		L	T	R		L	T	TR
Volume (veh/h)				97				46	0	81	2354	62	4	60	2530	14
Percent Heavy Vehicles (%)				2				2	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)				7.1				7.1		5.3			5.6	5.3		
Critical Headway (sec)				7.14				7.14		5.34			5.64	5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1			2.3	3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12			2.32	3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)				98				46		82				65		
Capacity, c (veh/h)				133				155		64				76		
v/c Ratio				0.73				0.30		1.28				0.85		
95% Queue Length, Q ₉₅ (veh)				4.2				1.2		6.8				4.3		
95% Queue Length, Q ₉₅ (ft)				106.7				30.5		172.7				109.2		
Control Delay (s/veh)				84.0				37.9		317.4				157.0		
Level of Service (LOS)				F				E		F				F		
Approach Delay (s/veh)	84.0				37.9				10.3				3.9			
Approach LOS	F				E				F				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Redlands Road
Analysis Year	2027	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 Background PM		

Lanes

Major Street: North-South

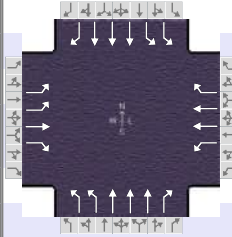
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		29	1	17		0	2	0		5	35	0		0	39	20
Percent Heavy Vehicles (%)		2	3	2		3	3	3		2				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

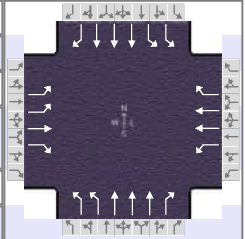
Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.53	6.22		7.13	6.53	6.23		4.12				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.03	3.32		3.53	4.03	3.33		2.22				2.23		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			54				2				6				0	
Capacity, c (veh/h)			909				766				1533				1563	
v/c Ratio			0.06				0.00				0.00				0.00	
95% Queue Length, Q ₉₅ (veh)			0.2				0.0				0.0				0.0	
95% Queue Length, Q ₉₅ (ft)			5.1				0.0				0.0				0.0	
Control Delay (s/veh)			9.2				9.7				7.4	0.0	0.0		7.3	0.0
Level of Service (LOS)			A				A				A	A	A		A	A
Approach Delay (s/veh)	9.2				9.7				0.9				0.0			
Approach LOS	A				A				A				A			

**2027 TOTAL TRAFFIC (KEEP SCHOOL QUEUE AWAY
FROM COORS BOULEVARD) AM**

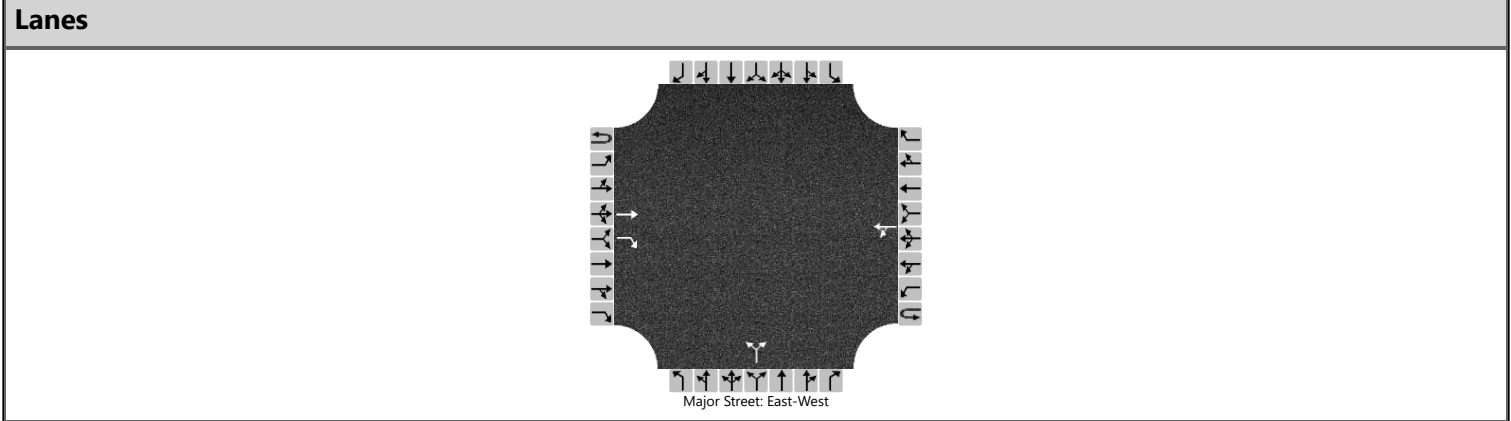
HCS Signalized Intersection Results Summary

General Information					Intersection Information										
Agency	Kimley-Horn				Duration, h		0.250								
Analyst	Lorenzo Dino Mendoza		Analysis Date		4/11/2025		Area Type		Other						
Jurisdiction	City of Albuquerque and NMDOT		Time Period		AM Peak Hour		PHF		0.81						
Urban Street	Coors Boulevard		Analysis Year		2027 B+P AM		Analysis Period		1> 7:00						
Intersection	St. Josephs Drive		File Name		Coors_2027 B+P AM.xus										
Project Description	2027 B+P AM - Queue Away from Coors														
															
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				399	151	186	83	68	249	221	1393	179	361	1947	116
Signal Information															
Cycle, s	150.0	Reference Phase	2												
Offset, s	68	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On	Green	5.5	10.0	80.0	7.2	0.2	21.5					
				Yellow	3.0	3.0	4.5	3.0	3.0	3.5					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	1.0	0.8	0.8	2.0					
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				7	4	3	8	5	2	1	6				
Case Number				2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0				
Phase Duration, s				15.0	31.0	11.0	27.0	9.0	85.5	22.5	99.0				
Change Period, (Y+R c), s				3.8	5.5	3.8	5.5	3.5	5.5	3.5	5.5				
Max Allow Headway (MAH), s				3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0				
Queue Clearance Time (g s), s				13.2	23.1	9.2	23.5	7.5		18.9					
Green Extension Time (g e), s				0.0	0.6	0.0	0.0	0.0	0.0	0.1	0.0				
Phase Call Probability				1.00	1.00	0.99	1.00	1.00		1.00					
Max Out Probability				1.00	1.00	1.00	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				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h				493	186	230	102	84	307	273	1720	221	395	2132	127
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1585	1781	1781	1585	1730	1698	1585	1730	1698	1585
Queue Service Time (g s), s				11.2	13.8	21.1	7.2	3.1	21.5	5.5	35.7	11.3	16.9	40.9	4.3
Cycle Queue Clearance Time (g c), s				11.2	13.8	21.1	7.2	3.1	21.5	5.5	35.7	11.3	16.9	40.9	4.3
Green Ratio (g/C)				0.07	0.17	0.17	0.05	0.14	0.14	0.04	0.53	0.53	0.13	0.62	0.70
Capacity (c), veh/h				258	318	269	86	510	227	127	2718	846	438	3176	1106
Volume-to-Capacity Ratio (X)				1.907	0.586	0.852	1.198	0.164	1.353	2.151	0.633	0.261	0.903	0.671	0.115
Back of Queue (Q), ft/ln (95 th percentile)				818	274	383	304	63	792	510	512	194	312	522	67
Back of Queue (Q), veh/ln (95 th percentile)				32.2	10.8	15.1	12.0	2.5	31.2	20.1	20.2	7.6	12.3	20.6	2.6
Queue Storage Ratio (RQ) (95 th percentile)				1.72	0.00	0.96	0.00	0.00	0.00	1.07	0.00	0.78	0.52	0.00	0.33
Uniform Delay (d 1), s/veh				69.4	57.4	60.4	71.4	56.4	64.3	72.3	24.6	19.0	65.0	18.6	8.3
Incremental Delay (d 2), s/veh				422.4	1.9	21.3	160.2	0.1	185.0	543.3	1.1	0.8	15.4	0.8	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				491.8	59.3	81.7	231.6	56.4	249.2	615.5	25.8	19.7	80.4	19.4	8.5
Level of Service (LOS)				F	E	F	F	E	F	F	C	B	F	B	A
Approach Delay, s/veh / LOS				299.4	F		212.8	F		97.9	F		27.9	C	
Intersection Delay, s/veh / LOS				106.5						F					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS															
Bicycle LOS Score / LOS															



HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/St. Josephs Drive
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	St. Josephs Drive
Analysis Year	2027	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P AM - Queue Away from Coors Blvd		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	0	0
Configuration			T	R		LT					LR					
Volume (veh/h)			18	222		3	16			207		0				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						4					249					
Capacity, c (veh/h)						1273					959					
v/c Ratio						0.00					0.26					
95% Queue Length, Q ₉₅ (veh)						0.0					1.0					
95% Queue Length, Q ₉₅ (ft)						0.0					25.4					
Control Delay (s/veh)						7.8	0.0				10.1					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)						1.3				10.1						
Approach LOS						A				B						

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2027	North/South Street	Coors Boulevard
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P AM - Queue Away from Coors		

Lanes

Major Street: North-South

Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						3		23			1681	9	0	9	2196	
Percent Heavy Vehicles (%)						2		2					2	2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

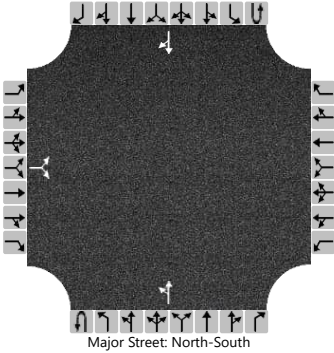
Critical and Follow-up Headways																
Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.74		7.14						5.34		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.82		3.92						3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							29							10		
Capacity, c (veh/h)							166							141		
v/c Ratio							0.18							0.07		
95% Queue Length, Q ₉₅ (veh)							0.6							0.2		
95% Queue Length, Q ₉₅ (ft)							15.2							5.1		
Control Delay (s/veh)							31.2							32.6		
Level of Service (LOS)							D							D		
Approach Delay (s/veh)					31.2								0.1			
Approach LOS					D								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2027	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.85
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P AM - Queue Away from Coors Blvd		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		2		6						5	187				225	3
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

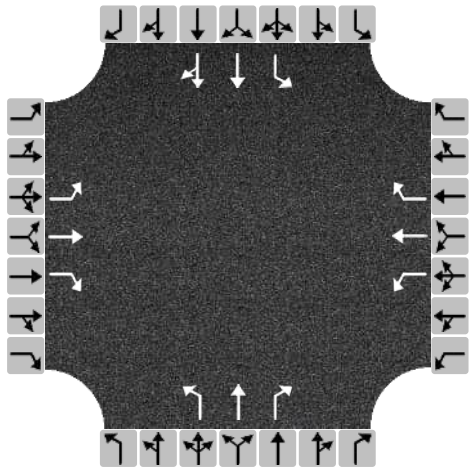
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			9							6						
Capacity, c (veh/h)			693							1295						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
95% Queue Length, Q ₉₅ (ft)			0.0							0.0						
Control Delay (s/veh)			10.3							7.8	0.0					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)	10.3								0.2							
Approach LOS	B								A							

HCS All-Way Stop Control Report

General and Site Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2027
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak Hour
Project Description	2027 B+P AM - Queue Away from Co...
Intersection	Sequoia Road/Atrisco Drive
Jurisdiction	NMDOT
East/West Street	Sequoia Road
North/South Street	Atrisco Drive
Peak Hour Factor	0.85

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	18	157	27	26	82	39	15	98	56	80	406	22
% Thrus in Shared Lane												50

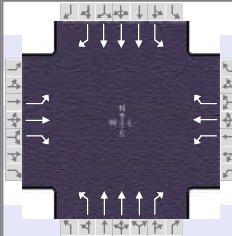
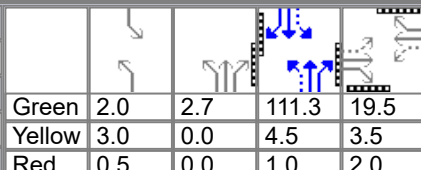
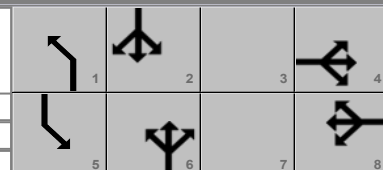
Lane Flow Rate and Adjustments

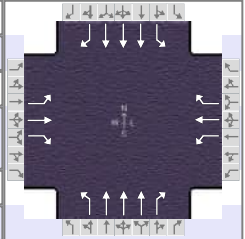
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	21	185	32	31	96	46	18	115	66	94	239	265
Percent Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
Initial Departure Headway, h_d (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.019	0.164	0.028	0.027	0.086	0.041	0.016	0.102	0.059	0.084	0.212	0.235
Final Departure Headway, h_d (s)	7.84	7.34	6.64	8.01	7.51	6.81	7.84	7.34	6.64	7.05	6.55	6.48
Final Degree of Utilization, x	0.046	0.376	0.059	0.068	0.201	0.087	0.038	0.235	0.122	0.184	0.434	0.477
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Service Time, t_s (s)	5.54	5.04	4.34	5.71	5.21	4.51	5.54	5.04	4.34	4.75	4.25	4.18

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	21	185	32	31	96	46	18	115	66	94	239	265
Capacity (veh/h)	459	491	543	449	479	529	459	490	542	511	550	555
95% Queue Length, Q ₉₅ (veh)	0.1	1.7	0.2	0.2	0.7	0.3	0.1	0.9	0.4	0.7	2.2	2.6
95% Queue Length, Q ₉₅ (ft)	2.5	43.2	5.1	5.1	17.8	7.6	2.5	22.9	10.2	17.8	55.9	66.0
Control Delay (s/veh)	10.9	14.4	9.7	11.3	12.1	10.2	10.9	12.3	10.3	11.3	14.2	14.9
Level of Service, LOS	B	B	A	B	B	B	B	B	B	B	B	B
Approach Delay (s/veh) | LOS	13.5		B		11.4		B		11.5		B	
Intersection Delay (s/veh) | LOS	13.1						B					

HCS Signalized Intersection Results Summary

General Information					Intersection Information														
Agency		Kimley-Horn			Duration, h		0.250												
Analyst		Lorenzo Dino Mendoza	Analysis Date	4/11/2025	Area Type		Other												
Jurisdiction		City of Albuquerque and NMDOT	Time Period	AM Peak Hour	PHF		0.94												
Urban Street		Coors Boulevard	Analysis Year	2027 B+P AM	Analysis Period		1> 7:00												
Intersection		Sequoia Road	File Name	Coors_2027 B+P AM.xus															
Project Description		2027 B+P AM - Queue Away from Coors																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				55	20	208	54	13	8	115	1709	25	25	2247	28				
Signal Information																			
Cycle, s	150.0	Reference Phase	6																
Offset, s	86	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
Green	2.0	2.7	111.3	19.5	0.0	0.0													
Yellow	3.0	0.0	4.5	3.5	0.0	0.0													
Red	0.5	0.0	1.0	2.0	0.0	0.0													
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4				8		1		6		5		2	
Case Number						5.0				5.0		1.1		3.0		1.1		3.0	
Phase Duration, s						25.0				25.0		8.2		119.5		5.5		116.8	
Change Period, (Y+R c), s						5.5				5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s						3.2				3.2		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s						21.5				9.2		4.6				2.6			
Green Extension Time (g e), s						0.0				0.6		0.1		0.0		0.0		0.0	
Phase Call Probability						1.00				1.00		1.00				0.67			
Max Out Probability						1.00				0.01		0.35				0.02			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	1	6	16	5	2	12				
Adjusted Flow Rate (v), veh/h				59	21	221	57	14	9	137	2038	30	27	2390	30				
Adjusted Saturation Flow Rate (s), veh/h/ln				1400	1870	1585	1391	1870	1585	1781	1698	1585	1781	1698	1585				
Queue Service Time (g s), s				5.7	1.5	19.5	5.7	1.0	0.7	2.6	18.2	0.2	0.6	34.2	0.7				
Cycle Queue Clearance Time (g c), s				6.7	1.5	19.5	7.2	1.0	0.7	2.6	18.2	0.2	0.6	34.2	0.7				
Green Ratio (g/C)				0.13	0.13	0.13	0.13	0.13	0.13	0.78	0.76	0.76	0.76	0.74	0.74				
Capacity (c), veh/h				221	243	206	215	243	206	179	3872	1205	201	3781	1176				
Volume-to-Capacity Ratio (X)				0.265	0.088	1.074	0.267	0.057	0.041	0.767	0.526	0.025	0.132	0.632	0.025				
Back of Queue (Q), ft/ln (95 th percentile)				93	32	481	91	21	13	134	146	2	8	420	10				
Back of Queue (Q), veh/ln (95 th percentile)				3.6	1.3	18.9	3.6	0.8	0.5	5.3	5.8	0.1	0.3	16.5	0.4				
Queue Storage Ratio (RQ) (95 th percentile)				0.93	0.00	2.75	0.61	0.00	0.06	1.08	0.00	0.01	0.08	0.00	0.04				
Uniform Delay (d 1), s/veh				60.1	57.4	65.3	60.6	57.2	57.1	26.2	4.6	1.1	5.8	9.4	5.1				
Incremental Delay (d 2), s/veh				0.2	0.1	83.7	0.2	0.0	0.0	1.5	0.1	0.0	0.1	0.8	0.0				
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				60.4	57.5	148.9	60.8	57.2	57.1	27.7	4.7	1.1	5.9	10.2	5.1				
Level of Service (LOS)				E	E	F	E	E	E	C	A	A	A	B	A				
Approach Delay, s/veh / LOS				125.3		F	59.8		E	6.1		A	10.1		B				
Intersection Delay, s/veh / LOS				16.0						B									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS																			
Bicycle LOS Score / LOS																			



HCS Roundabouts Report

General Information	Site Information
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Analyst	Lorenzo Dino Mendoza		Intersection	Alamogordo Drive/Vista Gra...
Agency or Co.	Kimley-Horn		E/W Street Name	Sequoia Road/Vista Grand D...
Date Performed	4/21/2025		N/S Street Name	Alamogordo Drive
Analysis Year	2027		Analysis Time Period, hrs	0.25
Time Analyzed	4/21/2025		Peak Hour Factor	0.94
Project Description	2027 B+P AM - Queue Away from Coors		Jurisdiction	City of Albuquerque

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	171	0	259	0	1	3	4	0	300	19	0	0	3	26	204
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (V_{PCE}), pc/h	0	186	0	281	0	1	3	4	0	326	21	0	0	3	28	221
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		467			8			347			252	
Entry Volume, veh/h		458			8			340			247	
Circulating Flow (v_c), pc/h	32			533			189			330		
Exiting Flow (v_{ex}), pc/h	3			550			211			310		
Capacity (C_{pce}), pc/h		1336			801			1138			986	
Capacity (c), veh/h		1309			786			1116			966	
v/c Ratio (x)		0.35			0.01			0.30			0.26	

Delay and Level of Service	
1	1
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97	97
98	98
99	99
100	100

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.0			4.7			6.2			6.3	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		1.6			0.0			1.3			1.0	
95% Queue Length, Q ₉₅ (ft)		40.6			0.0			33.0			25.4	
Approach Delay, s/veh | LOS	6.0	A		4.7	A		6.2	A		6.3	A	
Intersection Delay, s/veh | LOS	6.1						A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/7/2025	East/West Street	Redlands Road
Analysis Year	2027	North/South Street	Coors Boulevard
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P AM - Queue Away from Coors		

Lanes

Major Street: North-South

Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	1	0	1	3	0
Configuration				R				R		L	T	R		L	T	TR
Volume (veh/h)				70				84	0	35	1693	249	0	113	2310	4
Percent Heavy Vehicles (%)				2				2	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No							
Median Type | Storage	Undivided															

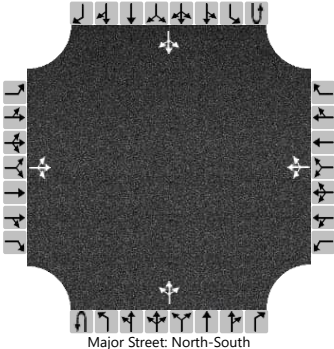
Critical and Follow-up Headways																
Base Critical Headway (sec)				7.1				7.1		5.3				5.3		
Critical Headway (sec)				7.14				7.14		5.34				5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1				3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12				3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)				77				92		38				124		
Capacity, c (veh/h)				136				231		66				107		
v/c Ratio				0.56				0.40		0.58				1.16		
95% Queue Length, Q ₉₅ (veh)				2.8				1.8		2.5				8.0		
95% Queue Length, Q ₉₅ (ft)				71.1				45.7		63.5				203.2		
Control Delay (s/veh)				61.2				30.6		118.4				212.8		
Level of Service (LOS)				F				D		F				F		
Approach Delay (s/veh)	61.2				30.6				2.1				9.9			
Approach LOS	F				D				A				F			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Redlands Road
Analysis Year	2027	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.74
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P AM - Queue Away from Coors		

Lanes



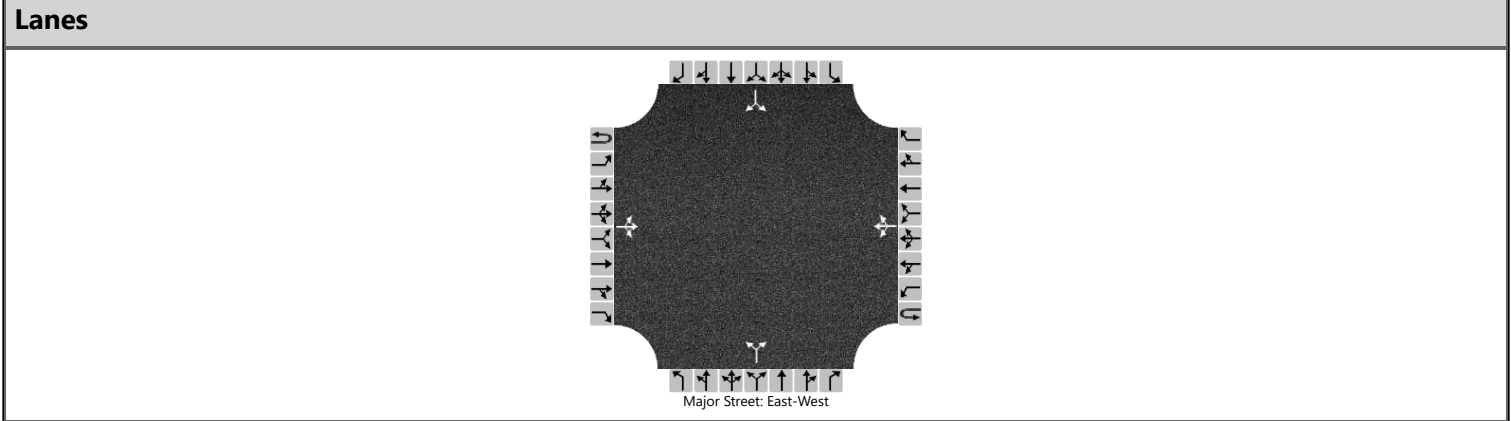
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		290	0	8		0	0	0		14	31	0		0	42	262
Percent Heavy Vehicles (%)		2	3	2		3	3	3		2				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.53	6.22		7.13	6.53	6.23		4.12				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.03	3.32		3.53	4.03	3.33		2.22				2.23		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			403				0			19				0		
Capacity, c (veh/h)			632				0			1148				1561		
v/c Ratio			0.64							0.02				0.00		
95% Queue Length, Q ₉₅ (veh)			4.5							0.1				0.0		
95% Queue Length, Q ₉₅ (ft)			114.3							2.5				0.0		
Control Delay (s/veh)			20.2							8.2	0.1	0.1		7.3	0.0	0.0
Level of Service (LOS)			C							A	A	A		A	A	A
Approach Delay (s/veh)	20.2								2.6				0.0			
Approach LOS	C								A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive A
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2027	North/South Street	Drive A
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P AM - Away from Coors		



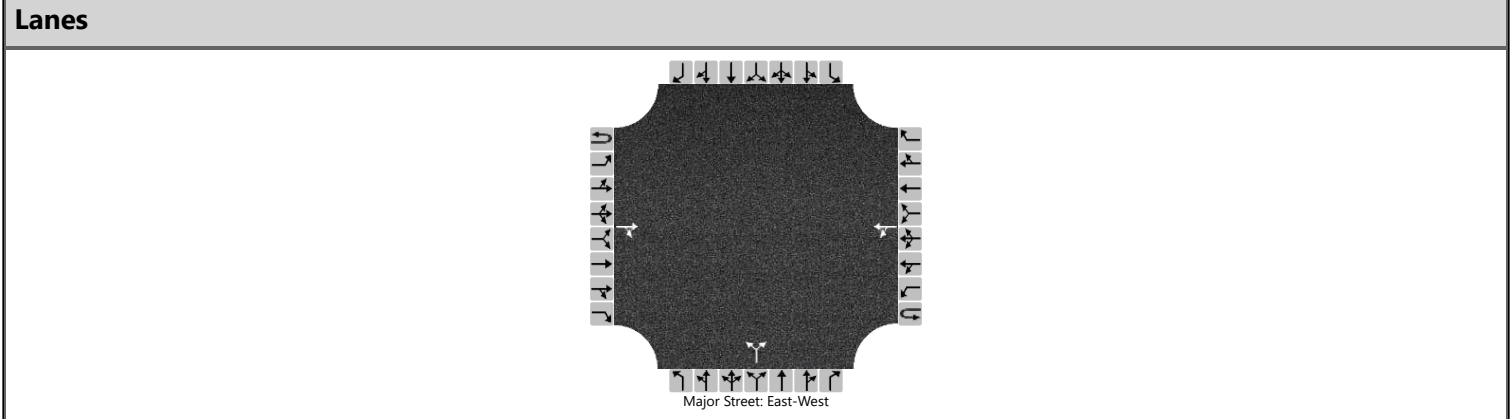
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		5	10	0		492	15	5		0		0		5		5
Percent Heavy Vehicles (%)		2				2				2		2		2		2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.12				4.12				7.12		6.22		7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.22				2.22				3.52		3.32		3.52		3.32

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		5				535					0				11	
Capacity, c (veh/h)		1594				1608					0				221	
v/c Ratio		0.00				0.33									0.05	
95% Queue Length, Q ₉₅ (veh)		0.0				1.5									0.2	
95% Queue Length, Q ₉₅ (ft)		0.0				37.5									5.1	
Control Delay (s/veh)		7.3	0.0	0.0		8.3	2.8	2.8							22.1	
Level of Service (LOS)		A	A	A		A	A	A							C	
Approach Delay (s/veh)	2.4				8.1								22.1			
Approach LOS	A				A								C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive B
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2027	North/South Street	Drive B
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P AM - Away from Coors		



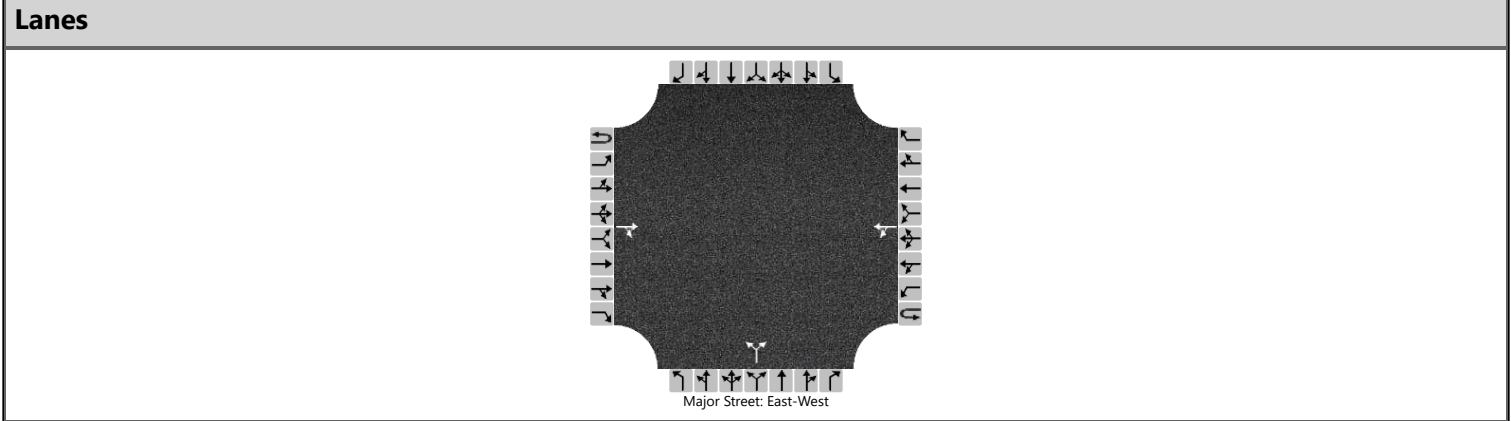
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			10	2		2	507			2		2				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						2					4					
Capacity, c (veh/h)						1605					666					
v/c Ratio						0.00					0.01					
95% Queue Length, Q ₉₅ (veh)						0.0					0.0					
95% Queue Length, Q ₉₅ (ft)						0.0					0.0					
Control Delay (s/veh)						7.2	0.0				10.4					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.0				10.4							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive C
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2027	North/South Street	Drive C
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P AM - Away from Coors		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			10	0		0	507			0		419				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Undivided															

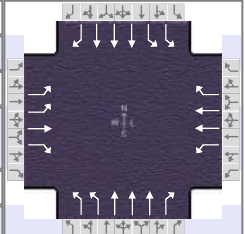
Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						0					455					
Capacity, c (veh/h)						1608					1070					
v/c Ratio						0.00					0.43					
95% Queue Length, Q ₉₅ (veh)						0.0					2.2					
95% Queue Length, Q ₉₅ (ft)						0.0					55.9					
Control Delay (s/veh)						7.2	0.0				10.8					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.0				10.8							
Approach LOS					A				B							

**2027 TOTAL TRAFFIC (KEEP SCHOOL QUEUE AWAY
FROM COORS BOULEVARD) PM**

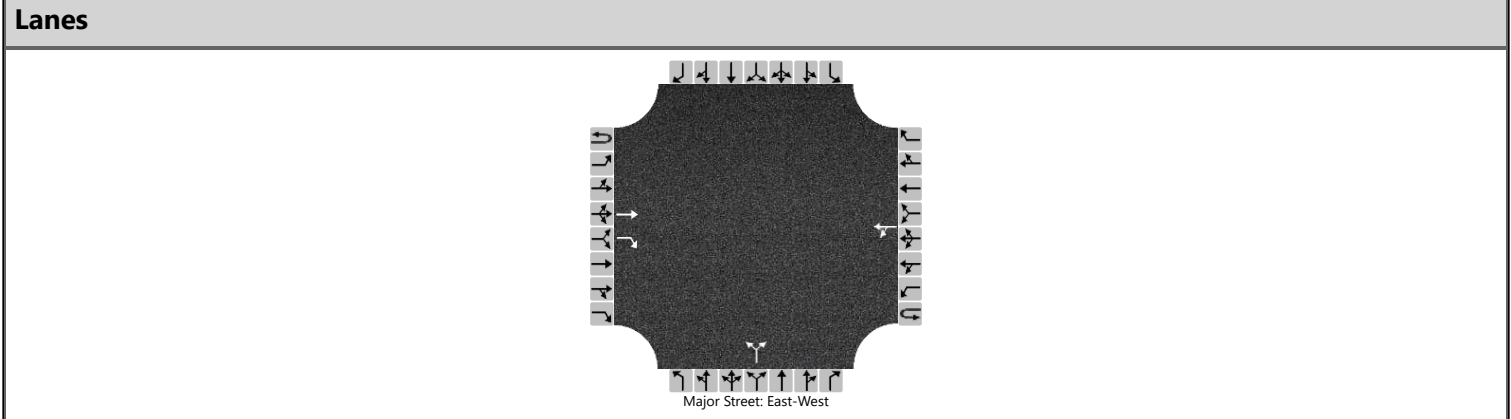
HCS Signalized Intersection Results Summary

General Information					Intersection Information										
Agency		Kimley-Horn			Duration, h		0.250								
Analyst		Lorenzo Dino Mendoza		Analysis Date		4/11/2025		Area Type					Other		
Jurisdiction		City of Albuquerque and NMDOT		Time Period		PM Peak Hour		PHF					0.98		
Urban Street		Coors Boulevard		Analysis Year		2027		Analysis Period					1> 15:00		
Intersection		St. Josephs Drive		File Name		Coors_2027 B+P PM.xus									
Project Description		2027 B+P PM - Queue Away from Coors													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				324	32	172	70	37	140	339	2307	47	87	2160	337
Signal Information															
Cycle, s	150.0	Reference Phase	2												
Offset, s	41	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On	Green	5.9	7.5	88.7	7.2	1.0	17.8					
				Yellow	3.0	3.0	4.5	3.0	0.0	3.5					
				Red	0.5	0.5	1.0	0.8	0.0	2.0					
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				7	4	3	8	5	2	1	6				
Case Number				2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0				
Phase Duration, s				12.0	24.3	11.0	23.3	20.4	105.3	9.4	94.2				
Change Period, (Y+R c), s				3.8	5.5	3.8	5.5	3.5	5.5	3.5	5.5				
Max Allow Headway (MAH), s				3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0				
Queue Clearance Time (g s), s				10.2	18.3	8.0	15.1	16.8		5.9					
Green Extension Time (g e), s				0.0	0.5	0.0	0.6	0.1	0.0	0.1	0.0				
Phase Call Probability				1.00	1.00	0.95	1.00	1.00		0.98					
Max Out Probability				1.00	0.06	1.00	0.01	1.00		0.00					
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h				331	33	176	71	38	143	346	2354	48	92	2285	357
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1585	1781	1781	1585	1730	1698	1585	1730	1698	1585
Queue Service Time (g s), s				8.2	2.3	16.3	6.0	1.4	13.1	14.8	43.2	1.6	3.9	48.0	15.7
Cycle Queue Clearance Time (g c), s				8.2	2.3	16.3	6.0	1.4	13.1	14.8	43.2	1.6	3.9	48.0	15.7
Green Ratio (g/C)				0.05	0.13	0.13	0.05	0.12	0.12	0.11	0.67	0.67	0.04	0.59	0.65
Capacity (c), veh/h				189	235	199	86	424	189	390	3388	1054	136	3014	1024
Volume-to-Capacity Ratio (X)				1.748	0.139	0.881	0.835	0.089	0.758	0.887	0.695	0.045	0.677	0.758	0.348
Back of Queue (Q), ft/ln (95 th percentile)				546	50	304	173	29	236	301	559	24	80	590	225
Back of Queue (Q), veh/ln (95 th percentile)				21.5	2.0	12.0	6.8	1.1	9.3	11.9	22.0	1.0	3.2	23.2	8.9
Queue Storage Ratio (RQ) (95 th percentile)				1.15	0.00	0.76	0.00	0.00	1.89	0.63	0.00	0.10	0.13	0.00	1.13
Uniform Delay (d 1), s/veh				70.9	58.4	64.5	70.8	58.8	64.0	65.6	15.6	8.7	71.2	20.5	12.4
Incremental Delay (d 2), s/veh				357.7	0.1	18.0	46.0	0.0	5.0	18.1	1.2	0.1	1.5	1.3	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				428.6	58.5	82.5	116.8	58.9	69.0	83.7	16.8	8.8	72.7	21.8	13.1
Level of Service (LOS)				F	E	F	F	E	E	F	B	A	E	C	B
Approach Delay, s/veh / LOS				293.4	F		81.0	F		25.1	C		22.4	C	
Intersection Delay, s/veh / LOS				49.2						D					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS															
Bicycle LOS Score / LOS															



HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/St. Josephs Drive
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	St. Josephs Drive
Analysis Year	2027	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.67
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P PM - Away from Coors		



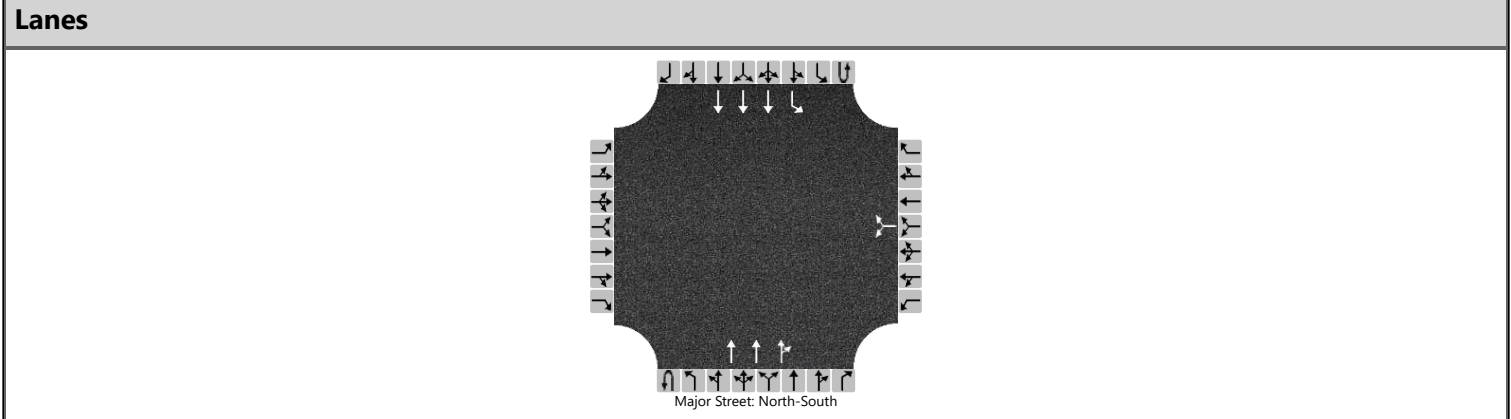
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	0	0
Configuration			T	R		LT					LR					
Volume (veh/h)			24	64		2	16			85		4				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						3					133					
Capacity, c (veh/h)						1454					942					
v/c Ratio						0.00					0.14					
95% Queue Length, Q ₉₅ (veh)						0.0					0.5					
95% Queue Length, Q ₉₅ (ft)						0.0					12.7					
Control Delay (s/veh)						7.5	0.0				9.4					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.8				9.4							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2027	North/South Street	Coors Boulevard
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P PM - Queue Away from Coors		



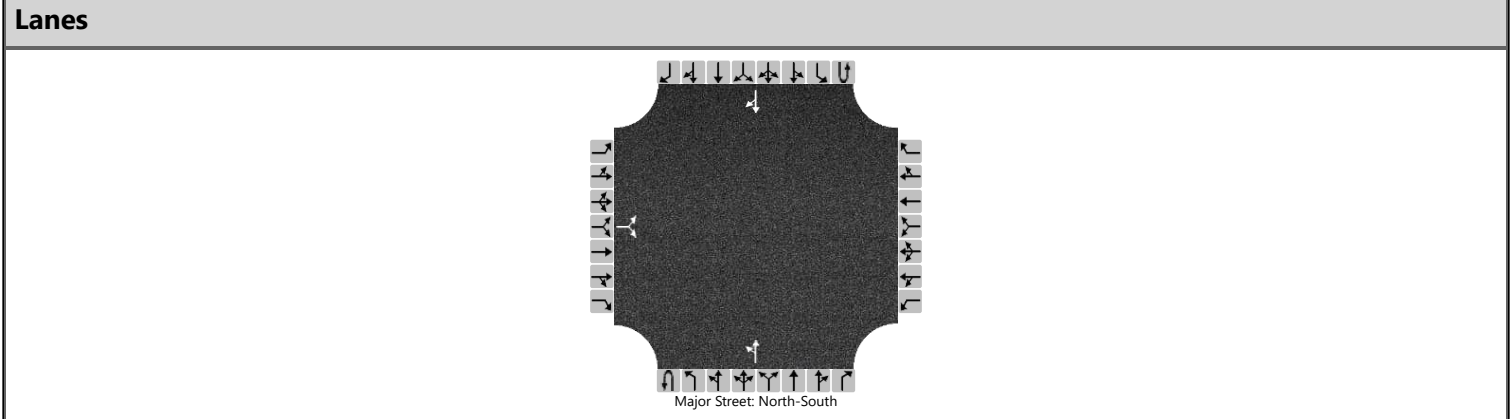
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						10		46			2513	18	0	43	2364	
Percent Heavy Vehicles (%)						2		2					2	2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways																
Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.74		7.14						5.34		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.82		3.92						3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							58							45		
Capacity, c (veh/h)							56							59		
v/c Ratio							1.04							0.76		
95% Queue Length, Q ₉₅ (veh)							4.8							3.3		
95% Queue Length, Q ₉₅ (ft)							121.9							83.8		
Control Delay (s/veh)							253.0							167.2		
Level of Service (LOS)							F							F		
Approach Delay (s/veh)					253.0								3.0			
Approach LOS					F								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2027	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P PM - Queue Away from Coors		



Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		4		20						15	87				47	3	
Percent Heavy Vehicles (%)		2		2						2							
Proportion Time Blocked																	
Percent Grade (%)	0																
Right Turn Channelized																	
Median Type | Storage	Undivided																

Critical and Follow-up Headways																	
Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		6.42		6.22						4.12							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.52		3.32						2.22							

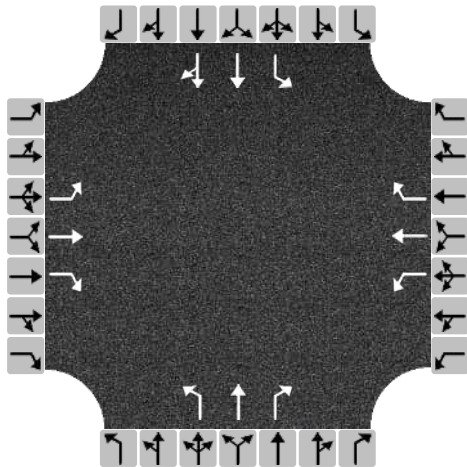
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)			27							17							
Capacity, c (veh/h)			968							1549							
v/c Ratio			0.03							0.01							
95% Queue Length, Q ₉₅ (veh)			0.1							0.0							
95% Queue Length, Q ₉₅ (ft)			2.5							0.0							
Control Delay (s/veh)			8.8							7.4	0.1						
Level of Service (LOS)			A							A	A						
Approach Delay (s/veh)	8.8								1.2								
Approach LOS	A								A								

HCS All-Way Stop Control Report

General and Site Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2027
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour
Project Description	2027 B+P PM
Intersection	Sequoia Road/Atrisco Drive
Jurisdiction	NMDOT
East/West Street	Sequoia Road
North/South Street	Atrisco Drive
Peak Hour Factor	0.97

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	13	135	30	59	225	133	40	329	126	85	192	29
% Thrus in Shared Lane												50

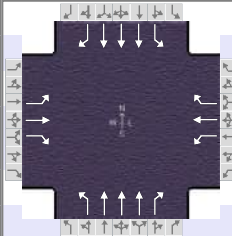
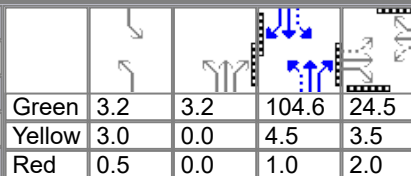
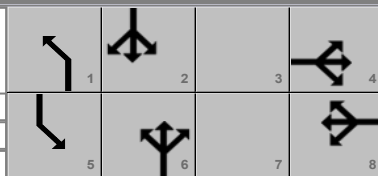
Lane Flow Rate and Adjustments

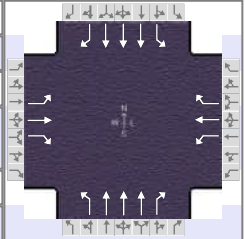
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	13	139	31	61	232	137	41	339	130	88	99	129
Percent Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
Initial Departure Headway, h_d (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.012	0.124	0.027	0.054	0.206	0.122	0.037	0.301	0.115	0.078	0.088	0.115
Final Departure Headway, h_d (s)	9.00	8.50	7.80	8.39	7.89	7.19	8.15	7.65	6.95	8.59	8.09	7.93
Final Degree of Utilization, x	0.034	0.329	0.067	0.142	0.509	0.274	0.093	0.721	0.251	0.209	0.222	0.284
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Service Time, t_s (s)	6.70	6.20	5.50	6.09	5.59	4.89	5.85	5.35	4.65	6.29	5.79	5.63

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	13	139	31	61	232	137	41	339	130	88	99	129
Capacity (veh/h)	400	424	462	429	456	500	442	470	518	419	445	454
95% Queue Length, Q ₉₅ (veh)	0.1	1.4	0.2	0.5	2.8	1.1	0.3	5.7	1.0	0.8	0.8	1.2
95% Queue Length, Q ₉₅ (ft)	2.5	35.6	5.1	12.7	71.1	27.9	7.6	144.8	25.4	20.3	20.3	30.5
Control Delay (s/veh)	12.0	15.3	11.1	12.5	18.5	12.6	11.7	27.7	12.0	13.6	13.1	13.7
Level of Service, LOS	B	C	B	B	C	B	B	D	B	B	B	B
Approach Delay (s/veh) | LOS	14.3		B	15.8		C	22.4		C	13.5		B
Intersection Delay (s/veh) | LOS	17.4						C					


HCS Signalized Intersection Results Summary

General Information					Intersection Information											
Agency		Kimley-Horn					Duration, h		0.250							
Analyst		Lorenzo Dino Mendoza		Analysis Date		4/11/2025		Area Type							Other	
Jurisdiction		City of Albuquerque and NMDOT		Time Period		PM Peak Hour		PHF							0.98	
Urban Street		Coors Boulevard		Analysis Year		2027		Analysis Period							1> 15:00	
Intersection		Sequoia Road		File Name		Coors_2027 B+P PM.xus										
Project Description		2027 B+P PM - Queue Away from Coors														
Demand Information				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h				148	75	181	148	102	41	158	2399	58	60	2350	87	
Signal Information																
Cycle, s	150.0	Reference Phase	6													
Offset, s	59	Reference Point	Begin													
Uncoordinated	No	Simult. Gap E/W	On													
Force Mode	Fixed	Simult. Gap N/S	On													
Green	3.2	3.2	104.6	24.5	0.0	0.0										
Yellow	3.0	0.0	4.5	3.5	0.0	0.0										
Red	0.5	0.0	1.0	2.0	0.0	0.0										
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT					
Assigned Phase					4		8	1	6	5	2					
Case Number					5.0		5.0	1.1	3.0	1.1	3.0					
Phase Duration, s					30.0		30.0	9.9	113.3	6.7	110.1					
Change Period, (Y+R c), s					5.5		5.5	3.5	5.5	3.5	5.5					
Max Allow Headway (MAH), s					3.1		3.1	3.0	0.0	3.0	0.0					
Queue Clearance Time (g s), s					26.5		24.2	6.4		3.5						
Green Extension Time (g e), s					0.0		0.1	0.1	0.0	0.0	0.0					
Phase Call Probability					1.00		1.00	1.00		0.92						
Max Out Probability					1.00		1.00	1.00		0.20						
Movement Group Results				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement				7	4	14	3	8	18	1	6	16	5	2	12	
Adjusted Flow Rate (v), veh/h				151	77	185	151	104	42	162	2464	60	61	2398	89	
Adjusted Saturation Flow Rate (s), veh/h/ln				1290	1870	1585	1323	1870	1585	1781	1698	1585	1781	1698	1585	
Queue Service Time (g s), s				17.1	5.4	16.6	16.9	7.4	3.4	4.4	28.4	0.6	1.5	40.4	2.7	
Cycle Queue Clearance Time (g c), s				24.5	5.4	16.6	22.2	7.4	3.4	4.4	28.4	0.6	1.5	40.4	2.7	
Green Ratio (g/C)				0.16	0.16	0.16	0.16	0.16	0.16	0.75	0.72	0.72	0.72	0.70	0.70	
Capacity (c), veh/h				195	305	259	217	305	259	186	3660	1139	157	3552	1105	
Volume-to-Capacity Ratio (X)				0.774	0.251	0.713	0.696	0.341	0.162	0.871	0.673	0.052	0.391	0.675	0.080	
Back of Queue (Q), ft/ln (95 th percentile)				274	115	291	257	159	62	194	223	8	25	512	41	
Back of Queue (Q), veh/ln (95 th percentile)				10.8	4.5	11.5	10.1	6.2	2.4	7.6	8.8	0.3	1.0	20.2	1.6	
Queue Storage Ratio (RQ) (95 th percentile)				2.74	0.00	1.66	1.71	0.00	0.31	1.55	0.00	0.04	0.25	0.00	0.14	
Uniform Delay (d 1), s/veh				66.7	54.7	59.4	64.4	55.6	53.9	34.5	6.1	2.1	10.6	13.0	7.3	
Incremental Delay (d 2), s/veh				16.0	0.2	7.7	8.0	0.2	0.1	14.0	0.5	0.0	0.6	1.0	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				82.6	54.9	67.1	72.4	55.8	54.0	48.4	6.6	2.2	11.2	14.0	7.4	
Level of Service (LOS)				F	D	E	E	E	D	D	A	A	B	B	A	
Approach Delay, s/veh / LOS				70.5	E		64.0	E		9.0	A		13.7		B	
Intersection Delay, s/veh / LOS				18.1						B						
Multimodal Results				EB			WB			NB			SB			
Pedestrian LOS Score / LOS																
Bicycle LOS Score / LOS																



HCS Roundabouts Report

General Information	Site Information
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Analyst	Lorenzo Dino Mendoza		Intersection	Alamogordo Drive/Vista Gra...
Agency or Co.	Kimley-Horn		E/W Street Name	Sequoia Road/Vista Grand D...
Date Performed	4/21/2025		N/S Street Name	Alamogordo Drive
Analysis Year	2027		Analysis Time Period, hrs	0.25
Time Analyzed	4/21/2025		Peak Hour Factor	0.94
Project Description	2027 B+P PM - Queue Away from Coors		Jurisdiction	City of Albuquerque

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	72	1	120	0	0	1	3	0	71	32	3	0	3	25	38
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (V_{PCE}), pc/h	0	78	1	130	0	0	1	3	0	77	35	3	0	3	27	41
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		209			4			115			71	
Entry Volume, veh/h		205			4			113			70	
Circulating Flow (v_c), pc/h	30			190			82			78		
Exiting Flow (v_{ex}), pc/h	7			119			116			157		
Capacity (C_{pce}), pc/h		1338			1137			1269			1274	
Capacity (c), veh/h		1312			1115			1244			1249	
v/c Ratio (x)		0.16			0.00			0.09			0.06	

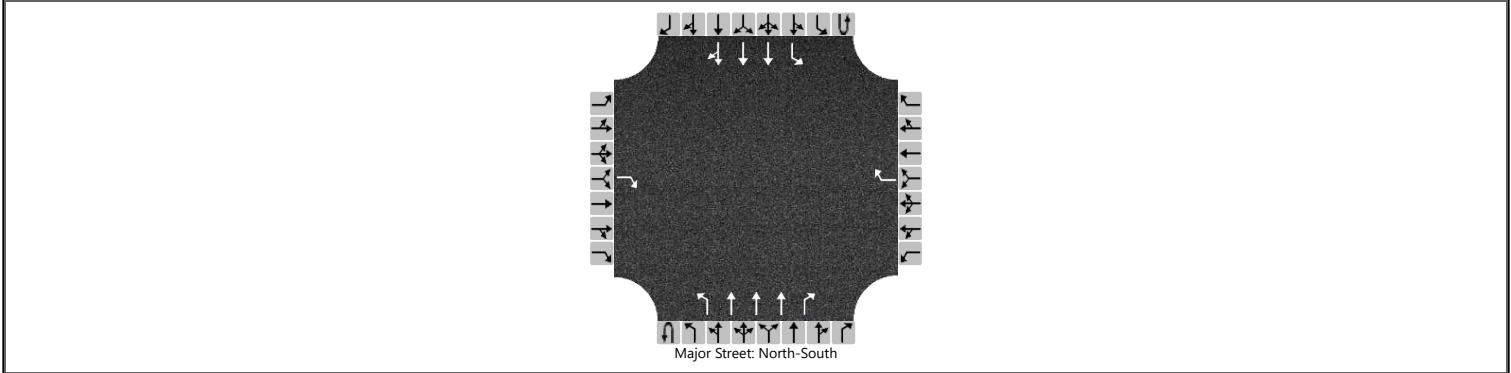
Delay and Level of Service	
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99	99
100	100

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.0			3.3			3.6			3.3	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		0.6			0.0			0.3			0.2	
95% Queue Length, Q ₉₅ (ft)		15.2			0.0			7.6			5.1	
Approach Delay, s/veh | LOS	4.0	A		3.3	A		3.6	A		3.3	A	
Intersection Delay, s/veh | LOS	3.8						A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/7/2025	East/West Street	Redlands Road
Analysis Year	2027	North/South Street	Coors Boulevard
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.99
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	1	0	1	3	0
Configuration				R				R		L	T	R		L	T	TR
Volume (veh/h)				97				64	0	81	2354	94	0	73	2530	14
Percent Heavy Vehicles (%)				2				2	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1		5.3				5.3		
Critical Headway (sec)				7.14				7.14		5.34				5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1				3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12				3.12		

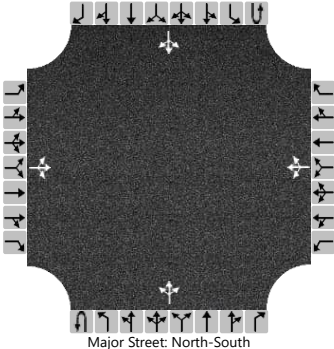
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				98				65		82				74		
Capacity, c (veh/h)				133				155		64				72		
v/c Ratio				0.73				0.42		1.28				1.03		
95% Queue Length, Q ₉₅ (veh)				4.2				1.8		6.8				5.4		
95% Queue Length, Q ₉₅ (ft)				106.7				45.7		172.7				137.2		
Control Delay (s/veh)				84.0				43.9		317.4				215.3		
Level of Service (LOS)				F				E		F				F		
Approach Delay (s/veh)	84.0				43.9				10.2				6.0			
Approach LOS	F				E				F				F			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Redlands Road
Analysis Year	2027	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P PM		

Lanes



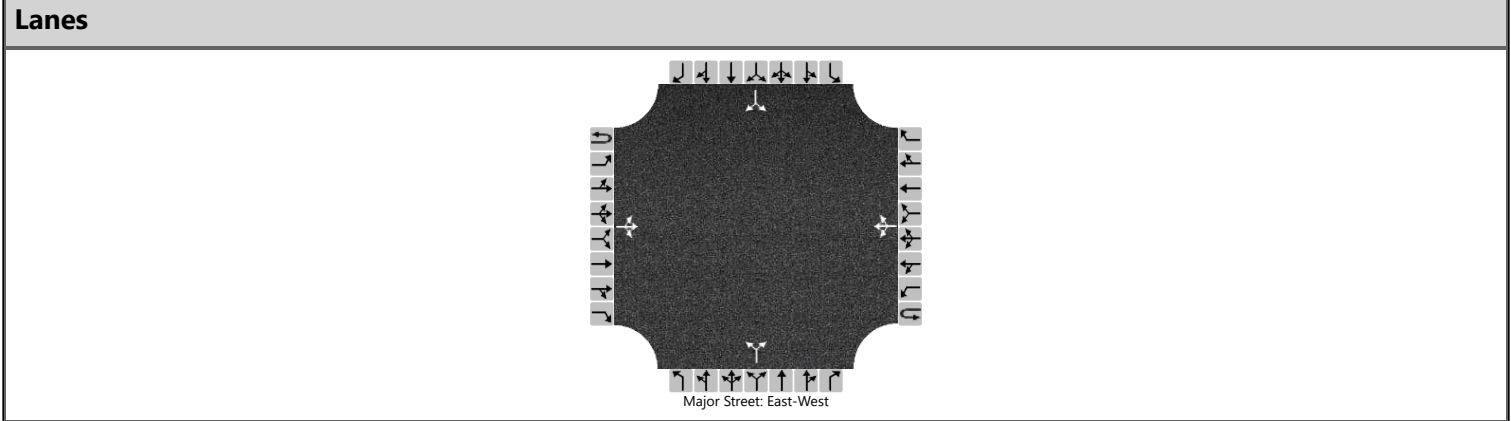
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		69	1	17		0	2	0		5	38	0		0	44	104
Percent Heavy Vehicles (%)		2	3	2		3	3	3		2				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.53	6.22		7.13	6.53	6.23		4.12				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.03	3.32		3.53	4.03	3.33		2.22				2.23		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			100				2				6				0	
Capacity, c (veh/h)			816				669				1407				1558	
v/c Ratio			0.12				0.00				0.00				0.00	
95% Queue Length, Q ₉₅ (veh)			0.4				0.0				0.0				0.0	
95% Queue Length, Q ₉₅ (ft)			10.2				0.0				0.0				0.0	
Control Delay (s/veh)			10.0				10.4				7.6	0.0	0.0		7.3	0.0
Level of Service (LOS)			B				B				A	A	A		A	A
Approach Delay (s/veh)	10.0				10.4				0.9				0.0			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive A
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2027	North/South Street	Drive A
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P PM - Away from Coors		



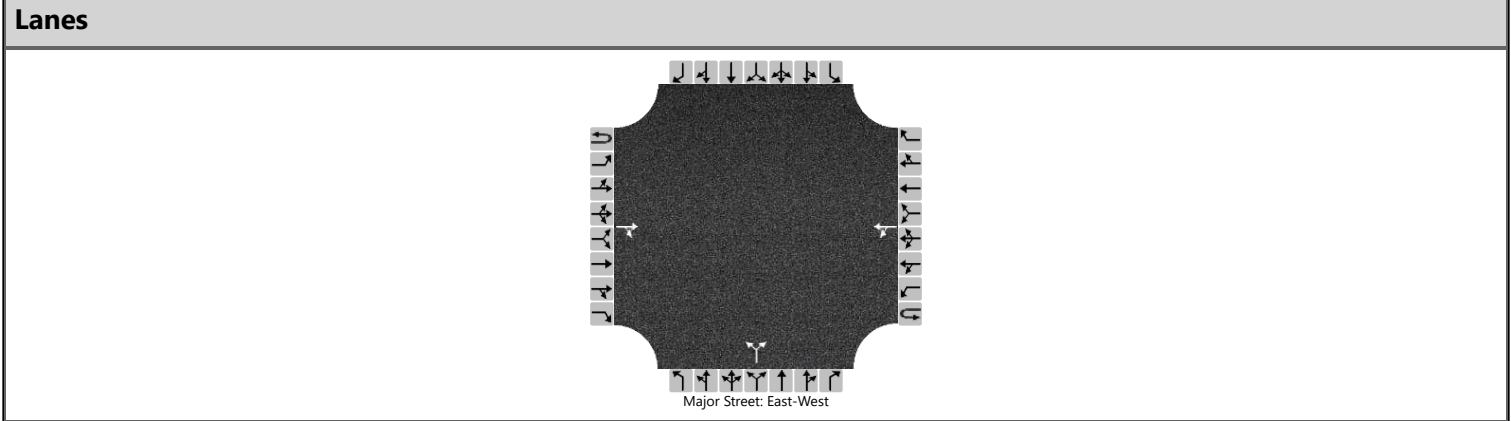
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		5	45	0		160	41	5		0		0		5		5
Percent Heavy Vehicles (%)		2				2				2		2		2		2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.12				4.12				7.12		6.22		7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.22				2.22				3.52		3.32		3.52		3.32

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		5				174					0				11	
Capacity, c (veh/h)		1557				1558					0				629	
v/c Ratio		0.00				0.11									0.02	
95% Queue Length, Q ₉₅ (veh)		0.0				0.4									0.1	
95% Queue Length, Q ₉₅ (ft)		0.0				10.0									2.5	
Control Delay (s/veh)		7.3	0.0	0.0		7.6	0.9	0.9							10.8	
Level of Service (LOS)		A	A	A		A	A	A							B	
Approach Delay (s/veh)	0.8				6.1								10.8			
Approach LOS	A				A								B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive B
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2027	North/South Street	Drive B
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P PM - Away from Coors		



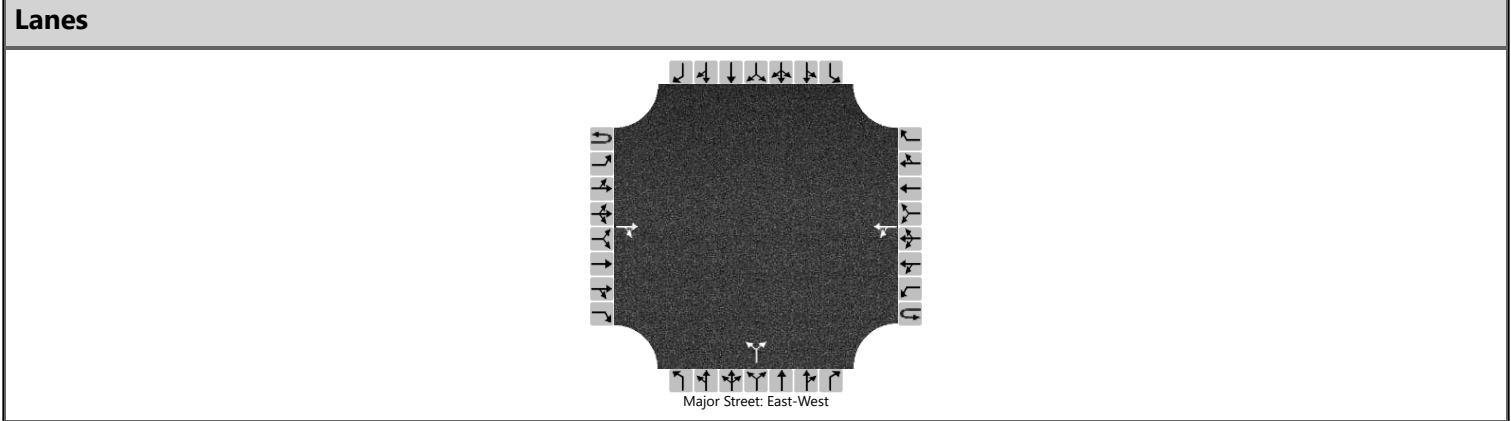
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			45	2		2	201			2		2				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						2					4					
Capacity, c (veh/h)						1555					840					
v/c Ratio						0.00					0.01					
95% Queue Length, Q ₉₅ (veh)						0.0					0.0					
95% Queue Length, Q ₉₅ (ft)						0.0					0.0					
Control Delay (s/veh)						7.3	0.0				9.3					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.1				9.3							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive C
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2027	North/South Street	Drive C
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P PM - Away from Coors		



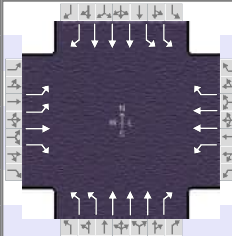
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			45	0		0	201			0		195				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Undivided															

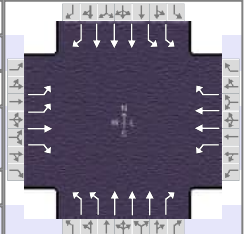
Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						0					212					
Capacity, c (veh/h)						1558					1020					
v/c Ratio						0.00					0.21					
95% Queue Length, Q ₉₅ (veh)						0.0					0.8					
95% Queue Length, Q ₉₅ (ft)						0.0					20.3					
Control Delay (s/veh)						7.3	0.0				9.5					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.0				9.5							
Approach LOS					A				A							

**2027 TOTAL TRAFFIC (KEEP SCHOOL QUEUE AWAY
FROM NEIGHBORHOOD) AM**

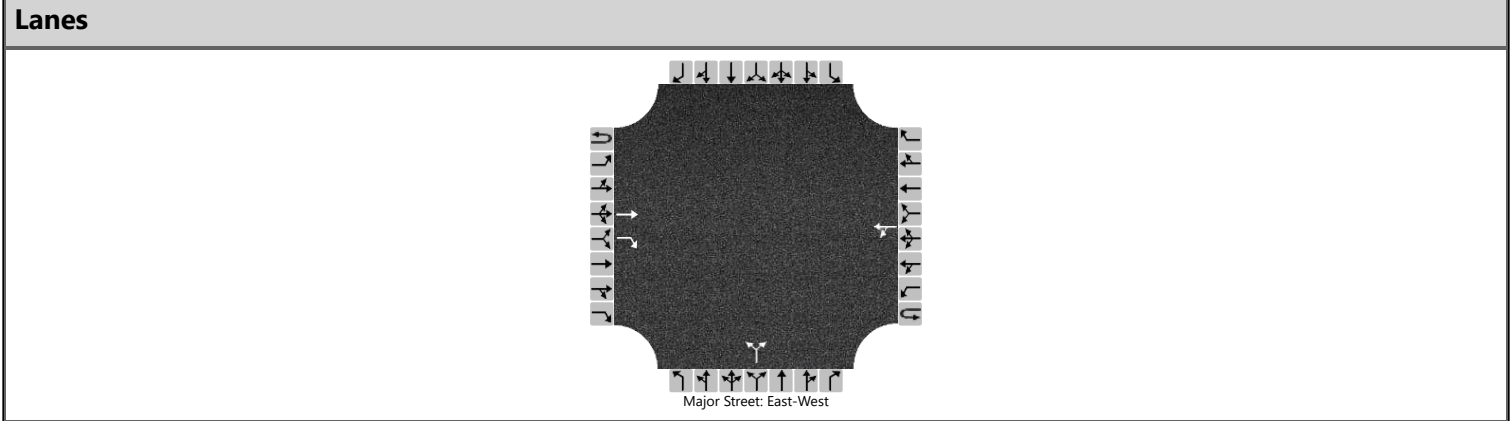
HCS Signalized Intersection Results Summary

General Information					Intersection Information										
Agency	Kimley-Horn				Duration, h	0.250									
Analyst	Lorenzo Dino Mendoza	Analysis Date	4/11/2025		Area Type	Other									
Jurisdiction	City of Albuquerque and NMDOT	Time Period	AM Peak Hour		PHF	0.81									
Urban Street	Coors Boulevard	Analysis Year	2027 B+P AM		Analysis Period	1> 7:00									
Intersection	St. Josephs Drive	File Name	Coors_2027 B+P AM.xus												
Project Description	2027 B+P AM - Queue Away from Neighborhood														
															
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				399	126	186	83	47	102	221	1540	179	188	2120	116
Signal Information															
Cycle, s	150.0	Reference Phase	2												
Offset, s	68	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On	Green	7.3	0.5	89.5	7.2	0.2	19.7					
				Yellow	3.0	3.0	4.5	3.0	3.0	3.5					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	1.0	0.8	0.8	2.0					
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				7	4	3	8	5	2	1	6				
Case Number				2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0				
Phase Duration, s				15.0	29.2	11.0	25.2	10.8	95.0	14.7	99.0				
Change Period, (Y+R c), s				3.8	5.5	3.8	5.5	3.5	5.5	3.5	5.5				
Max Allow Headway (MAH), s				3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0				
Queue Clearance Time (g s), s				13.2	23.4	9.2	13.2	9.3		10.9					
Green Extension Time (g e), s				0.0	0.3	0.0	0.8	0.0	0.0	0.3	0.0				
Phase Call Probability				1.00	1.00	0.99	1.00	1.00		1.00					
Max Out Probability				1.00	1.00	1.00	0.06	1.00		0.00					
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h				493	156	230	102	58	126	273	1901	221	209	2355	129
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1585	1781	1781	1585	1730	1698	1585	1730	1698	1585
Queue Service Time (g s), s				11.2	11.5	21.4	7.2	2.2	11.2	7.3	36.0	9.8	8.9	48.3	4.3
Cycle Queue Clearance Time (g c), s				11.2	11.5	21.4	7.2	2.2	11.2	7.3	36.0	9.8	8.9	48.3	4.3
Green Ratio (g/C)				0.07	0.16	0.16	0.05	0.13	0.13	0.05	0.60	0.60	0.07	0.62	0.70
Capacity (c), veh/h				258	296	251	86	468	208	168	3041	946	259	3176	1106
Volume-to-Capacity Ratio (X)				1.907	0.526	0.916	1.198	0.124	0.604	1.627	0.625	0.234	0.806	0.741	0.116
Back of Queue (Q), ft/ln (50 th percentile)				509	137	270	179	24	117	263	346	90	100	451	36
Back of Queue (Q), veh/ln (50 th percentile)				20.0	5.4	10.6	7.0	1.0	4.6	10.3	13.6	3.6	4.0	17.8	1.4
Queue Storage Ratio (RQ) (50 th percentile)				1.07	0.00	0.68	0.00	0.00	0.00	0.55	0.00	0.36	0.17	0.00	0.18
Uniform Delay (d 1), s/veh				69.4	58.0	62.2	71.4	57.5	61.5	71.4	19.4	14.2	68.6	19.5	8.0
Incremental Delay (d 2), s/veh				422.4	0.5	31.2	160.2	0.0	2.3	307.6	1.0	0.6	1.3	0.9	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				491.8	58.5	93.4	231.6	57.6	63.8	378.9	20.4	14.7	69.9	20.4	8.1
Level of Service (LOS)				F	E	F	F	E	E	F	C	B	E	C	A
Approach Delay, s/veh / LOS				310.8	F		122.6	F		60.7	E		23.7	C	
Intersection Delay, s/veh / LOS				82.7						F					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS															
Bicycle LOS Score / LOS															



HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/St. Josephs Drive
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	St. Josephs Drive
Analysis Year	2027	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P AM - Queue Away from Neighborhood		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	0	0
Configuration			T	R		LT					LR					
Volume (veh/h)			18	25		3	16			39		0				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No															
Median Type | Storage	Undivided															

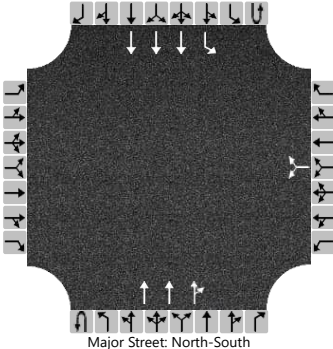
Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						4					47					
Capacity, c (veh/h)						1554					959					
v/c Ratio						0.00					0.05					
95% Queue Length, Q ₉₅ (veh)						0.0					0.2					
95% Queue Length, Q ₉₅ (ft)						0.0					5.1					
Control Delay (s/veh)						7.3	0.0				8.9					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					1.2				8.9							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2027	North/South Street	Coors Boulevard
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P AM - Queue Away from Neighborhood		

Lanes



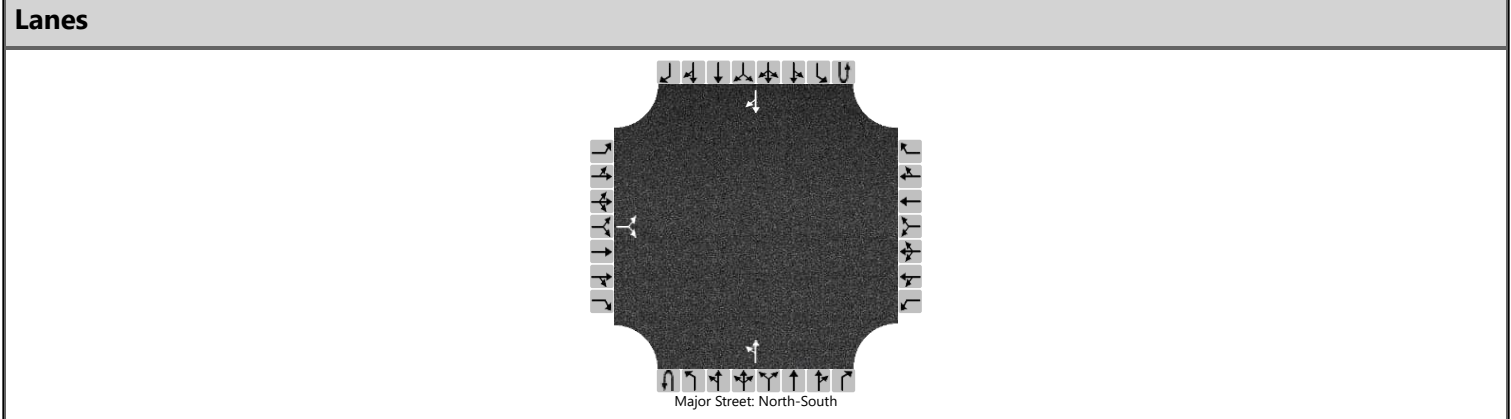
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						3		23			1828	9	0	9	2369	
Percent Heavy Vehicles (%)						2		2					2	2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways																
Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.74		7.14						5.34		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.82		3.92						3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							29							10		
Capacity, c (veh/h)							140							116		
v/c Ratio							0.21							0.09		
95% Queue Length, Q ₉₅ (veh)							0.7							0.3		
95% Queue Length, Q ₉₅ (ft)							17.8							7.6		
Control Delay (s/veh)							37.3							39.0		
Level of Service (LOS)							E							E		
Approach Delay (s/veh)					37.3								0.1			
Approach LOS					E								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2027	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.85
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P AM - Queue Away from Neighborhood		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		2		6						5	19				28	3
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

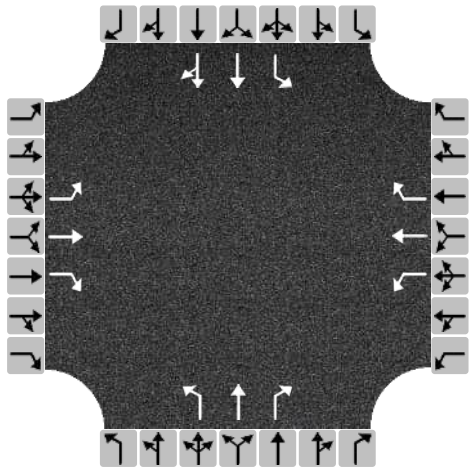
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			9							6						
Capacity, c (veh/h)			1010							1574						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
95% Queue Length, Q ₉₅ (ft)			0.0							0.0						
Control Delay (s/veh)			8.6							7.3	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)	8.6								1.5							
Approach LOS	A								A							

HCS All-Way Stop Control Report

General and Site Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2027
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak Hour
Project Description	2027 B+P AM - Queue Away from Nei...
Intersection	Sequoia Road/Atrisco Drive
Jurisdiction	NMDOT
East/West Street	Sequoia Road
North/South Street	Atrisco Drive
Peak Hour Factor	0.85

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	18	157	27	26	82	60	15	98	56	105	406	22
% Thrus in Shared Lane												50

Lane Flow Rate and Adjustments

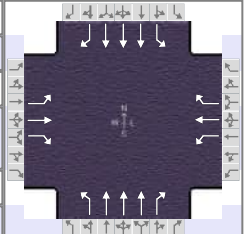
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	21	185	32	31	96	71	18	115	66	124	239	265
Percent Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
Initial Departure Headway, h_d (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.019	0.164	0.028	0.027	0.086	0.063	0.016	0.102	0.059	0.110	0.212	0.235
Final Departure Headway, h_d (s)	8.03	7.53	6.83	8.16	7.66	6.96	8.05	7.55	6.85	7.18	6.68	6.61
Final Degree of Utilization, x	0.047	0.386	0.060	0.069	0.205	0.136	0.039	0.242	0.125	0.246	0.443	0.486
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Service Time, t_s (s)	5.73	5.23	4.53	5.86	5.36	4.66	5.75	5.25	4.55	4.88	4.38	4.31

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	21	185	32	31	96	71	18	115	66	124	239	265
Capacity (veh/h)	448	478	527	441	470	518	447	477	525	501	539	544
95% Queue Length, Q ₉₅ (veh)	0.1	1.8	0.2	0.2	0.8	0.5	0.1	0.9	0.4	1.0	2.3	2.6
95% Queue Length, Q ₉₅ (ft)	2.5	45.7	5.1	5.1	20.3	12.7	2.5	22.9	10.2	25.4	58.4	66.0
Control Delay (s/veh)	11.1	14.9	10.0	11.5	12.3	10.8	11.1	12.6	10.5	12.2	14.6	15.4
Level of Service, LOS	B	B	A	B	B	B	B	B	B	B	B	C
Approach Delay (s/veh) | LOS	13.9		B		11.6		B		11.8		B	
Intersection Delay (s/veh) | LOS	13.5						B					

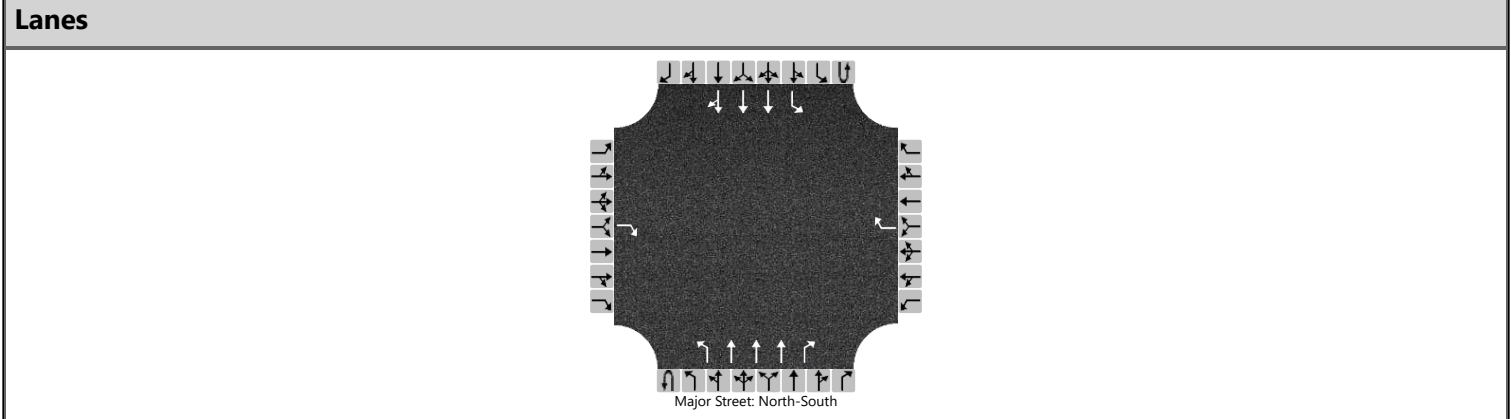
HCS Signalized Intersection Results Summary

General Information					Intersection Information										
Agency		Kimley-Horn			Duration, h		0.250								
Analyst		Lorenzo Dino Mendoza		Analysis Date		4/11/2025		Area Type					Other		
Jurisdiction		City of Albuquerque and NMDOT		Time Period		AM Peak Hour		PHF					0.94		
Urban Street		Coors Boulevard		Analysis Year		2027 B+P AM		Analysis Period					1> 7:00		
Intersection		Sequoia Road		File Name		Coors_2027 B+P AM.xus									
Project Description		2027 B+P AM - Queue Away from Neighborhood													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				55	104	148	256	85	155	64	1709	262	198	2247	28
Signal Information															
Cycle, s	150.0	Reference Phase	6												
Offset, s	86	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
Green	3.4	3.0	109.6	19.5	0.0	0.0	5	6	7	8					
Yellow	3.0	0.0	4.5	3.5	0.0	0.0	5	6	7	8					
Red	0.5	0.0	1.0	2.0	0.0	0.0	5	6	7	8					
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase					4		8	1	6	5	2				
Case Number					5.0		5.0	1.1	3.0	1.1	3.0				
Phase Duration, s					25.0		25.0	6.9	115.1	9.9	118.1				
Change Period, (Y+R c), s					5.5		5.5	3.5	5.5	3.5	5.5				
Max Allow Headway (MAH), s					3.2		3.2	3.0	0.0	3.0	0.0				
Queue Clearance Time (g s), s					16.4		21.5	3.5		6.4					
Green Extension Time (g e), s					0.7		0.0	0.0	0.0	0.0	0.0				
Phase Call Probability					1.00		1.00	0.95		1.00					
Max Out Probability					1.00		1.00	0.05		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				7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h				59	111	157	272	90	165	72	1919	294	211	2390	30
Adjusted Saturation Flow Rate (s), veh/h/ln				1306	1870	1585	1282	1870	1585	1781	1698	1585	1781	1698	1585
Queue Service Time (g s), s				6.4	8.2	14.4	11.3	6.6	15.2	1.5	13.7	1.8	4.4	33.0	0.7
Cycle Queue Clearance Time (g c), s				13.1	8.2	14.4	19.5	6.6	15.2	1.5	13.7	1.8	4.4	33.0	0.7
Green Ratio (g/C)				0.13	0.13	0.13	0.13	0.13	0.13	0.75	0.73	0.73	0.78	0.75	0.75
Capacity (c), veh/h				160	243	206	145	243	206	164	3723	1158	273	3825	1190
Volume-to-Capacity Ratio (X)				0.366	0.455	0.764	1.884	0.372	0.800	0.439	0.516	0.254	0.772	0.625	0.025
Back of Queue (Q), ft/ln (50 th percentile)				54	98	166	571	79	180	20	78	12	59	267	6
Back of Queue (Q), veh/ln (50 th percentile)				2.1	3.9	6.5	22.5	3.1	7.1	0.8	3.1	0.5	2.3	10.5	0.2
Queue Storage Ratio (RQ) (50 th percentile)				0.54	0.00	0.95	3.81	0.00	0.90	0.16	0.00	0.06	0.59	0.00	0.02
Uniform Delay (d 1), s/veh				65.6	60.3	63.0	71.2	59.7	63.4	11.9	3.6	1.0	11.2	8.8	4.7
Incremental Delay (d 2), s/veh				0.5	0.5	14.1	422.7	0.4	18.4	0.3	0.2	0.2	10.4	0.8	0.0
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				66.1	60.8	77.2	493.9	60.0	81.7	12.1	3.8	1.2	21.7	9.6	4.8
Level of Service (LOS)				E	E	E	F	E	F	B	A	A	C	A	A
Approach Delay, s/veh / LOS				69.7	E		290.7	F		3.7	A		10.5	B	
Intersection Delay, s/veh / LOS				36.8						D					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS															
Bicycle LOS Score / LOS															



HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/7/2025	East/West Street	Redlands Road
Analysis Year	2027	North/South Street	Coors Boulevard
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P AM - Queue Away from Neighborhood		



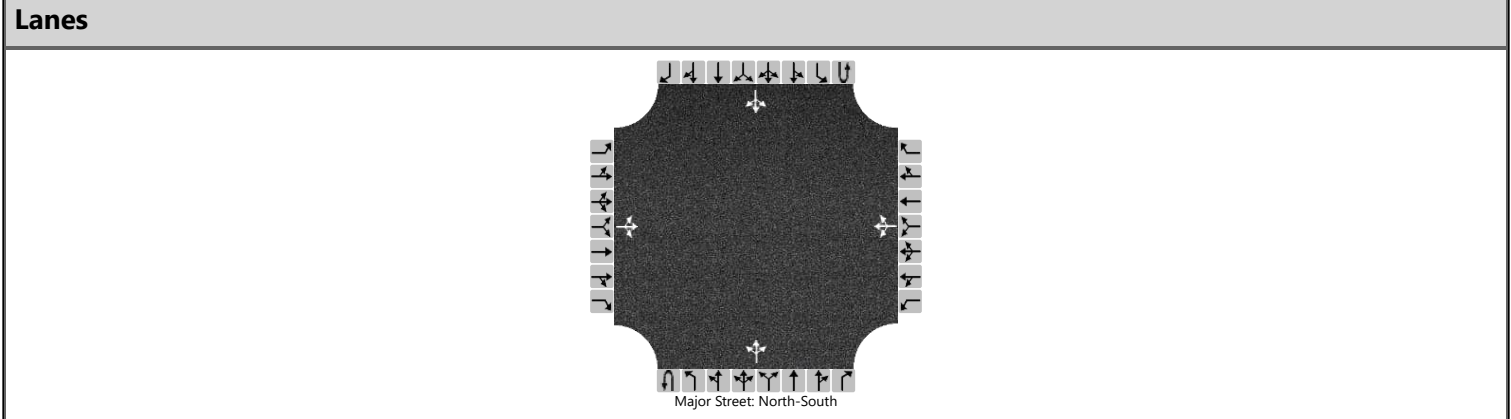
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	1	0	1	3	0
Configuration				R				R		L	T	R		L	T	TR
Volume (veh/h)				70				84	0	35	1915	27	0	66	2499	4
Percent Heavy Vehicles (%)				2				2	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)				7.1				7.1		5.3				5.3		
Critical Headway (sec)				7.14				7.14		5.34				5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1				3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12				3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)				77				92		38				73		
Capacity, c (veh/h)				116				191		51				107		
v/c Ratio				0.66				0.48		0.75				0.68		
95% Queue Length, Q ₉₅ (veh)				3.5				2.3		3.1				3.5		
95% Queue Length, Q ₉₅ (ft)				88.9				58.4		78.7				88.9		
Control Delay (s/veh)				83.0				40.2		183.2				91.0		
Level of Service (LOS)				F				E		F				F		
Approach Delay (s/veh)	83.0				40.2				3.2				2.3			
Approach LOS	F				E				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Redlands Road
Analysis Year	2027	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.74
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P AM - Queue Away from Neighborhood		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		9	0	21		0	0	0		29	16	0		0	29	23
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			41				0			39				0		
Capacity, c (veh/h)			934				0			1530				1594		
v/c Ratio			0.04							0.03				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1							0.1				0.0		
95% Queue Length, Q ₉₅ (ft)			2.5							2.5				0.0		
Control Delay (s/veh)			9.0							7.4	0.2	0.2		7.3	0.0	0.0
Level of Service (LOS)			A							A	A	A		A	A	A
Approach Delay (s/veh)	9.0								4.8				0.0			
Approach LOS	A								A				A			

HCS Roundabouts Report

General Information

Site Information

Analyst	Lorenzo Dino Mendoza		Intersection	Alamogordo Drive/Vista Gra...
Agency or Co.	Kimley-Horn		E/W Street Name	Sequoia Road/Vista Grand D...
Date Performed	4/21/2025		N/S Street Name	Alamogordo Drive
Analysis Year	2027		Analysis Time Period, hrs	0.25
Time Analyzed	4/21/2025		Peak Hour Factor	0.94
Project Description	2027 B+P AM - Queue Away from Neighborhood		Jurisdiction	City of Albuquerque

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	3	0	7	0	1	3	4	0	4	19	0	0	3	26	7
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (V _{PCE}), pc/h	0	3	0	8	0	1	3	4	0	4	21	0	0	3	28	8
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

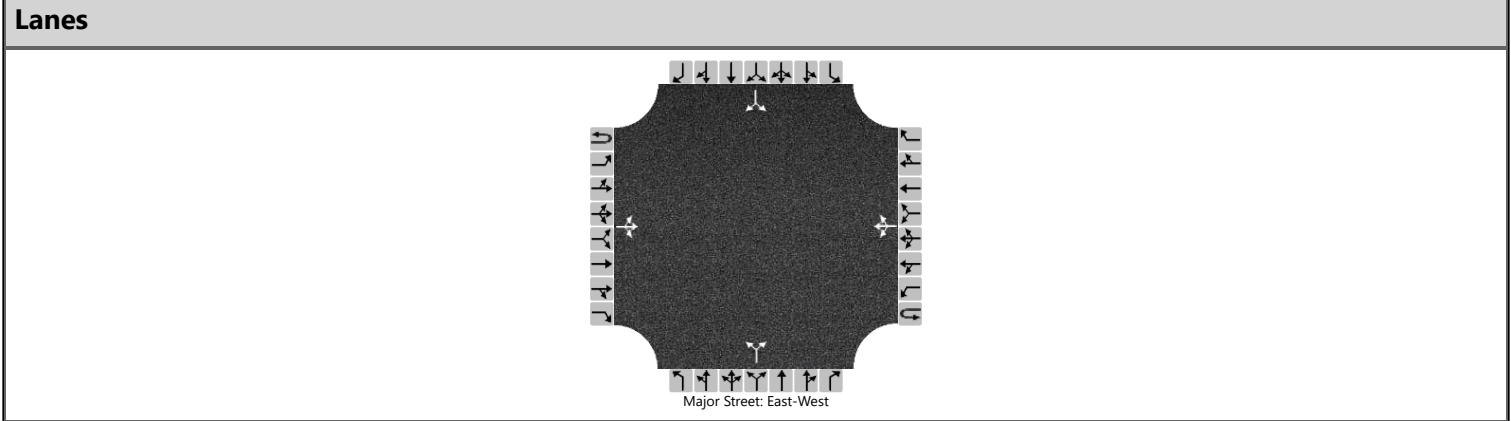
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		11			8			25			39	
Entry Volume, veh/h		11			8			25			38	
Circulating Flow (v_c), pc/h	32			28			6			8		
Exiting Flow (v_{ex}), pc/h	3			15			28			37		
Capacity (C_{pce}), pc/h		1336			1341			1372			1369	
Capacity (c), veh/h		1309			1315			1345			1342	
v/c Ratio (x)		0.01			0.01			0.02			0.03	

Delay and Level of Service	
1	1
2	2
3	3
4	4
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6	6
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8	8
9	9
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89	89
90	90
91	91
92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		2.8			2.8			2.8			2.9	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		0.0			0.0			0.1			0.1	
95% Queue Length, Q ₉₅ (ft)		0.0			0.0			2.5			2.5	
Approach Delay, s/veh | LOS	2.8	A		2.8	A		2.8	A		2.9	A	
Intersection Delay, s/veh | LOS	2.9						A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive A
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2027	North/South Street	Drive A
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P AM - Away from Neighborhood		



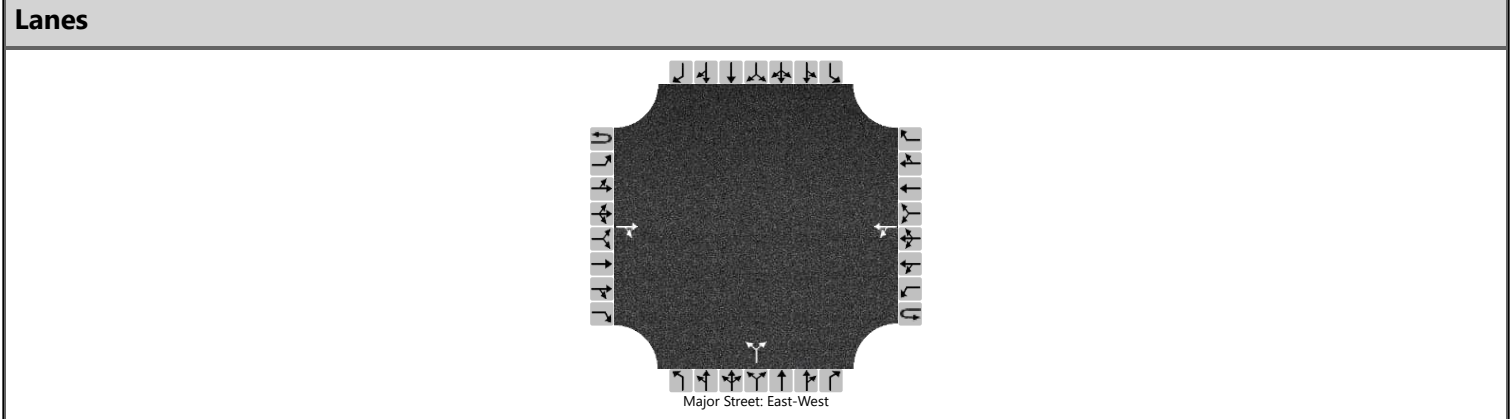
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		5	10	492		0	434	0		0		0		5		5
Percent Heavy Vehicles (%)		2				2				2		2		2		2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.12				4.12				7.12		6.22		7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.22				2.22				3.52		3.32		3.52		3.32

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		5				0					0				11	
Capacity, c (veh/h)		1090				1024					0				415	
v/c Ratio		0.00				0.00									0.03	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0									0.1	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0									2.5	
Control Delay (s/veh)		8.3	0.1	0.1		8.5	0.0	0.0							13.9	
Level of Service (LOS)		A	A	A		A	A	A							B	
Approach Delay (s/veh)	0.1				0.0								13.9			
Approach LOS	A				A								B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive B
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2027	North/South Street	Drive B
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P AM - Away from Neighborhood		



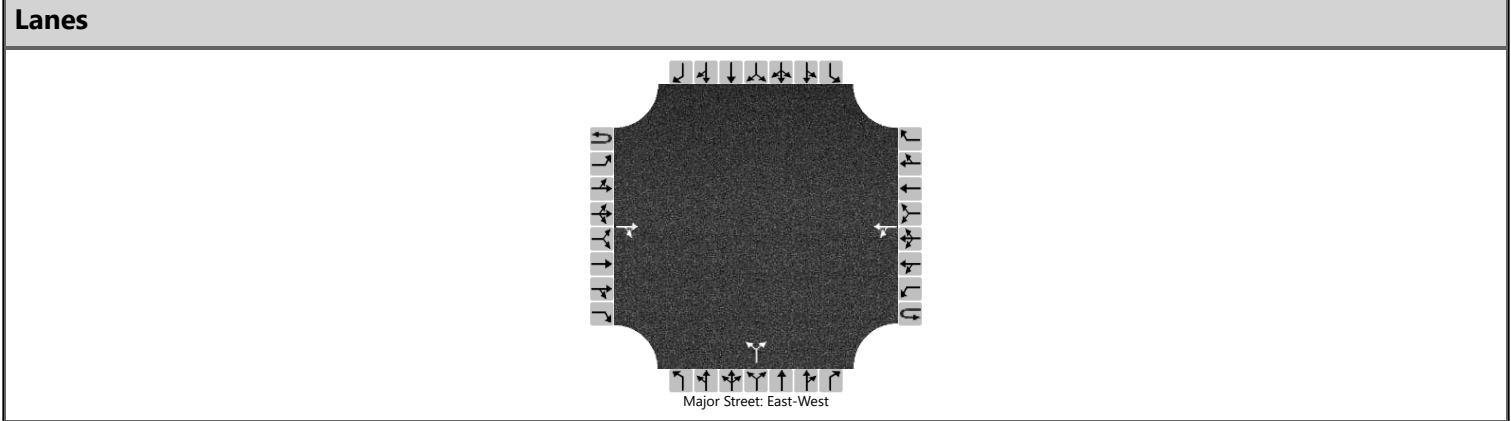
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			10	2		2	434			2		2				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						2					4					
Capacity, c (veh/h)						1605					716					
v/c Ratio						0.00					0.01					
95% Queue Length, Q ₉₅ (veh)						0.0					0.0					
95% Queue Length, Q ₉₅ (ft)						0.0					0.0					
Control Delay (s/veh)						7.2	0.0				10.1					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.0				10.1							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive C
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2027	North/South Street	Drive C
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P AM - Away from Neighborhood		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			10	0		0	15			419		0				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						0					455					
Capacity, c (veh/h)						1608					988					
v/c Ratio						0.00					0.46					
95% Queue Length, Q ₉₅ (veh)						0.0					2.5					
95% Queue Length, Q ₉₅ (ft)						0.0					63.5					
Control Delay (s/veh)						7.2	0.0				11.7					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.0				11.7							
Approach LOS					A				B							

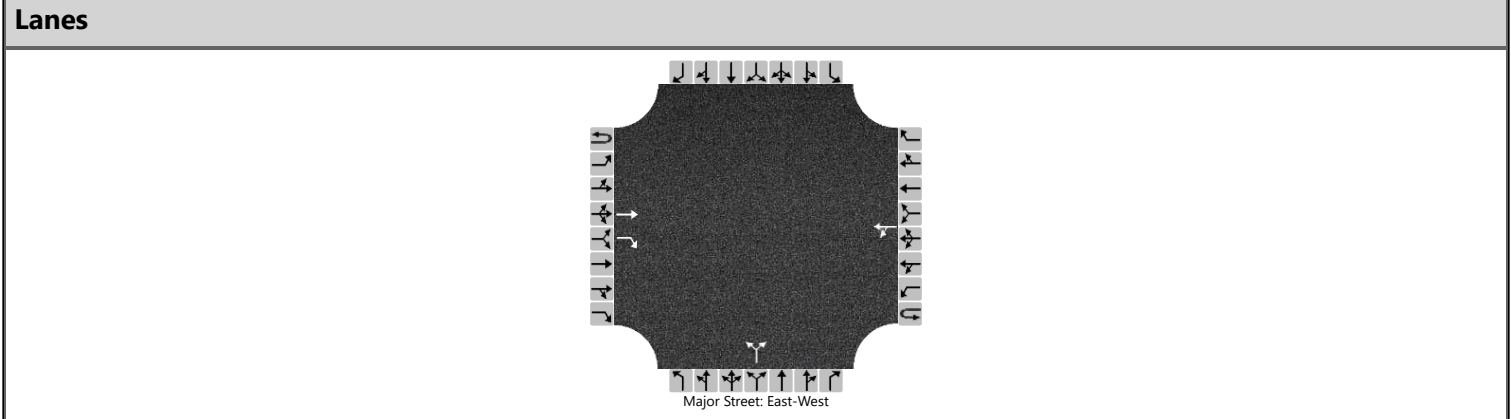
**2027 TOTAL TRAFFIC (KEEP SCHOOL QUEUE AWAY
FROM NEIGHBORHOOD) PM**

HCS Signalized Intersection Results Summary

General Information					Intersection Information										
Agency		Kimley-Horn			Duration, h		0.250								
Analyst		Lorenzo Dino Mendoza		Analysis Date		4/11/2025		Area Type					Other		
Jurisdiction		City of Albuquerque and NMDOT		Time Period		PM Peak Hour		PHF					0.98		
Urban Street		Coors Boulevard		Analysis Year		2027		Analysis Period					1> 15:00		
Intersection		St. Josephs Drive		File Name		Coors_2027 B+P PM.xus									
Project Description		2027 B+P PM - Queue Away from Neighborhood													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				324	28	172	70	29	88	339	2359	47	62	2185	337
Signal Information															
Cycle, s	150.0	Reference Phase	2												
Offset, s	41	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On	Green	4.6	8.8	88.8	7.2	1.0	17.7					
				Yellow	3.0	3.0	4.5	3.0	0.0	3.5					
				Red	0.5	0.5	1.0	0.8	0.0	2.0					
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				7	4	3	8	5	2	1	6				
Case Number				2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0				
Phase Duration, s				12.0	24.2	11.0	23.2	20.4	106.6	8.1	94.3				
Change Period, (Y+R c), s				3.8	5.5	3.8	5.5	3.5	5.5	3.5	5.5				
Max Allow Headway (MAH), s				3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0				
Queue Clearance Time (g s), s				10.2	18.3	8.0	9.9	16.8		4.9					
Green Extension Time (g e), s				0.0	0.4	0.0	0.6	0.1	0.0	0.1	0.0				
Phase Call Probability				1.00	1.00	0.95	1.00	1.00		0.94					
Max Out Probability				1.00	0.05	1.00	0.00	1.00		0.00					
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h				331	29	176	71	30	90	346	2407	48	67	2351	363
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1585	1781	1781	1585	1730	1698	1585	1730	1698	1585
Queue Service Time (g s), s				8.2	2.0	16.3	6.0	1.1	7.9	14.8	43.8	1.5	2.9	50.3	15.8
Cycle Queue Clearance Time (g c), s				8.2	2.0	16.3	6.0	1.1	7.9	14.8	43.8	1.5	2.9	50.3	15.8
Green Ratio (g/C)				0.05	0.12	0.12	0.05	0.12	0.12	0.11	0.67	0.67	0.03	0.59	0.65
Capacity (c), veh/h				189	234	198	86	421	188	390	3435	1069	106	3017	1025
Volume-to-Capacity Ratio (X)				1.748	0.122	0.886	0.835	0.070	0.479	0.886	0.701	0.045	0.627	0.779	0.354
Back of Queue (Q), ft/ln (95 th percentile)				546	44	305	173	23	146	301	561	24	58	607	219
Back of Queue (Q), veh/ln (95 th percentile)				21.5	1.7	12.0	6.8	0.9	5.7	11.8	22.1	0.9	2.3	23.9	8.6
Queue Storage Ratio (RQ) (95 th percentile)				1.15	0.00	0.76	0.00	0.00	1.17	0.63	0.00	0.09	0.10	0.00	1.09
Uniform Delay (d 1), s/veh				70.9	58.3	64.6	70.8	58.8	61.8	65.6	15.1	8.2	71.8	20.6	12.2
Incremental Delay (d 2), s/veh				357.7	0.1	18.6	46.0	0.0	0.7	17.9	1.2	0.1	1.5	1.3	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				428.6	58.4	83.1	116.8	58.8	62.5	83.5	16.3	8.3	73.2	22.0	12.8
Level of Service (LOS)				F	E	F	F	E	E	F	B	A	E	C	B
Approach Delay, s/veh / LOS				295.4	F		82.3	F		24.5	C		22.0	C	
Intersection Delay, s/veh / LOS				48.1						D					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS															
Bicycle LOS Score / LOS															

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/St. Josephs Drive
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	St. Josephs Drive
Analysis Year	2027	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.67
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P PM - Queue Away from Neighborhood		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	0	0
Configuration			T	R		LT					LR					
Volume (veh/h)			24	36		2	16			26		4				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No															
Median Type | Storage	Undivided															

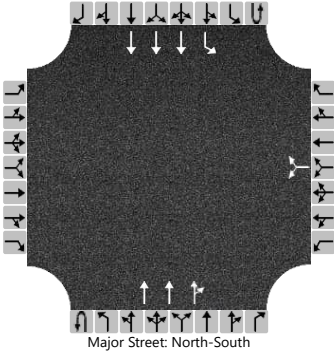
Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						3					45					
Capacity, c (veh/h)						1506					950					
v/c Ratio						0.00					0.05					
95% Queue Length, Q ₉₅ (veh)						0.0					0.1					
95% Queue Length, Q ₉₅ (ft)						0.0					2.5					
Control Delay (s/veh)						7.4	0.0				9.0					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)						0.8				9.0						
Approach LOS						A				A						

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2027	North/South Street	Coors Boulevard
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P PM - Away from Neighborhood		

Lanes



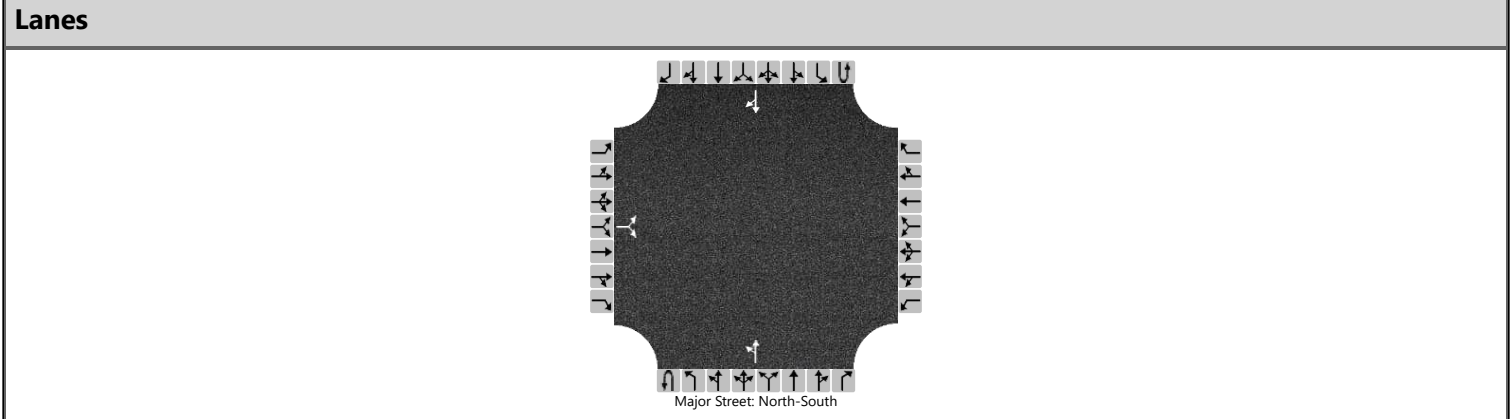
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0	
Configuration							LR				T	TR		L	T		
Volume (veh/h)						10		46			2565	18	0	43	2389		
Percent Heavy Vehicles (%)						2		2					2	2			
Proportion Time Blocked																	
Percent Grade (%)					0												
Right Turn Channelized																	
Median Type | Storage	Left Only								1								

Critical and Follow-up Headways																	
Base Critical Headway (sec)						6.4		7.1						5.3			
Critical Headway (sec)						5.74		7.14						5.34			
Base Follow-Up Headway (sec)						3.8		3.9						3.1			
Follow-Up Headway (sec)						3.82		3.92						3.12			

Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)							58							45			
Capacity, c (veh/h)							50							55			
v/c Ratio							1.16							0.81			
95% Queue Length, Q ₉₅ (veh)							5.2							3.5			
95% Queue Length, Q ₉₅ (ft)							132.1							88.9			
Control Delay (s/veh)							307.7							188.7			
Level of Service (LOS)							F							F			
Approach Delay (s/veh)					307.7								3.3				
Approach LOS					F								A				

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2027	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P PM - Queue Away from Neighborhood		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		4		20						15	28				19	3
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																	
Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		6.42		6.22						4.12							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.52		3.32						2.22							

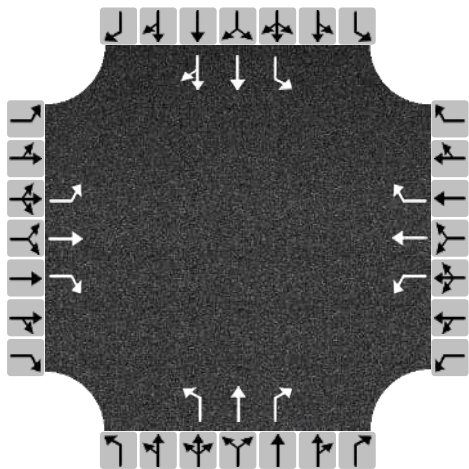
Delay, Queue Length, and Level of Service																		
Flow Rate, v (veh/h)			27							17								
Capacity, c (veh/h)			1025							1590								
v/c Ratio			0.03							0.01								
95% Queue Length, Q ₉₅ (veh)			0.1							0.0								
95% Queue Length, Q ₉₅ (ft)			2.5							0.0								
Control Delay (s/veh)			8.6							7.3	0.1							
Level of Service (LOS)			A							A	A							
Approach Delay (s/veh)	8.6									2.6								
Approach LOS	A									A								

HCS All-Way Stop Control Report

General and Site Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2027
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour
Project Description	2027 B+P PM - Away from Neighborh...
Intersection	Sequoia Road/Atrisco Drive
Jurisdiction	NMDOT
East/West Street	Sequoia Road
North/South Street	Atrisco Drive
Peak Hour Factor	0.97

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	13	135	30	59	225	141	40	329	126	89	192	29
% Thrus in Shared Lane												50

Lane Flow Rate and Adjustments

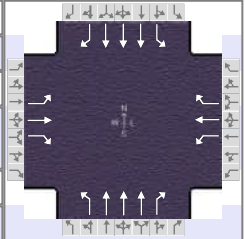
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	13	139	31	61	232	145	41	339	130	92	99	129
Percent Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
Initial Departure Headway, h_d (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.012	0.124	0.027	0.054	0.206	0.129	0.037	0.301	0.115	0.082	0.088	0.115
Final Departure Headway, h_d (s)	9.05	8.55	7.85	8.42	7.92	7.22	8.20	7.70	7.00	8.63	8.13	7.96
Final Degree of Utilization, x	0.034	0.330	0.067	0.142	0.510	0.291	0.094	0.725	0.252	0.220	0.223	0.285
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Service Time, t_s (s)	6.75	6.25	5.55	6.12	5.62	4.92	5.90	5.40	4.70	6.33	5.83	5.66

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound						
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3				
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR				
Flow Rate, v (veh/h)	13	139	31	61	232	145	41	339	130	92	99	129				
Capacity (veh/h)	398	421	459	428	455	499	439	468	515	417	443	452				
95% Queue Length, Q ₉₅ (veh)	0.1	1.4	0.2	0.5	2.8	1.2	0.3	5.8	1.0	0.8	0.8	1.2				
95% Queue Length, Q ₉₅ (ft)	2.5	35.6	5.1	12.7	71.1	30.5	7.6	147.3	25.4	20.3	20.3	30.5				
Control Delay (s/veh)	12.1	15.4	11.1	12.5	18.6	12.9	11.7	28.1	12.0	13.7	13.1	13.8				
Level of Service, LOS	B	C	B	B	C	B	B	D	B	B	B	B				
Approach Delay (s/veh) | LOS	14.4		B		15.8		C		22.7		C		13.6		B	
Intersection Delay (s/veh) | LOS	17.6						C									

HCS Signalized Intersection Results Summary

General Information					Intersection Information														
Agency	Kimley-Horn					Duration, h		0.250											
Analyst	Lorenzo Dino Mendoza	Analysis Date	4/11/2025		Area Type		Other												
Jurisdiction	City of Albuquerque and NMDOT	Time Period	PM Peak Hour		PHF		0.98												
Urban Street	Coors Boulevard	Analysis Year	2027		Analysis Period		1> 15:00												
Intersection	Sequoia Road	File Name	Coors_2027 B+P PM.xus																
Project Description	2027 B+P PM - Queue Away from Neighborhood																		
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				148	87	172	219	127	93	140	2399	92	85	2350	87				
Signal Information																			
Cycle, s	150.0	Reference Phase	6																
Offset, s	59	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	4.0	1.3	105.7	24.5	0.0	0.0									
				Yellow	3.0	0.0	4.5	3.5	0.0	0.0									
				Red	0.5	0.0	1.0	2.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4				8		1		6		5		2	
Case Number						5.0				5.0		1.1		3.0		1.1		3.0	
Phase Duration, s						30.0				30.0		8.8		112.5		7.5		111.2	
Change Period, (Y+R c), s						5.5				5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s						3.2				3.2		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s						26.5				26.5		5.3				4.1			
Green Extension Time (g e), s						0.0				0.0		0.1		0.0		0.0		0.0	
Phase Call Probability						1.00				1.00		1.00				0.97			
Max Out Probability						1.00				1.00		0.76				0.55			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	1	6	16	5	2	12				
Adjusted Flow Rate (v), veh/h				151	89	176	223	130	95	143	2449	94	87	2398	89				
Adjusted Saturation Flow Rate (s), veh/h/ln				1261	1870	1585	1308	1870	1585	1781	1698	1585	1781	1698	1585				
Queue Service Time (g s), s				15.2	6.3	15.6	18.2	9.3	8.0	3.3	26.2	0.9	2.1	39.4	2.6				
Cycle Queue Clearance Time (g c), s				24.5	6.3	15.6	24.5	9.3	8.0	3.3	26.2	0.9	2.1	39.4	2.6				
Green Ratio (g/C)				0.16	0.16	0.16	0.16	0.16	0.16	0.74	0.71	0.71	0.73	0.70	0.70				
Capacity (c), veh/h				175	305	259	207	305	259	175	3635	1131	168	3590	1117				
Volume-to-Capacity Ratio (X)				0.861	0.291	0.678	1.079	0.424	0.367	0.816	0.674	0.083	0.517	0.668	0.079				
Back of Queue (Q), ft/ln (95 th percentile)				298	134	274	491	198	145	165	198	13	44	497	40				
Back of Queue (Q), veh/ln (95 th percentile)				11.7	5.3	10.8	19.3	7.8	5.7	6.5	7.8	0.5	1.7	19.6	1.6				
Queue Storage Ratio (RQ) (95 th percentile)				2.97	0.00	1.57	3.28	0.00	0.73	1.32	0.00	0.07	0.44	0.00	0.13				
Uniform Delay (d 1), s/veh				68.6	55.1	59.0	68.0	56.4	55.8	29.3	5.4	2.1	12.2	12.4	6.9				
Incremental Delay (d 2), s/veh				31.5	0.2	5.7	85.1	0.3	0.3	7.7	0.5	0.1	0.9	1.0	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				100.1	55.3	64.8	153.1	56.8	56.2	37.0	5.9	2.1	13.1	13.4	7.1				
Level of Service (LOS)				F	E	E	F	E	E	D	A	A	B	B	A				
Approach Delay, s/veh / LOS				75.6		E		104.7		F		7.4		A		13.1		B	
Intersection Delay, s/veh / LOS				21.6									C						
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS																			
Bicycle LOS Score / LOS																			



HCS Roundabouts Report

General Information	Site Information
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Analyst	Lorenzo Dino Mendoza		Intersection	Alamogordo Drive/Vista Gra...
Agency or Co.	Kimley-Horn		E/W Street Name	Sequoia Road/Vista Grand D...
Date Performed	4/21/2025		N/S Street Name	Alamogordo Drive
Analysis Year	2027		Analysis Time Period, hrs	0.25
Time Analyzed	4/21/2025		Peak Hour Factor	0.94
Project Description	2027 B+P PM - Queue Away from Neighborhood		Jurisdiction	City of Albuquerque

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	13	1	31	0	0	1	3	0	29	32	3	0	3	25	10
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (V_{PCE}), pc/h	0	14	1	34	0	0	1	3	0	31	35	3	0	3	27	11
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

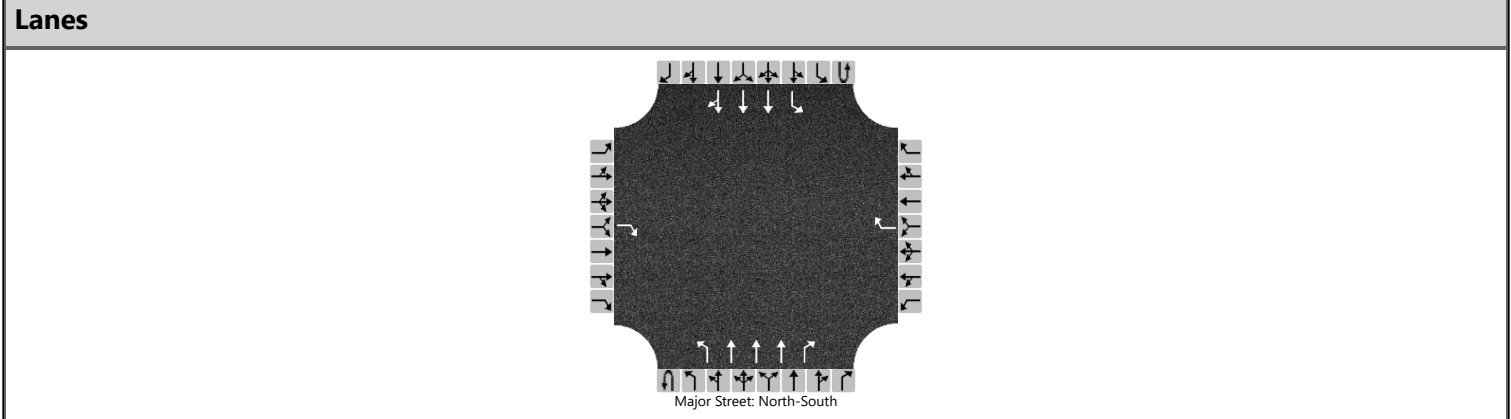
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		49			4			69			41	
Entry Volume, veh/h		48			4			68			40	
Circulating Flow (v_c), pc/h	30			80			18			32		
Exiting Flow (v_{ex}), pc/h	7			43			52			61		
Capacity (C_{pce}), pc/h		1338			1272			1355			1336	
Capacity (c), veh/h		1312			1247			1328			1309	
v/c Ratio (x)		0.04			0.00			0.05			0.03	

Delay and Level of Service	
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100	100

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.0			2.9			3.1			3.0	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		0.1			0.0			0.2			0.1	
95% Queue Length, Q ₉₅ (ft)		2.5			0.0			5.1			2.5	
Approach Delay, s/veh | LOS	3.0	A		2.9	A		3.1	A		3.0	A	
Intersection Delay, s/veh | LOS	3.1						A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/7/2025	East/West Street	Redlands Road
Analysis Year	2027	North/South Street	Coors Boulevard
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.99
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P PM - Away from Neighborhood		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	1	0	1	3	0
Configuration				R				R		L	T	R		L	T	TR
Volume (veh/h)				97				49	0	81	2386	62	0	69	2597	14
Percent Heavy Vehicles (%)				2				2	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)				7.1				7.1		5.3				5.3		
Critical Headway (sec)				7.14				7.14		5.34				5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1				3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12				3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)				98				49		82				70		
Capacity, c (veh/h)				127				151		59				72		
v/c Ratio				0.77				0.33		1.39				0.97		
95% Queue Length, Q ₉₅ (veh)				4.5				1.3		7.2				5.0		
95% Queue Length, Q ₉₅ (ft)				114.3				33.0		182.9				127.0		
Control Delay (s/veh)				94.4				40.0		370.0				198.3		
Level of Service (LOS)				F				E		F				F		
Approach Delay (s/veh)	94.4				40.0				11.9				5.1			
Approach LOS	F				E				F				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Redlands Road
Analysis Year	2027	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P PM - Away from Neighborhood		

Lanes

Major Street: North-South

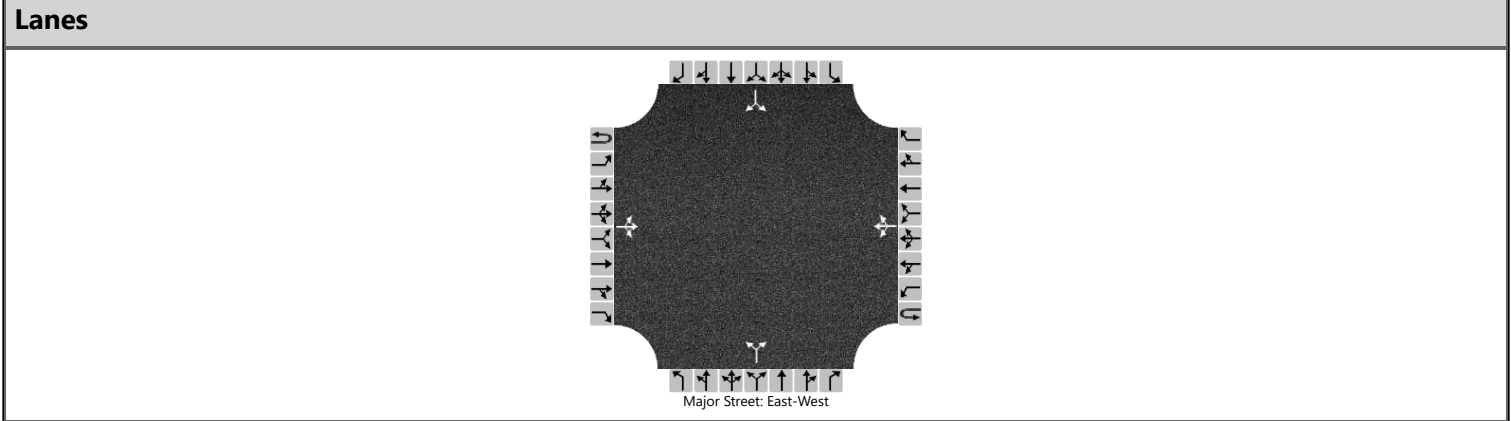
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		29	1	22		0	2	0		8	35	0		0	39	20
Percent Heavy Vehicles (%)		2	3	2		3	3	3		2				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.53	6.22		7.13	6.53	6.23		4.12				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.03	3.32		3.53	4.03	3.33		2.22				2.23		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			60				2				9				0	
Capacity, c (veh/h)			911				758				1533				1563	
v/c Ratio			0.07				0.00				0.01				0.00	
95% Queue Length, Q ₉₅ (veh)			0.2				0.0				0.0				0.0	
95% Queue Length, Q ₉₅ (ft)			5.1				0.0				0.0				0.0	
Control Delay (s/veh)			9.2				9.8				7.4	0.0	0.0		7.3	0.0
Level of Service (LOS)			A				A				A	A	A		A	A
Approach Delay (s/veh)	9.2				9.8				1.4				0.0			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive A
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2027	North/South Street	Drive A
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P PM - Away from Neighborhood		



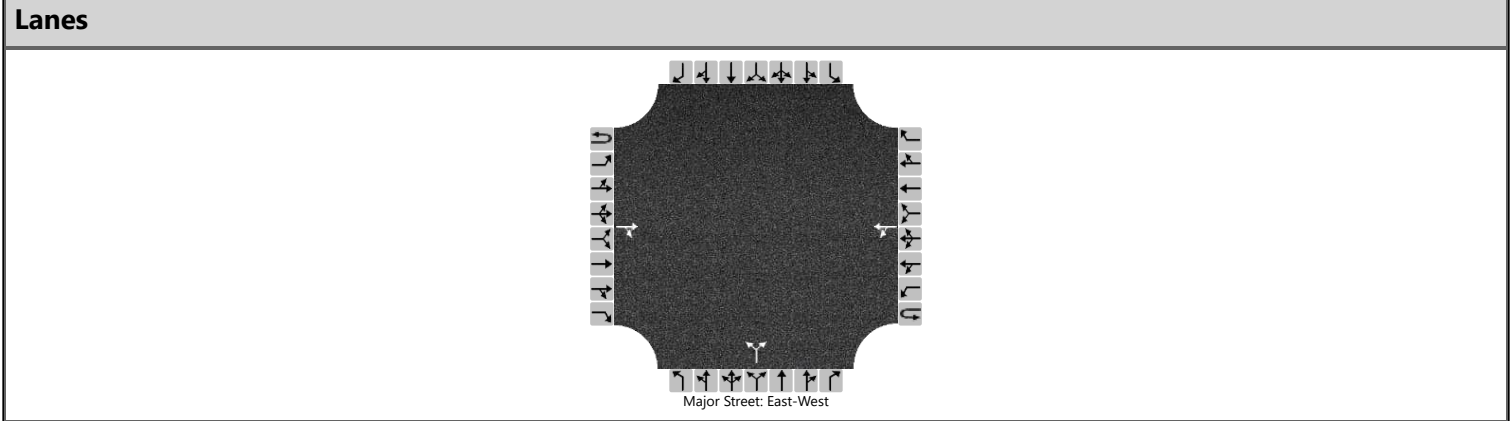
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		5	45	160		0	236	0		0		0		5		5
Percent Heavy Vehicles (%)		2				2				2		2		2		2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.12				4.12				7.12		6.22		7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.22				2.22				3.52		3.32		3.52		3.32

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		5				0					0				11	
Capacity, c (veh/h)		1308				1346					0				649	
v/c Ratio		0.00				0.00									0.02	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0									0.1	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0									2.5	
Control Delay (s/veh)		7.8	0.0	0.0		7.7	0.0	0.0							10.6	
Level of Service (LOS)		A	A	A		A	A	A							B	
Approach Delay (s/veh)	0.2				0.0								10.6			
Approach LOS	A				A								B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive B
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2027	North/South Street	Drive B
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P PM - Away from Neighborhood		



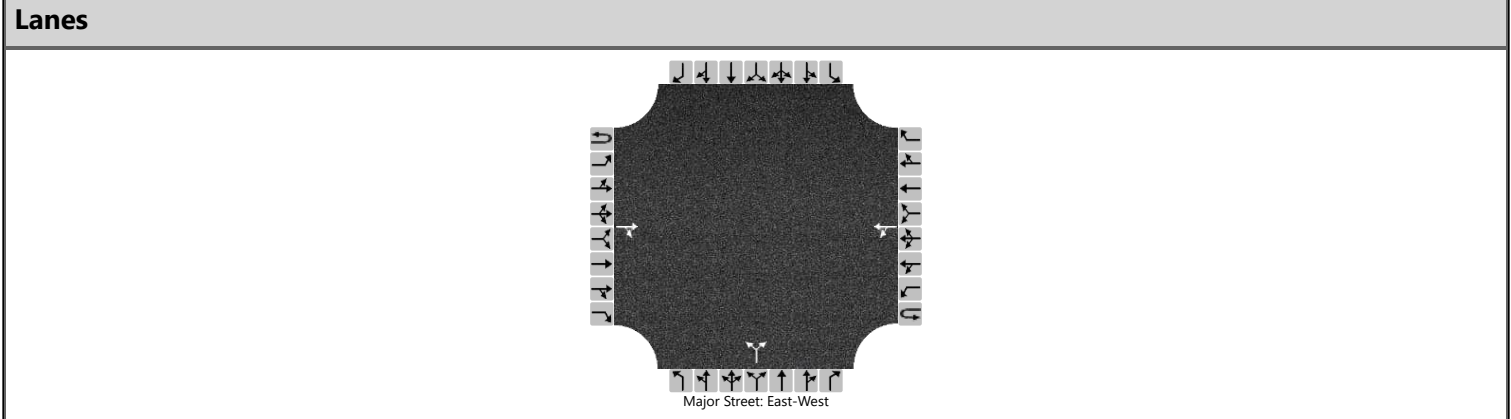
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			45	2		2	236			2		2				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						2					4					
Capacity, c (veh/h)						1555					816					
v/c Ratio						0.00					0.01					
95% Queue Length, Q ₉₅ (veh)						0.0					0.0					
95% Queue Length, Q ₉₅ (ft)						0.0					0.0					
Control Delay (s/veh)						7.3	0.0				9.4					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.1				9.4							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive C
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2027	North/South Street	Drive C
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2027 B+P PM - Away from Neighborhood		



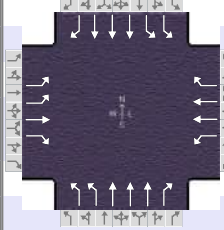
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			45	0		0	41			195		0				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Undivided															

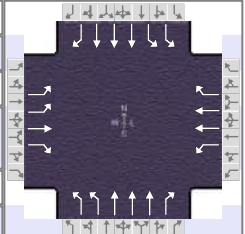
Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						0					212					
Capacity, c (veh/h)						1558					906					
v/c Ratio						0.00					0.23					
95% Queue Length, Q ₉₅ (veh)						0.0					0.9					
95% Queue Length, Q ₉₅ (ft)						0.0					22.9					
Control Delay (s/veh)						7.3	0.0				10.2					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.0				10.2							
Approach LOS					A				B							

2037 HORIZON BACKGROUND AM

HCS Signalized Intersection Results Summary

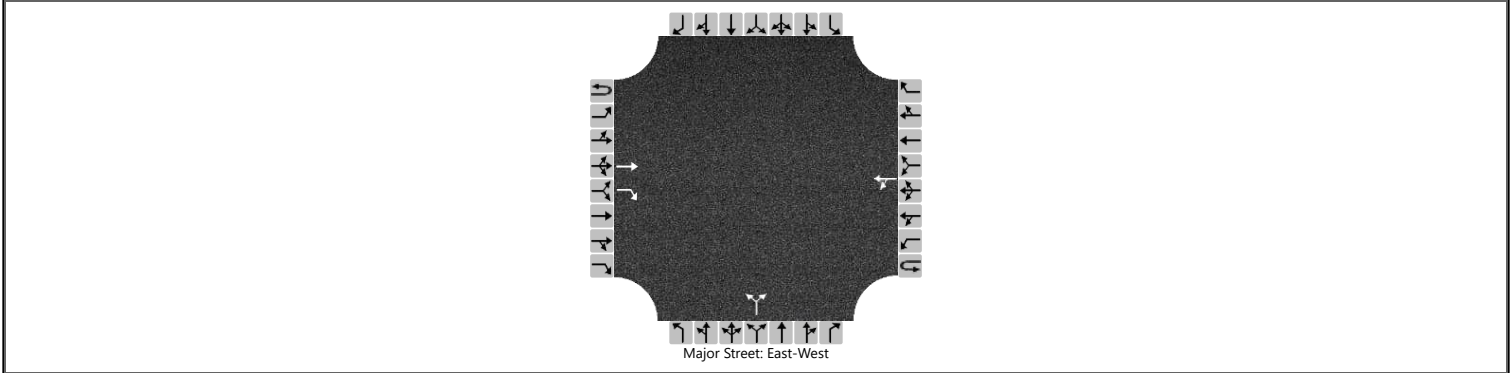
General Information					Intersection Information										
Agency	Kimley-Horn					Duration, h	0.250								
Analyst	Lorenzo Dino Mendoza		Analysis Date	4/11/2025		Area Type	Other								
Jurisdiction	City of Albuquerque and NMDOT		Time Period	AM Peak Hour		PHF	0.81								
Urban Street	Coors Boulevard		Analysis Year	2037 Horizon		Analysis Period	1> 7:00								
Intersection	St. Josephs Drive		File Name	Coors_2037 Horizon AM.xus											
Project Description	2037 Horizon AM														
															
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				474	155	221	103	57	126	249	1714	221	231	2397	136
Signal Information															
Cycle, s	150.0	Reference Phase	2												
Offset, s	68	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On	Green	5.5	4.7	85.3	7.2	0.2	21.5					
				Yellow	3.0	3.0	4.5	3.0	3.0	3.5					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	1.0	0.8	0.8	2.0					
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				7	4	3	8	5	2	1	6				
Case Number				2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0				
Phase Duration, s				15.0	31.0	11.0	27.0	9.0	90.8	17.2	99.0				
Change Period, (Y+R c), s				3.8	5.5	3.8	5.5	3.5	5.5	3.5	5.5				
Max Allow Headway (MAH), s				3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0				
Queue Clearance Time (g s), s				13.2	27.5	9.2	16.0	7.5		13.4					
Green Extension Time (g e), s				0.0	0.0	0.0	0.8	0.0	0.0	0.3	0.0				
Phase Call Probability				1.00	1.00	1.00	1.00	1.00		1.00					
Max Out Probability				1.00	1.00	1.00	0.32	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				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h				585	191	273	127	70	156	307	2116	273	266	2765	157
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1585	1781	1781	1585	1730	1698	1585	1730	1698	1585
Queue Service Time (g s), s				11.2	14.2	25.5	7.2	2.6	14.0	5.5	46.0	13.5	11.4	70.2	6.2
Cycle Queue Clearance Time (g c), s				11.2	14.2	25.5	7.2	2.6	14.0	5.5	46.0	13.5	11.4	70.2	6.2
Green Ratio (g/C)				0.07	0.17	0.17	0.05	0.14	0.14	0.04	0.57	0.57	0.09	0.62	0.70
Capacity (c), veh/h				258	318	269	86	510	227	127	2898	901	316	3176	1106
Volume-to-Capacity Ratio (X)				2.266	0.602	1.013	1.487	0.138	0.685	2.424	0.730	0.303	0.844	0.871	0.142
Back of Queue (Q), ft/ln (95 th percentile)				1038	282	528	414	53	254	591	628	219	201	878	138
Back of Queue (Q), veh/ln (95 th percentile)				40.9	11.1	20.8	16.3	2.1	10.0	23.3	24.7	8.6	7.9	34.6	5.4
Queue Storage Ratio (RQ) (95 th percentile)				2.19	0.00	1.32	0.00	0.00	2.03	1.24	0.00	0.88	0.33	0.00	0.69
Uniform Delay (d 1), s/veh				69.4	57.6	62.3	71.4	56.2	61.0	72.3	23.9	16.9	67.2	28.4	9.9
Incremental Delay (d 2), s/veh				581.7	2.3	58.1	271.2	0.0	6.9	663.9	1.7	0.9	4.0	2.0	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				651.1	59.8	120.3	342.6	56.2	67.9	736.2	25.5	17.7	71.2	30.4	10.1
Level of Service (LOS)				F	E	F	F	E	E	F	C	B	E	C	B
Approach Delay, s/veh / LOS				405.3	F	164.5	F	105.8	F	32.8	C				
Intersection Delay, s/veh / LOS				119.8						F					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS															
Bicycle LOS Score / LOS															



HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/St. Josephs Drive
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	St. Josephs Drive
Analysis Year	2037	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2037 Horizon AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	0	0
Configuration			T	R		LT					LR					
Volume (veh/h)			22	31		4	19			47		0				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

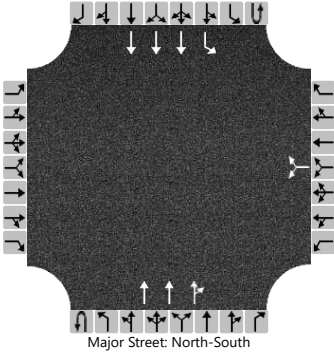
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						5					57					
Capacity, c (veh/h)						1539					945					
v/c Ratio						0.00					0.06					
95% Queue Length, Q ₉₅ (veh)						0.0					0.2					
95% Queue Length, Q ₉₅ (ft)						0.0					5.1					
Control Delay (s/veh)						7.3	0.0				9.1					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					1.3				9.1							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2037	North/South Street	Coors Boulevard
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Horizon AM		

Lanes



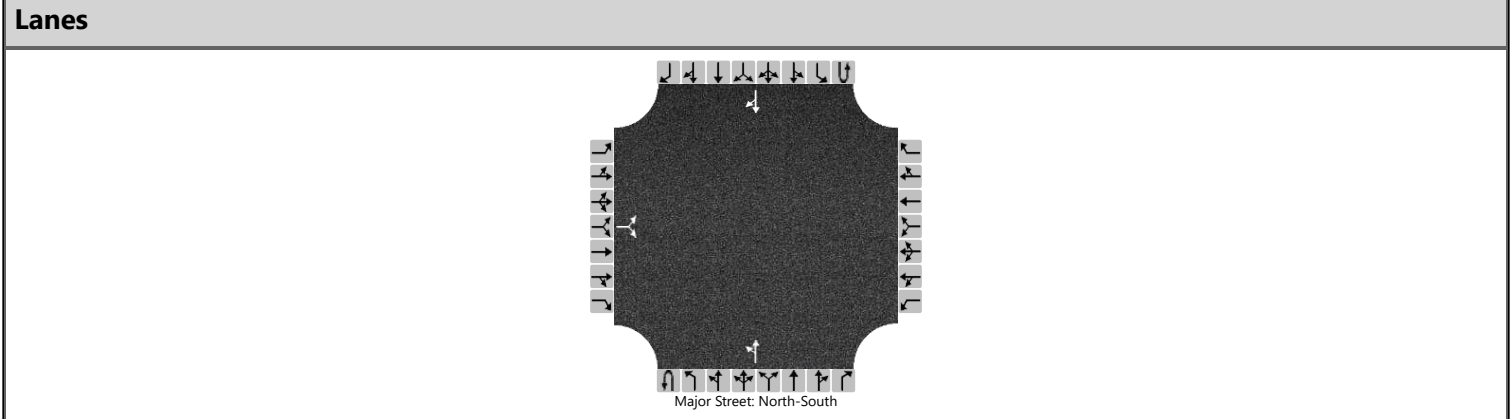
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						4		28			2070	12	0	12	2704	
Percent Heavy Vehicles (%)						2		2					2	2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways																	
Base Critical Headway (sec)						6.4		7.1						5.3			
Critical Headway (sec)						5.74		7.14						5.34			
Base Follow-Up Headway (sec)						3.8		3.9						3.1			
Follow-Up Headway (sec)						3.82		3.92						3.12			

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							36							13		
Capacity, c (veh/h)							102							84		
v/c Ratio							0.35							0.16		
95% Queue Length, Q ₉₅ (veh)							1.4							0.5		
95% Queue Length, Q ₉₅ (ft)							35.6							12.7		
Control Delay (s/veh)							58.7							56.0		
Level of Service (LOS)							F							F		
Approach Delay (s/veh)					58.7								0.2			
Approach LOS					F								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2037	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.85
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Horizon AM		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		3		8						6	23				35	4
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

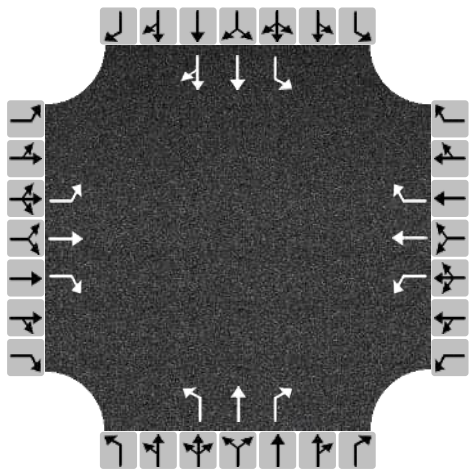
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			13							7						
Capacity, c (veh/h)			993							1562						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
95% Queue Length, Q ₉₅ (ft)			0.0							0.0						
Control Delay (s/veh)			8.7							7.3	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)	8.7								1.5							
Approach LOS	A								A							

HCS All-Way Stop Control Report

General and Site Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2037
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak Hour
Project Description	2037 Horizon AM
Intersection	Sequoia Road/Atrisco Drive
Jurisdiction	NMDOT
East/West Street	Sequoia Road
North/South Street	Atrisco Drive
Peak Hour Factor	0.85

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	22	132	33	21	49	47	18	121	56	99	499	27
% Thrus in Shared Lane												50

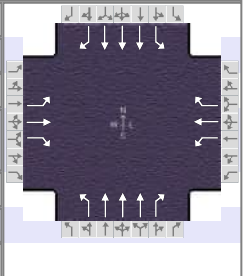
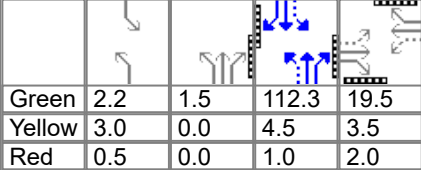
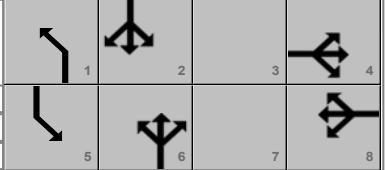
Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	26	155	39	25	58	55	21	142	66	116	294	325
Percent Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
Initial Departure Headway, h_d (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.023	0.138	0.035	0.022	0.051	0.049	0.019	0.127	0.059	0.104	0.261	0.289
Final Departure Headway, h_d (s)	8.11	7.61	6.91	8.34	7.84	7.14	7.94	7.44	6.74	6.99	6.49	6.43
Final Degree of Utilization, x	0.058	0.328	0.075	0.057	0.126	0.110	0.047	0.294	0.123	0.226	0.530	0.581
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Service Time, t_s (s)	5.81	5.31	4.61	6.04	5.54	4.84	5.64	5.14	4.44	4.69	4.19	4.13

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound						
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3				
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR				
Flow Rate, v (veh/h)	26	155	39	25	58	55	21	142	66	116	294	325				
Capacity (veh/h)	444	473	521	431	459	504	453	484	534	515	554	560				
95% Queue Length, Q ₉₅ (veh)	0.2	1.4	0.2	0.2	0.4	0.4	0.1	1.2	0.4	0.9	3.1	3.7				
95% Queue Length, Q ₉₅ (ft)	5.1	35.6	5.1	5.1	10.2	10.2	2.5	30.5	10.2	22.9	78.7	94.0				
Control Delay (s/veh)	11.3	14.0	10.2	11.5	11.7	10.7	11.0	13.2	10.4	11.7	16.3	17.6				
Level of Service, LOS	B	B	B	B	B	B	B	B	B	B	C	C				
Approach Delay (s/veh) | LOS	13.0		B		11.3		B		12.2		B		16.2		C	
Intersection Delay (s/veh) | LOS	14.4						B									

HCS Signalized Intersection Results Summary

General Information						Intersection Information													
Agency	Kimley-Horn					Duration, h	0.250												
Analyst	Lorenzo Dino Mendoza		Analysis Date	4/11/2025		Area Type	Other												
Jurisdiction	City of Albuquerque and NMDOT		Time Period	AM Peak Hour		PHF	0.94												
Urban Street	Coors Boulevard		Analysis Year	2037 Horizon		Analysis Period	1> 7:00												
Intersection	Sequoia Road		File Name	Coors_2037 Horizon AM.xus															
Project Description	2037 Horizon AM																		
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				68	24	182	67	15	9	78	2081	31	30	2748	35				
Signal Information																			
Cycle, s	150.0	Reference Phase	6																
Offset, s	86	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On			Green	2.2	1.5	112.3	19.5	0.0	0.0							
Force Mode	Fixed	Simult. Gap N/S	On			Yellow	3.0	0.0	4.5	3.5	0.0	0.0							
				Red	0.5	0.0	1.0	2.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4				8		1		6		5		2	
Case Number						5.0				5.0		1.1		3.0		1.1		3.0	
Phase Duration, s						25.0				25.0		7.2		119.3		5.7		117.8	
Change Period, (Y+R c), s						5.5				5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s						3.1				3.1		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s						20.2				11.0		3.8				2.6			
Green Extension Time (g e), s						0.0				0.5		0.0		0.0		0.0		0.0	
Phase Call Probability						1.00				1.00		0.98				0.74			
Max Out Probability						1.00				0.02		0.09				0.03			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	1	6	16	5	2	12				
Adjusted Flow Rate (v), veh/h				72	26	194	71	16	10	90	2404	36	32	2923	37				
Adjusted Saturation Flow Rate (s), veh/h/ln				1397	1870	1585	1385	1870	1585	1781	1698	1585	1781	1698	1585				
Queue Service Time (g s), s				7.2	1.8	18.2	7.2	1.1	0.8	1.8	19.3	0.2	0.6	50.8	0.9				
Cycle Queue Clearance Time (g c), s				8.3	1.8	18.2	9.0	1.1	0.8	1.8	19.3	0.2	0.6	50.8	0.9				
Green Ratio (g/C)				0.13	0.13	0.13	0.13	0.13	0.13	0.77	0.76	0.76	0.76	0.75	0.75				
Capacity (c), veh/h				219	243	206	211	243	206	127	3865	1202	163	3814	1186				
Volume-to-Capacity Ratio (X)				0.330	0.105	0.940	0.337	0.066	0.046	0.708	0.622	0.030	0.195	0.767	0.031				
Back of Queue (Q), ft/ln (95 th percentile)				116	39	379	115	24	14	85	114	2	10	585	13				
Back of Queue (Q), veh/ln (95 th percentile)				4.6	1.5	14.9	4.5	1.0	0.6	3.3	4.5	0.1	0.4	23.0	0.5				
Queue Storage Ratio (RQ) (95 th percentile)				1.16	0.00	2.17	0.77	0.00	0.07	0.68	0.00	0.01	0.10	0.00	0.04				
Uniform Delay (d 1), s/veh				60.9	57.6	64.7	61.5	57.3	57.1	35.2	3.4	0.8	6.0	11.1	4.9				
Incremental Delay (d 2), s/veh				0.3	0.1	45.3	0.3	0.0	0.0	0.2	0.1	0.0	0.2	1.5	0.0				
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				61.2	57.6	110.0	61.9	57.3	57.1	35.4	3.5	0.8	6.2	12.7	4.9				
Level of Service (LOS)				E	E	F	E	E	E	D	A	A	A	B	A				
Approach Delay, s/veh / LOS				93.3		F		60.6		E		4.6		A		12.5		B	
Intersection Delay, s/veh / LOS				13.9						B									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS																			
Bicycle LOS Score / LOS																			

HCS Roundabouts Report

General Information

Site Information

Analyst	Lorenzo Dino Mendoza		Intersection	Alamogordo Drive/Vista Gra...
Agency or Co.	Kimley-Horn		E/W Street Name	Sequoia Road/Vista Grand D...
Date Performed	4/21/2025		N/S Street Name	Alamogordo Drive
Analysis Year	2037		Analysis Time Period, hrs	0.25
Time Analyzed	4/21/2025		Peak Hour Factor	0.94
Project Description	2037 Horizon AM		Jurisdiction	City of Albuquerque

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	4	0	9	0	1	4	5	0	5	23	0	0	4	32	9
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	4	0	10	0	1	4	5	0	5	25	0	0	4	35	10
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		14			10			30			49	
Entry Volume, veh/h		14			10			29			48	
Circulating Flow (v_c), pc/h	40			34			8			10		
Exiting Flow (v_{ex}), pc/h	4			19			34			46		
Capacity (C_{pce}), pc/h		1325			1333			1369			1366	
Capacity (c), veh/h		1299			1307			1342			1339	
v/c Ratio (x)		0.01			0.01			0.02			0.04	

Delay and Level of Service	
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100	100

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		2.9			2.8			2.9			3.0	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		0.0			0.0			0.1			0.1	
95% Queue Length, Q ₉₅ (ft)		0.0			0.0			2.5			2.5	
Approach Delay, s/veh | LOS	2.9	A		2.8	A		2.9	A		3.0	A	
Intersection Delay, s/veh | LOS	2.9						A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/7/2025	East/West Street	Redlands Road
Analysis Year	2037	North/South Street	Coors Boulevard
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Horizon AM		

Lanes

Major Street: North-South

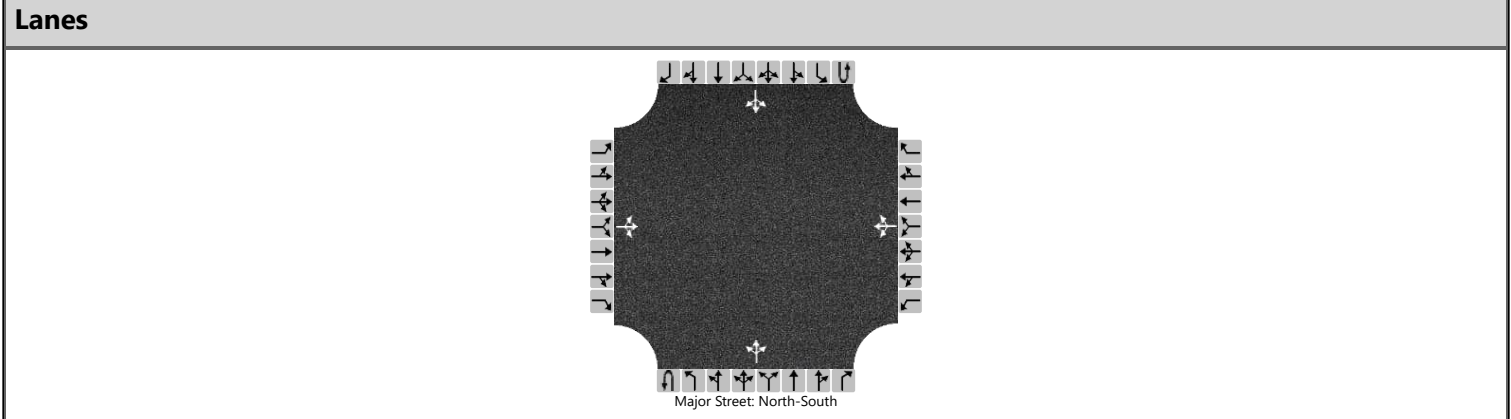
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	1	0	1	3	0
Configuration				R				R		L	T	R		L	T	TR
Volume (veh/h)				86				41	0	44	2084	33	17	49	2844	5
Percent Heavy Vehicles (%)				2				2	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)				7.1				7.1		5.3			5.6	5.3		
Critical Headway (sec)				7.14				7.14		5.34			5.64	5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1			2.3	3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12			2.32	3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)				95				45		48				73		
Capacity, c (veh/h)				86				166		32				94		
v/c Ratio				1.10				0.27		1.50				0.77		
95% Queue Length, Q ₉₅ (veh)				6.5				1.0		5.4				4.0		
95% Queue Length, Q ₉₅ (ft)				165.1				25.4		137.2				101.6		
Control Delay (s/veh)				215.8				34.6		525.4				118.1		
Level of Service (LOS)				F				D		F				F		
Approach Delay (s/veh)	215.8				34.6				10.7				2.7			
Approach LOS	F				D				F				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Redlands Road
Analysis Year	2037	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.74
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Horizon AM		



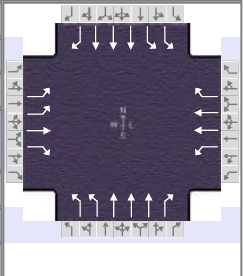
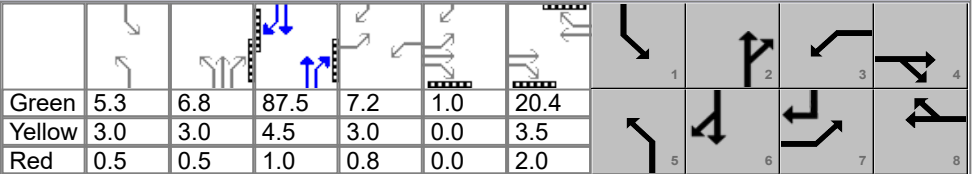
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		12	0	10		0	0	0		17	19	0		0	36	28
Percent Heavy Vehicles (%)		2	3	2		3	3	3		2				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.53	6.22		7.13	6.53	6.23		4.12				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.03	3.32		3.53	4.03	3.33		2.22				2.23		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			30				0			23				0		
Capacity, c (veh/h)			890				0			1510				1582		
v/c Ratio			0.03							0.02				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1							0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			2.5							0.0				0.0		
Control Delay (s/veh)			9.2							7.4	0.1	0.1		7.3	0.0	0.0
Level of Service (LOS)			A							A	A	A		A	A	A
Approach Delay (s/veh)	9.2								3.6				0.0			
Approach LOS	A								A				A			

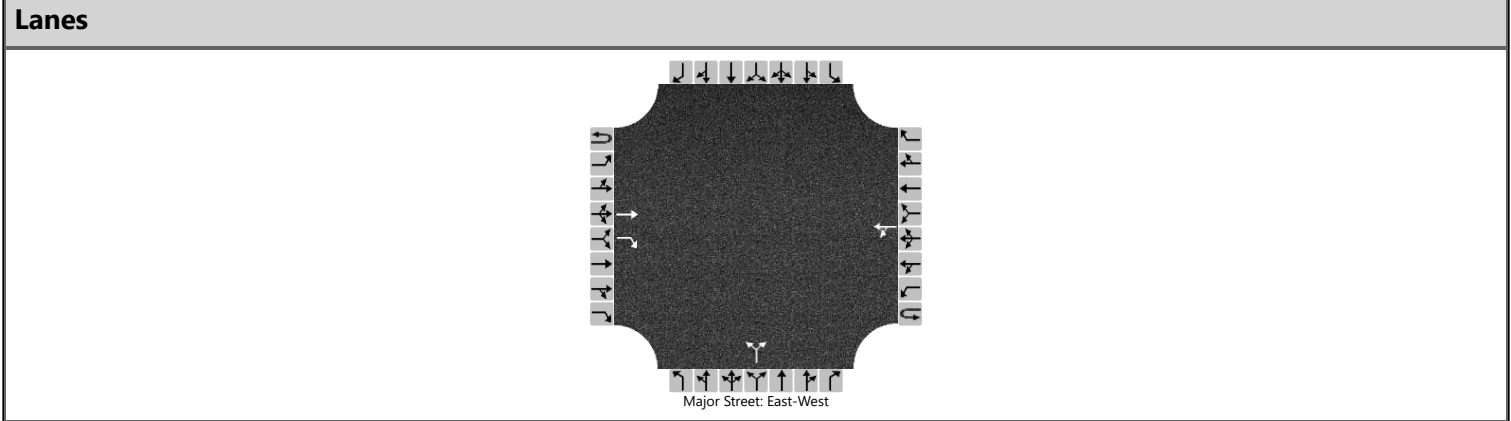
2037 HORIZON BACKGROUND PM

HCS Signalized Intersection Results Summary

General Information						Intersection Information													
Agency	Kimley-Horn					Duration, h	0.250												
Analyst	Lorenzo Dino Mendoza		Analysis Date	4/11/2025		Area Type	Other												
Jurisdiction	City of Albuquerque and NMDOT		Time Period	PM Peak Hour		PHF	0.98												
Urban Street	Coors Boulevard		Analysis Year	2037 Horizon		Analysis Period	1> 15:00												
Intersection	St. Josephs Drive		File Name	Coors_2037 Horizon PM.xus															
Project Description	2037 Horizon PM																		
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				375	34	200	86	35	108	391	2840	58	76	2659	407				
Signal Information																			
Cycle, s	150.0	Reference Phase	2																
Offset, s	41	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	5.3	6.8	87.5	7.2	1.0	20.4									
				Yellow	3.0	3.0	4.5	3.0	0.0	3.5									
				Red	0.5	0.5	1.0	0.8	0.0	2.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				2.0		3.0		2.0		3.0		2.0		3.0		2.0		3.0	
Phase Duration, s				12.0		26.9		11.0		25.9		19.1		103.3		8.8		93.0	
Change Period, (Y+R c), s				3.8		5.5		3.8		5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s				3.0		3.2		3.0		3.2		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s				10.2		21.0		9.2		11.7		17.6				5.5			
Green Extension Time (g e), s				0.0		0.4		0.0		0.7		0.0		0.0		0.1		0.0	
Phase Call Probability				1.00		1.00		0.97		1.00		1.00				0.97			
Max Out Probability				1.00		0.40		1.00		0.00		1.00				0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				383	35	204	88	36	110	399	2898	59	80	2816	431				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1585	1781	1781	1585	1730	1698	1585	1730	1698	1585				
Queue Service Time (g s), s				8.2	2.4	19.0	7.2	1.3	9.7	15.6	68.9	2.0	3.5	78.7	24.4				
Cycle Queue Clearance Time (g c), s				8.2	2.4	19.0	7.2	1.3	9.7	15.6	68.9	2.0	3.5	78.7	24.4				
Green Ratio (g/C)				0.05	0.14	0.14	0.05	0.14	0.14	0.10	0.65	0.65	0.04	0.58	0.64				
Capacity (c), veh/h				189	267	226	86	484	215	360	3322	1033	123	2972	1011				
Volume-to-Capacity Ratio (X)				2.023	0.130	0.903	1.026	0.074	0.512	1.108	0.872	0.057	0.657	0.947	0.426				
Back of Queue (Q), ft/ln (95 th percentile)				670	52	359	247	27	178	428	860	32	70	983	330				
Back of Queue (Q), veh/ln (95 th percentile)				26.4	2.1	14.1	9.7	1.1	7.0	16.8	33.9	1.3	2.8	38.7	13.0				
Queue Storage Ratio (RQ) (95 th percentile)				1.41	0.00	0.90	0.00	0.00	1.42	0.90	0.00	0.13	0.12	0.00	1.65				
Uniform Delay (d 1), s/veh				70.9	56.2	63.3	71.4	56.6	60.2	67.2	21.1	9.4	71.7	34.8	18.6				
Incremental Delay (d 2), s/veh				478.7	0.1	25.8	104.7	0.0	0.7	79.8	3.5	0.1	0.9	4.0	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				549.6	56.3	89.1	176.1	56.6	60.9	147.0	24.6	9.5	72.6	38.8	19.1				
Level of Service (LOS)				F	E	F	F	E	E	F	C	A	E	D	B				
Approach Delay, s/veh / LOS				370.8		F		103.5		F		38.8		D		37.0		D	
Intersection Delay, s/veh / LOS				67.4						E									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS																			
Bicycle LOS Score / LOS																			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/St. Josephs Drive
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	St. Josephs Drive
Analysis Year	2037	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.67
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2037 Horizon PM		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	0	0
Configuration			T	R		LT					LR					
Volume (veh/h)			30	45		3	19			32		5				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No															
Median Type | Storage	Undivided															

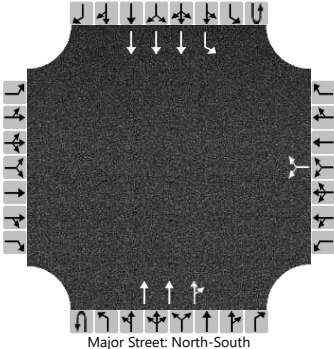
Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						4					55					
Capacity, c (veh/h)						1478					930					
v/c Ratio						0.00					0.06					
95% Queue Length, Q ₉₅ (veh)						0.0					0.2					
95% Queue Length, Q ₉₅ (ft)						0.0					5.1					
Control Delay (s/veh)						7.4	0.0				9.1					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					1.0				9.1							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2037	North/South Street	Coors Boulevard
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Horizon PM		

Lanes



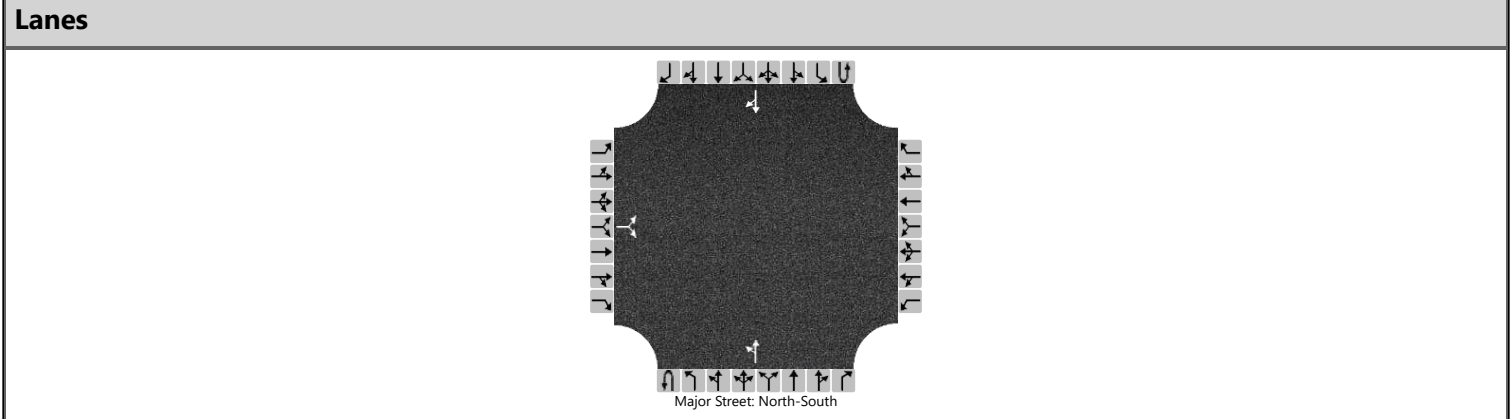
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						13		56			3094	22	0	53	2910	
Percent Heavy Vehicles (%)						2		2					2	2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways																
Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.74		7.14						5.34		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.82		3.92						3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							72							55		
Capacity, c (veh/h)							0							28		
v/c Ratio														1.97		
95% Queue Length, Q ₉₅ (veh)														6.6		
95% Queue Length, Q ₉₅ (ft)														167.6		
Control Delay (s/veh)														754.4		
Level of Service (LOS)														F		
Approach Delay (s/veh)													13.5			
Approach LOS													F			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2037	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Horizon PM		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		5		24						18	35				23	4
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

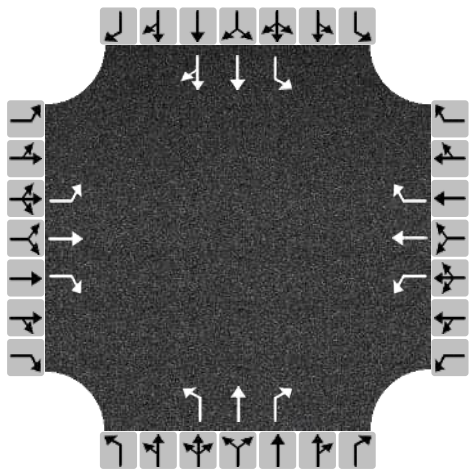
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			33							20						
Capacity, c (veh/h)			1013							1582						
v/c Ratio			0.03							0.01						
95% Queue Length, Q ₉₅ (veh)			0.1							0.0						
95% Queue Length, Q ₉₅ (ft)			2.5							0.0						
Control Delay (s/veh)			8.7							7.3	0.1					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)	8.7								2.5							
Approach LOS	A								A							

HCS All-Way Stop Control Report

General and Site Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2037
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour
Project Description	2037 Horizon PM
Intersection	Sequoia Road/Atrisco Drive
Jurisdiction	NMDOT
East/West Street	Sequoia Road
North/South Street	Atrisco Drive
Peak Hour Factor	0.97

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	15	158	37	69	258	164	49	406	153	105	236	36
% Thrus in Shared Lane												50

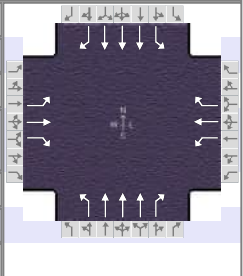
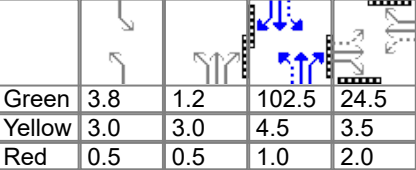
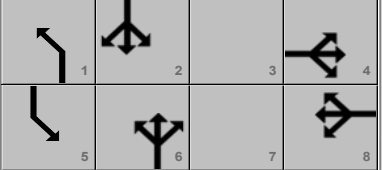
Lane Flow Rate and Adjustments

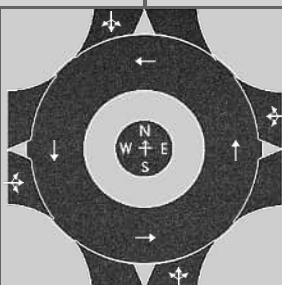
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	15	163	38	71	266	169	51	419	158	108	122	159
Percent Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
Initial Departure Headway, h_d (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.014	0.145	0.034	0.063	0.236	0.150	0.045	0.372	0.140	0.096	0.108	0.141
Final Departure Headway, h_d (s)	10.23	9.73	9.03	9.43	8.93	8.23	9.09	8.59	7.89	9.68	9.18	9.01
Final Degree of Utilization, x	0.044	0.440	0.096	0.186	0.660	0.387	0.128	0.998	0.346	0.291	0.310	0.397
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Service Time, t_s (s)	7.93	7.43	6.73	7.13	6.63	5.93	6.79	6.29	5.59	7.38	6.88	6.71

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound						
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3				
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR				
Flow Rate, v (veh/h)	15	163	38	71	266	169	51	419	158	108	122	159				
Capacity (veh/h)	352	370	399	382	403	437	396	419	456	372	392	399				
95% Queue Length, Q ₉₅ (veh)	0.1	2.2	0.3	0.7	4.6	1.8	0.4	12.5	1.5	1.2	1.3	1.9				
95% Queue Length, Q ₉₅ (ft)	2.5	55.9	7.6	17.8	116.8	45.7	10.2	317.5	38.1	30.5	33.0	48.3				
Control Delay (s/veh)	13.4	19.9	12.7	14.3	27.4	16.0	13.1	73.0	14.7	16.3	15.9	17.5				
Level of Service, LOS	B	C	B	B	D	C	B	F	B	C	C	C				
Approach Delay (s/veh) | LOS	18.1		C		21.7		C		53.5		F		16.7		C	
Intersection Delay (s/veh) | LOS	31.6						D									

HCS Signalized Intersection Results Summary

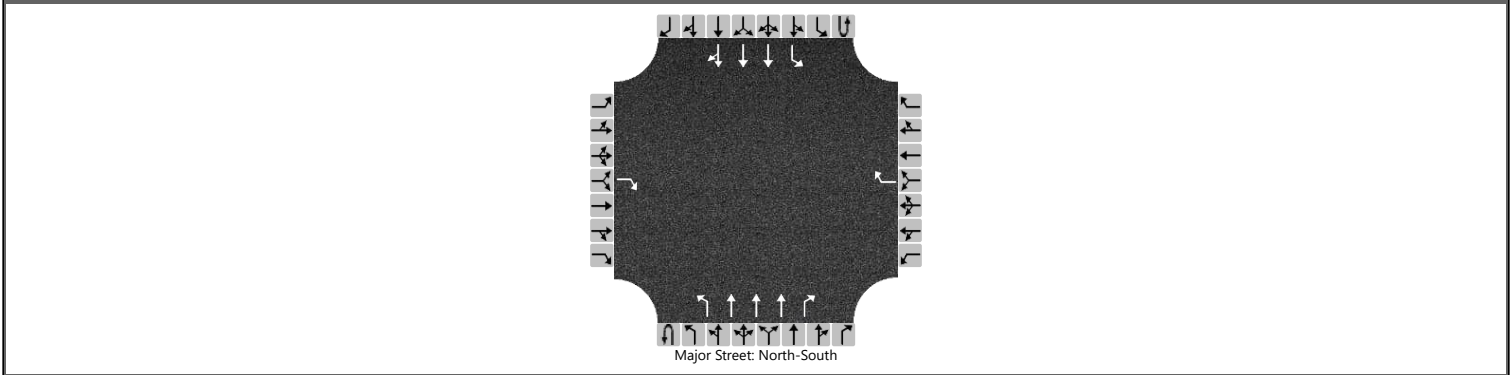
General Information						Intersection Information													
Agency	Kimley-Horn					Duration, h	0.250												
Analyst	Lorenzo Dino Mendoza		Analysis Date	4/11/2025		Area Type	Other												
Jurisdiction	City of Albuquerque and NMDOT		Time Period	PM Peak Hour		PHF	0.98												
Urban Street	Coors Boulevard		Analysis Year	2037 Horizon		Analysis Period	1> 15:00												
Intersection	Sequoia Road		File Name	Coors_2037 Horizon PM.xus															
Project Description	2037 Horizon PM																		
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				182	92	212	182	126	50	172	2928	72	73	2867	107				
Signal Information																			
Cycle, s	150.0	Reference Phase	6																
Offset, s	59	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
Green	3.8	1.2	102.5	24.5	0.0	0.0													
Yellow	3.0	3.0	4.5	3.5	0.0	0.0													
Red	0.5	0.5	1.0	2.0	0.0	0.0													
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4				8		1		6		5		2	
Case Number						5.0				5.0		1.1		3.0		1.1		3.0	
Phase Duration, s						30.0				30.0		12.0		112.7		7.3		108.0	
Change Period, (Y+R c), s						5.5				5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s						3.2				3.2		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s						26.5				26.5		10.5				3.9			
Green Extension Time (g e), s						0.0				0.0		0.0		0.0		0.0		0.0	
Phase Call Probability						1.00				1.00		1.00				0.96			
Max Out Probability						1.00				1.00		1.00				0.42			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	1	6	16	5	2	12				
Adjusted Flow Rate (v), veh/h				186	94	216	186	129	51	173	2951	73	74	2926	109				
Adjusted Saturation Flow Rate (s), veh/h/ln				1262	1870	1585	1302	1870	1585	1781	1698	1585	1781	1698	1585				
Queue Service Time (g s), s				15.2	6.6	19.8	17.9	9.3	4.2	8.5	42.3	0.7	1.9	64.1	3.5				
Cycle Queue Clearance Time (g c), s				24.5	6.6	19.8	24.5	9.3	4.2	8.5	42.3	0.7	1.9	64.1	3.5				
Green Ratio (g/C)				0.16	0.16	0.16	0.16	0.16	0.16	0.75	0.71	0.71	0.71	0.68	0.68				
Capacity (c), veh/h				176	305	259	203	305	259	171	3643	1133	128	3481	1083				
Volume-to-Capacity Ratio (X)				1.054	0.307	0.836	0.914	0.421	0.197	1.015	0.810	0.064	0.584	0.840	0.101				
Back of Queue (Q), ft/ln (95 th percentile)				420	142	362	363	197	76	184	210	10	87	780	54				
Back of Queue (Q), veh/ln (95 th percentile)				16.6	5.6	14.2	14.3	7.8	3.0	7.3	8.3	0.4	3.4	30.7	2.1				
Queue Storage Ratio (RQ) (95 th percentile)				4.21	0.00	2.07	2.42	0.00	0.38	1.47	0.00	0.05	0.87	0.00	0.18				
Uniform Delay (d 1), s/veh				69.5	55.3	60.8	67.5	56.4	54.2	55.4	6.5	2.1	26.9	17.7	8.1				
Incremental Delay (d 2), s/veh				82.9	0.2	19.5	39.4	0.3	0.1	26.8	0.2	0.0	1.6	2.6	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				152.3	55.5	80.3	106.9	56.7	54.4	82.2	6.7	2.1	28.5	20.3	8.3				
Level of Service (LOS)				F	E	F	F	E	D	F	A	A	C	C	A				
Approach Delay, s/veh / LOS				102.6	F		81.9	F		10.7	B		20.1	C					
Intersection Delay, s/veh / LOS				24.8									C						
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS																			
Bicycle LOS Score / LOS																			

HCS Roundabouts Report																	
General Information								Site Information									
Analyst	Lorenzo Dino Mendoza								Intersection				Alamogordo Drive/Vista Gra...				
Agency or Co.	Kimley-Horn								E/W Street Name				Sequoia Road/Vista Grand D...				
Date Performed	4/21/2025								N/S Street Name				Alamogordo Drive				
Analysis Year	2037								Analysis Time Period, hrs				0.25				
Time Analyzed	4/21/2025								Peak Hour Factor				0.94				
Project Description	2037 Horizon PM								Jurisdiction				City of Albuquerque				
Volume Adjustments and Site Characteristics																	
Approach	EB				WB				NB				SB				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	
Lane Assignment			LTR				LTR				LTR				LTR		
Volume (V), veh/h	0	15	1	38	0	0	1	4	0	36	40	4	0	4	31	13	
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Flow Rate (v _{PCE}), pc/h	0	16	1	41	0	0	1	4	0	39	43	4	0	4	34	14	
Right-Turn Bypass	None				None				None				None				
Conflicting Lanes	1				1				1				1				
Pedestrians Crossing, p/h	0				0				0				0				
Proportion of CAVs, %	0																
Critical and Follow-Up Headway Adjustment																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Critical Headway, s		4.9763				4.9763				4.9763				4.9763			
Follow-Up Headway, s		2.6087				2.6087				2.6087				2.6087			
Flow Computations, Capacity and v/c Ratios																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Entry Flow (v _e), pc/h		58				5				86				52			
Entry Volume, veh/h		57				5				84				51			
Circulating Flow (v _c), pc/h	38				98				21				40				
Exiting Flow (v _{ex}), pc/h	9				54				63				75				
Capacity (C _{pce}), pc/h		1328				1249				1351				1325			
Capacity (C), veh/h		1302				1224				1324				1299			
v/c Ratio (x)		0.04				0.00				0.06				0.04			
Delay and Level of Service																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Lane Control Delay (d), s/veh		3.1				3.0				3.2				3.1			
Lane LOS		A				A				A				A			
95% Queue Length, Q ₉₅ (veh)		0.1				0.0				0.2				0.1			
95% Queue Length, Q ₉₅ (ft)		2.5				0.0				5.1				2.5			
Approach Delay, s/veh | LOS	3.1		A		3.0		A		3.2		A		3.1		A		
Intersection Delay, s/veh | LOS	3.1								A								

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/7/2025	East/West Street	Redlands Road
Analysis Year	2037	North/South Street	Coors Boulevard
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.99
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Horizon PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	1	0	1	3	0
Configuration				R				R		L	T	R		L	T	TR
Volume (veh/h)				119				56	0	100	2898	76	4	74	3114	17
Percent Heavy Vehicles (%)				2				2	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1		5.3			5.6	5.3		
Critical Headway (sec)				7.14				7.14		5.34			5.64	5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1			2.3	3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12			2.32	3.12		

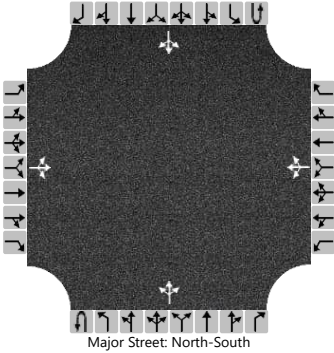
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				120				57		101				79		
Capacity, c (veh/h)				84				101		31				38		
v/c Ratio				1.44				0.56		3.26				2.08		
95% Queue Length, Q ₉₅ (veh)				9.4				2.6		11.9				8.6		
95% Queue Length, Q ₉₅ (ft)				238.8				66.0		302.3				218.4		
Control Delay (s/veh)				340.0				79.0		1282.8				725.9		
Level of Service (LOS)				F				F		F				F		
Approach Delay (s/veh)	340.0				79.0				41.7				17.6			
Approach LOS	F				F				F				F			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Redlands Road
Analysis Year	2037	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Horizon PM		

Lanes



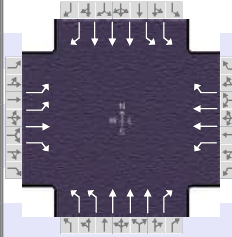
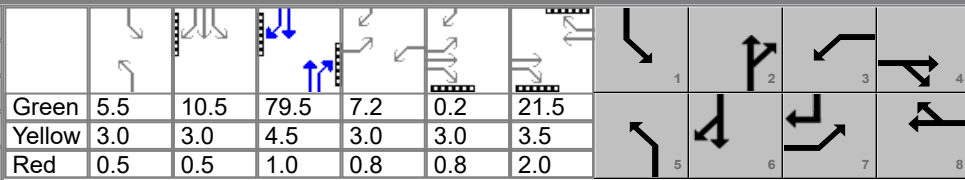
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		36	1	21		0	3	0		6	44	0		0	47	24
Percent Heavy Vehicles (%)		2	3	2		3	3	3		2				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

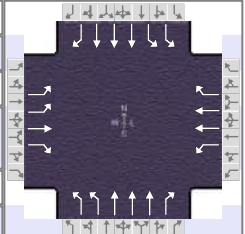
Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.53	6.22		7.13	6.53	6.23		4.12				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.03	3.32		3.53	4.03	3.33		2.22				2.23		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			67				3			7				0		
Capacity, c (veh/h)			881				740			1516				1549		
v/c Ratio			0.08				0.00			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.2				0.0			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			5.1				0.0			0.0				0.0		
Control Delay (s/veh)			9.4				9.9			7.4	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.4				9.9				0.9				0.0			
Approach LOS	A				A				A				A			

**2037 TOTAL TRAFFIC (KEEP SCHOOL QUEUE AWAY
FROM COORS BOULEVARD) AM**

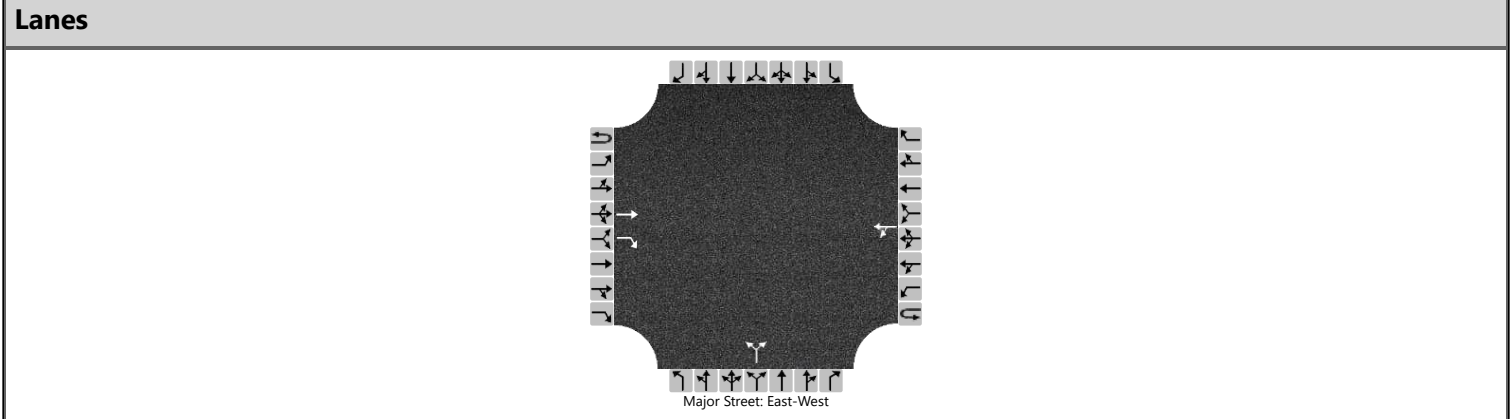
HCS Signalized Intersection Results Summary

General Information					Intersection Information											
Agency		Kimley-Horn					Duration, h		0.250							
Analyst		Lorenzo Dino Mendoza		Analysis Date		4/11/2025		Area Type							Other	
Jurisdiction		City of Albuquerque and NMDOT		Time Period		AM Peak Hour		PHF							0.81	
Urban Street		Coors Boulevard		Analysis Year		2037		Analysis Period							1> 7:00	
Intersection		St. Josephs Drive		File Name		Coors_2037 Total Traffic AM.xus										
Project Description		2037 Total Traffic AM - Queue Away from Coors														
Demand Information				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h				474	180	221	103	78	273	249	1714	221	404	2397	136	
Signal Information																
Cycle, s	150.0	Reference Phase	2													
Offset, s	41	Reference Point	Begin													
Uncoordinated	No	Simult. Gap E/W	On													
Force Mode	Fixed	Simult. Gap N/S	On													
Green	5.5	10.5	79.5	7.2	0.2	21.5										
Yellow	3.0	3.0	4.5	3.0	3.0	3.5										
Red	0.5	0.5	1.0	0.8	0.8	2.0										
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT					
Assigned Phase				7	4	3	8	5	2	1	6					
Case Number				2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0					
Phase Duration, s				15.0	31.0	11.0	27.0	9.0	85.0	23.0	99.0					
Change Period, (Y+R c), s				3.8	5.5	3.8	5.5	3.5	5.5	3.5	5.5					
Max Allow Headway (MAH), s				3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0					
Queue Clearance Time (g s), s				13.2	27.5	9.2	23.5	7.5		21.0						
Green Extension Time (g e), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Phase Call Probability				1.00	1.00	1.00	1.00	1.00		1.00						
Max Out Probability				1.00	1.00	1.00	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				7	4	14	3	8	18	5	2	12	1	6	16	
Adjusted Flow Rate (v), veh/h				585	222	273	127	96	337	307	2116	273	440	2612	148	
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1585	1781	1781	1585	1730	1698	1585	1730	1698	1585	
Queue Service Time (g s), s				11.2	16.8	25.5	7.2	3.6	21.5	5.5	50.1	14.7	19.0	65.0	6.4	
Cycle Queue Clearance Time (g c), s				11.2	16.8	25.5	7.2	3.6	21.5	5.5	50.1	14.7	19.0	65.0	6.4	
Green Ratio (g/C)				0.07	0.17	0.17	0.05	0.14	0.14	0.04	0.53	0.53	0.13	0.62	0.70	
Capacity (c), veh/h				258	318	269	86	510	227	127	2700	840	450	3176	1106	
Volume-to-Capacity Ratio (X)				2.266	0.699	1.013	1.487	0.189	1.483	2.424	0.784	0.325	0.979	0.823	0.134	
Back of Queue (Q), ft/ln (95 th percentile)				1038	331	528	414	73	936	591	691	238	335	822	146	
Back of Queue (Q), veh/ln (95 th percentile)				40.9	13.0	20.8	16.3	2.9	36.8	23.3	27.2	9.4	13.2	32.3	5.7	
Queue Storage Ratio (RQ) (95 th percentile)				2.19	0.00	1.32	0.00	0.00	7.48	1.24	0.00	0.95	0.56	0.00	0.73	
Uniform Delay (d 1), s/veh				69.4	58.6	62.3	71.4	56.6	64.3	72.3	28.3	20.0	65.0	29.8	11.0	
Incremental Delay (d 2), s/veh				581.7	5.6	58.1	271.2	0.1	239.6	663.9	2.4	1.0	23.6	1.2	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				651.1	64.3	120.3	342.6	56.6	303.9	736.2	30.7	21.0	88.6	31.0	11.1	
Level of Service (LOS)				F	E	F	F	E	F	F	C	C	F	C	B	
Approach Delay, s/veh / LOS				396.3	F		270.2	F		110.1	F		38.0		D	
Intersection Delay, s/veh / LOS				132.4						F						
Multimodal Results				EB			WB			NB			SB			
Pedestrian LOS Score / LOS																
Bicycle LOS Score / LOS																



HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/St. Josephs Drive
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	St. Josephs Drive
Analysis Year	2037	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic AM - Queue Away from Coors		



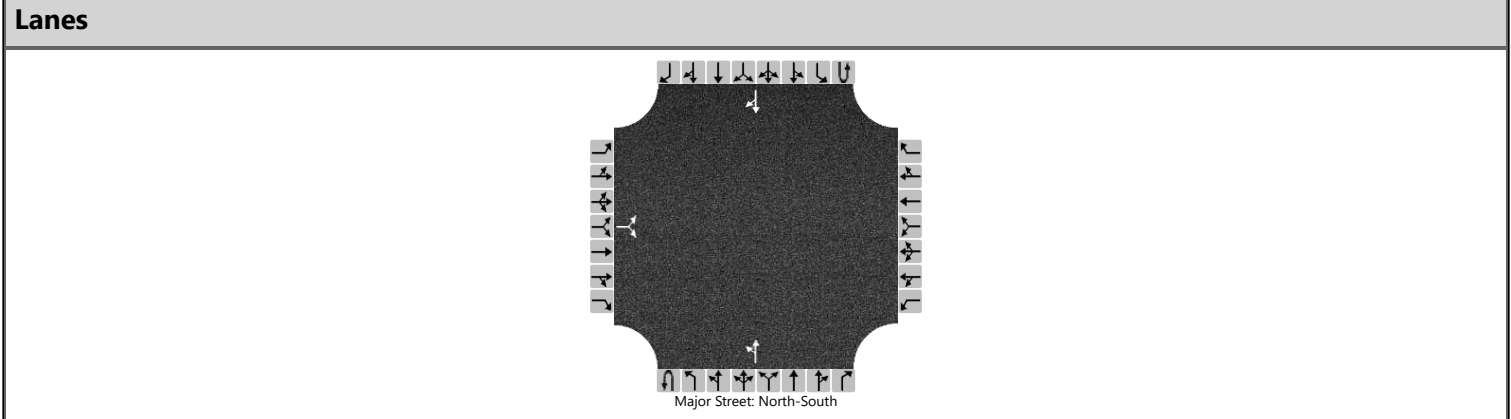
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	0	0
Configuration			T	R		LT					LR					
Volume (veh/h)			22	228		4	19			215		0				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						5					259					
Capacity, c (veh/h)						1260					944					
v/c Ratio						0.00					0.27					
95% Queue Length, Q ₉₅ (veh)						0.0					1.1					
95% Queue Length, Q ₉₅ (ft)						0.0					27.9					
Control Delay (s/veh)						7.9	0.0				10.2					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					1.4				10.2							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2037	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.85
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic AM - Queue Away from Coors		



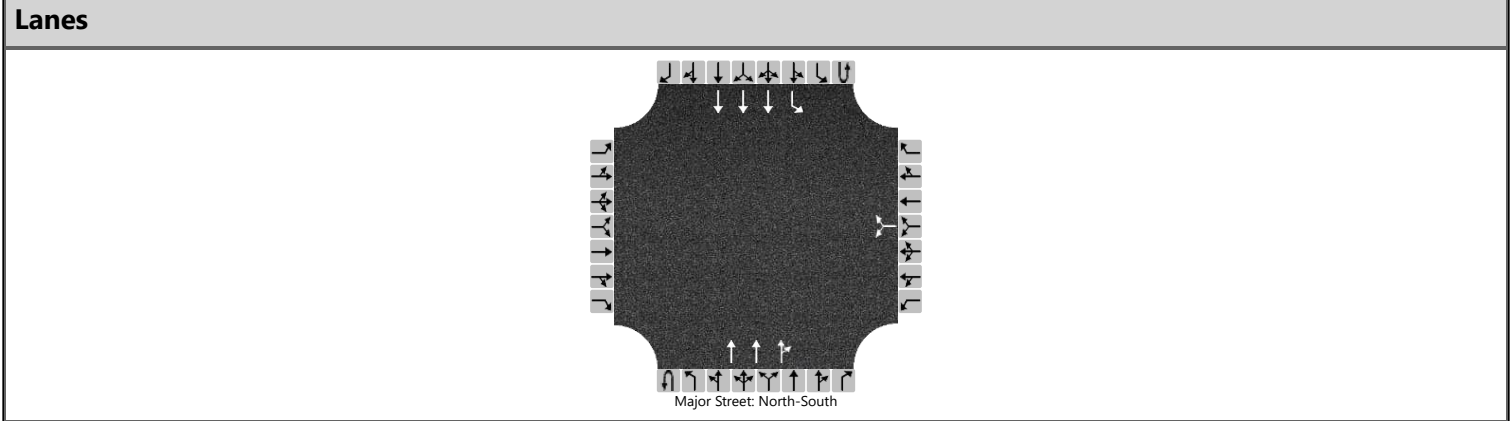
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		3		8						6	191				232	4
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			13							7						
Capacity, c (veh/h)			676							1285						
v/c Ratio			0.02							0.01						
95% Queue Length, Q ₉₅ (veh)			0.1							0.0						
95% Queue Length, Q ₉₅ (ft)			2.5							0.0						
Control Delay (s/veh)			10.4							7.8	0.0					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)	10.4								0.3							
Approach LOS	B								A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2037	North/South Street	Coors Boulevard
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic AM - Queue Away from Coors		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						4		28			2070	12	0	12	2704	
Percent Heavy Vehicles (%)						2		2					2	2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways																
Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.74		7.14						5.34		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.82		3.92						3.12		

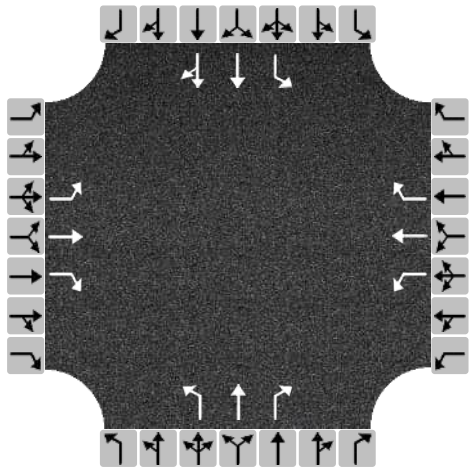
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							36							13		
Capacity, c (veh/h)							102							84		
v/c Ratio							0.35							0.16		
95% Queue Length, Q ₉₅ (veh)							1.4							0.5		
95% Queue Length, Q ₉₅ (ft)							35.6							12.7		
Control Delay (s/veh)							58.7							56.0		
Level of Service (LOS)							F							F		
Approach Delay (s/veh)					58.7								0.2			
Approach LOS					F								A			

HCS All-Way Stop Control Report

General and Site Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2037
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak Hour
Project Description	2037 Total Traffic AM - Queue Away fr...
Intersection	Sequoia Road/Atrisco Drive
Jurisdiction	NMDOT
East/West Street	Sequoia Road
North/South Street	Atrisco Drive
Peak Hour Factor	0.85

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	22	182	33	30	91	47	18	121	66	99	499	27
% Thrus in Shared Lane												50

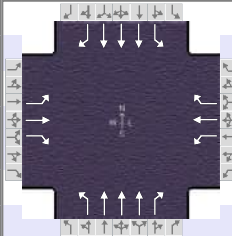
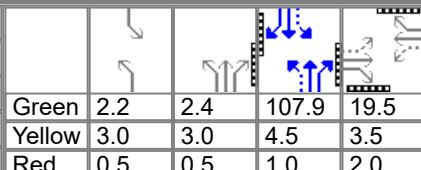
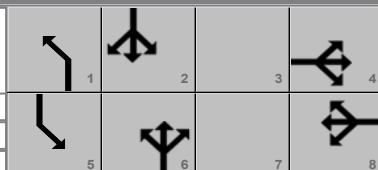
Lane Flow Rate and Adjustments

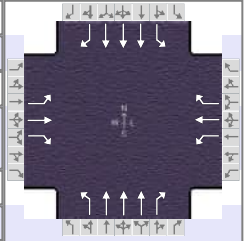
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	26	214	39	35	107	55	21	142	78	116	294	325
Percent Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
Initial Departure Headway, h_d (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.023	0.190	0.035	0.031	0.095	0.049	0.019	0.127	0.069	0.104	0.261	0.289
Final Departure Headway, h_d (s)	8.55	8.05	7.35	8.80	8.30	7.60	8.58	8.08	7.38	7.58	7.08	7.02
Final Degree of Utilization, x	0.061	0.479	0.079	0.086	0.247	0.117	0.050	0.320	0.159	0.245	0.578	0.634
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Service Time, t_s (s)	6.25	5.75	5.05	6.50	6.00	5.30	6.28	5.78	5.08	5.28	4.78	4.72

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	26	214	39	35	107	55	21	142	78	116	294	325
Capacity (veh/h)	421	447	490	409	434	474	420	446	488	475	508	513
95% Queue Length, Q ₉₅ (veh)	0.2	2.5	0.3	0.3	1.0	0.4	0.2	1.4	0.6	1.0	3.6	4.4
95% Queue Length, Q ₉₅ (ft)	5.1	63.5	7.6	7.6	25.4	10.2	5.1	35.6	15.2	25.4	91.4	111.8
Control Delay (s/veh)	11.8	17.9	10.7	12.3	13.7	11.3	11.7	14.5	11.5	12.7	19.0	21.1
Level of Service, LOS	B	C	B	B	B	B	B	B	B	B	C	C
Approach Delay (s/veh) | LOS	16.3		C	12.8		B	13.3		B	18.9		C
Intersection Delay (s/veh) | LOS	16.7						C					

HCS Signalized Intersection Results Summary

General Information					Intersection Information															
Agency		Kimley-Horn					Duration, h		0.250											
Analyst		Lorenzo Dino Mendoza		Analysis Date		4/11/2025		Area Type							Other					
Jurisdiction		City of Albuquerque and NMDOT		Time Period		AM Peak Hour		PHF							0.94					
Urban Street		Coors Boulevard		Analysis Year		2037		Analysis Period							1> 7:00					
Intersection		Sequoia Road		File Name		Coors_2037 Total Traffic AM.xus														
Project Description		2037 Total Traffic AM - Queue Away from Coors																		
Demand Information					EB			WB			NB			SB						
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h					68	24	242	67	15	9	129	2081	31	30	2748	35				
Signal Information																				
Cycle, s	150.0	Reference Phase	6																	
Offset, s	59	Reference Point	Begin																	
Uncoordinated	No	Simult. Gap E/W	On																	
Force Mode	Fixed	Simult. Gap N/S	On		Green	2.2	2.4	107.9	19.5	0.0	0.0	5	6	7	8					
					Yellow	3.0	3.0	4.5	3.5	0.0	0.0									
					Red	0.5	0.5	1.0	2.0	0.0	0.0									
Timer Results					EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase							4				8		1		6		5		2	
Case Number							5.0				5.0		1.1		3.0		1.1		3.0	
Phase Duration, s							25.0				25.0		11.6		119.3		5.7		113.4	
Change Period, (Y+R c), s							5.5				5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s							3.2				3.2		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s							21.5				11.0		8.1				2.7			
Green Extension Time (g e), s							0.0				0.6		0.0		0.0		0.0		0.0	
Phase Call Probability							1.00				1.00		1.00				0.74			
Max Out Probability							1.00				0.03		1.00				0.03			
Movement Group Results					EB			WB			NB			SB						
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement					7	4	14	3	8	18	1	6	16	5	2	12				
Adjusted Flow Rate (v), veh/h					72	26	257	71	16	10	150	2416	36	32	2923	37				
Adjusted Saturation Flow Rate (s), veh/h/ln					1397	1870	1585	1385	1870	1585	1781	1698	1585	1781	1698	1585				
Queue Service Time (g s), s					7.2	1.8	19.5	7.2	1.1	0.8	6.1	22.6	0.2	0.7	56.6	1.0				
Cycle Queue Clearance Time (g c), s					8.3	1.8	19.5	9.0	1.1	0.8	6.1	22.6	0.2	0.7	56.6	1.0				
Green Ratio (g/C)					0.13	0.13	0.13	0.13	0.13	0.13	0.79	0.76	0.76	0.73	0.72	0.72				
Capacity (c), veh/h					219	243	206	211	243	206	173	3865	1202	159	3666	1140				
Volume-to-Capacity Ratio (X)					0.330	0.105	1.249	0.337	0.066	0.046	0.865	0.625	0.030	0.201	0.797	0.033				
Back of Queue (Q), ft/ln (95 th percentile)					116	39	631	115	24	14	185	143	2	12	671	15				
Back of Queue (Q), veh/ln (95 th percentile)					4.6	1.5	24.8	4.5	1.0	0.6	7.3	5.6	0.1	0.5	26.4	0.6				
Queue Storage Ratio (RQ) (95 th percentile)					1.16	0.00	3.61	0.77	0.00	0.07	1.48	0.00	0.01	0.12	0.00	0.05				
Uniform Delay (d 1), s/veh					60.9	57.6	65.3	61.5	57.3	57.1	50.4	4.4	0.9	6.9	13.8	6.0				
Incremental Delay (d 2), s/veh					0.3	0.1	145.9	0.3	0.0	0.0	4.0	0.1	0.0	0.2	1.9	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					61.2	57.6	211.1	61.9	57.3	57.1	54.4	4.4	0.9	7.1	15.7	6.1				
Level of Service (LOS)					E	E	F	E	E	E	D	A	A	A	B	A				
Approach Delay, s/veh / LOS					169.6		F		60.6		E		7.3		A		15.5		B	
Intersection Delay, s/veh / LOS					21.8										C					
Multimodal Results					EB			WB			NB			SB						
Pedestrian LOS Score / LOS																				
Bicycle LOS Score / LOS																				



HCS Roundabouts Report

General Information	Site Information
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Analyst	Lorenzo Dino Mendoza		Intersection	Alamogordo Drive/Vista Gra...
Agency or Co.	Kimley-Horn		E/W Street Name	Sequoia Road/Vista Grand D...
Date Performed	4/21/2025		N/S Street Name	Alamogordo Drive
Analysis Year	2037		Analysis Time Period, hrs	0.25
Time Analyzed	4/21/2025		Peak Hour Factor	0.94
Project Description	2037 Total Traffic AM - Queue Away from Coors		Jurisdiction	City of Albuquerque

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	172	0	261	0	1	4	5	0	301	23	0	0	4	32	206
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	187	0	283	0	1	4	5	0	327	25	0	0	4	35	224
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

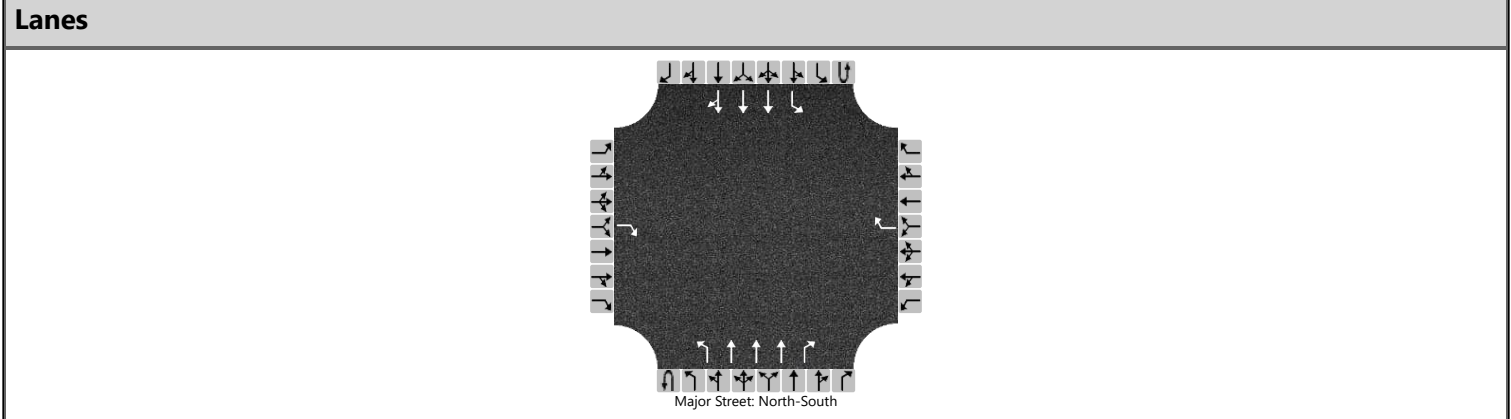
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		470			10			352			263	
Entry Volume, veh/h		461			10			345			258	
Circulating Flow (v_c), pc/h	40			539			191			332		
Exiting Flow (v_{ex}), pc/h	4			555			217			319		
Capacity (C_{pce}), pc/h		1325			796			1136			984	
Capacity (c), veh/h		1299			781			1113			964	
v/c Ratio (x)		0.35			0.01			0.31			0.27	

Delay and Level of Service	
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100	100

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.1			4.7			6.2			6.4	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		1.6			0.0			1.3			1.1	
95% Queue Length, Q ₉₅ (ft)		40.6			0.0			33.0			27.9	
Approach Delay, s/veh | LOS	6.1	A		4.7	A		6.2	A		6.4	A	
Intersection Delay, s/veh | LOS	6.2						A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/7/2025	East/West Street	Redlands Road
Analysis Year	2037	North/South Street	Coors Boulevard
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic AM - Queue Away from Coors		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	1	0	1	3	0
Configuration				R				R		L	T	R		L	T	TR
Volume (veh/h)				86				92	0	44	2084	255	0	125	2844	5
Percent Heavy Vehicles (%)				2				2	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No							
Median Type | Storage	Undivided															

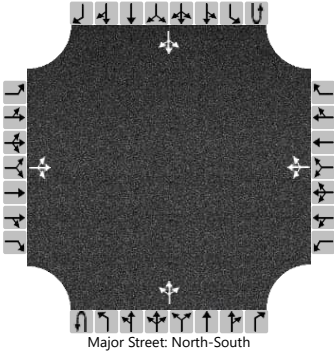
Critical and Follow-up Headways																
Base Critical Headway (sec)				7.1				7.1		5.3				5.3		
Critical Headway (sec)				7.14				7.14		5.34				5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1				3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12				3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)				95				101		48				137		
Capacity, c (veh/h)				86				166		32				64		
v/c Ratio				1.10				0.61		1.50				2.16		
95% Queue Length, Q ₉₅ (veh)				6.5				3.3		5.4				13.1		
95% Queue Length, Q ₉₅ (ft)				165.1				83.8		137.2				332.7		
Control Delay (s/veh)				215.8				55.8		525.4				672.8		
Level of Service (LOS)				F				F		F				F		
Approach Delay (s/veh)	215.8				55.8				9.7				28.3			
Approach LOS	F				F				F				F			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Redlands Road
Analysis Year	2037	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.74
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic AM		

Lanes



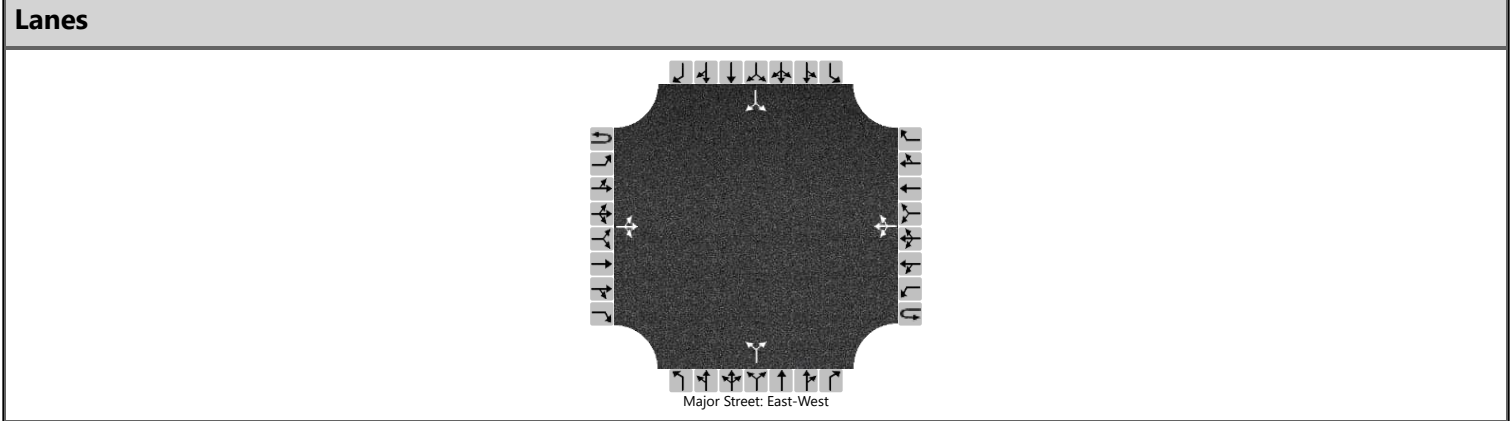
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		293	0	10		0	0	0		17	34	0		0	49	267
Percent Heavy Vehicles (%)		2	3	2		3	3	3		2				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.53	6.22		7.13	6.53	6.23		4.12				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.03	3.32		3.53	4.03	3.33		2.22				2.23		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			409				0			23				0		
Capacity, c (veh/h)			607				0			1132				1555		
v/c Ratio			0.67							0.02				0.00		
95% Queue Length, Q ₉₅ (veh)			5.1							0.1				0.0		
95% Queue Length, Q ₉₅ (ft)			129.5							2.5				0.0		
Control Delay (s/veh)			22.3							8.2	0.2	0.2		7.3	0.0	0.0
Level of Service (LOS)			C							A	A	A		A	A	A
Approach Delay (s/veh)	22.3								2.9				0.0			
Approach LOS	C								A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive A
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2037	North/South Street	Drive A
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2037 B+P AM - Away from Coors		



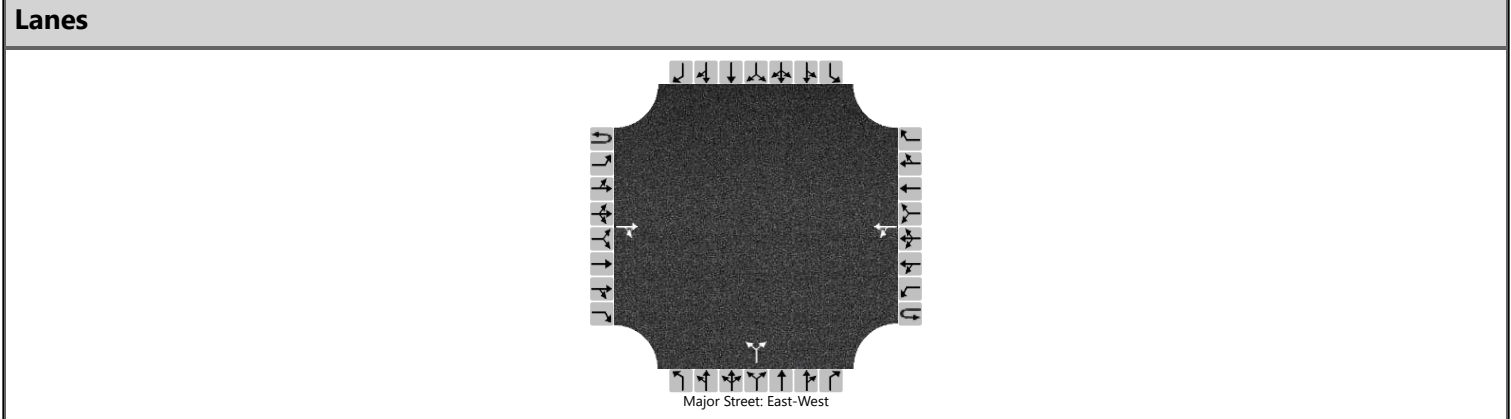
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		5	13	0		492	18	5		0		0		5		5
Percent Heavy Vehicles (%)		2				2				2		2		2		2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.12				4.12				7.12		6.22		7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.22				2.22				3.52		3.32		3.52		3.32

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		5				535					0				11	
Capacity, c (veh/h)		1589				1604					0				218	
v/c Ratio		0.00				0.33									0.05	
95% Queue Length, Q ₉₅ (veh)		0.0				1.5									0.2	
95% Queue Length, Q ₉₅ (ft)		0.0				37.5									5.1	
Control Delay (s/veh)		7.3	0.0	0.0		8.4	2.8	2.8							22.3	
Level of Service (LOS)		A	A	A		A	A	A							C	
Approach Delay (s/veh)	2.0				8.1								22.3			
Approach LOS	A				A								C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive B
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2037	North/South Street	Drive B
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2037 B+P AM - Away from Coors		



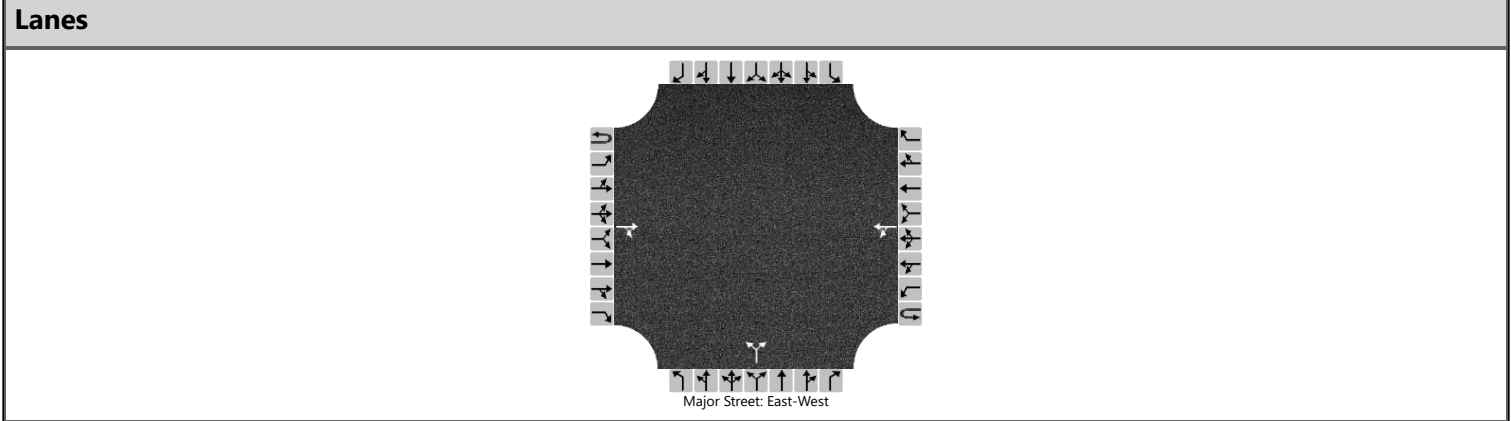
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			13	2		2	510			2		2				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						2					4					
Capacity, c (veh/h)						1601					661					
v/c Ratio						0.00					0.01					
95% Queue Length, Q ₉₅ (veh)						0.0					0.0					
95% Queue Length, Q ₉₅ (ft)						0.0					0.0					
Control Delay (s/veh)						7.3	0.0				10.5					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.0				10.5							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive C
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2037	North/South Street	Drive C
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2037 B+P AM - Away from Coors		



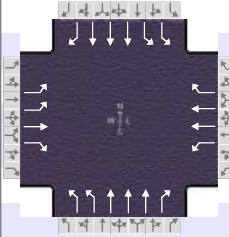
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			13	0		0	510			0		419				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Undivided															

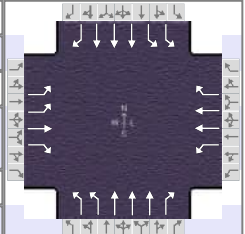
Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						0					455					
Capacity, c (veh/h)						1604					1066					
v/c Ratio						0.00					0.43					
95% Queue Length, Q ₉₅ (veh)						0.0					2.2					
95% Queue Length, Q ₉₅ (ft)						0.0					55.9					
Control Delay (s/veh)						7.2	0.0				10.9					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.0				10.9							
Approach LOS					A				B							

**2037 TOTAL TRAFFIC (KEEP SCHOOL QUEUE AWAY
FROM COORS BOULEVARD) PM**

HCS Signalized Intersection Results Summary

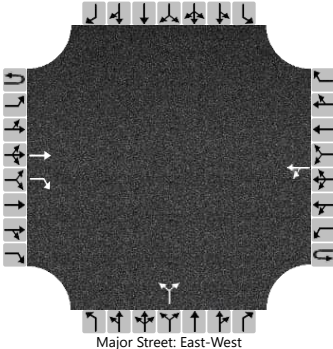
General Information					Intersection Information														
Agency	Kimley-Horn				Duration, h		0.250												
Analyst	Lorenzo Dino Mendoza		Analysis Date		4/11/2025		Area Type		Other										
Jurisdiction	City of Albuquerque and NMDOT		Time Period		PM Peak Hour		PHF		0.98										
Urban Street	Coors Boulevard		Analysis Year		2037 Horizon		Analysis Period		1> 15:00										
Intersection	St. Josephs Drive		File Name		Coors_2037 Total Traffic PM.xus														
Project Description		2037 Total Traffic PM - Queue Away from Coors																	
																			
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				375	38	200	86	43	160	391	2840	58	101	2659	407				
Signal Information																			
Cycle, s	150.0	Reference Phase	2																
Offset, s	41	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On	Green	6.5	5.5	87.5	7.2	1.0	20.5									
				Yellow	3.0	3.0	4.5	3.0	0.0	3.5									
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	1.0	0.8	0.0	2.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				2.0		3.0		2.0		3.0		2.0		3.0		2.0		3.0	
Phase Duration, s				12.0		27.0		11.0		26.0		19.0		102.0		10.0		93.0	
Change Period, (Y+R c), s				3.8		5.5		3.8		5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s				3.0		3.2		3.0		3.2		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s				10.2		21.0		9.2		16.9		17.5				6.6			
Green Extension Time (g e), s				0.0		0.5		0.0		0.6		0.0		0.0		0.1		0.0	
Phase Call Probability				1.00		1.00		0.97		1.00		1.00				0.99			
Max Out Probability				1.00		0.44		1.00		0.06		1.00				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				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				383	39	204	88	44	163	399	2898	59	106	2802	429				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1585	1781	1781	1585	1730	1698	1585	1730	1698	1585				
Queue Service Time (g s), s				8.2	2.7	19.0	7.2	1.6	14.9	15.5	70.6	2.1	4.6	77.9	24.3				
Cycle Queue Clearance Time (g c), s				8.2	2.7	19.0	7.2	1.6	14.9	15.5	70.6	2.1	4.6	77.9	24.3				
Green Ratio (g/C)				0.05	0.14	0.14	0.05	0.14	0.14	0.10	0.64	0.64	0.04	0.58	0.64				
Capacity (c), veh/h				189	268	227	86	486	216	358	3278	1020	151	2972	1011				
Volume-to-Capacity Ratio (X)				2.023	0.145	0.900	1.026	0.090	0.755	1.113	0.884	0.058	0.705	0.943	0.424				
Back of Queue (Q), ft/ln (95 th percentile)				670	58	358	247	33	267	430	890	33	89	969	327				
Back of Queue (Q), veh/ln (95 th percentile)				26.4	2.3	14.1	9.7	1.3	10.5	16.9	35.0	1.3	3.5	38.2	12.9				
Queue Storage Ratio (RQ) (95 th percentile)				1.41	0.00	0.89	0.00	0.00	2.13	0.90	0.00	0.13	0.15	0.00	1.63				
Uniform Delay (d 1), s/veh				70.9	56.2	63.2	71.4	56.6	62.4	67.2	22.1	9.9	70.6	34.5	18.5				
Incremental Delay (d 2), s/veh				478.7	0.1	25.3	104.7	0.0	7.7	81.7	3.9	0.1	0.9	3.6	0.5				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh				549.6	56.3	88.5	176.1	56.7	70.1	149.0	26.0	10.0	71.6	38.1	19.0				
Level of Service (LOS)				F	E	F	F	E	E	F	C	B	E	D	B				
Approach Delay, s/veh / LOS				368.6		F		99.6		F		40.4		D		36.7		D	
Intersection Delay, s/veh / LOS				68.0						E									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS																			
Bicycle LOS Score / LOS																			



HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/St. Josephs Drive
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	St. Josephs Drive
Analysis Year	2037	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.67
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic PM - Queue Away from Coors		

Lanes



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	0	0
Configuration			T	R		LT					LR					
Volume (veh/h)			30	73		3	19			91		5				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No															
Median Type | Storage	Undivided															

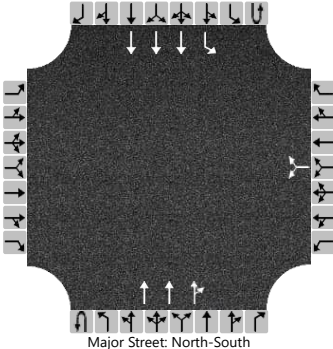
Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						4					143					
Capacity, c (veh/h)						1427					922					
v/c Ratio						0.00					0.16					
95% Queue Length, Q ₉₅ (veh)						0.0					0.5					
95% Queue Length, Q ₉₅ (ft)						0.0					12.7					
Control Delay (s/veh)						7.5	0.0				9.6					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					1.0				9.6							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2037	North/South Street	Coors Boulevard
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic PM - Queue Away from Coors		

Lanes



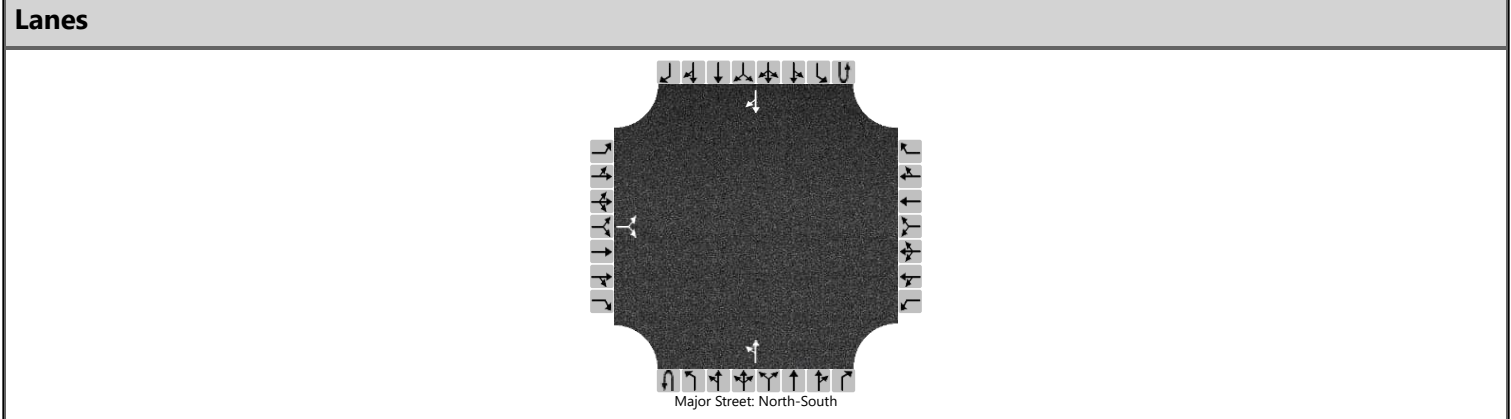
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						13		56			3094	22	0	53	2910	
Percent Heavy Vehicles (%)						2		2					2	2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways																
Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.74		7.14						5.34		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.82		3.92						3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							72							55		
Capacity, c (veh/h)							0							28		
v/c Ratio														1.97		
95% Queue Length, Q ₉₅ (veh)														6.6		
95% Queue Length, Q ₉₅ (ft)														167.6		
Control Delay (s/veh)														754.4		
Level of Service (LOS)														F		
Approach Delay (s/veh)													13.5			
Approach LOS													F			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2037	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic PM - Queue Away from Coors		



Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		5		24						18	94				51	4	
Percent Heavy Vehicles (%)		2		2						2							
Proportion Time Blocked																	
Percent Grade (%)	0																
Right Turn Channelized																	
Median Type | Storage	Undivided																

Critical and Follow-up Headways																	
Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		6.42		6.22						4.12							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.52		3.32						2.22							

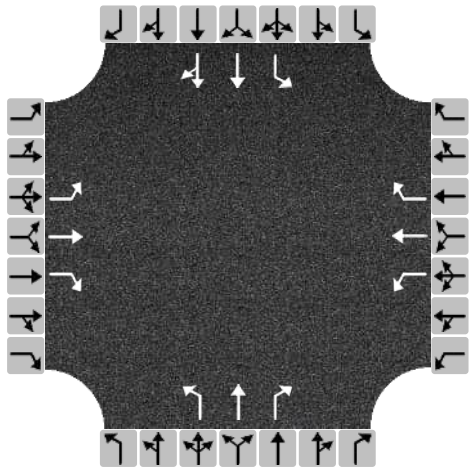
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)			33							20							
Capacity, c (veh/h)			956							1541							
v/c Ratio			0.03							0.01							
95% Queue Length, Q ₉₅ (veh)			0.1							0.0							
95% Queue Length, Q ₉₅ (ft)			2.5							0.0							
Control Delay (s/veh)			8.9							7.4	0.1						
Level of Service (LOS)			A							A	A						
Approach Delay (s/veh)	8.9								1.3								
Approach LOS	A								A								

HCS All-Way Stop Control Report

General and Site Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2037
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour
Project Description	2037 Total Traffic PM - Queue Away fr...
Intersection	Sequoia Road/Atrisco Drive
Jurisdiction	NMDOT
East/West Street	Sequoia Road
North/South Street	Atrisco Drive
Peak Hour Factor	0.97

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	15	165	37	72	273	164	49	406	155	105	236	36
% Thrus in Shared Lane												50

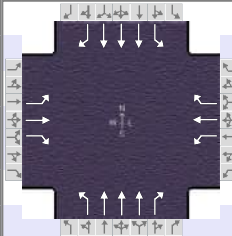
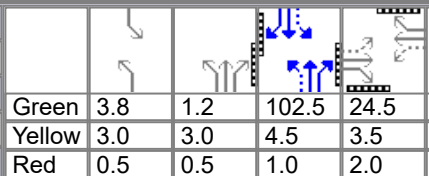
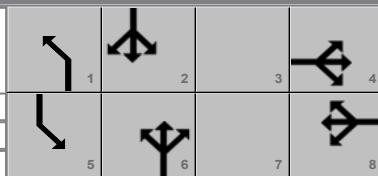
Lane Flow Rate and Adjustments

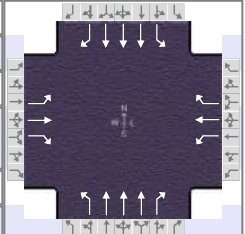
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	15	170	38	74	281	169	51	419	160	108	122	159
Percent Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
Initial Departure Headway, h_d (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.014	0.151	0.034	0.066	0.250	0.150	0.045	0.372	0.142	0.096	0.108	0.141
Final Departure Headway, h_d (s)	10.30	9.82	9.15	9.49	9.01	8.33	9.22	8.72	8.02	9.85	9.37	9.21
Final Degree of Utilization, x	0.044	0.464	0.097	0.196	0.704	0.391	0.129	1.013	0.356	0.296	0.316	0.406
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Service Time, t_s (s)	8.00	7.52	6.85	7.19	6.71	6.03	6.92	6.42	5.72	7.55	7.07	6.91

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound						
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3				
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR				
Flow Rate, v (veh/h)	15	170	38	74	281	169	51	419	160	108	122	159				
Capacity (veh/h)	349	367	394	379	400	432	391	413	449	365	384	391				
95% Queue Length, Q ₉₅ (veh)	0.1	2.4	0.3	0.7	5.3	1.8	0.4	12.9	1.6	1.2	1.3	1.9				
95% Queue Length, Q ₉₅ (ft)	2.5	61.0	7.6	17.8	134.6	45.7	10.2	327.7	40.6	30.5	33.0	48.3				
Control Delay (s/veh)	13.5	20.7	12.8	14.5	30.5	16.3	13.3	77.5	15.1	16.6	16.3	18.1				
Level of Service, LOS	B	C	B	B	D	C	B	F	C	C	C	C				
Approach Delay (s/veh) | LOS	18.9		C		23.6		C		56.5		F		17.1		C	
Intersection Delay (s/veh) | LOS	33.3						D									

HCS Signalized Intersection Results Summary

General Information					Intersection Information											
Agency		Kimley-Horn					Duration, h		0.250							
Analyst		Lorenzo Dino Mendoza		Analysis Date		4/11/2025		Area Type							Other	
Jurisdiction		City of Albuquerque and NMDOT		Time Period		PM Peak Hour		PHF							0.98	
Urban Street		Coors Boulevard		Analysis Year		2037 Horizon		Analysis Period							1> 15:00	
Intersection		Sequoia Road		File Name		Coors_2037 Total Traffic PM.xus										
Project Description		2037 Total Traffic PM - Queue Away from Coors														
Demand Information				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h				182	92	221	182	126	50	190	2928	72	73	2867	107	
Signal Information																
Cycle, s	150.0	Reference Phase	6													
Offset, s	59	Reference Point	Begin													
Uncoordinated	No	Simult. Gap E/W	On													
Force Mode	Fixed	Simult. Gap N/S	On													
Green	3.8	1.2	102.5	24.5	0.0	0.0	1	2	3	4						
Yellow	3.0	3.0	4.5	3.5	0.0	0.0	5	6	7	8						
Red	0.5	0.5	1.0	2.0	0.0	0.0										
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT					
Assigned Phase					4		8	1	6	5	2					
Case Number					5.0		5.0	1.1	3.0	1.1	3.0					
Phase Duration, s					30.0		30.0	12.0	112.7	7.3	108.0					
Change Period, (Y+R c), s					5.5		5.5	3.5	5.5	3.5	5.5					
Max Allow Headway (MAH), s					3.2		3.2	3.0	0.0	3.0	0.0					
Queue Clearance Time (g s), s					26.5		26.5	10.5		3.9						
Green Extension Time (g e), s					0.0		0.0	0.0	0.0	0.0	0.0					
Phase Call Probability					1.00		1.00	1.00		0.96						
Max Out Probability					1.00		1.00	1.00		0.42						
Movement Group Results				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement				7	4	14	3	8	18	1	6	16	5	2	12	
Adjusted Flow Rate (v), veh/h				186	94	226	186	129	51	194	2983	73	74	2926	109	
Adjusted Saturation Flow Rate (s), veh/h/ln				1262	1870	1585	1302	1870	1585	1781	1698	1585	1781	1698	1585	
Queue Service Time (g s), s				15.2	6.6	20.8	17.9	9.3	4.2	8.5	45.5	0.7	1.9	64.1	3.5	
Cycle Queue Clearance Time (g c), s				24.5	6.6	20.8	24.5	9.3	4.2	8.5	45.5	0.7	1.9	64.1	3.5	
Green Ratio (g/C)				0.16	0.16	0.16	0.16	0.16	0.16	0.75	0.71	0.71	0.71	0.68	0.68	
Capacity (c), veh/h				176	305	259	203	305	259	171	3643	1133	125	3481	1083	
Volume-to-Capacity Ratio (X)				1.054	0.307	0.871	0.914	0.421	0.197	1.133	0.819	0.065	0.597	0.840	0.101	
Back of Queue (Q), ft/ln (95 th percentile)				420	142	386	363	197	76	244	248	10	88	780	54	
Back of Queue (Q), veh/ln (95 th percentile)				16.6	5.6	15.2	14.3	7.8	3.0	9.6	9.8	0.4	3.4	30.7	2.1	
Queue Storage Ratio (RQ) (95 th percentile)				4.21	0.00	2.21	2.42	0.00	0.38	1.95	0.00	0.05	0.88	0.00	0.18	
Uniform Delay (d 1), s/veh				69.5	55.3	61.2	67.5	56.4	54.2	55.0	7.2	2.2	28.8	17.7	8.1	
Incremental Delay (d 2), s/veh				82.9	0.2	25.0	39.4	0.3	0.1	67.1	0.2	0.0	1.7	2.6	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				152.3	55.5	86.2	106.9	56.7	54.4	122.1	7.4	2.2	30.5	20.3	8.3	
Level of Service (LOS)				F	E	F	F	E	D	F	A	A	C	C	A	
Approach Delay, s/veh / LOS				104.8	F		81.9	F		14.1	B		20.1	C		
Intersection Delay, s/veh / LOS				26.4						C						
Multimodal Results				EB			WB			NB			SB			
Pedestrian LOS Score / LOS																
Bicycle LOS Score / LOS																



HCS Roundabouts Report

General Information

Site Information

Analyst	Lorenzo Dino Mendoza		Intersection	Alamogordo Drive/Vista Gra...
Agency or Co.	Kimley-Horn		E/W Street Name	Sequoia Road/Vista Grand D...
Date Performed	4/21/2025		N/S Street Name	Alamogordo Drive
Analysis Year	2037		Analysis Time Period, hrs	0.25
Time Analyzed	4/21/2025		Peak Hour Factor	0.94
Project Description	2037 Total Traffic PM - Queue Away from Coors		Jurisdiction	City of Albuquerque

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	74	1	127	0	0	1	4	0	78	40	4	0	4	31	41
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	80	1	138	0	0	1	4	0	85	43	4	0	4	34	44
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

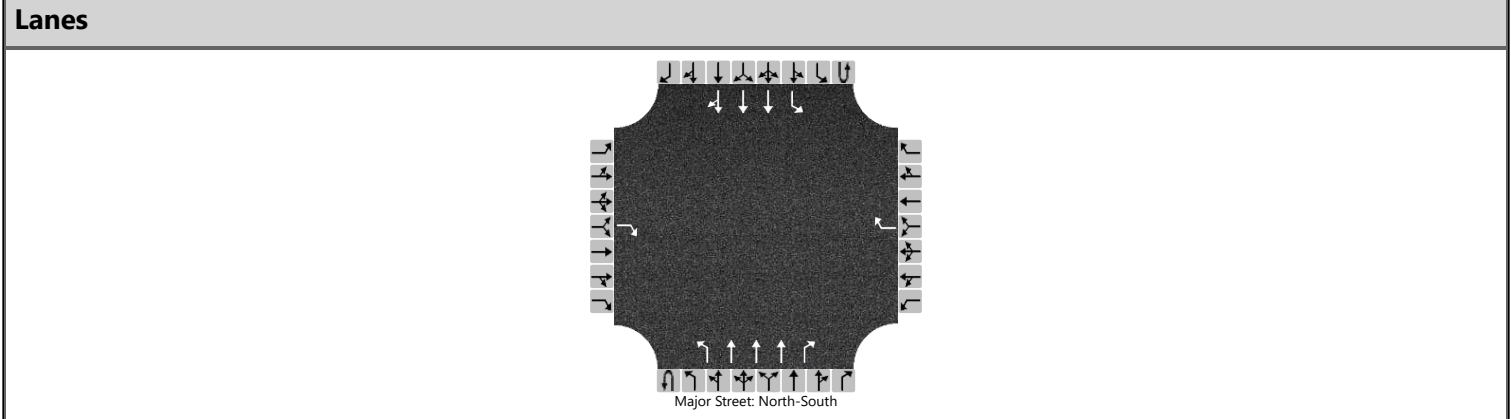
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		219			5			132			82	
Entry Volume, veh/h		215			5			129			80	
Circulating Flow (v_c), pc/h	38			208			85			86		
Exiting Flow (v_{ex}), pc/h	9			130			127			172		
Capacity (C_{pce}), pc/h		1328			1116			1265			1264	
Capacity (c), veh/h		1302			1094			1241			1239	
v/c Ratio (x)		0.16			0.00			0.10			0.06	

Delay and Level of Service	
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Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.1			3.3			3.8			3.4	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		0.6			0.0			0.3			0.2	
95% Queue Length, Q ₉₅ (ft)		15.2			0.0			7.6			5.1	
Approach Delay, s/veh | LOS	4.1	A		3.3	A		3.8	A		3.4	A	
Intersection Delay, s/veh | LOS	3.9						A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/7/2025	East/West Street	Redlands Road
Analysis Year	2037	North/South Street	Coors Boulevard
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.99
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic PM - Queue Away from Coors		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	1	0	1	3	0
Configuration				R				R		L	T	R		L	T	TR
Volume (veh/h)				119				74	0	100	2898	108	0	87	3114	17
Percent Heavy Vehicles (%)				2				2	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No							
Median Type | Storage	Undivided															

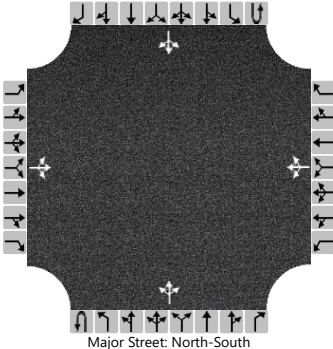
Critical and Follow-up Headways																
Base Critical Headway (sec)				7.1				7.1		5.3				5.3		
Critical Headway (sec)				7.14				7.14		5.34				5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1				3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12				3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)				120				75		101				88		
Capacity, c (veh/h)				84				101		31				36		
v/c Ratio				1.44				0.74		3.26				2.43		
95% Queue Length, Q ₉₅ (veh)				9.4				3.9		11.9				9.8		
95% Queue Length, Q ₉₅ (ft)				238.8				99.1		302.3				248.9		
Control Delay (s/veh)				340.0				106.3		1282.8				885.8		
Level of Service (LOS)				F				F		F				F		
Approach Delay (s/veh)	340.0				106.3				41.3				23.9			
Approach LOS	F				F				F				F			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Redlands Road
Analysis Year	2037	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic PM - Queue Away from Coors		

Lanes



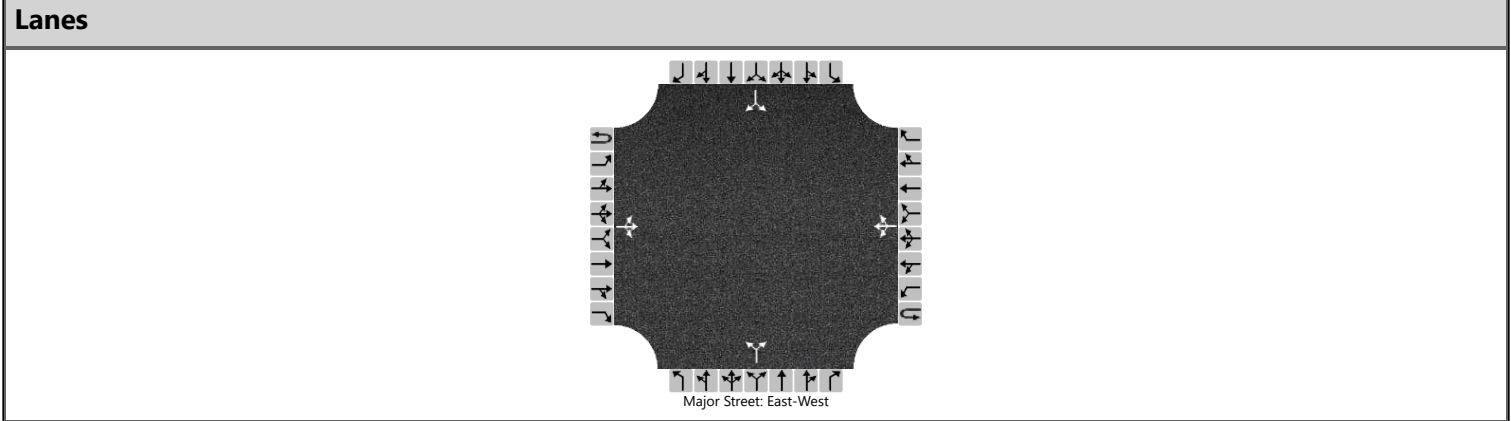
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		76	1	21		0	3	0		6	47	0		0	52	108
Percent Heavy Vehicles (%)		2	3	2		3	3	3		2				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.53	6.22		7.13	6.53	6.23		4.12				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.03	3.32		3.53	4.03	3.33		2.22				2.23		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			113				3			7				0		
Capacity, c (veh/h)			791				646			1391				1545		
v/c Ratio			0.14				0.01			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.5				0.0			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			12.7				0.0			0.0				0.0		
Control Delay (s/veh)			10.3				10.6			7.6	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)	10.3				10.6				0.9				0.0			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive A
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2037	North/South Street	Drive A
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2037 B+P PM - Away from Coors		



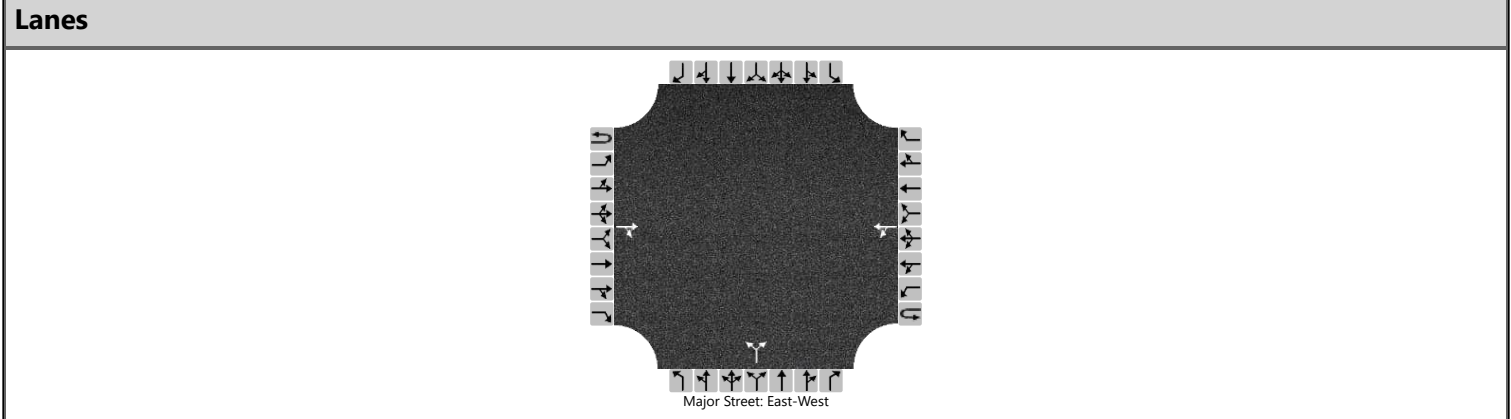
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		5	55	0		160	50	5		0		0		5		5
Percent Heavy Vehicles (%)		2				2				2		2		2		2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.12				4.12				7.12		6.22		7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.22				2.22				3.52		3.32		3.52		3.32

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		5				174					0				11	
Capacity, c (veh/h)		1544				1544					0				613	
v/c Ratio		0.00				0.11									0.02	
95% Queue Length, Q ₉₅ (veh)		0.0				0.4									0.1	
95% Queue Length, Q ₉₅ (ft)		0.0				10.0									2.5	
Control Delay (s/veh)		7.3	0.0	0.0		7.6	0.9	0.9							11.0	
Level of Service (LOS)		A	A	A		A	A	A							B	
Approach Delay (s/veh)	0.6				5.9								11.0			
Approach LOS	A				A								B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive B
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2037	North/South Street	Drive B
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2037 B+P PM - Away from Coors		



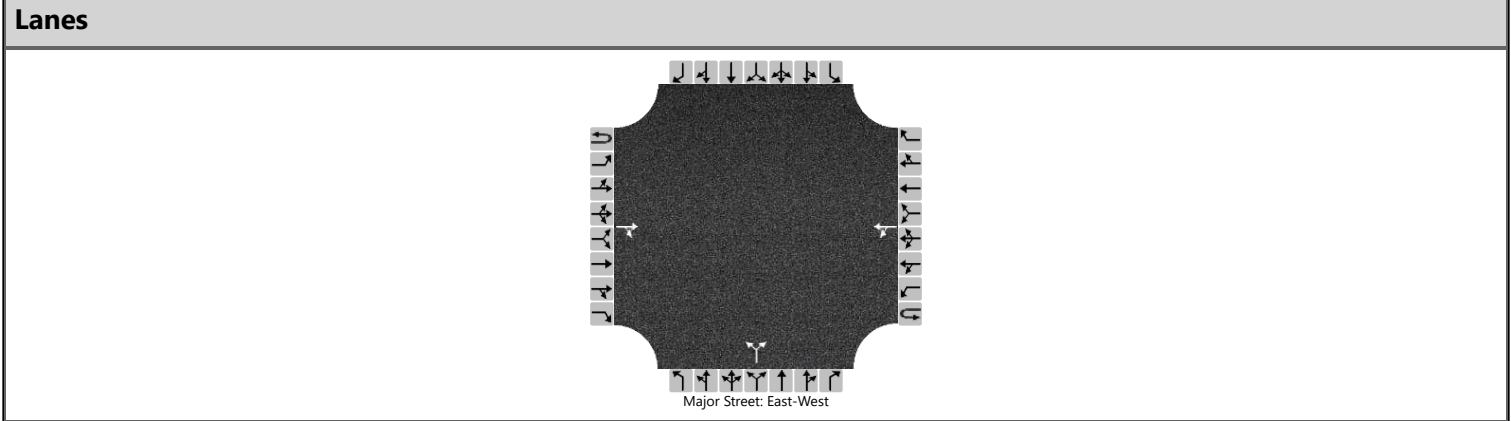
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			55	2		2	210			2		2				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						2					4					
Capacity, c (veh/h)						1541					822					
v/c Ratio						0.00					0.01					
95% Queue Length, Q ₉₅ (veh)						0.0					0.0					
95% Queue Length, Q ₉₅ (ft)						0.0					0.0					
Control Delay (s/veh)						7.3	0.0				9.4					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.1				9.4							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive C
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2037	North/South Street	Drive C
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2037 B+P PM - Away from Coors		



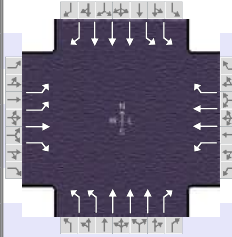
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			55	0		0	210			0		195				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Undivided															

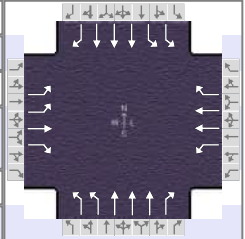
Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						0					212					
Capacity, c (veh/h)						1544					1006					
v/c Ratio						0.00					0.21					
95% Queue Length, Q ₉₅ (veh)						0.0					0.8					
95% Queue Length, Q ₉₅ (ft)						0.0					20.3					
Control Delay (s/veh)						7.3	0.0				9.5					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.0				9.5							
Approach LOS					A				A							

**2037 TOTAL TRAFFIC (KEEP SCHOOL QUEUE AWAY
FROM NEIGHBORHOOD) AM**

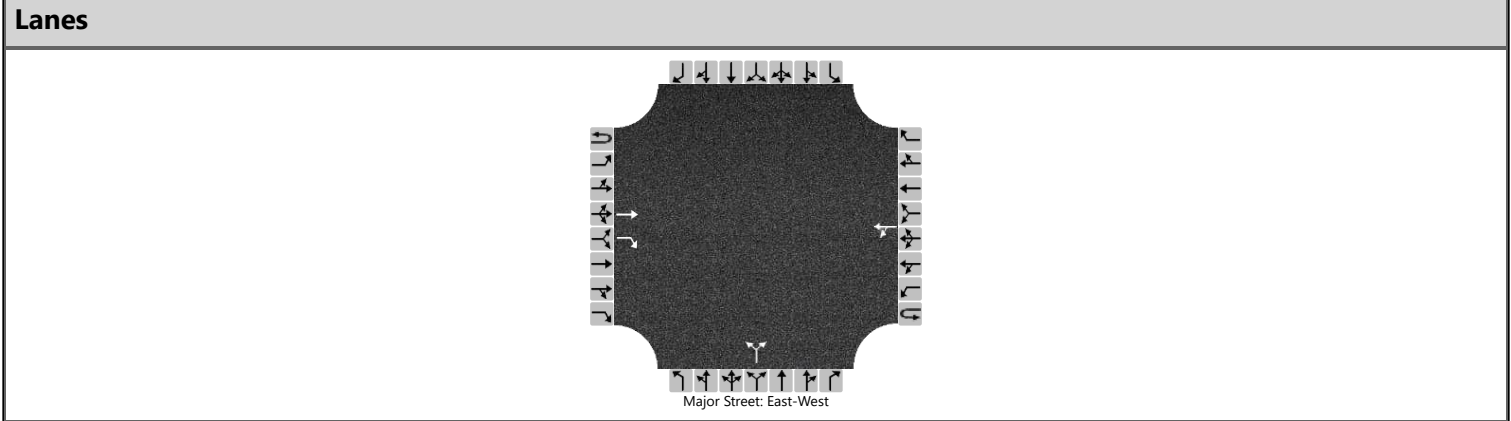
HCS Signalized Intersection Results Summary

General Information					Intersection Information										
Agency	Kimley-Horn					Duration, h	0.250								
Analyst	Lorenzo Dino Mendoza		Analysis Date	4/11/2025		Area Type	Other								
Jurisdiction	City of Albuquerque and NMDOT		Time Period	AM Peak Hour		PHF	0.81								
Urban Street	Coors Boulevard		Analysis Year	2037 Horizon		Analysis Period	1> 7:00								
Intersection	St. Josephs Drive		File Name	Coors_2037 Total Traffic AM.xus											
Project Description	2037 Total Traffic AM - Away from Neighborhood														
															
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				474	155	221	103	57	126	249	1861	221	231	2570	136
Signal Information															
Cycle, s	150.0	Reference Phase	2												
Offset, s	68	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On	Green	5.5	4.3	85.7	7.2	0.2	21.5					
				Yellow	3.0	3.0	4.5	3.0	3.0	3.5					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	1.0	0.8	0.8	2.0					
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				7	4	3	8	5	2	1	6				
Case Number				2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0				
Phase Duration, s				15.0	31.0	11.0	27.0	9.0	91.2	16.8	99.0				
Change Period, (Y+R c), s				3.8	5.5	3.8	5.5	3.5	5.5	3.5	5.5				
Max Allow Headway (MAH), s				3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0				
Queue Clearance Time (g s), s				13.2	27.5	9.2	16.0	7.5		13.0					
Green Extension Time (g e), s				0.0	0.0	0.0	0.8	0.0	0.0	0.3	0.0				
Phase Call Probability				1.00	1.00	1.00	1.00	1.00		1.00					
Max Out Probability				1.00	1.00	1.00	0.32	1.00		0.02					
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h				585	191	273	127	70	156	307	2298	273	256	2851	151
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1585	1781	1781	1585	1730	1698	1585	1730	1698	1585
Queue Service Time (g s), s				11.2	14.2	25.5	7.2	2.6	14.0	5.5	52.8	13.4	11.0	74.5	6.0
Cycle Queue Clearance Time (g c), s				11.2	14.2	25.5	7.2	2.6	14.0	5.5	52.8	13.4	11.0	74.5	6.0
Green Ratio (g/C)				0.07	0.17	0.17	0.05	0.14	0.14	0.04	0.57	0.57	0.09	0.62	0.70
Capacity (c), veh/h				258	318	269	86	510	227	127	2912	906	306	3176	1106
Volume-to-Capacity Ratio (X)				2.266	0.602	1.013	1.487	0.138	0.685	2.424	0.789	0.301	0.838	0.898	0.136
Back of Queue (Q), ft/ln (95 th percentile)				1038	282	528	414	53	254	591	710	218	178	887	122
Back of Queue (Q), veh/ln (95 th percentile)				40.9	11.1	20.8	16.3	2.1	10.0	23.3	27.9	8.6	7.0	34.9	4.8
Queue Storage Ratio (RQ) (95 th percentile)				2.19	0.00	1.32	0.00	0.00	2.03	1.24	0.00	0.87	0.30	0.00	0.61
Uniform Delay (d 1), s/veh				69.4	57.6	62.3	71.4	56.2	61.0	72.3	25.1	16.6	67.7	29.2	9.9
Incremental Delay (d 2), s/veh				581.7	2.3	58.1	271.2	0.0	6.9	663.9	2.3	0.9	2.2	1.7	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				651.1	59.8	120.3	342.6	56.2	67.9	736.2	27.3	17.5	69.8	30.9	10.0
Level of Service (LOS)				F	E	F	F	E	E	F	C	B	E	C	A
Approach Delay, s/veh / LOS				405.3	F		164.5	F		102.1	F		33.0		C
Intersection Delay, s/veh / LOS				117.4						F					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS															
Bicycle LOS Score / LOS															



HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/St. Josephs Drive
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	St. Josephs Drive
Analysis Year	2037	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic AM - Away from Neighborhood		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	0	0
Configuration			T	R		LT					LR					
Volume (veh/h)			22	31		4	19			47		0				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						5					57					
Capacity, c (veh/h)						1539					945					
v/c Ratio						0.00					0.06					
95% Queue Length, Q ₉₅ (veh)						0.0					0.2					
95% Queue Length, Q ₉₅ (ft)						0.0					5.1					
Control Delay (s/veh)						7.3	0.0				9.1					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					1.3				9.1							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2037	North/South Street	Coors Boulevard
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic AM - Away from Neighborhood		

Lanes

Major Street: North-South

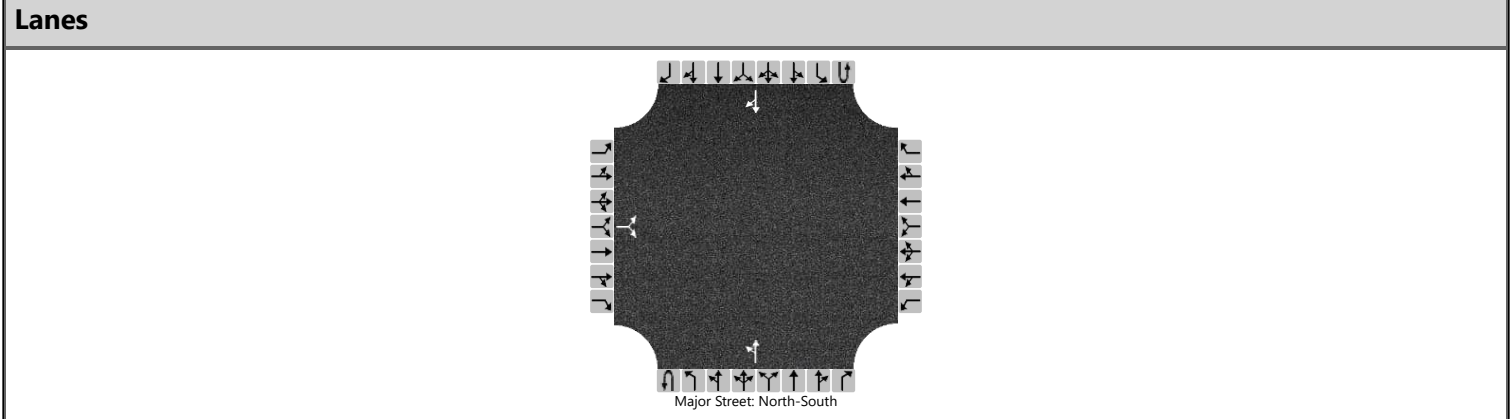
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						4		28			2217	12	0	12	2877	
Percent Heavy Vehicles (%)						2		2					2	2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways																
Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.74		7.14						5.34		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.82		3.92						3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							36							13		
Capacity, c (veh/h)							85							69		
v/c Ratio							0.43							0.20		
95% Queue Length, Q ₉₅ (veh)							1.7							0.7		
95% Queue Length, Q ₉₅ (ft)							43.2							17.8		
Control Delay (s/veh)							75.9							69.6		
Level of Service (LOS)							F							F		
Approach Delay (s/veh)					75.9								0.3			
Approach LOS					F								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2037	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.85
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic AM - Away from Neighborhood		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		3		8						6	23				35	4
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																	
Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		6.42		6.22						4.12							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.52		3.32						2.22							

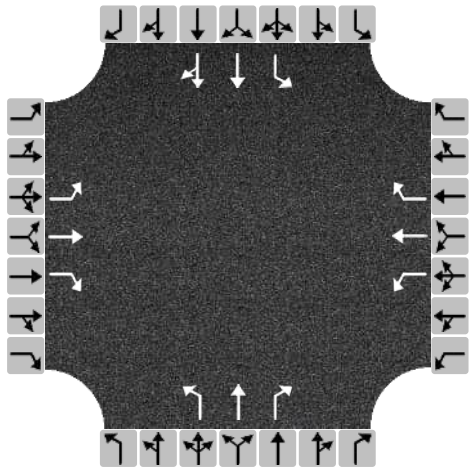
Delay, Queue Length, and Level of Service																		
Flow Rate, v (veh/h)			13							7								
Capacity, c (veh/h)			993							1562								
v/c Ratio			0.01							0.00								
95% Queue Length, Q ₉₅ (veh)			0.0							0.0								
95% Queue Length, Q ₉₅ (ft)			0.0							0.0								
Control Delay (s/veh)			8.7							7.3	0.0							
Level of Service (LOS)			A							A	A							
Approach Delay (s/veh)	8.7									1.5								
Approach LOS	A									A								

HCS All-Way Stop Control Report

General and Site Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2037
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak Hour
Project Description	2037 Total Traffic AM - Away from Nei...
Intersection	Sequoia Road/Atrisco Drive
Jurisdiction	NMDOT
East/West Street	Sequoia Road
North/South Street	Atrisco Drive
Peak Hour Factor	0.85

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	22	182	33	30	91	47	18	121	66	124	499	27
% Thrus in Shared Lane												50

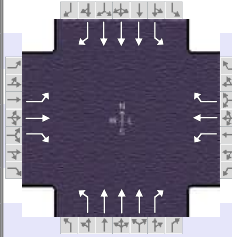
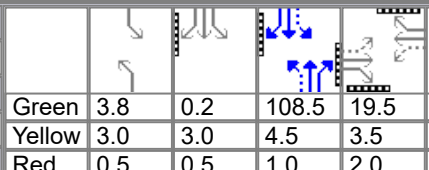
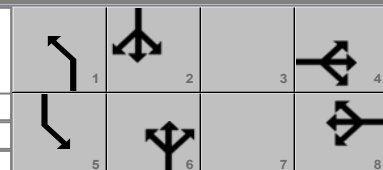
Lane Flow Rate and Adjustments

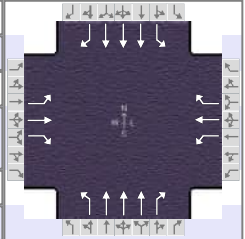
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	26	214	39	35	107	55	21	142	78	146	294	325
Percent Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
Initial Departure Headway, h _d (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.023	0.190	0.035	0.031	0.095	0.049	0.019	0.127	0.069	0.130	0.261	0.289
Final Departure Headway, h _d (s)	8.62	8.12	7.42	8.87	8.37	7.67	8.65	8.15	7.45	7.60	7.10	7.04
Final Degree of Utilization, x	0.062	0.483	0.080	0.087	0.249	0.118	0.051	0.322	0.161	0.308	0.579	0.636
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Service Time, t _s (s)	6.32	5.82	5.12	6.57	6.07	5.37	6.35	5.85	5.15	5.30	4.80	4.74

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	26	214	39	35	107	55	21	142	78	146	294	325
Capacity (veh/h)	417	443	485	406	430	469	416	441	483	473	507	512
95% Queue Length, Q ₉₅ (veh)	0.2	2.6	0.3	0.3	1.0	0.4	0.2	1.4	0.6	1.3	3.6	4.4
95% Queue Length, Q ₉₅ (ft)	5.1	66.0	7.6	7.6	25.4	10.2	5.1	35.6	15.2	33.0	91.4	111.8
Control Delay (s/veh)	11.9	18.2	10.8	12.4	13.8	11.4	11.8	14.7	11.6	13.7	19.1	21.2
Level of Service, LOS	B	C	B	B	B	B	B	B	B	B	C	C
Approach Delay (s/veh) | LOS	16.6		C	12.9		B	13.4		B	19.0		C
Intersection Delay (s/veh) | LOS	16.8						C					

HCS Signalized Intersection Results Summary

General Information					Intersection Information														
Agency	Kimley-Horn				Duration, h		0.250												
Analyst	Lorenzo Dino Mendoza		Analysis Date		4/11/2025		Area Type		Other										
Jurisdiction	City of Albuquerque and NMDOT		Time Period		AM Peak Hour		PHF		0.94										
Urban Street	Coors Boulevard		Analysis Year		2037 Horizon		Analysis Period		1> 7:00										
Intersection	Sequoia Road		File Name		Coors_2037 Total Traffic AM.xus														
Project Description	2037 Total Traffic AM - Away from Neighborhood																		
																			
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				68	108	182	269	87	156	78	2081	268	203	2748	35				
Signal Information																			
Cycle, s	150.0	Reference Phase	6	Green	3.8	0.2	108.5	19.5	0.0	0.0									
Offset, s	86	Reference Point	Begin	Yellow	3.0	3.0	4.5	3.5	0.0	0.0									
Uncoordinated	No	Simult. Gap E/W	On	Red	0.5	0.5	1.0	2.0	0.0	0.0									
Force Mode	Fixed	Simult. Gap N/S	On																
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4				8		1		6		5		2	
Case Number						5.0				5.0		1.1		3.0		1.1		3.0	
Phase Duration, s						25.0				25.0		7.3		114.0		11.0		117.7	
Change Period, (Y+R c), s						5.5				5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s						3.2				3.2		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s						20.2				21.5		3.9				8.1			
Green Extension Time (g e), s						0.0				0.0		0.0		0.0		0.0		0.0	
Phase Call Probability						1.00				1.00		0.97				1.00			
Max Out Probability						1.00				1.00		0.10				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				7	4	14	3	8	18	1	6	16	5	2	12				
Adjusted Flow Rate (v), veh/h				72	115	194	286	93	166	87	2325	299	216	2923	37				
Adjusted Saturation Flow Rate (s), veh/h/ln				1304	1870	1585	1278	1870	1585	1781	1698	1585	1781	1698	1585				
Queue Service Time (g s), s				8.1	8.5	18.2	11.0	6.8	15.3	1.9	19.2	1.7	6.1	50.9	0.9				
Cycle Queue Clearance Time (g c), s				14.9	8.5	18.2	19.5	6.8	15.3	1.9	19.2	1.7	6.1	50.9	0.9				
Green Ratio (g/C)				0.13	0.13	0.13	0.13	0.13	0.13	0.75	0.72	0.72	0.79	0.75	0.75				
Capacity (c), veh/h				158	243	206	141	243	206	127	3685	1147	230	3810	1185				
Volume-to-Capacity Ratio (X)				0.457	0.473	0.940	2.025	0.381	0.805	0.684	0.631	0.261	0.938	0.767	0.031				
Back of Queue (Q), ft/ln (95 th percentile)				123	185	379	1012	147	293	80	113	18	339	587	13				
Back of Queue (Q), veh/ln (95 th percentile)				4.8	7.3	14.9	39.9	5.8	11.5	3.1	4.5	0.7	13.3	23.1	0.5				
Queue Storage Ratio (RQ) (95 th percentile)				1.23	0.00	2.17	6.75	0.00	1.46	0.64	0.00	0.09	3.39	0.00	0.04				
Uniform Delay (d 1), s/veh				66.5	60.5	64.7	71.4	59.7	63.4	33.8	3.8	1.0	28.4	11.2	4.9				
Incremental Delay (d 2), s/veh				0.8	0.5	45.3	485.1	0.4	19.1	0.2	0.1	0.0	42.0	1.5	0.0				
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				67.3	61.0	110.0	556.4	60.1	82.5	34.0	3.9	1.0	70.4	12.7	4.9				
Level of Service (LOS)				E	E	F	F	E	F	C	A	A	E	B	A				
Approach Delay, s/veh / LOS				87.1		F		327.7		F		4.5		A		16.6		B	
Intersection Delay, s/veh / LOS				40.6						D									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS																			
Bicycle LOS Score / LOS																			



HCS Roundabouts Report

General Information			Site Information		
Analyst	Lorenzo Dino Mendoza		Intersection	Alamogordo Drive/Vista Gra...	
Agency or Co.	Kimley-Horn		E/W Street Name	Sequoia Road/Vista Grand D...	
Date Performed	4/21/2025		N/S Street Name	Alamogordo Drive	
Analysis Year	2037		Analysis Time Period, hrs	0.25	
Time Analyzed	4/21/2025		Peak Hour Factor	0.94	
Project Description	2037 Total Traffic AM - Away from Neighborhood		Jurisdiction	City of Albuquerque	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	4	0	9	0	1	4	5	0	5	23	0	0	4	32	9
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	4	0	10	0	1	4	5	0	5	25	0	0	4	35	10
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		14			10			30			49	
Entry Volume, veh/h		14			10			29			48	
Circulating Flow (v_c), pc/h	40			34			8			10		
Exiting Flow (v_{ex}), pc/h	4			19			34			46		
Capacity (C_{PCE}), pc/h		1325			1333			1369			1366	
Capacity (c), veh/h		1299			1307			1342			1339	
v/c Ratio (x)		0.01			0.01			0.02			0.04	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		2.9			2.8			2.9			3.0	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		0.0			0.0			0.1			0.1	
95% Queue Length, Q ₉₅ (ft)		0.0			0.0			2.5			2.5	
Approach Delay, s/veh | LOS	2.9		A		2.8		A		2.9		A	
Intersection Delay, s/veh | LOS	2.9						A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/7/2025	East/West Street	Redlands Road
Analysis Year	2037	North/South Street	Coors Boulevard
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic AM - Away from Neighborhood		

Lanes

Major Street: North-South

Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	1	0	1	3	0
Configuration				R				R		L	T	R		L	T	TR
Volume (veh/h)				86				56	0	44	2306	33	0	78	3033	5
Percent Heavy Vehicles (%)				2				2	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No							
Median Type | Storage	Undivided															

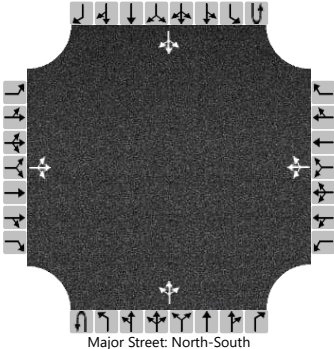
Critical and Follow-up Headways																
Base Critical Headway (sec)				7.1				7.1		5.3				5.3		
Critical Headway (sec)				7.14				7.14		5.34				5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1				3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12				3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)				95				62		48				86		
Capacity, c (veh/h)				73				137		25				64		
v/c Ratio				1.30				0.45		1.94				1.35		
95% Queue Length, Q ₉₅ (veh)				7.5				2.0		6.0				7.2		
95% Queue Length, Q ₉₅ (ft)				190.5				50.8		152.4				182.9		
Control Delay (s/veh)				304.9				51.0		771.6				340.6		
Level of Service (LOS)				F				F		F				F		
Approach Delay (s/veh)	304.9				51.0				14.2				8.5			
Approach LOS	F				F				F				F			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Redlands Road
Analysis Year	2037	North/South Street	Alamogordo Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.74
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic AM - Away from Neighborhood		

Lanes



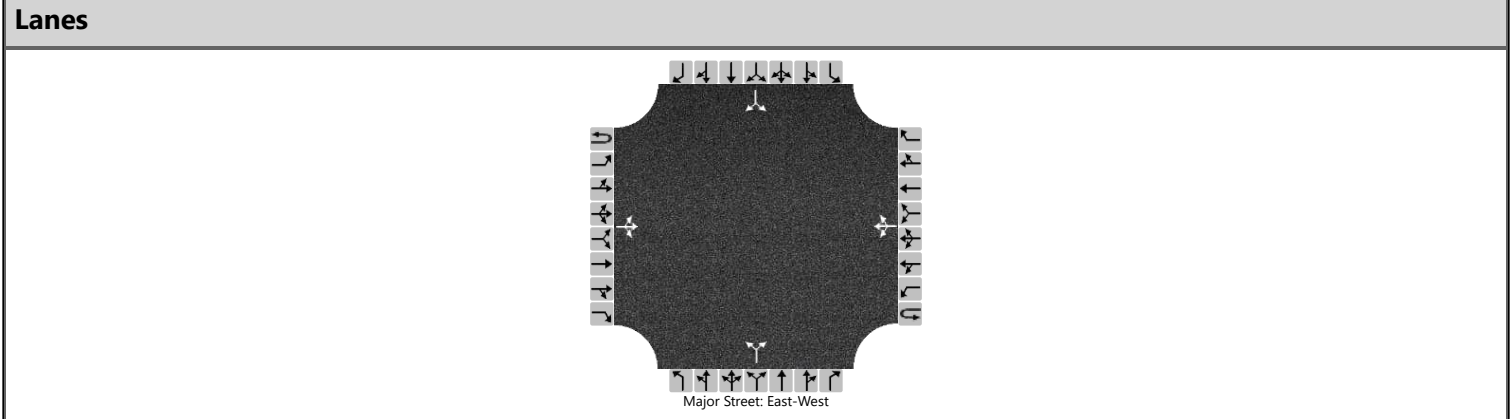
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		12	0	23		0	0	0		32	19	0		0	36	28	
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2			
Proportion Time Blocked																	
Percent Grade (%)	0				0												
Right Turn Channelized																	
Median Type | Storage	Undivided																

Critical and Follow-up Headways																	
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1			
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12			
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2			
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22			

Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)			47				0			43				0			
Capacity, c (veh/h)			900				0			1510				1589			
v/c Ratio			0.05							0.03				0.00			
95% Queue Length, Q ₉₅ (veh)			0.2							0.1				0.0			
95% Queue Length, Q ₉₅ (ft)			5.1							2.5				0.0			
Control Delay (s/veh)			9.2							7.5	0.2	0.2		7.3	0.0	0.0	
Level of Service (LOS)			A							A	A	A		A	A	A	
Approach Delay (s/veh)	9.2								4.8				0.0				
Approach LOS	A								A				A				

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive A
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2037	North/South Street	Drive A
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2037 B+P AM - Away from Neighborhood		



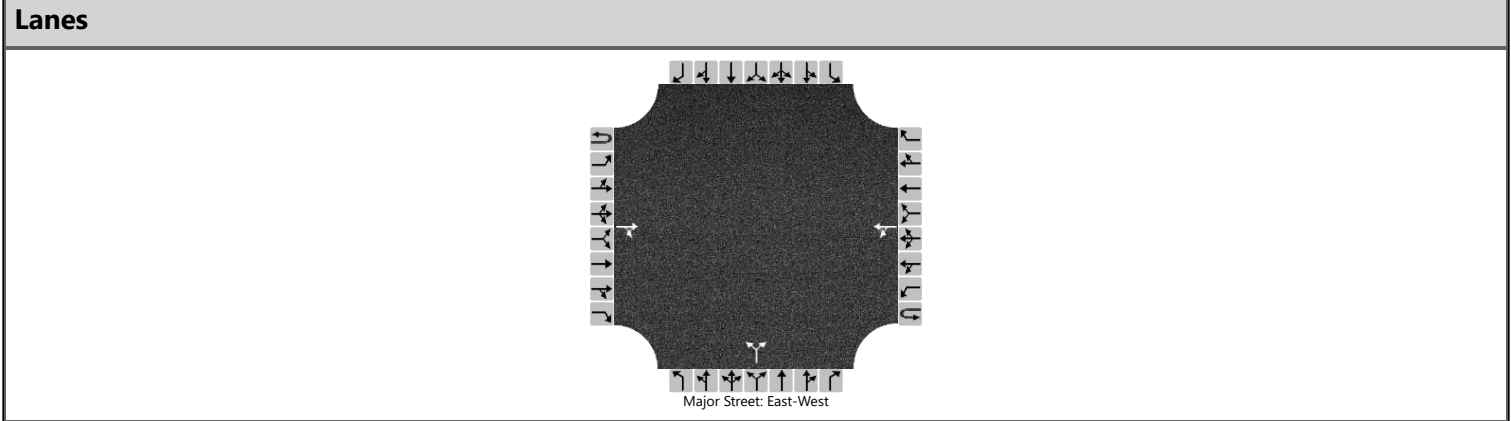
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		5	13	492		0	437	5		0		0		5		5
Percent Heavy Vehicles (%)		2				2				2		2		2		2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.12				4.12				7.12		6.22		7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.22				2.22				3.52		3.32		3.52		3.32

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		5				0					0				11	
Capacity, c (veh/h)		1082				1021					0				410	
v/c Ratio		0.01				0.00									0.03	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0									0.1	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0									2.5	
Control Delay (s/veh)		8.3	0.1	0.1		8.5	0.0	0.0							14.0	
Level of Service (LOS)		A	A	A		A	A	A							B	
Approach Delay (s/veh)	0.1				0.0								14.0			
Approach LOS	A				A								B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive B
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2037	North/South Street	Drive B
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2037 B+P AM - Away from Neighborhood		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			13	2		2	437			2		2				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Undivided															

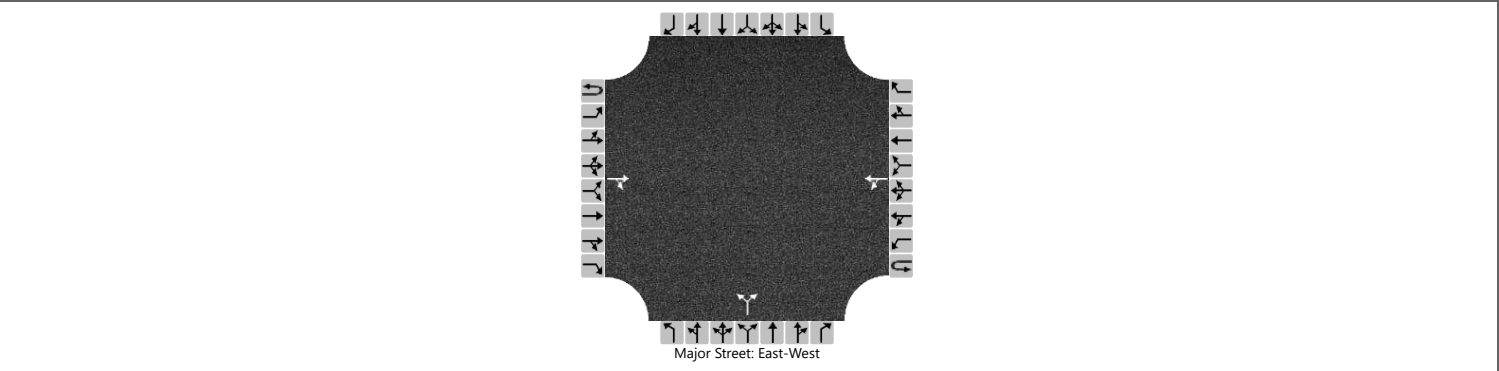
Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						2					4					
Capacity, c (veh/h)						1601					710					
v/c Ratio						0.00					0.01					
95% Queue Length, Q ₉₅ (veh)						0.0					0.0					
95% Queue Length, Q ₉₅ (ft)						0.0					0.0					
Control Delay (s/veh)						7.3	0.0				10.1					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.0				10.1							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive C
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2037	North/South Street	Drive C
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2037 B+P AM - Away from Neighborhood		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			13	0		0	18			419		0				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

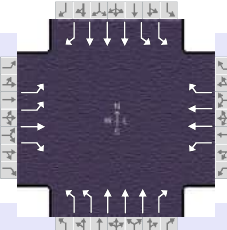
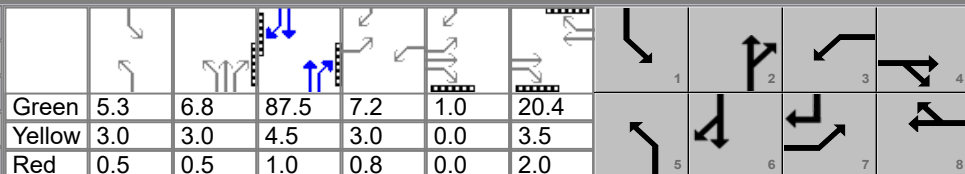
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

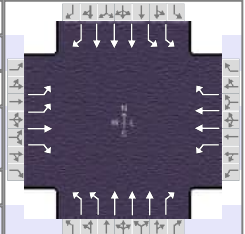
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					455					
Capacity, c (veh/h)						1604					980					
v/c Ratio						0.00					0.46					
95% Queue Length, Q ₉₅ (veh)						0.0					2.5					
95% Queue Length, Q ₉₅ (ft)						0.0					63.5					
Control Delay (s/veh)						7.2	0.0				11.8					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.0				11.8							
Approach LOS					A				B							

**2037 TOTAL TRAFFIC (KEEP SCHOOL QUEUE AWAY
FROM NEIGHBORHOOD) PM**

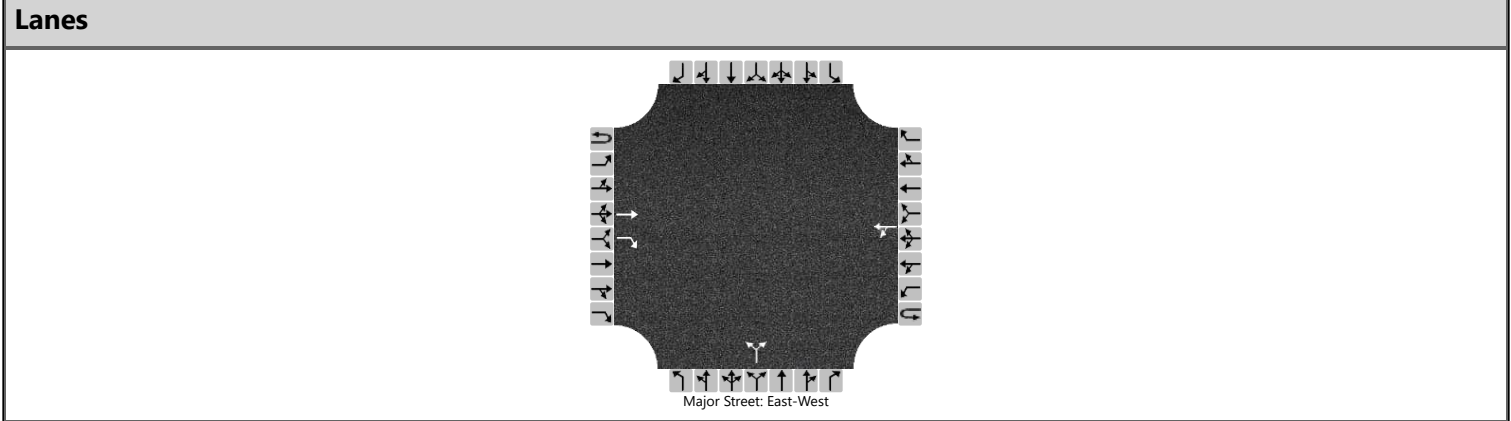
HCS Signalized Intersection Results Summary

General Information					Intersection Information														
Agency		Kimley-Horn					Duration, h		0.250										
Analyst		Lorenzo Dino Mendoza		Analysis Date		4/11/2025		Area Type							Other				
Jurisdiction		City of Albuquerque and NMDOT		Time Period		PM Peak Hour		PHF							0.98				
Urban Street		Coors Boulevard		Analysis Year		2037 Horizon		Analysis Period							1> 15:00				
Intersection		St. Josephs Drive		File Name		Coors_2037 Total Traffic PM.xus													
Project Description		2037 Horizon PM - Away from Neighborhood																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				375	34	200	86	35	108	391	2892	58	76	2684	407				
Signal Information																			
Cycle, s		150.0	Reference Phase													2			
Offset, s		41	Reference Point													Begin			
Uncoordinated		No	Simult. Gap E/W													On			
Force Mode		Fixed	Simult. Gap N/S													On			
				Green	5.3	6.8	87.5	7.2	1.0	20.4									
				Yellow	3.0	3.0	4.5	3.0	0.0	3.5									
				Red	0.5	0.5	1.0	0.8	0.0	2.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				2.0		3.0		2.0		3.0		2.0		3.0		2.0		3.0	
Phase Duration, s				12.0		26.9		11.0		25.9		19.1		103.3		8.8		93.0	
Change Period, (Y+R c), s				3.8		5.5		3.8		5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s				3.0		3.2		3.0		3.2		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s				10.2		21.0		9.2		11.7		17.6				5.4			
Green Extension Time (g e), s				0.0		0.4		0.0		0.7		0.0		0.0		0.1		0.0	
Phase Call Probability				1.00		1.00		0.97		1.00		1.00				0.96			
Max Out Probability				1.00		0.40		1.00		0.00		1.00				0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				383	35	204	88	36	110	399	2951	59	80	2827	429				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1585	1781	1781	1585	1730	1698	1585	1730	1698	1585				
Queue Service Time (g s), s				8.2	2.4	19.0	7.2	1.3	9.7	15.6	71.8	2.0	3.4	79.3	24.3				
Cycle Queue Clearance Time (g c), s				8.2	2.4	19.0	7.2	1.3	9.7	15.6	71.8	2.0	3.4	79.3	24.3				
Green Ratio (g/C)				0.05	0.14	0.14	0.05	0.14	0.14	0.10	0.65	0.65	0.04	0.58	0.64				
Capacity (c), veh/h				189	267	226	86	484	215	360	3323	1034	122	2972	1011				
Volume-to-Capacity Ratio (X)				2.023	0.130	0.903	1.026	0.074	0.512	1.108	0.888	0.057	0.656	0.951	0.424				
Back of Queue (Q), ft/ln (95 th percentile)				670	52	359	247	27	178	428	896	32	69	976	321				
Back of Queue (Q), veh/ln (95 th percentile)				26.4	2.1	14.1	9.7	1.1	7.0	16.8	35.3	1.3	2.7	38.4	12.6				
Queue Storage Ratio (RQ) (95 th percentile)				1.41	0.00	0.90	0.00	0.00	1.42	0.90	0.00	0.13	0.12	0.00	1.60				
Uniform Delay (d 1), s/veh				70.9	56.2	63.3	71.4	56.6	60.2	67.2	21.6	9.4	71.7	35.1	18.5				
Incremental Delay (d 2), s/veh				478.7	0.1	25.8	104.7	0.0	0.7	79.8	4.0	0.1	0.8	3.6	0.5				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh				549.6	56.3	89.1	176.1	56.6	60.9	147.0	25.5	9.5	72.5	38.7	19.0				
Level of Service (LOS)				F	E	F	F	E	E	F	C	A	E	D	B				
Approach Delay, s/veh / LOS				370.8		F		103.5		F		39.5		D		37.0		D	
Intersection Delay, s/veh / LOS				67.5						E									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS																			
Bicycle LOS Score / LOS																			



HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/St. Josephs Drive
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	St. Josephs Drive
Analysis Year	2037	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.67
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic PM - Queue Away from Neighborho		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	0	0
Configuration			T	R		LT					LR					
Volume (veh/h)			30	45		3	19			32		5				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No															
Median Type | Storage	Undivided															

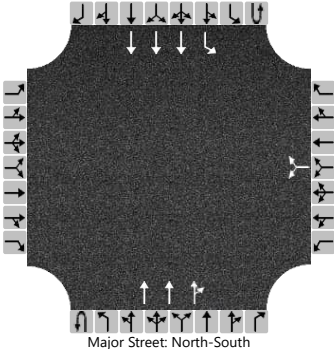
Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						4					55					
Capacity, c (veh/h)						1478					930					
v/c Ratio						0.00					0.06					
95% Queue Length, Q ₉₅ (veh)						0.0					0.2					
95% Queue Length, Q ₉₅ (ft)						0.0					5.1					
Control Delay (s/veh)						7.4	0.0				9.1					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					1.0				9.1							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2037	North/South Street	Coors Boulevard
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic PM - Away from Neighborhood		

Lanes



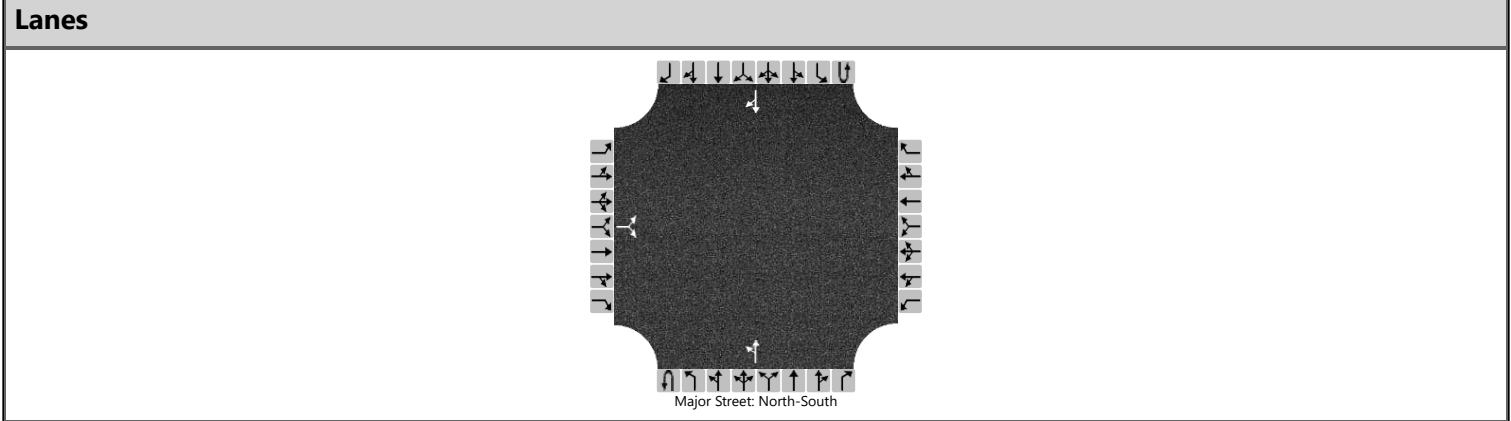
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						13		56			3146	22	0	53	2935	
Percent Heavy Vehicles (%)						2		2					2	2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways																
Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.74		7.14						5.34		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.82		3.92						3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							72							55		
Capacity, c (veh/h)							0							26		
v/c Ratio														2.11		
95% Queue Length, Q ₉₅ (veh)														6.7		
95% Queue Length, Q ₉₅ (ft)														170.2		
Control Delay (s/veh)														830.2		
Level of Service (LOS)														F		
Approach Delay (s/veh)													14.7			
Approach LOS													F			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Tucson Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Tucson Road
Analysis Year	2037	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic PM - Away from Neighborhood		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		5		24						18	35				23	4
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

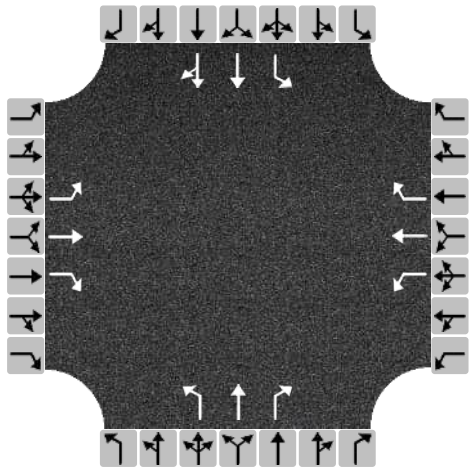
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			33							20						
Capacity, c (veh/h)			1013							1582						
v/c Ratio			0.03							0.01						
95% Queue Length, Q ₉₅ (veh)			0.1							0.0						
95% Queue Length, Q ₉₅ (ft)			2.5							0.0						
Control Delay (s/veh)			8.7							7.3	0.1					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)	8.7								2.5							
Approach LOS	A								A							

HCS All-Way Stop Control Report

General and Site Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2037
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour
Project Description	2037 Total Traffic PM - Away from Nei...
Intersection	Sequoia Road/Atrisco Drive
Jurisdiction	NMDOT
East/West Street	Sequoia Road
North/South Street	Atrisco Drive
Peak Hour Factor	0.97

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	15	165	37	72	273	172	49	406	155	109	236	36
% Thrus in Shared Lane												50

Lane Flow Rate and Adjustments

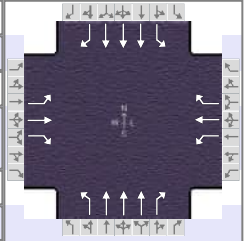
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR
Flow Rate, v (veh/h)	15	170	38	74	281	177	51	419	160	112	122	159
Percent Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
Initial Departure Headway, h_d (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.014	0.151	0.034	0.066	0.250	0.158	0.045	0.372	0.142	0.100	0.108	0.141
Final Departure Headway, h_d (s)	10.35	9.87	9.19	9.52	9.03	8.35	9.26	8.76	8.06	9.89	9.40	9.24
Final Degree of Utilization, x	0.044	0.466	0.097	0.196	0.706	0.411	0.130	1.019	0.358	0.309	0.318	0.407
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Service Time, t_s (s)	8.05	7.57	6.89	7.22	6.73	6.05	6.96	6.46	5.76	7.59	7.10	6.94

Capacity, Delay and Level of Service

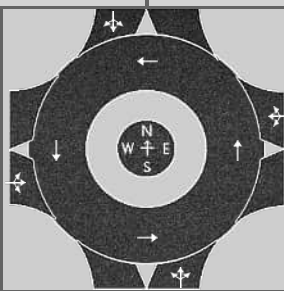
Approach	Eastbound			Westbound			Northbound			Southbound						
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3				
Configuration	L	T	R	L	T	R	L	T	R	L	T	TR				
Flow Rate, v (veh/h)	15	170	38	74	281	177	51	419	160	112	122	159				
Capacity (veh/h)	348	365	392	378	399	431	389	411	446	364	383	390				
95% Queue Length, Q ₉₅ (veh)	0.1	2.4	0.3	0.7	5.3	2.0	0.4	13.0	1.6	1.3	1.3	1.9				
95% Queue Length, Q ₉₅ (ft)	2.5	61.0	7.6	17.8	134.6	50.8	10.2	330.2	40.6	33.0	33.0	48.3				
Control Delay (s/veh)	13.5	20.9	12.9	14.5	30.7	16.8	13.3	79.2	15.2	16.9	16.4	18.1				
Level of Service, LOS	B	C	B	B	D	C	B	F	C	C	C	C				
Approach Delay (s/veh) | LOS	19.0		C		23.8		C		57.7		F		17.3		C	
Intersection Delay (s/veh) | LOS	33.7						D									

HCS Signalized Intersection Results Summary

General Information					Intersection Information														
Agency		Kimley-Horn					Duration, h		0.250										
Analyst		Lorenzo Dino Mendoza		Analysis Date		4/11/2025		Area Type							Other				
Jurisdiction		City of Albuquerque and NMDOT		Time Period		PM Peak Hour		PHF							0.98				
Urban Street		Coors Boulevard		Analysis Year		2037 Horizon		Analysis Period							1> 15:00				
Intersection		Sequoia Road		File Name		Coors_2037 Total Traffic PM.xus													
Project Description		2037 Horizon PM - Away from Neighborhood																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				182	104	212	253	151	102	172	2928	106	98	2867	107				
Signal Information																			
Cycle, s	150.0	Reference Phase	6																
Offset, s	59	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	4.5	0.5	102.5	24.5	0.0	0.0									
				Yellow	3.0	3.0	4.5	3.5	0.0	0.0									
				Red	0.5	0.5	1.0	2.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4				8		1		6		5		2	
Case Number						5.0				5.0		1.1		3.0		1.1		3.0	
Phase Duration, s						30.0				30.0		12.0		112.0		8.0		108.0	
Change Period, (Y+R c), s						5.5				5.5		3.5		5.5		3.5		5.5	
Max Allow Headway (MAH), s						3.2				3.2		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s						26.5				26.5		10.5				4.6			
Green Extension Time (g e), s						0.0				0.0		0.0		0.0		0.0		0.0	
Phase Call Probability						1.00				1.00		1.00				0.98			
Max Out Probability						1.00				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				7	4	14	3	8	18	1	6	16	5	2	12				
Adjusted Flow Rate (v), veh/h				186	106	216	258	154	104	174	2968	107	100	2926	109				
Adjusted Saturation Flow Rate (s), veh/h/ln				1233	1870	1585	1288	1870	1585	1781	1698	1585	1781	1698	1585				
Queue Service Time (g s), s				13.2	7.5	19.8	17.0	11.3	8.8	8.5	43.9	1.1	2.6	64.1	3.5				
Cycle Queue Clearance Time (g c), s				24.5	7.5	19.8	24.5	11.3	8.8	8.5	43.9	1.1	2.6	64.1	3.5				
Green Ratio (g/C)				0.16	0.16	0.16	0.16	0.16	0.16	0.75	0.71	0.71	0.71	0.68	0.68				
Capacity (c), veh/h				157	305	259	194	305	259	171	3617	1125	135	3481	1083				
Volume-to-Capacity Ratio (X)				1.185	0.347	0.836	1.334	0.504	0.402	1.021	0.821	0.096	0.742	0.840	0.101				
Back of Queue (Q), ft/ln (95 th percentile)				472	162	362	685	230	161	180	212	15	129	780	54				
Back of Queue (Q), veh/ln (95 th percentile)				18.6	6.4	14.2	27.0	9.1	6.3	7.1	8.4	0.6	5.1	30.7	2.1				
Queue Storage Ratio (RQ) (95 th percentile)				4.72	0.00	2.07	4.57	0.00	0.80	1.44	0.00	0.07	1.29	0.00	0.18				
Uniform Delay (d 1), s/veh				70.4	55.7	60.8	68.6	57.2	56.2	55.4	6.7	2.2	31.5	17.7	8.1				
Incremental Delay (d 2), s/veh				130.1	0.3	19.5	181.1	0.5	0.4	26.0	0.2	0.0	8.7	2.6	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				200.6	55.9	80.3	249.8	57.7	56.6	81.3	6.9	2.2	40.2	20.3	8.3				
Level of Service (LOS)				F	E	F	F	E	E	F	A	A	D	C	A				
Approach Delay, s/veh / LOS				119.2		F		153.5		F		10.7		B		20.5		C	
Intersection Delay, s/veh / LOS				32.3						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS																			
Bicycle LOS Score / LOS																			



HCS Roundabouts Report

General Information			Site Information		
Analyst	Lorenzo Dino Mendoza		Intersection	Alamogordo Drive/Vista Gra...	
Agency or Co.	Kimley-Horn		E/W Street Name	Sequoia Road/Vista Grand D...	
Date Performed	4/21/2025		N/S Street Name	Alamogordo Drive	
Analysis Year	2037		Analysis Time Period, hrs	0.25	
Time Analyzed	4/21/2025		Peak Hour Factor	0.94	
Project Description	2037 Total Traffic PM - Away from Neighborhood		Jurisdiction	City of Albuquerque	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	15	1	38	0	0	1	4	0	36	40	4	0	4	31	13
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	16	1	41	0	0	1	4	0	39	43	4	0	4	34	14
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

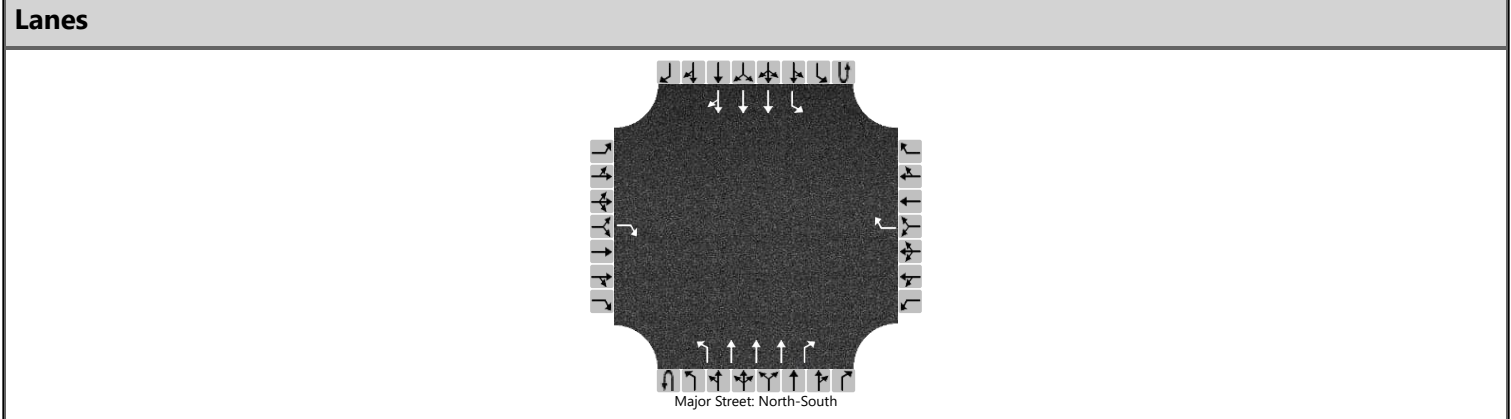
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		58			5			86			52	
Entry Volume, veh/h		57			5			84			51	
Circulating Flow (v_c), pc/h	38			98			21			40		
Exiting Flow (v_{ex}), pc/h	9			54			63			75		
Capacity (C_{PCE}), pc/h		1328			1249			1351			1325	
Capacity (c), veh/h		1302			1224			1324			1299	
v/c Ratio (x)		0.04			0.00			0.06			0.04	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.1			3.0			3.2			3.1	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.1			0.0			0.2			0.1	
95% Queue Length, Q_{95} (ft)		2.5			0.0			5.1			2.5	
Approach Delay, s/veh | LOS	3.1	A		3.0	A		3.2	A		3.1	A	
Intersection Delay, s/veh | LOS	3.1						A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Coors Boulevard/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	CityofAlbuquerque NMDOT
Date Performed	4/7/2025	East/West Street	Redlands Road
Analysis Year	2037	North/South Street	Coors Boulevard
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.99
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic PM - Away from Neighborhood		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	1	0	1	3	0
Configuration				R				R		L	T	R		L	T	TR
Volume (veh/h)				119				59	0	100	2930	76	0	83	3181	17
Percent Heavy Vehicles (%)				2				2	2	2			2	2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)				7.1				7.1		5.3				5.3		
Critical Headway (sec)				7.14				7.14		5.34				5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1				3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12				3.12		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)				120				60		101				84		
Capacity, c (veh/h)				79				98		29				36		
v/c Ratio				1.52				0.61		3.54				2.32		
95% Queue Length, Q ₉₅ (veh)				9.7				2.9		12.2				9.3		
95% Queue Length, Q ₉₅ (ft)				246.4				73.7		309.9				236.2		
Control Delay (s/veh)				377.5				86.7		1428.3				837.8		
Level of Service (LOS)				F				F		F				F		
Approach Delay (s/veh)	377.5				86.7				46.0				21.2			
Approach LOS	F				F				F				F			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Alamogordo Drive/Redlands Road
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/8/2025	East/West Street	Redlands Road
Analysis Year	2037	North/South Street	Alamogordo Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2037 Total Traffic PM - Away from Neighborhood		

Lanes

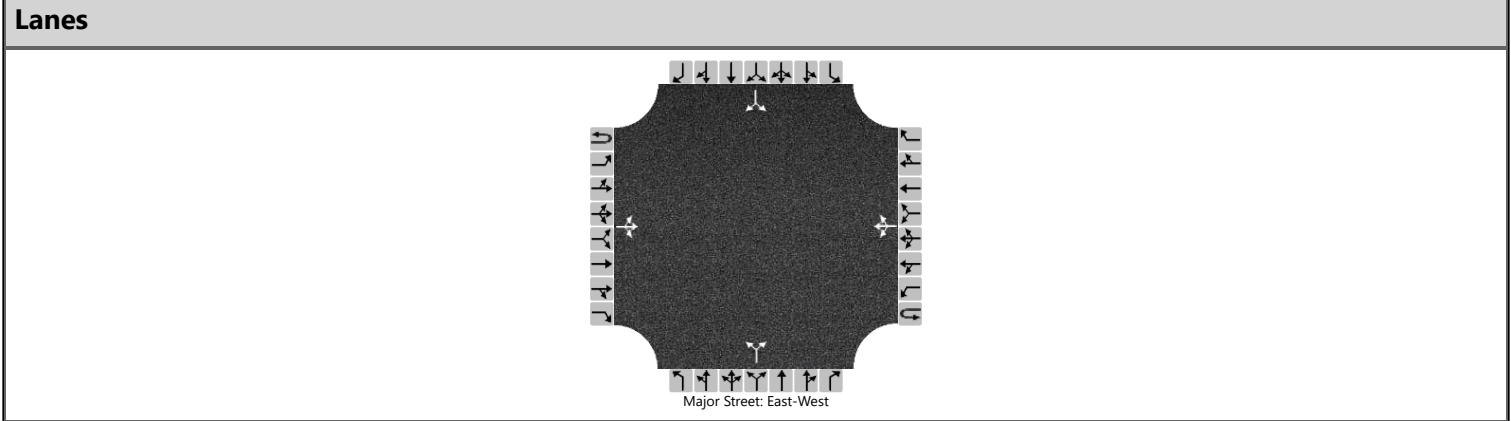
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		36	1	26		0	3	0		9	44	0		0	47	24
Percent Heavy Vehicles (%)		2	3	2		3	3	3		2				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.53	6.22		7.13	6.53	6.23		4.12				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.03	3.32		3.53	4.03	3.33		2.22				2.23		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			72				3			10				0		
Capacity, c (veh/h)			882				732			1516				1549		
v/c Ratio			0.08				0.00			0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.3				0.0			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			7.6				0.0			0.0				0.0		
Control Delay (s/veh)			9.4				9.9			7.4	0.1	0.1		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.4				9.9				1.3				0.0			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive A
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2037	North/South Street	Drive A
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2037 B+PM - Away from Neighborhood		



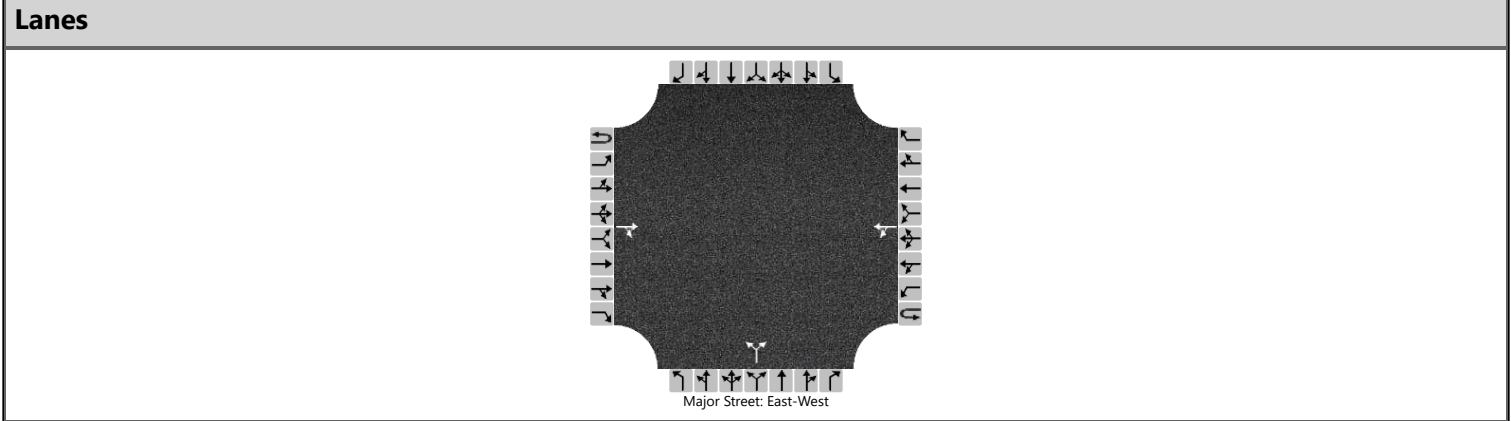
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		5	55	160		0	245	5		0		0		5		5
Percent Heavy Vehicles (%)		2				2				2		2		2		2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.12				4.12				7.12		6.22		7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.22				2.22				3.52		3.32		3.52		3.32

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		5				0					0				11	
Capacity, c (veh/h)		1292				1334					0				632	
v/c Ratio		0.00				0.00									0.02	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0									0.1	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0									2.5	
Control Delay (s/veh)		7.8	0.0	0.0		7.7	0.0	0.0							10.8	
Level of Service (LOS)		A	A	A		A	A	A							B	
Approach Delay (s/veh)	0.2				0.0								10.8			
Approach LOS	A				A								B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive B
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2037	North/South Street	Drive B
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2037 B+P PM - Away from Neighborhood		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			55	2		2	245			2		2				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Undivided															

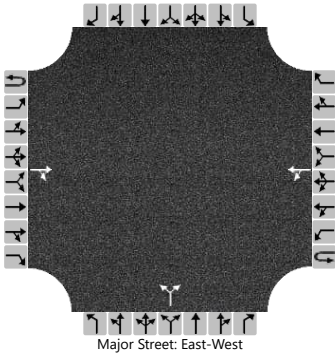
Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						2					4					
Capacity, c (veh/h)						1541					798					
v/c Ratio						0.00					0.01					
95% Queue Length, Q ₉₅ (veh)						0.0					0.0					
95% Queue Length, Q ₉₅ (ft)						0.0					0.0					
Control Delay (s/veh)						7.3	0.0				9.5					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.1				9.5							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Lorenzo Dino Mendoza	Intersection	Sequoia Road/Drive C
Agency/Co.	Kimley-Horn	Jurisdiction	City of Albuquerque
Date Performed	4/22/2025	East/West Street	Sequoia Road
Analysis Year	2037	North/South Street	Drive C
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2037 B+P PM - Away from Neighborhood		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			55	0		0	50			195		0				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

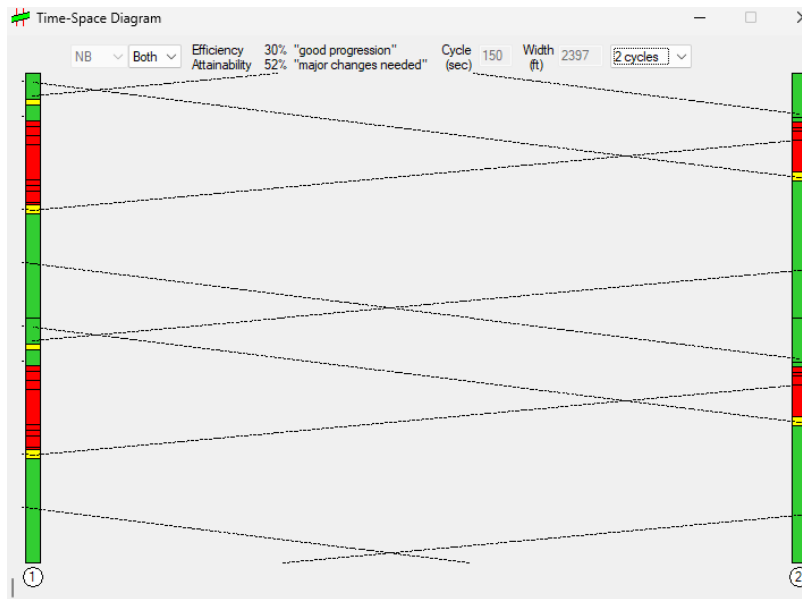
Flow Rate, v (veh/h)						0					212					
Capacity, c (veh/h)						1544					882					
v/c Ratio						0.00					0.24					
95% Queue Length, Q ₉₅ (veh)						0.0					0.9					
95% Queue Length, Q ₉₅ (ft)						0.0					22.9					
Control Delay (s/veh)						7.3	0.0				10.4					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.0				10.4							
Approach LOS					A				B							

APPENDIX L

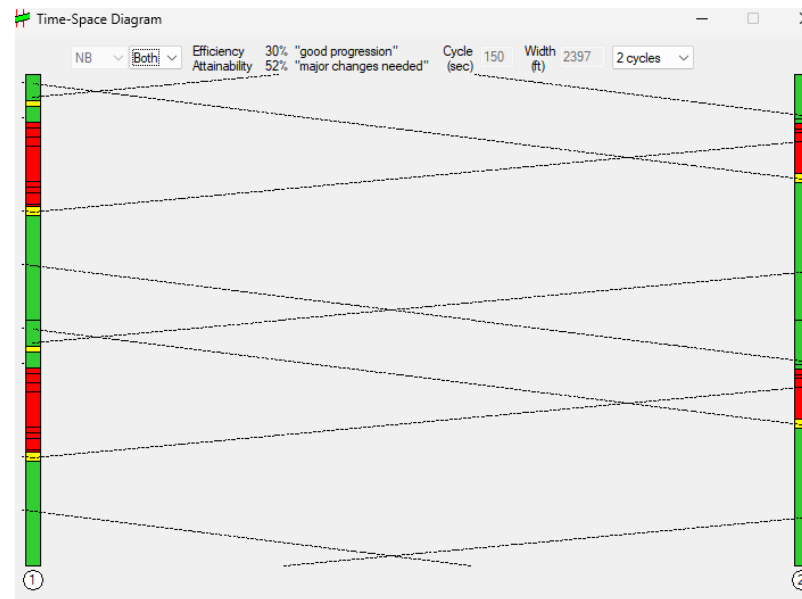
TIME SPACE DIAGRAMS

2027 Total Traffic Away from Coors

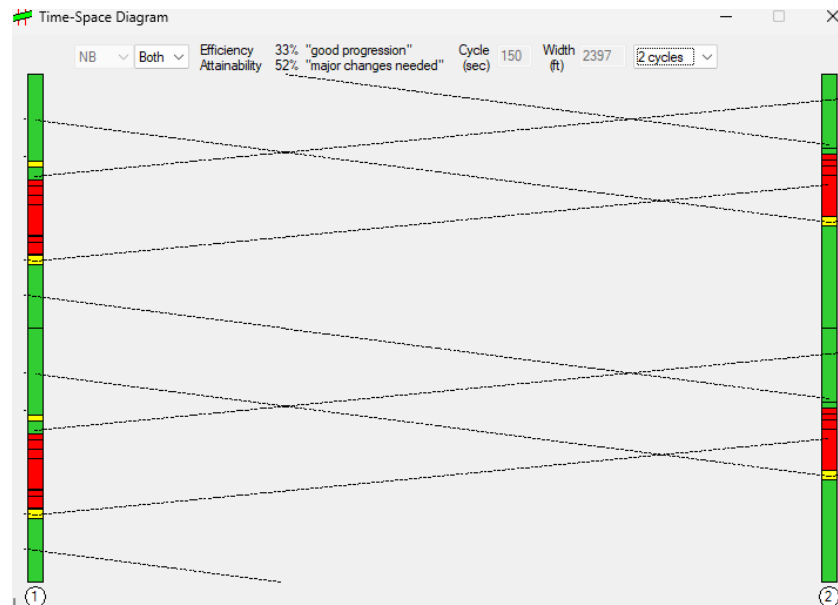
Coors Boulevard/ St. Josephs Drive (#1) AM



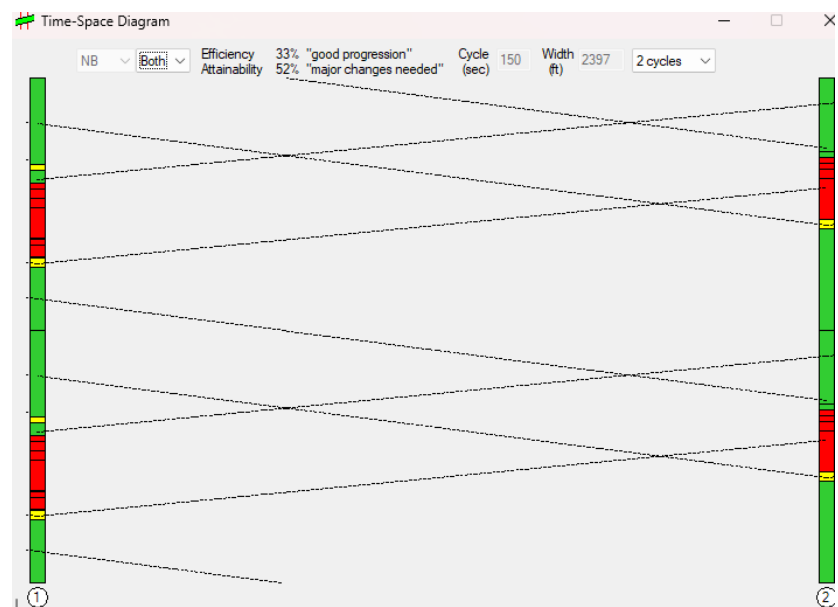
Coors Boulevard/ Sequoia Road (#2) AM



Coors Boulevard/ St. Josephs Drive (#1) PM

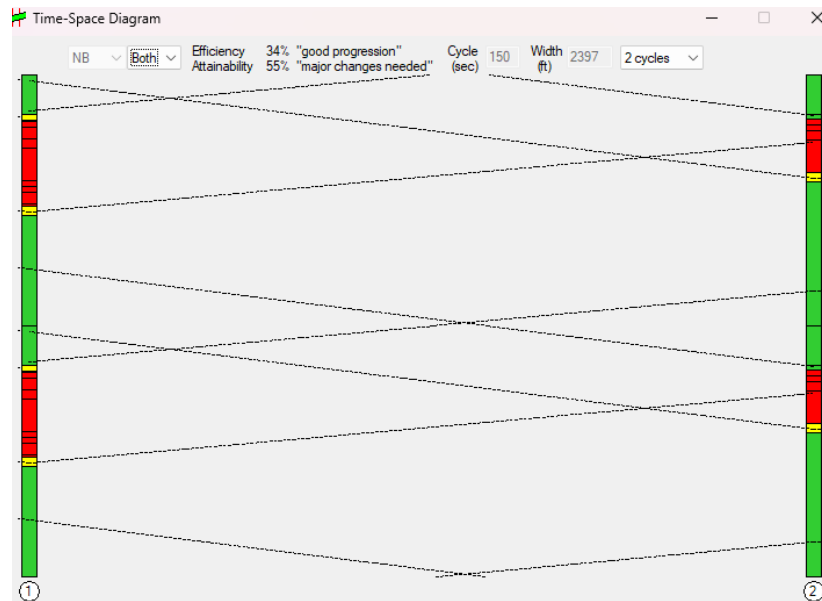


Coors Boulevard/ Sequoia Road (#2) PM

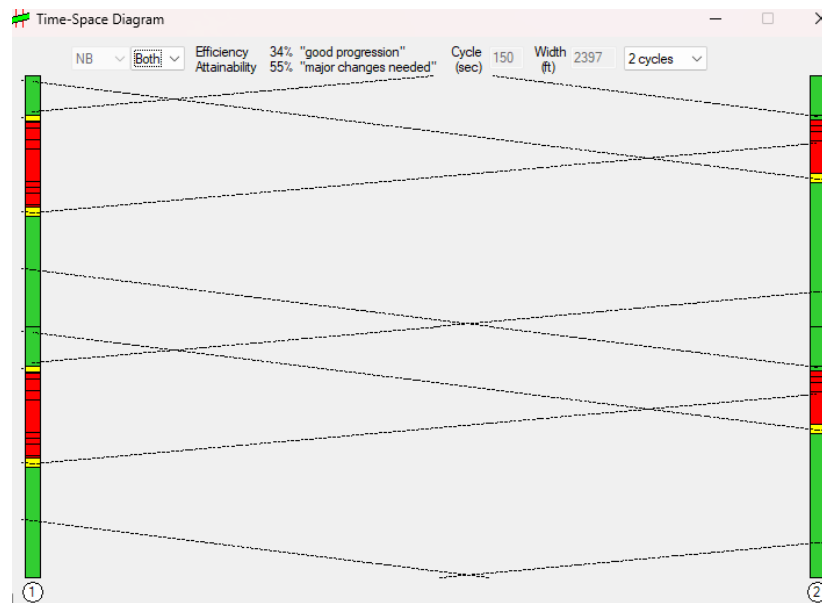


2027 Total Traffic Away from Neighborhood

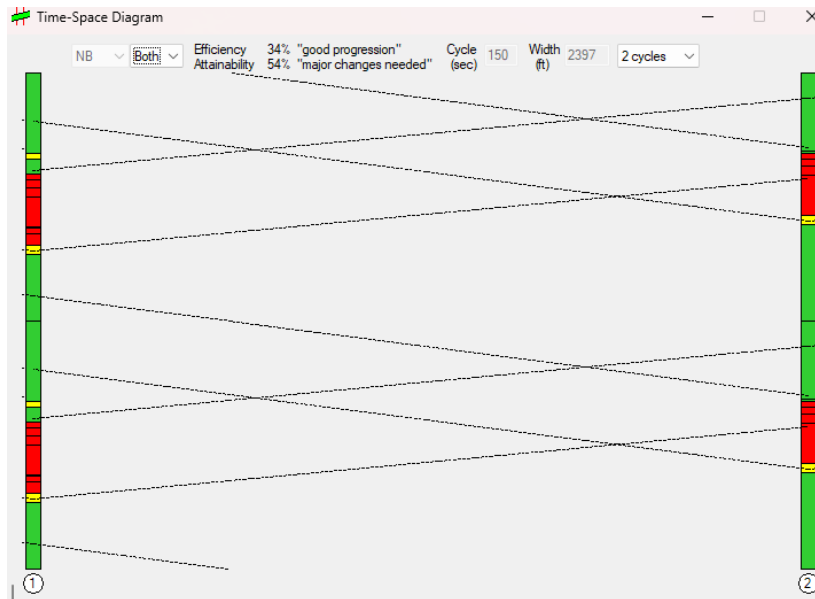
Coors Boulevard/ St. Josephs Drive (#1) AM



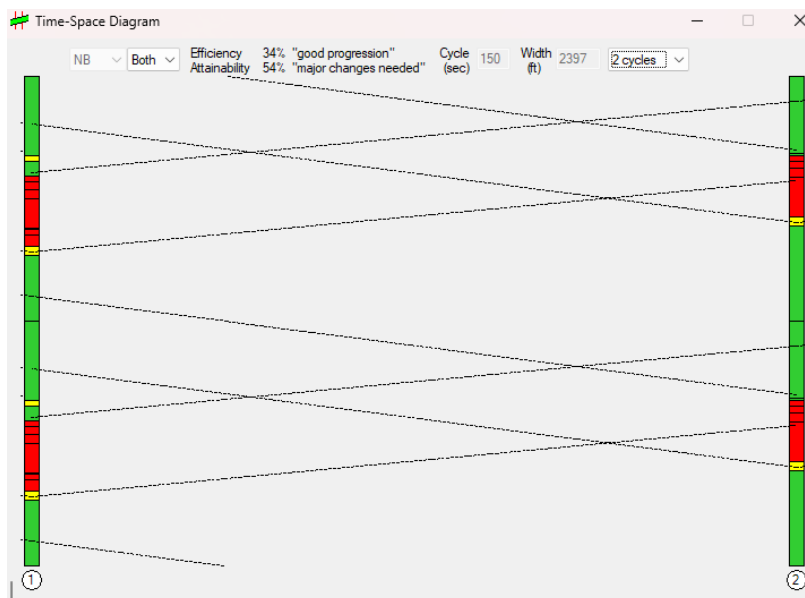
Coors Boulevard/ Sequoia Road (#2) AM



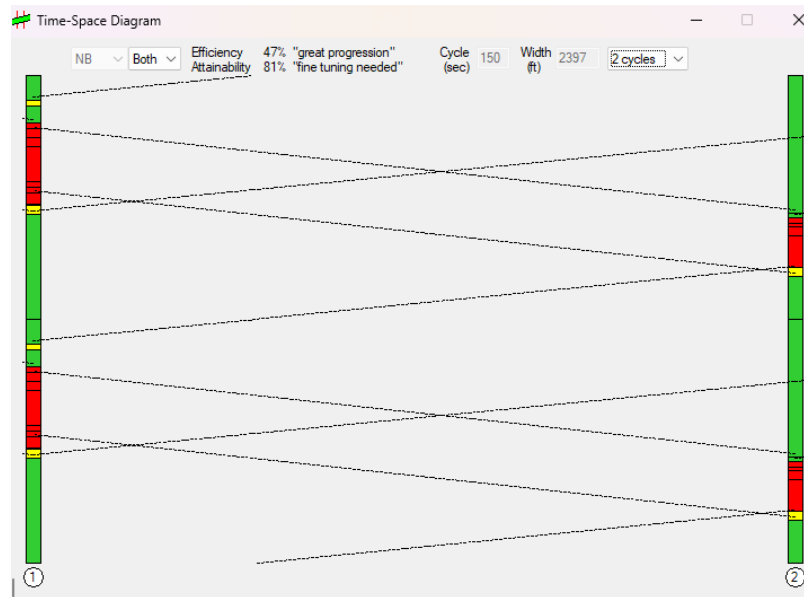
Coors Boulevard/ St. Josephs Drive (#1) PM



Coors Boulevard/ Sequoia Road (#2) PM



Coors Boulevard/ Sequoia Road (#2) AM – Offset Improvement



APPENDIX M

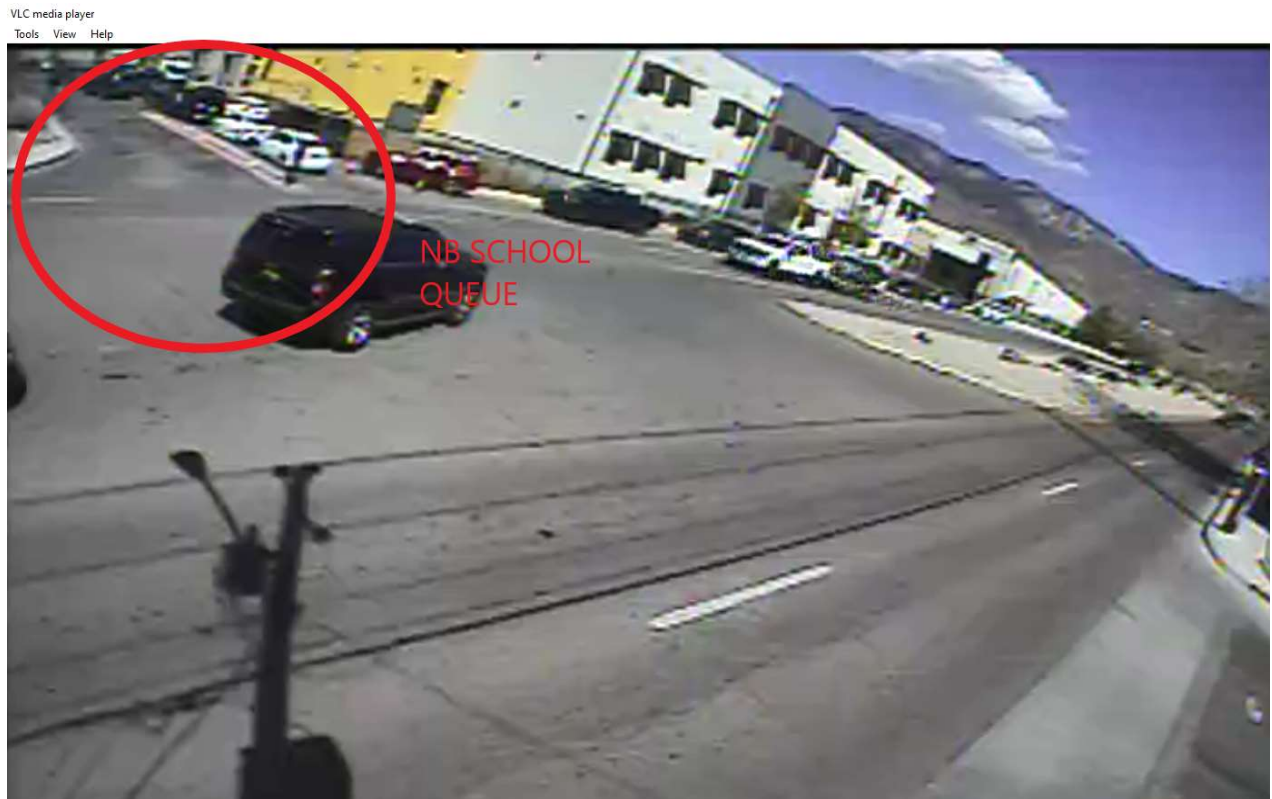
SCHOOL QUEUING CALCULATIONS

Site Queuing Calculations

Existing School Queue Length (ft)	Car Length (ft)	Existing School Queue Length (vehicles)	Existing School Enrollment (students)	Vehicle to Student Ratio
2490	25	100	1143	0.09

Building Hope Charter School Enrollment (students)	Building Hope Charter School Calculated Queue Length (ft)	Building Hope Charter School Calculated Queue Length (vehicles)	Building Hope Charter School Provided Queuing (ft)	Building Hope Charter School Provided Queuing (vehicles)
1240	2725	109	2975	119





APPENDIX N

CRASH DATA

1	71053253	2/19/2019	2019	February	18:47	6 p.m.	Monday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	N			0	0	0	0	0	2	2	2	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
2	71053253	7/19/2019	2019	February	9 a.m.	8 a.m.	Tuesday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	2	2	2	2	0	2	On Roadway	Other Vehicle	Other Vehicle - Snow/Crash	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
3	71061194	2/19/2019	2019	February	8:13	8 a.m.	Tuesday	New Mexico State Police (NMSP)	Bernalillo	Abuqueque	COORS	ST JOSEPHS	NM 45	16	N			0	0	0	0	0	2	2	2	2	0	2	On Roadway	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
4	71055066	2/22/2019	2019	February	19:49	7 p.m.	Friday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	W			0	0	0	0	0	2	2	2	2	0	2	On Roadway	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
5	71055376	2/25/2019	2019	February	1:40	12 p.m.	Monday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	2	2	2	2	0	2	On Roadway	Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
6	71054108	2/26/2019	2019	February	12:58	12 p.m.	Tuesday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	2	2	2	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
7	23317598	2/28/2019	2019	February	15:59	3 p.m.	Thursday	Station Report	Bernalillo	Abuqueque	COORS AND ST. JOSEPHS	ST JOSEPHS	NM 45	16	N			0	0	0	0	0	2	2	2	2	0	2	On Roadway	Left Blank	Left Blank	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
8	71054207	3/12/2019	2019	March	10:56	10 a.m.	Tuesday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	E			0	0	0	0	0	2	2	2	2	0	3	On Roadway	Other Vehicle	Other Vehicle - All Others/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
9	23403819	3/12/2019	2019	March	12:50	12 p.m.	Wednesday	Station Report	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS	NM 45	16	S			0	0	0	0	0	1	1	3	4	0	3	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
10	71054881	4/18/2019	2019	April	7:26	7 a.m.	Monday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	1	1	2	3	0	2	On Roadway	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
11	71054737	4/25/2019	2019	April	7:48	7 a.m.	Thursday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	2	2	2	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Side/Swage Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
12	71054071	4/26/2019	2019	April	2:53	2 a.m.	Monday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	W			0	0	0	0	0	1	1	1	1	0	2	On Roadway	Fixed Object	Fixed Object - Traffic Signal Standard	Collision with Fixed Object	Traffic Signal Support	Not Available	Not Available	
13	71054183	5/1/2019	2019	May	12:15	12 p.m.	Friday	Station Report	Bernalillo	Abuqueque	COORS	ST JOSEPHS	NM 45	16	S			0	0	0	0	0	2	2	1	3	2	0	2	On Roadway	Left Blank	Left Blank	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available
14	71054873	5/21/2019	2019	May	13:21	1 p.m.	Tuesday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	2	2	1	3	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available
15	710571249	7/19/2019	2019	July	17:10	5 p.m.	Friday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	3	3	0	3	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available
16	710472402	7/19/2019	2019	July	7 a.m.	7 a.m.	Monday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	1	1	0	3	2	0	2	On Roadway	Other Vehicle	Other Vehicle - Non-Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available
17	220718119	8/12/2019	2019	August	12:30	12 p.m.	Monday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS AND ST. JOSEPHS BLVD	ST JOSEPHS BLVD NW	NM 45	16	S			0	0	0	0	0	2	2	2	2	0	2	On Roadway	Left Blank	Left Blank	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
18	710514328	8/30/2019	2019	August	18:36	6 p.m.	Friday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	N			0	0	0	0	0	2	2	2	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Side/Swage Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
19	710547198	9/15/2019	2019	September	18:02	6 p.m.	Sunday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	N			0	0	0	0	0	2	2	3	5	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
20	710579616	9/15/2019	2019	September	18:02	6 p.m.	Sunday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	2	2	2	2	0	2	On Roadway	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
21	30259649	10/28/2019	2019	October	12:30	12 p.m.	Monday	Station Report	Bernalillo	Abuqueque	ST JOSEPH	COORS	NM 45	16	S			0	0	0	0	0	2	2	2	2	0	2	On Roadway	Left Blank	Left Blank	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
22	710559544	10/31/2019	2019	October	14:51	7 p.m.	Thursday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	N			0	0	0	0	0	3	3	3	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
23	710614864	11/12/2019	2019	November	17:17	2 p.m.	Tuesday	New Mexico State Police (NMSP)	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	E			0	0	0	0	0	4	4	2	4	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
24	71055376	12/25/2019	2019	December	20:46	8 p.m.	Tuesday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	2	2	2	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
25	710579901	12/15/2019	2019	December	12:57	12 p.m.	Sunday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	1	1	3	4	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
26	710572220	12/18/2019	2019	December	10:43	10 a.m.	Wednesday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	N			0	0	0	0	0	1	1	3	4	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available
27	71064523	1/2/2020	2020	January	18:04	6 p.m.	Sunday	Bernalillo County Sheriff's Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	N			0	0	0	0	0	2	2	2	2	0	2	On Roadway	Other Vehicle	Pedestrian Collision - Vehicle Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	
28	710572337	1/10/2020	2020	January	15:30	3 p.m.	Friday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	N			0	0	0	0	0	1	1	2	3	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank
29	30241503	1/28/2020	2020	January	17:50	5 p.m.	Friday	Station Report	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	N			0	0	0	0	0	2	2	2	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	
30	710642069	2/13/2020	2020	February	19:05	7 p.m.	Thursday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	N			0	0	0	0	0	2	2	5	3	5	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank
31	710610771	2/13/2020	2020	February	13:13	1 p.m.	Friday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	N			0	0	0	0	0	1	1	3	5	0	2	On Roadway	Other Vehicle	Other Vehicle - All Others/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	
32	3024232	2/22/2020	2020	February	14:00	2 p.m.	Saturday	Station Report	Bernalillo	Abuqueque	COORS & ST. JOSEPHS	ST JOSEPH	NM 45	16	W			0	0	0	0	0	3	3	3	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	
33	710564088	3/6/2020	2020	March	16:12	4 p.m.	Friday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	2	2	2	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	
34	710562069	3/19/2020	2020	March	19:18	7 p.m.	Monday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	2	2	1	1	0	2	On Roadway	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	
35	710564883	3/19/2020	2020	March	7 a.m.	Wednesday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	4	4	3	4	0	3	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank		
36	710556391	4/9/2020	2020	April	14:32	2 p.m.	Thursday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	1	1	3	4	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	
37	710582552	5/1/2020	2020	May	17:32	5 p.m.	Friday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	1	1	1	2	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank
38	71073665	5/1/2020	2020	May	17:36	5 p.m.	Friday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	2	2	1	3	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank
39	710584922	5/14/2020	2020	May	15:20	3 p.m.	Thursday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	E			0	0	0	0	0	4	4	4	4	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Turn Left	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	
40	710759124	5/19/2020	2020	May	20:56	8 p.m.	Tuesday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	3	3	3	2	3	0	2	On Roadway	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank
41	71048660	5/29/2020	2020	May	17:10	5 p.m.	Friday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BL NW	ST JOSEPHS DR NW	NM 45	16	N			0	0	0	0	0	1	1	1	2	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank
42	710649519	6/1/2020	2020	June	23:05	11 p.m.	Monday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	N			0	0	0	0	0	2	2	2	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	
43	30279421	7/1/2020	2020	July	9 a.m.	9 a.m.	Thursday	Station Report	Bernalillo	Abuqueque	COORS	COORS	NM 45	16	S			0	0	0	0	0	2	2	2	2	0	2	On Roadway	Left Blank	Left Blank	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	
44	710759181	7/31/2020	2020	July	21:13	9 p.m.	Friday	Abuqueque Police Department	Bernalillo	Abuqueque	COORS BLVD NW	ST JOSEPHS DR NW	NM 45	16	S			0	0	0	0	0	4	4	4	3	4	0	3	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank
45																																				

Involved
Involved

[illegible]

[illegible]

APPENDIX O

REDACTED CRASH REPORTS



710914751

ALBUQUERQUE POLICE DEPT

REPORTING DEPARTMENT

E JULY 2018

<input type="checkbox"/> Private Property	<input type="checkbox"/> Fatal	Property Damage Only	<input type="checkbox"/> Under \$500	<input type="checkbox"/> Hit-and-Run	Case Number: 220072372	CAD Num: 222590691
<input type="checkbox"/> Secondary Crash	<input checked="" type="checkbox"/> Injury	<input type="checkbox"/> \$500 or More	<input type="checkbox"/> School Bus Directly Involved	<input type="checkbox"/> School Bus Indirectly Involved	Agency: 1 - ALBUQUERQUE POLICE DEPARTMENT	
Crash Date 09/12/2022		Crash Time 2200	City Occurred In ALBUQUERQUE		County BERNALILLO	
Day of Week MONDAY		Occurred On: (Route No. or Name) COORS BLVD NW			At Intersection With: SEQUOIA AVE	
Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost			Lat: Long:
Crash Occurred ON ROADWAY		First Harmful Event COLLISION W/PERSON		Manner of Impact FRONT-TO-SIDE (EX. T-BONE, ANGLE)		Manner of Crash INTERSECTING PATH (T-BONE)
<input type="checkbox"/> Work Zone-Construction	<input type="checkbox"/> Work Zone-Maintenance	<input type="checkbox"/> Work Zone-Utility	Tribal Land? NO	Analysis Code PEDALCYCLE		Location of First Harmful Event ON ROADWAY
TRAFFIC UNIT 01						
VEHICLE NO. HEADED 01		MV Type IN TRANSPORT		Direction W	On: COORS BLVD NW	Left Scene of Crash? YES
Driver's Last Name		Driver's First Name		Driver's Middle Name		
Driver's Street Address		City ALBUQUERQUE		State NM	Zip Code 87120	Phone
Date of Birth /1965	Driver's License Number	State NM	Type D	CDL N	Status R	Restrictions
Incident Responder NO		# of Occupants 1		Seat Pos PC	Expires /2025	Interlock NO
Supplemental Occupant Information		Age 57		Sex F	Race O	Injury Code B
		OP Code 0		OP Used UNK	Airbag Deploy NA	Ejected O
		EMS Number N/A		Med Trans NT		
Vehicle Information						
Year	Vehicle Make SCHWINN MOTOR SCOOTER	Vehicle Model		Color BLK	Veh Use1	Veh Use2 P
Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN	
Towed By		Towed To		Veh. Towed? Veh. Disabled?		
Gross Vehicle/Comb Weight Rating		HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name AND 1-digit #		DOT #
State #	Number of Axles	Carrier Type Code				
Carrier's Name		Street Address		Carrier City		State Carrier's Zip
Owner's Last Name KOWALCHUK		Owner's First Name LUCY		Owner's Middle Name		Owner's Company Name
Street Address 5613 EVERITT RD NW		Owner's City ALBUQUERQUE		State NM	Owner Zip 87120	Owner's Phone (505) 317-8953
Insured By: (Name of Company) NOT INSURED		Policy Number		Trailer or Towed Vehicles (1)	Type	Year
Trailer or Towed Vehicles (2)		Type	Year	Make	Lic Year	Lic State
		Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year
		Make	Lic Year	Lic State	License Num	

Crash Report Number: 710914751

Case Number: 220072372

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Condition Information

Lighting DARK LIGHTED		Weather CLEAR		Intersection Type FOUR-WAY		Relation To Junction INTERSECTION	
Work Zone Location			Work Zone Type		Workers Present	Law Enforcement Present	
Road Character STRAIGHT	Road Grade LEVEL	Road Condition DRY		Road Surface LANE MARKERS		Traffic Control TRAFFIC SIGNALS	
Road Lanes 4+ LANES		Road Design Div PAINTED DIVIDER (>4 FT)		Road Design TWO-WAY, DIVIDED			
APPARENT CONTRIBUTING FACTORS DRIVER INATTENTION				DRIVER'S ACTIONS GOING STRAIGHT		SEQUENCE OF EVENTS FIRST EVENT MVT SECOND EVENT THIRD EVENT FOURTH EVENT MHE MVT	
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY SOBRIETY UNKNOWN		DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION NO APP. DEFECTS		PEDESTRIAN/PEDALCYCLIST ACTION <input checked="" type="checkbox"/> At Intersection <input type="checkbox"/> Not at Intersection Actions Prior to Crash CROSSING ROADWAY Actions at Time of Crash NO IMPROPER ACTION			
Breath Test Results		Driver Physical Condition - Other		Location at Time of Crash INTERSECTION - MARKED CROSSWALK			

TRAFFIC UNIT 02

VEHICLE NO. HEADED 02		MV Type IN TRANSPORT		Direction N	On: COORS BLVD NW			Left Scene of Crash? YES	Posted Speed	Safe Speed						
Driver's Last Name [REDACTED]			Driver's First Name [REDACTED]			Driver's Middle Name										
Driver's Street Address UNKNOWN			City UNKNOWN			State	Zip Code	Phone								
Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation						
Incident Responder					# of Occupants 1	Seat Pos LF	Age	Sex M	Race O	Injury Code O	OP Code 0	OP Used UNK	Airbag Deploy N	Ejected N	EMS Number N/A	Med Trans NT

Supplemental Occupant Information**Vehicle Information**

Year	Vehicle Make UNKNOWN		Vehicle Model UNKNOWN		Color	Veh Use1	Veh Use2 U	Veh Use3	Veh. Towed? NO	Veh. Disabled? NO	
Body Style	Cargo Body Type	Lic. Year	State	License Plate Number UNKNOWN		VIN UNKNOWN			Damage Severity		
Towed By			Towed To						Extent		
Gross Vehicle/Comb Weight Rating		HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name			AND 1-digit #		DOT #		
State #	Number of Axles	Carrier Type Code									
Carrier's Name			Street Address			Carrier City			State	Carrier's Zip	
Owner's Last Name UNKNOWN			Owner's First Name UNKNOWN			Owner's Middle Name			Owner's Company Name		
Street Address UNKNOWN			Owner's City [REDACTED]			State	Owner Zip		Owner's Phone		

Crash Report Number: **710914751**Case Number: **220072372**STATE OF NEW MEXICO UNIFORM CRASH REPORT
NM STATUTE 66-7-209
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Sheet 2 Of 5

Insured By: (Name of Company)					Policy Number		Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num
UNKNOWN					UNKNOWN								
Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year	Lic State	License Num

Condition Information

Lighting			Weather			Intersection Type			Relation To Junction			
DARK LIGHTED			CLEAR			FOUR-WAY			INTERSECTION			
Work Zone Location				Work Zone Type				Workers Present		Law Enforcement Present		
Road Character	Road Grade	Road Condition			Road Surface			Traffic Control				
STRAIGHT	LEVEL	DRY			LANE MARKERS			TRAFFIC SIGNALS				
Road Lanes		Road Design Div			Road Design							
4+ LANES		PAINTED DIVIDER (>4 FT)			TWO-WAY, DIVIDED							

APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS	
DRIVER INATTENTION				GOING STRAIGHT		FIRST EVENT	
						BIKE	
						SECOND EVENT	
						THIRD EVENT	
						FOURTH EVENT	
						MHE	
						BIKE	
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY				DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN/PEDALCYCLIST ACTION	
SOBRIETY UNKNOWN				UNKNOWN		<input type="checkbox"/> At Intersection	
						<input type="checkbox"/> Not at Intersection	
						Actions Prior to Crash	
						Actions at Time of Crash	
Breath Test Results			Driver Physical Condition - Other			Location at Time of Crash	

NARRATIVE

ON FRIDAY THE SIXTEENTH DAY OF SEPTEMBER 2022, I WAS DISPATCHED TO A MOTOR VEHICLE COLLISION INVOLVING A PEDACYCLIST AND A MOTOR VEHICLE AT THE INTERSECTION OF COORS BLVD NW AND SEQUOIA RD NW.

DRIVER ONE STATED THE MOTOR VEHICLE COLLISION OCCURED ON MONDAY THE 12TH DAY OF SEPTEMBER 2022, FOUR DAYS PRIOR TO THE DATE OF REPORT. DRIVER ONE STATED SHE WAITED AT THE INTERSECTION OF COORS BLVD NW AND SEQUOIA RD NW TO CROSS COORS BLVD NW. DRIVER ONE STATED AS THE TRAFFIC LIGHT TURNED GREEN AND THE PEDESTRIAN SIGNAL TURNED ON, SHE BEGAN CROSSING COORS BLVD NW PROCEEDING WESTBOUND AT THE CROSSWALK AT THE INTERSECTION OF COORS BLVD NW AND SEQUOIA RD NW. DRIVER ONE STATED AS SHE WAS CROSSING COORS BLVD NW FROM THE INTERSECTION, SHE SAW THAT VEHICLE TWO WAS NOT STOPPING FROM SOUTHBOUND COORS BLVD NW. DRIVER ONE STATED THERE WAS ANOTHER VEHICLE DRIVING NEXT TO VEHICLE TWO. DRIVER ONE STATED BOTH VEHICLES HAD A RED TRAFFIC LIGHT AT THE INTERSECTION PROCEEDING NORTHBOUND TOWARDS DRIVER ONE. DRIVER ONE STATED SHE BEGAN TO ATTEMPT TO BACK AWAY FROM THE INTERSECTION. DRIVER ONE STATED AS SHE ATTEMPTED TO BACK AWAY AND AVOID A COLLISION, SHE FELT AN IMPACT AND WAS SEPARATED FROM HER BICYCLE. DRIVER ONE STATED THE UNKNOWN VEHICLE STOPPED FOR A BRIEF MOMENT TO ASK DRIVER ONE ABOUT HER CONDITION, THEN PROCEEDED TO CONTINUE SOUTHBOUND ON COORS BLVD NW WITHOUT GETTING OUT OF THEIR VEHICLE. DRIVER ONE THEN STATED DRIVER TWO HAD GIVEN DRIVER ONE A RIDE TO DRIVER ONE'S RESIDENCE. DRIVER ONE STATED DRIVER TWO DID NOT EXCHANGE ANY PERSONAL INFORMATION EXCEPT FOR A PHONE NUMBER. DRIVER ONE STATED DRIVER TWO'S NAME WAS "TYE". DRIVER ONE STATED THE POLICE WERE NOT CALLED DURING THIS TIME. DRIVER ONE STATED AFTER ARRIVING AT HOME FROM THE HOSPITAL DUE TO A LEG INJURY AS A RESULT FROM THE COLLISION, SHE THEN CALLED TO MAKE A CRASH REPORT. DRIVER ONE'S BICYCLE SUSTAINED DAMAGES TO THE FRONT WHEEL.

MULTIPLE ATTEMPTS WERE MADE TO CONTACT A POSSIBLE DRIVER TWO, HOWEVER, ALL ATTEMPTS WERE UNSUCCESSFUL. NO STATEMENTS WERE RECEIVED FROM DRIVER TWO.


IT SHOULD BE NOTED THAT THIS INCIDENT HAS A TIME DELAY OF FOUR DAYS, AND OTHER DETAILS OF THE COLLISION ARE UNKNOWN AT THIS TIME.

THERE IS NOTHING FURTHER AT THIS TIME.

VIOLATION 01

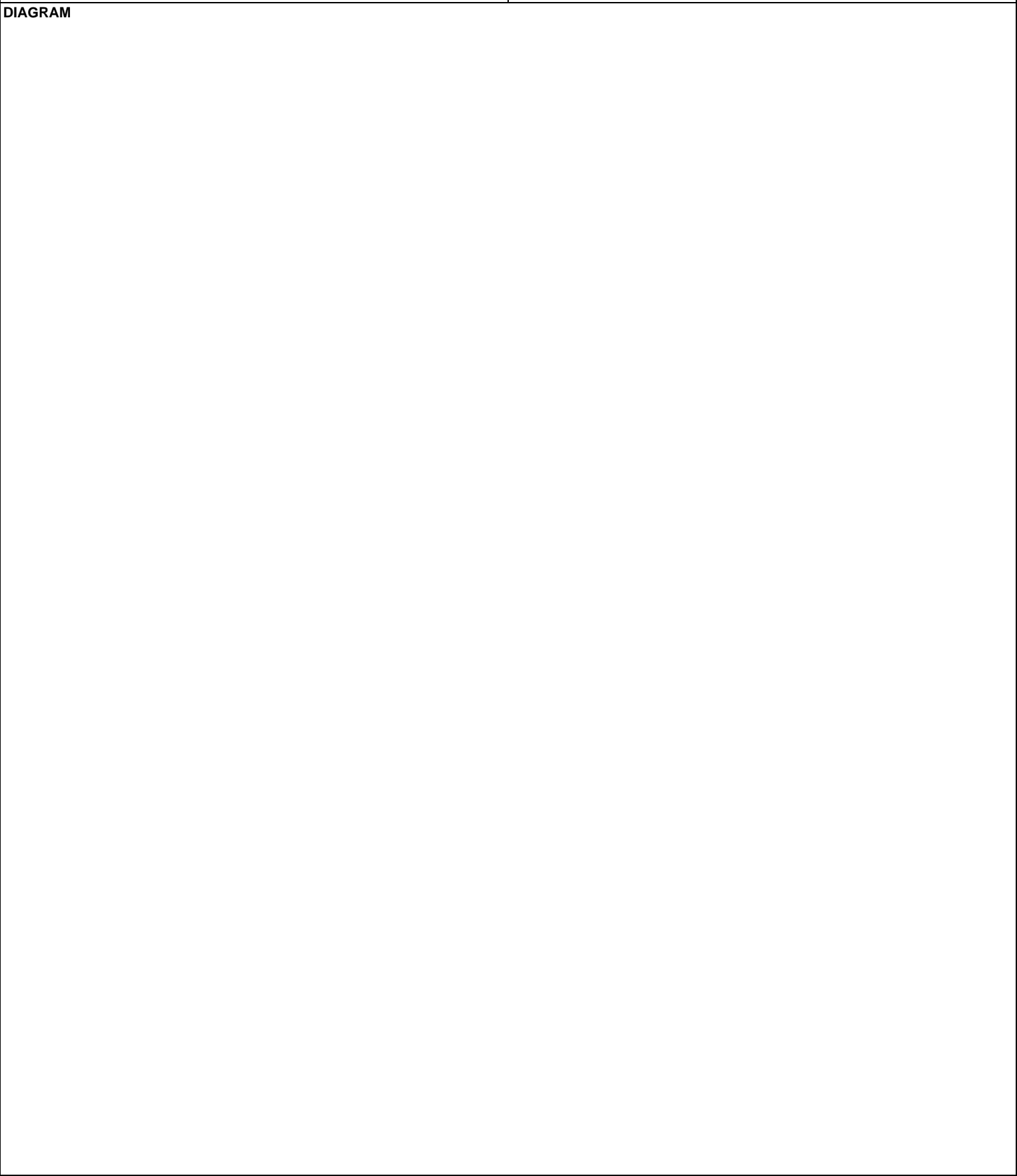
VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action

CONCLUSION

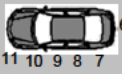
Time Notified 2046	Time Arrived 2055	Notified By DISPATCH	Supervisor at Scene NONE			
Time Roadway Cleared 2055	Time Incident Cleared 2215	Checked By 5361 - COSTALES, JOSEPH - 9/23/2022				
Officer's Signature 		Officer's Name HODGKINS, JEREMIAH	Rank PSA	ID Number 7615	District 631	Report Date 09/16/2022

DIAGRAM

Diagram Drawn By HODGKINS, JEREMIAH	Measurements Taken By
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VEHICLE NO. 002

Driver's License Number		State	Type	Status	Restrictions	Endorsements	Expires	City			State	Zip Code	Phone					
		NM	D	S			2020	LBUQUERQUE			NM	87102						
Date of Birth	Occupation						Seat Pos	Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans	
1976	HOMELESS						PD	43	M	C	K	NA	NO	NA	O	32	YES	
Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)																	
Veh. Year	Vehicle Make		Color		Body Style		Cargo Body Type	Veh. Use1	Veh. Use2	Veh. Towed?		Vehicle Disabled						
Lic. Year	State	License Plate Number		VIN		DOT #				Damage Severity		Damage Area						
Interstate Carrier?		Towed By		Towed To						Extent								
Number of Axles	Gross Vehicle/Comb Weight Rating		HazMat Placard?		Hazmat Placard 4-digit OR Hazmat Name		AND		1-digit #	HazMat Released								
Carrier's Name		Street Address		Carrier City		State		Carrier's Zip										
Owner's Last Name		Owner's First Name		Owner's Middle Name		Owner's Company Name												
Street Address		Owner's City		State		Owner Zip		Owner's Phone										
Insured By: (Name of Company)		Policy Number		Trailer or Towed Vehicles (1)		Type	Year	Make	Lic. Year	Lic State	License Num							
Trailer or Towed Vehicles (2)	Type	Year	Make	Lic. Year	Lic State	License Num		Trailer or Towed Vehicles (3)	Type	Year	Make	Lic. Year	Lic State	License Num				
Veh. Num	Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)						Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans	
01	LF	ALBUQUERQUE NM 87121						42	F	C	O	0	UNK	N	N		NO	
COND	Lighting		Weather		Road Character		Road Grade											
	DUSK		CLEAR		STRAIGHT		LEVEL											
ROAD	VEH NO.	Road Condition		Road Surface		Traffic Control		Road Lanes	Road Design Div		Road Design							
	01	DRY		PAVED CENTER AND EDGE LIN		NO CONTROLS		3 LANES	PAINTED DIVIDE		FULL ACCESS CT							
EVENT	APPARENT CONTRIBUTING FACTORS						DRIVER'S ACTIONS						SEQUENCE OF EVENTS					
	NONE						GOING STRAIGHT						FIRST EVENT PED					
													SECOND EVENT					
													THIRD EVENT					
													FOURTH EVENT					
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY				DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION				PEDESTRIAN/PEDALCYCLIST ACTION										
								At Intersection										

Crash Report Number: 710455044

Case Number: 190101463

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DRIVER	HAD NOT CONSUMED ALCOHOL				NO APP. DEFECTS		PEDESTRIAN	Not At Intersection	
	Breath Test Results		Driver Physical Condition - Other					WALKING AGAINST TRAFFIC	
ROAD	VEH NO.	Road Condition	Road Surface	Traffic Control	Road Lanes	Road Design Div	Road Design		
	02	DRY	PAVED CENTER AND EDGE LIN	NO CONTROLS	3 LANES	PHYSICAL DIVIDE	FULL ACCESS CT		
EVENT	APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS		
	NONE				OTHER		FIRST EVENT PED		
							SECOND EVENT		
							THIRD EVENT		
							FOURTH EVENT		
DRIVER	DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY		DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN	PEDESTRIAN/PEDALCYCLIST ACTION			
	SOBRIETY UNKNOWN		UNKNOWN			At Intersection			
	Breath Test Results		Driver Physical Condition - Other			Not At Intersection			
Pedestrian Action - Other									
NARRATIVE									
<p>ON NOVEMBER 4, 2019 AT APPROXIMATELY 1800 HOURS, I WAS DISPATCHED TO THE INTERSECTION OF COORS BL NW AND SEQUOIA AVE NW IN REFERENCE TO AN AUTOMOBILE COLLISION INVOLVING A PEDESTRIAN. DISPATCH ADVISED THAT THE SUBJECT WAS POSSIBLY DEAD AFTER BEING HIT BY THE VEHICLE.</p> <p>UPON MY ARRIVAL TO THE SCENE, I APPROACHED FROM COORS BL NW AND REDLANDS AVE NW WHICH IS JUST SOUTH OF WHERE THE SCENE WAS LOCATED. I APPROACHED IN NORTHBOUND LANES AND OBSERVED A WHITE SEDAN STOPPED IN SOUTHBOUND LANE 1 JUST NORTH OF A MALE SUBJECT WHO WAS LYING ON THE GROUND. AS I EXITED MY VEHICLE, I ATTEMPTED TO ACTIVATE MY CAMERA, BUT LATER LEARNED THAT IT DID NOT INITIALLY ACTIVATE WHICH WAS CORRECTED. WHEN I EXITED MY VEHICLE, I OBSERVED THE MALE SUBJECT, LATER IDENTIFIED AS [REDACTED] LYING IN A LEFT LATERAL RECUMBENT POSITION WITH HIS HEAD FACING NORTHEAST AND FEET FACING SOUTHWEST. [REDACTED] HAD WHAT APPEARED TO BE SEVERE HEAD TRAUMA TO THE LEFT PARIETAL REGION OF HIS HEAD WITH BRIGHT RED BLOOD HEAVILY FLOWING FROM HIS NOSE AND MOUTH. I COULD SEE BRAIN MATTER ON THE GROUND AROUND HIS HEAD AS BLOOD CONTINUED TO DRAIN OUT. I OBSERVED [REDACTED] TAKING WHAT I PERCEIVED TO BE CHEYNE-STOKES RESPIRATIONS, WHICH IN MY TRAINING AND EXPERIENCE IS INDICATIVE OF A POTENTIALLY LIFE-THREATENING HEAD INJURY. I ALSO</p>									
Other Property Involved	Type	Description of Property and Damage							
	Owner's Last Name		Owner's First Name			Owner's Middle Name			
	Owner's Street Address		Owner's City		State	Zip Code	Owner's Phone		
WITNESS	Witness's Last Name		Witness's First Name		Witness's Middle Name		Age		
	[REDACTED]		[REDACTED]		[REDACTED]		34		
Witness's Street Address		Witness's City		State	Zip Code	Witness's Phone			
[REDACTED]		ALBUQUERQUE		NM	87120	[REDACTED]			
ENFORCEMENT ACTION - VIOLATIONS									
VEH NO.	Last Name		First Name		Middle Name		Violation (Common Name)		Action
Time Notified	Time Arrived	Notified By			Supervisor at Scene				
17:41	17:42	DISPATCH			C. HOLMES				
Checked By									
3099 - SANDOVAL, MATT - 11/25/2019									
Officer's Signature		Officer's Name		Rank	ID Number	District	Report Date		
[Signature]		ROTH, SEAN		P1/C	5853	634	11/04/2019		

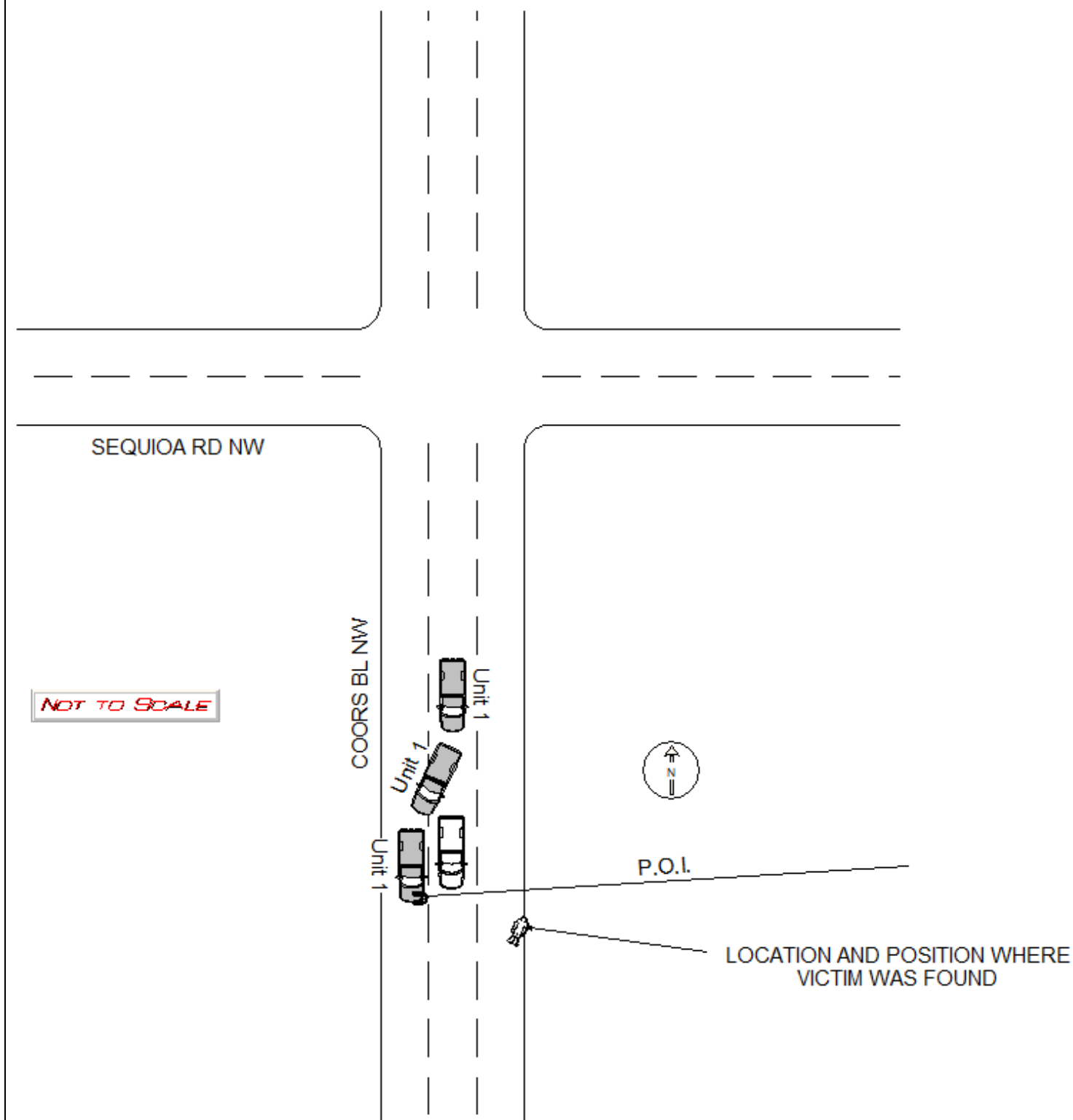
Diagram Drawn By

ROTH, SEAN

Measurements Taken By

NOT TO SCALE

DIAGRAM



Crash Report Number: 710455044

Case Number: 190101463

STATE OF NEW MEXICO UNIFORM CRASH REPORT
NM STATUTE 66-7-209
NMDOT COPY

Sheet 4 Of 4

E JULY 2018

ALBUQUERQUE POLICE DEPT

REPORTING DEPARTMENT

<input type="checkbox"/> Private Property	<input type="checkbox"/> Fatal	Property Damage Only	<input type="checkbox"/> Under \$500	<input type="checkbox"/> Hit-and-Run	Case Number: 210007383	CAD Num: 210280412
<input type="checkbox"/> Secondary Crash	<input checked="" type="checkbox"/> Injury	<input type="checkbox"/> \$500 or More	<input type="checkbox"/> School Bus Directly Involved	<input type="checkbox"/> School Bus Indirectly Involved	Agency: 1 - ALBUQUERQUE POLICE DEPARTMENT	
Crash Date 01/28/2021	Crash Time 1017	City Occurred In ALBUQUERQUE			County BERNALILLO	
Day of Week THURSDAY	Occurred On: (Route No. or Name) COORS BLVD NW			At Intersection With: SEQUOIA AVE		
Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost			Lat: Long:
Crash Occurred ON ROADWAY		First Harmful Event COLLISION W/PERSON		Manner of Impact FRONT-TO-SIDE (EX. T-BONE, ANGLE)		Manner of Crash INTERSECTING PATH (T-BONE)
<input type="checkbox"/> Work Zone-Construction	<input type="checkbox"/> Work Zone-Maintenance	<input type="checkbox"/> Work Zone-Utility	Tribal Land? NO	Analysis Code PEDESTRIAN		Location of First Harmful Event ON ROADWAY
TRAFFIC UNIT 01						
VEHICLE NO. HEADED 01	MV Type IN TRANSPORT	Direction E	On: SEQUOIA AVE			Left Scene of Crash? NO
Driver's Last Name		Driver's First Name		Driver's Middle Name		
Driver's Street Address		City ALBUQUERQUE		State NM	Zip Code 87106-0000	Phone
Date of Birth 983	Driver's License Number	State NM	Type D	CDL	Status V	Restrictions
Incident Responder		# of Occupants 1	Seat Pos PD	Expires 2028	Interlock	Occupation
Supplemental Occupant Information		Age 37	Sex F	Race O	Injury Code C	OP Code NA
		OP Used YES	Airbag Deploy NA	Ejected O	EMS Number 43	Med Trans EA
Vehicle Information						
Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN	
Towed By			Towed To			
Gross Vehicle/Comb Weight Rating		HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name AND 1-digit #		DOT #
State #	Number of Axles	Carrier Type Code				
Carrier's Name		Street Address		Carrier City		State Carrier's Zip
Owner's Last Name		Owner's First Name		Owner's Middle Name		Owner's Company Name
Street Address		Owner's City		State	Owner Zip	Owner's Phone
Insured By: (Name of Company)		Policy Number		Trailer or Towed Vehicles (1)	Type	Year
		Make	Lic Year	Lic State	License Num	
Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num
		Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year
			Lic State	License Num		

Condition Information

Lighting DAYLIGHT		Weather CLOUDY		Intersection Type FOUR-WAY		Relation To Junction INTERSECTION	
Work Zone Location			Work Zone Type		Workers Present	Law Enforcement Present	
Road Character STRAIGHT	Road Grade LEVEL	Road Condition DRY		Road Surface PAVED CENTER AND EDGE LINE		Traffic Control TRAFFIC SIGNALS	
Road Lanes 3 LANES		Road Design Div PHYSICAL BARRIER		Road Design OTHER			
APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS	
NO DRIVER ERROR				OTHER (SPECIFY IN NARRATIVE)		FIRST EVENT PED	
						SECOND EVENT	
						THIRD EVENT	
						FOURTH EVENT	
						MHE PED	
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY			DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION			PEDESTRIAN/PEDALCYCLIST ACTION	
HAD NOT CONSUMED ALCOHOL			NO APP. DEFECTS			<input checked="" type="checkbox"/> At Intersection <input type="checkbox"/> Not at Intersection	
						Actions Prior to Crash CROSSING ROADWAY	
						Actions at Time of Crash OTHER (SPECIFY IN NARRATIVE)	
Breath Test Results			Driver Physical Condition - Other			Location at Time of Crash INTERSECTION - MARKED CROSSWALK	

TRAFFIC UNIT 02

VEHICLE NO. HEADED 02		MV Type IN TRANSPORT		Direction S	On: COORS BLVD NW			Left Scene of Crash? NO	Posted Speed 00	Safe Speed 00					
Driver's Last Name [REDACTED]			Driver's First Name [REDACTED]			Driver's Middle Name [REDACTED]									
Driver's Street Address [REDACTED]			City ALBUQUERQUE			State NM	Zip Code 87106-0000	Phone [REDACTED]							
Date of Birth [REDACTED]/2004	Driver's License Number [REDACTED]	State NM	Type I	CDL N	Status V	Restrictions	Endorsements	Expires [REDACTED]/2024	Interlock	Occupation					
Incident Responder				# of Occupants 1	Seat Pos LF	Age 16	Sex F	Race O	Injury Code O	OP Code 5	OP Used YES	Airbag Deploy N	Ejected N	EMS Number 43	Med Trans NT

Supplemental Occupant Information

Vehicle Information

Year 2011	Vehicle Make FORD		Vehicle Model TAURUS		Color SIL	Veh Use1	Veh Use2 P	Veh Use3	Veh. Towed? NO	Veh. Disabled? NO
Body Style PC	Cargo Body Type	Lic. Year 2022	State NM	License Plate Number NXR823	VIN 1FAHP2FW6BG150779			Damage Severity SLIGHT		
Towed By			Towed To			Extent MINOR		14-Top 15-Undercarriage		
Gross Vehicle/Comb Weight Rating		HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name AND 1-digit #			DOT #			
State #	Number of Axles	Carrier Type Code								
Carrier's Name			Street Address			Carrier City			State	Carrier's Zip
Owner's Last Name PELAYO-PELAYO			Owner's First Name SILVIA			Owner's Middle Name Y			Owner's Company Name	
Street Address 1515 COLUMBIA DR SE APT			Owner's City ALBUQUERQUE			State NM	Owner Zip 87106-0000		Owner's Phone	

Insured By: (Name of Company)				Policy Number		Trailer or Towed Vehicles (1)		Type	Year	Make	Lic Year	Lic State	License Num
UNIQUE INS													
Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year	Lic State	License Num

Condition Information

Lighting		Weather		Intersection Type		Relation To Junction	
DAYLIGHT		CLOUDY		FOUR-WAY		INTERSECTION	
Work Zone Location			Work Zone Type			Workers Present	
						Law Enforcement Present	
Road Character	Road Grade	Road Condition		Road Surface		Traffic Control	
STRAIGHT	LEVEL	DRY		PAVED CENTER AND EDGE LINE		TRAFFIC SIGNALS	
Road Lanes		Road Design Div		Road Design			
3 LANES		PHYSICAL BARRIER		OTHER			

APPARENT CONTRIBUTING FACTORS		DRIVER'S ACTIONS		SEQUENCE OF EVENTS	
FAILED TO YIELD RIGHT-OF-WAY		LEFT TURN		FIRST EVENT	
				PED	
				SECOND EVENT	
				THIRD EVENT	
				FOURTH EVENT	
MHE		PED			
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY		DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN/PEDALCYCLIST ACTION	
HAD NOT CONSUMED ALCOHOL		NO APP. DEFECTS		<input type="checkbox"/> At Intersection <input type="checkbox"/> Not at Intersection	
				Actions Prior to Crash	
				Actions at Time of Crash	
Breath Test Results		Driver Physical Condition - Other		Location at Time of Crash	

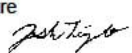
NARRATIVE

PEDESTRIAN WAS CROSSING COORS ON SEQUOIA IN THE CROSSWALK SOUTH OF THE INTERSECTION WITH THE SIGNAL WHEN HE WAS STRUCK BY VEHICLE #1. VEHICLE WAS MAKING A LEFT TURN FROM WEST BOUND SEQUOIA TO SOUTH BOUND COORS WITH A GREEN LIGHT. THE LIGHT CYCLE DOES ALLOW FOR A PEDESTRIANS TO CROSS EAST AND WEST WHEN THE LIGHT IS GREEN FOR EAST AND WEST TRAFFIC. TRAFFIC MUST YIELD TO PEDESTRIANS. VEHICLE #1 DID NOT YIELD TO THE PEDESTRIAN AND STRUCK HIM. PEDESTRIAN #1 WAS TRANSPORTED TO THE HOSPITAL. DRIVER #1 WAS CITED FOR NOT HAVING A DRIVERS LICENSE.

VIOLATION 01

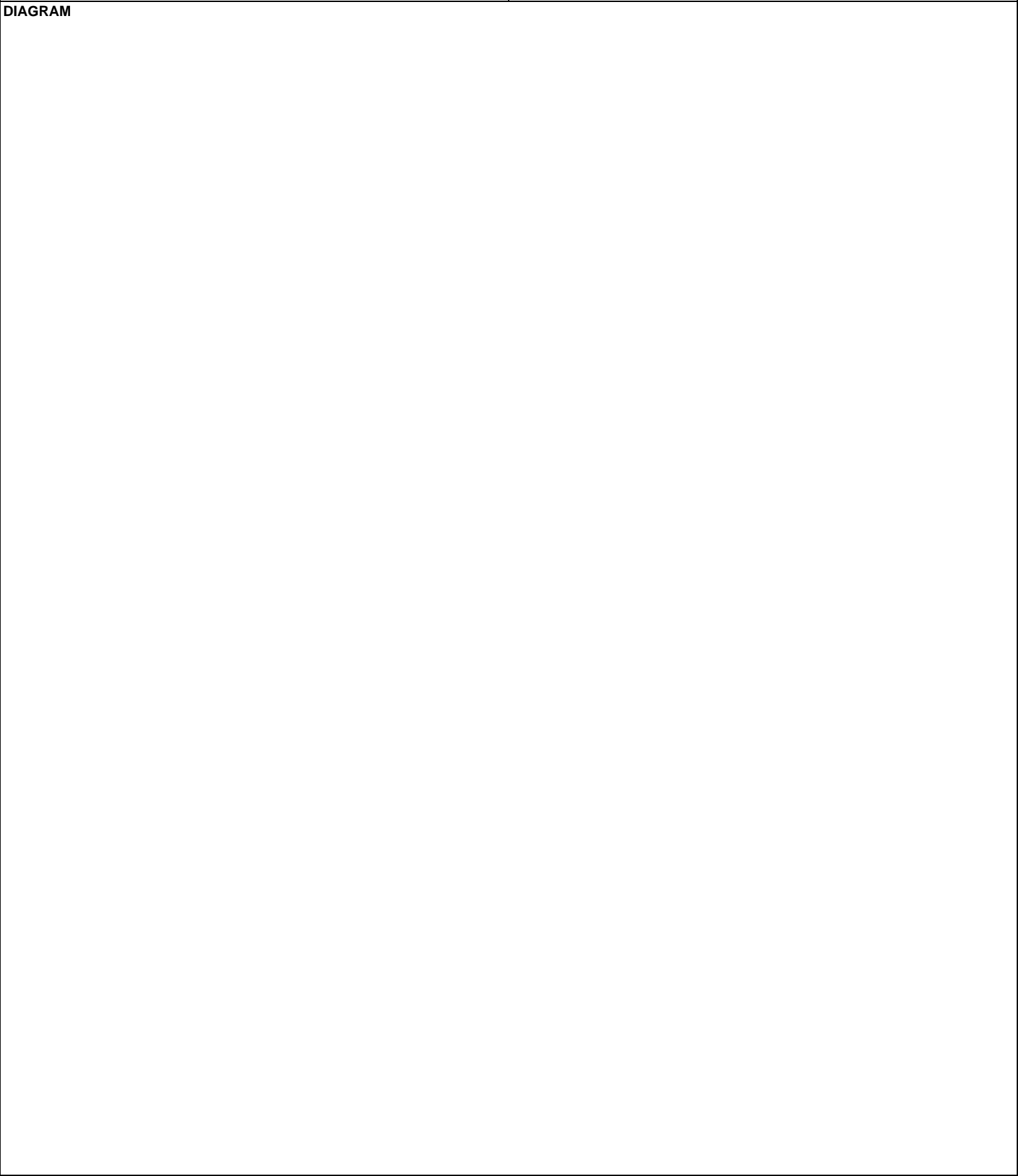
VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action
02				NO LICENSE	CITED

CONCLUSION

Time Notified	Time Arrived	Notified By	Supervisor at Scene		
1018	1019	DISPATCH			
Time Roadway Cleared	Time Incident Cleared	Checked By			
1133	1134	612 - BERGSTEN, KEITH - 03/02/2021			
Officer's Signature		Officer's Name	Rank	ID Number	District
		TRUJILLO, JOSH	P1C	4638	634
					Report Date
					01/28/2021

DIAGRAM

Diagram Drawn By TRUJILLO, JOSH	Measurements Taken By NOT TO SCALE
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ALBUQUERQUE POLICE DEPT


REPORTING DEPARTMENT

STATE OF NEW MEXICO
UNIFORM CRASH REPORT

710570364

Private Property? NO		<input type="checkbox"/> Fatal Injury		Property Damage Only <input type="checkbox"/> Under \$500 <input checked="" type="checkbox"/> \$500 or More		Hit and Run? NO		Case Number: 200013162								
				NMDOT:				CAD Num: 200411170								
Crash Date 02/10/2020		Military Time 18:17		City Occurred In ALBUQUERQUE				County BERNALILLO								
Day of Week MONDAY		Occurred On: (Route No. or Name) COORS BLVD NW				At Intersection With: REDLANDS RD NW				Tribal Land? NO						
Other Location		Measurement		Direction		Permanent Landmark - County Line - Intersection				Milepost		Lat: Long:				
Crash Occurred ON ROADWAY				Crash Classification PEDESTRIAN				Analysis Code 01 - VEH GOING STRAIGHT								
VEHICLE NO. HEADED		Unit Direction 01 SOUTH		On: COORS BLVD NW				Left the Scene of the Crash? NO		Posted Speed		Safe Speed				
Driver's Last Name [REDACTED]				Driver's First Name [REDACTED]				Driver's Middle Name [REDACTED]		Driver's Street Address [REDACTED]						
Driver's License Number [REDACTED]		State NM	Type D	Status V	Restrictions	Endorsements	Expires [REDACTED]/2020	City PORTALES		State NM	Zip Code 88130	Phone [REDACTED]				
Date of Birth [REDACTED]/1999		Occupation				Seat Pos LF	Age 20	Sex F	Race O	Injury Code O	OP Code 6	OP Used Properly YES	Airbag Deploy N	Ejected N	EMS Num 17	Med Trans NO
Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)															

VEHICLE NO. 002	VEHICLE NO. HEADED 02		Unit Direction SOUTH		On: COORS BLVD NW				Left the Scene of the Crash? NO		Posted Speed		Safe Speed				
	Driver's Last Name [REDACTED]				Driver's First Name [REDACTED]				Driver's Middle Name [REDACTED]		Driver's Street Address [REDACTED]						
	Driver's License Number [REDACTED]		State NM	Type D	Status V	Restrictions	Endorsements	Expires [REDACTED]/2021	City ALBUQUERQUE		State NM	Zip Code 87102	Phone [REDACTED]				
	Date of Birth [REDACTED]/1976		Occupation [REDACTED]				Seat Pos LF	Age 43	Sex M	Race O	Injury Code O	OP Code 6	OP Used Properly YES	Airbag Deploy N	Ejected N	EMS Num [REDACTED]	Med Trans NO
	Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)															
	Veh. Year 2016		Vehicle Make CHEVROLET		Color GRAY - GRY		Body Style PC	Cargo Body Type	Veh. Use1	Veh. Use2 P	Veh. Towed? NO		Vehicle Disabled NO				
Lic. Year 2020		State NM	License Plate Number APFL29		VIN 1GNKRGKD0GJ272793			DOT #		Damage Severity UNKNOWN		Damage Area 1 2 3 4 5 6 12 11 10 9 8 7 03,04					
Interstate Carrier?		Towed By			Towed To					Extent UNKNOWN							
Number of Axles		Gross Vehicle/Comb Weight Rating		HazMat Placard?		HazMat Placard 4-digit OR HazMat Name			AND	1-digit #	HazMat Released NO						
Carrier's Name				Street Address				Carrier City				State	Carrier's Zip				
Owner's Last Name LUCERO				Owner's First Name ALBERTO			Owner's Middle Name JOAQUIN		Owner's Company Name								
Street Address 908 1/2 ARNO ST NE				Owner's City ALBUQUERQUE			State NM	Owner Zip 87102		Owner's Phone (505) 203-6778							
Insured By: (Name of Company) ROOT				Policy Number [REDACTED]		Trailer or Towed Vehicles (1)		Type	Year	Make	Lic. Year	Lic State	License Num				
Trailer or Towed Vehicles (2)	Type	Year	Make	Lic. Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic. Year	Lic State	License Num				

VEHICLE NO. 003	VEHICLE NO. HEADED 03		Unit Direction WEST		On: COORS BLVD NW				Left the Scene of the Crash? YES		Posted Speed		Safe Speed					
	Driver's Last Name [REDACTED]				Driver's First Name [REDACTED]				Driver's Middle Name		Driver's Street Address							
	Driver's License Number		State	Type	Status	Restrictions	Endorsements	Expires	City		State	Zip Code	Phone					
	Date of Birth		Occupation					Seat Pos PD	Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans
	Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)								M	H	C	NA	UNK	NA	O	17	NO
	Veh. Year		Vehicle Make		Color		Body Style		Cargo Body Type	Veh. Use1	Veh. Use2	Veh. Towed?		Vehicle Disabled				
Lic. Year	State	License Plate Number		VIN		DOT #		Damage Severity Extent		Damage Area 1 2 3 4 5 12  6 11 10 9 8 7								
Interstate Carrier?		Towed By		Towed To														
Number of Axles		Gross Vehicle/Comb Weight Rating		HazMat Placard?		Hazmat Placard 4-digit OR Hazmat Name AND 1-digit #				HazMat Released								
Carrier's Name				Street Address				Carrier City				State	Carrier's Zip					
Owner's Last Name				Owner's First Name		Owner's Middle Name		Owner's Company Name										
Street Address				Owner's City				State	Owner Zip	Owner's Phone								
Insured By: (Name of Company)				Policy Number		Trailer or Towed Vehicles (1)		Type	Year	Make	Lic. Year	Lic State	License Num					
Trailer or Towed Vehicles (2)		Type	Year	Make	Lic. Year	Lic State	License Num	Trailer or Towed Vehicles (3)		Type	Year	Make	Lic. Year	Lic State	License Num			
Veh. Num	Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)							Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans
COND	Lighting DARK LIGHTED				Weather CLEAR				Road Character STRAIGHT				Road Grade LEVEL					


ROAD	VEH NO. 01	Road Condition DRY	Road Surface PAVED CENTER AND EDGE LIN	Traffic Control NO CONTROLS	Road Lanes 4+ LANES	Road Design Div PHYSICAL DIVIDE	Road Design OTHER
EVENT	APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS
	NO DRIVER ERROR				GOING STRAIGHT		FIRST EVENT PED
							SECOND EVENT
							THIRD EVENT
							FOURTH EVENT
DRIVER	DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY		DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN	PEDESTRIAN/PEDALCYCLIST ACTION	
	HAD NOT CONSUMED ALCOHOL		NO APP. DEFECTS			At Intersection NO SIGNAL	
						Not At Intersection NO CROSSWALK	
	Breath Test Results		Driver Physical Condition - Other			Pedestrian Action - Other	
ROAD	VEH NO. 02	Road Condition DRY	Road Surface PAVED CENTER AND EDGE LIN	Traffic Control NO CONTROLS	Road Lanes 4+ LANES	Road Design Div PHYSICAL DIVIDE	Road Design OTHER
EVENT	APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS
	NO DRIVER ERROR				GOING STRAIGHT		FIRST EVENT UN
							SECOND EVENT
							THIRD EVENT
							FOURTH EVENT
DRIVER	DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY		DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN	PEDESTRIAN/PEDALCYCLIST ACTION	
	HAD NOT CONSUMED ALCOHOL		NO APP. DEFECTS			At Intersection NO SIGNAL	
						Not At Intersection NO CROSSWALK	
	Breath Test Results		Driver Physical Condition - Other			Pedestrian Action - Other	
ROAD	VEH NO. 03	Road Condition DRY	Road Surface PAVED CENTER AND EDGE LIN	Traffic Control NO CONTROLS	Road Lanes 4+ LANES	Road Design Div PHYSICAL DIVIDE	Road Design OTHER
EVENT	APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS
	PEDESTRIAN ERROR				OTHER		FIRST EVENT MVT
							SECOND EVENT
							THIRD EVENT
							FOURTH EVENT
DRIVER	DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY		DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN	PEDESTRIAN/PEDALCYCLIST ACTION	
	SOBRIETY UNKNOWN		UNKNOWN			At Intersection NO SIGNAL	
						Not At Intersection NO CROSSWALK	
	Breath Test Results		Driver Physical Condition - Other			Pedestrian Action - Other	
NARRATIVE							
ON FEBRUARY 10, 2020 AT APPROXIMATELY 1818 HOURS I WAS DISPATCHED TO THE INTERSECTION OF COORS BLVD NW/REDLANDS RD NW INVOLVING ONE VEHICLE VERSUS A PEDESTRIAN.							
UPON ARRIVAL I MADE CONTACT WITH MEDICAL PERSONNEL WHO WERE ALREADY ON SCENE BLOCKING TRAFFIC. THEY ADVISED THE PEDESTRIAN REFUSED MEDICAL TREATMENT AND LEFT ON FOOT HEADING SOUTHBOUND ON COORS BLVD NW. MEDICAL PERSONNEL ADVISED HE WAS TOLD BY RESCUE #17 STAFF ABOUT THIS INCIDENT; DUE TO HIM ARRIVING AFTER THE PEDESTRIAN LEFT THE SCENE (RESCUE #17 WAS NO LONGER ON SCENE AT THIS TIME). MEDICAL PERSONNEL POINTED NEARBY WHERE VEHICLE #1 WAS PARKED AND							
Crash Report Number: 710570364			STATE OF NEW MEXICO UNIFORM CRASH REPORT NM STATUTE 66-7-209 NMDOT COPY				Sheet 7 Of 9
Case Number: 200013162							

ADVISED SHE PULLED OVER THERE AFTER THE INCIDENT OCCURRED.

DRIVER OF VEH #1, [REDACTED] ADVISED SHE WAS HEADING SOUTHBOUND ON COORS BLVD NW NEAR REDLANDS RD NW WHEN THE CAR NEXT TO HER BEGAN BRAKING AND SHE DID NOT KNOW WHY. AT THE LAST SECOND SHE SAW A PEDESTRIAN ON COORS BLVD NW AND ADVISED SHE SLAMMED ON HER BRAKES BUT COULD NOT STOP IN TIME. SHE MENTIONED SHE HIT THE PEDESTRIAN "RIGHT HERE" AND POINTED TO THE FRONT DRIVER SIDE OF THE VEHICLE. [REDACTED] ADVISED SHE WAS IN THE "3RD LANE" (OUTER LANE). [REDACTED] STATED SHE PULLED OVER AFTER THE COLLISION OCCURRED AND THE PEDESTRIAN WAS LAYING ON THE GROUND MOANING. SHE MENTIONED SHE TOLD HIM TO STAY AND WAIT, BUT HE GOT UP AND LEFT

Other Property Involved	Type	Description of Property and Damage					
	Owner's Last Name		Owner's First Name		Owner's Middle Name		
	Owner's Street Address		Owner's City		State	Zip Code	Owner's Phone
WITNESS	Witness's Last Name		Witness's First Name		Witness's Middle Name		Age
	[REDACTED]		[REDACTED]		[REDACTED]		40
WITNESS	Witness's Street Address		Witness's City		State	Zip Code	Witness's Phone
	[REDACTED]		ALBUQUERQUE		NM	87120	[REDACTED]

ENFORCEMENT ACTION - VIOLATIONS

VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action	
Time Notified	Time Arrived	Notified By		Supervisor at Scene		
18:18	18:28	DISPATCH		NONE		
Checked By						
5050 - RASCON, JAIME - 2/15/2020						
Officer's Signature		Officer's Name	Rank	ID Number	District	Report Date
		WALKER, CAMERON	P1/C	5957	634	02/10/2020

STATE OF NEW MEXICO UNIFORM CRASH REPORT - SUPPLEMENTAL NARRATIVE

Crash Date 02/10/2020	Crash Time 18:17	Crash Report Number 710570364	Agency Case Number 200013162		
Officer/Person Submitting Supplemental Report WALKER, CAMERON		Rank P1/C	ID Number 5957	District 634	Report Date 02/10/2020

NARRATIVE

THE AREA ON FOOT. [REDACTED] DECLINED MEDICAL ASSISTANCE AT THIS TIME.

DRIVER OF VEH #2, [REDACTED] ADVISED HE WAS HEADING SOUTHBOUND ON COORS BLVD NW NEAR REDLANDS RD NW IN THE "MIDDLE LANE" AND VEHICLE #1 WAS IN THE "RIGHT LANE". [REDACTED] ADVISED HE SLAMMED ON HIS BRAKES TO AVOID HITTING THE PEDESTRIAN CROSSING COORS BLVD NW AND MENTIONED THE PEDESTRIAN JUST LOOKED AT HIM AND KEPT WAKING. [REDACTED] STATED "SHE COULDN'T SEE HIM" AND SHE HIT THE PEDESTRIAN. [REDACTED] MENTIONED "I THINK I RAN OVER HIS LEG" AT ONE POINT AND ADVISED AFTER THE PEDESTRIAN WAS STRUCK BY VEHICLE #1; [REDACTED] DID NOT REALIZE HE WAS UNDERNEATH HIS VEHICLE AND BEGAN TO MOVE OUT OF THE WAY. [REDACTED] BELIEVES WHEN HE BEGAN TO MOVE HE RAN OVER THE PEDESTRIAN'S LEGS, BUT COULD NOT STOP SO HE CONTINUED TO MOVE TO GET OVER THE PEDESTRIAN'S LEGS. [REDACTED] ADVISED THE SIDE OF HIS VEHICLE WAS STRUCK POSSIBLY BE DEBRIS FROM VEHICLE #1.

WITNESS, [REDACTED] ADVISED HE WAS IN THE INSIDE LANE HEADING SOUTHBOUND ON COORS BLVD NW. [REDACTED] ADVISED HE OBSERVED THE PEDESTRIAN CROSSING COORS BLVD NW AND STOPPED HIS VEHICLE SO HE WOULD NOT COLLIDE WITH HIM.

OFFICER K. TREBITOWSKI ATL'D THE AREA ATTEMPTING TO LOCATE THE PEDESTRIAN BUT WAS UNABLE TO LOCATE HIM. NO CALLS FOR SERVICE WERE MADE REGARDING THE PEDESTRIAN. RTC LOGGED ONTO THIS CALL ADVISED NEGATIVE TRAFFIC CAMERAS LOCATED AT THIS INTERSECTION. NO CROSSWALK WAS LOCATED AT THIS INTERSECTION.

POLICE LAPEL VIDEO WAS TAGGED AND UPLOADED ONTO EVIDENCE.COM.

STATE OF NEW MEXICO UNIFORM CRASH REPORT - SUPPLEMENTAL NARRATIVE

Crash Date 02/10/2020	Crash Time 18:17	Crash Report Number 710570364	Agency Case Number 200013162		
Officer/Person Submitting Supplemental Report WALKER, CAMERON		Rank P1/C	ID Number 5957	District 634	Report Date 02/10/2020

NARRATIVE

THE AREA ON FOOT. [REDACTED] DECLINED MEDICAL ASSISTANCE AT THIS TIME.

DRIVER OF VEH #2, [REDACTED] ADVISED HE WAS HEADING SOUTHBOUND ON COORS BLVD NW NEAR REDLANDS RD NW IN THE "MIDDLE LANE" AND VEHICLE #1 WAS IN THE "RIGHT LANE". [REDACTED] ADVISED HE SLAMMED ON HIS BRAKES TO AVOID HITTING THE PEDESTRIAN CROSSING COORS BLVD NW AND MENTIONED THE PEDESTRIAN JUST LOOKED AT HIM AND KEPT WAKING. [REDACTED] STATED "SHE COULDN'T SEE HIM" AND SHE HIT THE PEDESTRIAN. [REDACTED] MENTIONED "I THINK I RAN OVER HIS LEG" AT ONE POINT AND ADVISED AFTER THE PEDESTRIAN WAS STRUCK BY VEHICLE #1; [REDACTED] DID NOT REALIZE HE WAS UNDERNEATH HIS VEHICLE AND BEGAN TO MOVE OUT OF THE WAY. [REDACTED] BELIEVES WHEN HE BEGAN TO MOVE HE RAN OVER THE PEDESTRIAN'S LEGS, BUT COULD NOT STOP SO HE CONTINUED TO MOVE TO GET OVER THE PEDESTRIAN'S LEGS. [REDACTED] ADVISED THE SIDE OF HIS VEHICLE WAS STRUCK POSSIBLY BE DEBRIS FROM VEHICLE #1.

WITNESS, [REDACTED] ADVISED HE WAS IN THE INSIDE LANE HEADING SOUTHBOUND ON COORS BLVD NW. [REDACTED] ADVISED HE OBSERVED THE PEDESTRIAN CROSSING COORS BLVD NW AND STOPPED HIS VEHICLE SO HE WOULD NOT COLLIDE WITH HIM.

OFFICER K. TREBITOWSKI ATL'D THE AREA ATTEMPTING TO LOCATE THE PEDESTRIAN BUT WAS UNABLE TO LOCATE HIM. NO CALLS FOR SERVICE WERE MADE REGARDING THE PEDESTRIAN. RTC LOGGED ONTO THIS CALL ADVISED NEGATIVE TRAFFIC CAMERAS LOCATED AT THIS INTERSECTION. NO CROSSWALK WAS LOCATED AT THIS INTERSECTION.

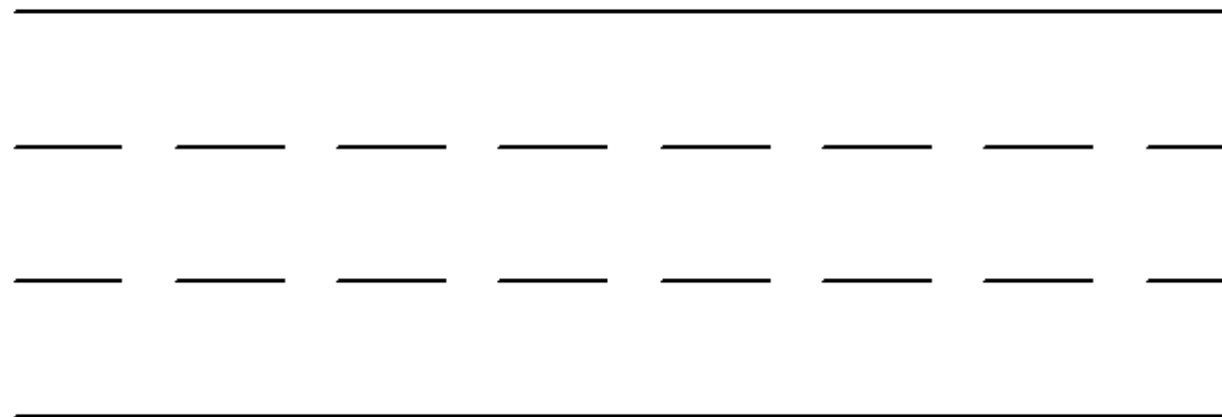
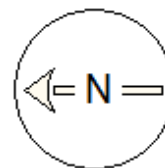
POLICE LAPEL VIDEO WAS TAGGED AND UPLOADED ONTO EVIDENCE.COM.

Diagram Drawn By
WALKER, CAMERON

Measurements Taken By
NOT TO SCALE

DIAGRAM

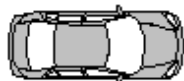
NOT TO SCALE



Witness



-Vehicle #2-

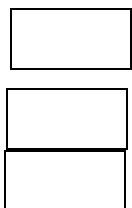


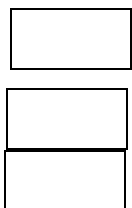
P.O.I.



Vehicle #1

Coors Blvd NW





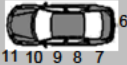


ALBUQUERQUE POLICE DEPT

REPORTING DEPARTMENT

STATE OF NEW MEXICO
UNIFORM CRASH REPORT

710574725

Private Property? NO		<input type="checkbox"/> Fatal <input checked="" type="checkbox"/> Injury	Property Damage Only <input type="checkbox"/> Under \$500 <input type="checkbox"/> \$500 or More		Hit and Run? NO		Case Number: 190097756		NMDOT:		CAD Num: 192961061																				
Crash Date 10/23/2019		Military Time 17:17		City Occurred In ALBUQUERQUE				County BERNALILLO																							
Day of Week WEDNESDAY		Occurred On: (Route No. or Name) 3400 COORS BLVD NW						At Intersection With:				Tribal Land? NO																			
Other Location		Measurement		Direction		Permanent Landmark - County Line - Intersection						Milepost		Lat: Long:																	
Crash Occurred ON ROADWAY				Crash Classification PEDESTRIAN				Analysis Code 02 - VEH TURNING RIGHT																							
VEHICLE NO. HEADED		Unit Direction 01 SOUTH		On: COORS BLVD NW				Left the Scene of the Crash? NO		Posted Speed 45		Safe Speed																			
Driver's Last Name [REDACTED]				Driver's First Name [REDACTED]				Driver's Middle Name		Driver's Street Address [REDACTED]																					
Driver's License Number [REDACTED]		State NM		Type D		Status		Restrictions		Endorsements		Expires [REDACTED]/2024		City ALBUQUERQUE		State NM		Zip Code 87120-0000		Phone [REDACTED]											
Date of Birth [REDACTED] 1960		Occupation				Seat Pos PD		Age 59		Sex M		Race O		Injury Code C		OP Code NA		OP Used Property YES		Airbag Deploy N		Ejected N		EMS Num AFR		Med Trans NO					
Seat Pos		Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)										59		M		O		C		NA		YES		N		N		AFR		NO	
Veh. Year		Vehicle Make				Color				Body Style		Cargo Body Type		Veh. Use1		Veh. Use2		Veh. Towed?		Vehicle Disabled											
Lic. Year		State		License Plate Number				VIN				DOT #				Damage Severity		Damage Area 12  6 11 10 9 8 7													
Interstate Carrier?				Towed By				Towed To										Extent													
Number of Axles		Gross Vehicle/Comb Weight Rating				HazMat Placard?				Hazmat Placard 4-digit OR Hazmat Name				AND		1-digit #		HazMat Released													
Carrier's Name				Street Address										Carrier City				State		Carrier's Zip											
Owner's Last Name				Owner's First Name				Owner's Middle Name				Owner's Company Name																			
Street Address				Owner's City				State		Owner Zip		Owner's Phone																			
Insured By: (Name of Company)				Policy Number				Trailer or Towed Vehicles (1)		Type		Year		Make		Lic. Year		Lic State		License Num											
Trailer or Towed Vehicles (2)		Type		Year		Make		Lic. Year		Lic State		License Num		Trailer or Towed Vehicles (3)		Type		Year		Make		Lic. Year		Lic State		License Num					
VEHICLE NO. HEADED		Unit Direction 02 NORTH		On: COORS BLVD NW				Left the Scene of the Crash? NO		Posted Speed 45		Safe Speed																			

Driver's Last Name

Driver's First Name

Driver's Middle Name

Driver's Street Address

Crash Report Number: **710574725**Case Number: **190097756**STATE OF NEW MEXICO UNIFORM CRASH REPORT
NM STATUTE 66-7-209
NMDOT COPY

Sheet 1 Of 4

Driver's License Number										State	Type	Status	Restrictions	Endorsements	Expires	City				State	Zip Code		Phone	
[REDACTED]										NM	D		B		[REDACTED]/2021	ALBUQUERQUE				NM	87120-0000		[REDACTED]	
Date of Birth		Occupation										Seat Pos	Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans		
[REDACTED] 1942												LF	76	M	O	O	6	YES	N	N	AFR	NO		
Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)																							
Veh. Year		Vehicle Make			Color			Body Style		Cargo Body Type		Veh. Use1		Veh. Use2		Veh. Towed?		Vehicle Disabled?						
2018		TOYOTA			WHITE - WHI			PC						P		NO		NO						
Lic. Year		State		License Plate Number			VIN			DOT #			Damage Severity		Damage Area									
2021		NM		PMC729			JTMDJREV3JD154543						SLIGHT		<div style="display: flex; align-items: center;"> 12 6 </div>									
Interstate Carrier?		Towed By			Towed To			Extent		APPEARANCE					11,12									
Number of Axles		Gross Vehicle/Comb Weight Rating			HazMat Placard?		Hazmat Placard 4-digit OR Hazmat Name			AND		1-digit #		HazMat Released										
														NO										
Carrier's Name					Street Address					Carrier City					State		Carrier's Zip							
Owner's Last Name					Owner's First Name					Owner's Middle Name					Owner's Company Name									
HUME					ROBERT					BRANHAM														
Street Address					Owner's City					State		Owner Zip		Owner's Phone										
5404 LAS TRAMPAS WAY NW					ALBUQUERQUE					NM		87120-0000												
Insured By: (Name of Company)					Policy Number			Trailer or Towed Vehicles (1)		Type	Year	Make	Lic. Year	Lic State	License Num									
AAA					[REDACTED]																			
Trailer or Towed Vehicles (2)		Type	Year	Make	Lic. Year	Lic State	License Num		Trailer or Towed Vehicles (3)		Type	Year	Make	Lic. Year	Lic State	License Num								
Veh. Num	Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)										Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans			
COND	Lighting				Weather				Road Character				Road Grade											
	DAYLIGHT				CLEAR				STRAIGHT				LEVEL											
ROAD	VEH NO.	Road Condition			Road Surface			Traffic Control		Road Lanes		Road Design Div		Road Design										
	01	DRY			PAVED CENTER STRIPE			NO CONTROLS		3 LANES		PHYSICAL DIVIDE		OTHER										
EVENT	APPARENT CONTRIBUTING FACTORS										DRIVER'S ACTIONS					SEQUENCE OF EVENTS								
	NONE										GOING STRAIGHT					FIRST EVENT								
																SECOND EVENT								
																THIRD EVENT								
																FOURTH EVENT								
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY					DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION					PEDESTRIAN/PEDALCYCLIST ACTION														
										At Intersection														

Crash Report Number: **710574725**
 Case Number: **190097756**

STATE OF NEW MEXICO UNIFORM CRASH REPORT
 NM STATUTE 66-7-209
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Sheet 2 Of 4


DRIVER	HAD NOT CONSUMED ALCOHOL				NO APP. DEFECTS			PEDESTRIAN	Not At Intersection				
	Breath Test Results				Driver Physical Condition - Other				Pedestrian Action - Other				
ROAD	VEH NO.	Road Condition		Road Surface		Traffic Control		Road Lanes	Road Design Div		Road Design		
	02	DRY		PAVED CENTER STRIPE		NO CONTROLS		3 LANES	PAINTED DIVIDE		OTHER		
EVENT	APPARENT CONTRIBUTING FACTORS						DRIVER'S ACTIONS			SEQUENCE OF EVENTS			
	DRIVER INATTENTION						RIGHT TURN			FIRST EVENT			
										SECOND EVENT			
										THIRD EVENT			
										FOURTH EVENT			
DRIVER	DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY				DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION				PEDESTRIAN/PEDALCYCLIST ACTION				
	HAD NOT CONSUMED ALCOHOL				NO APP. DEFECTS				At Intersection				
									Not At Intersection				
Breath Test Results				Driver Physical Condition - Other				Pedestrian Action - Other					
NARRATIVE													
<p>ON TODAY'S DATE OFFICERS WERE DISPATCHED TO A TRAFFIC COLLISION INVOLVING A PEDESTRIAN IN A WHEEL CHAIR AND A VEHICLE. UPON ARRIVAL I CONTACTED THE PEDESTRIAN MR. [REDACTED] HE TOLD ME THAT HE HAD JUST GOTTEN OFF THE CITY BUS AND WAS TRAVELING SOUTH BOUND ON COORS BLVD NW. HE WAS APPROACHING THE INTERSECTION WITH A 'WALGREENS' DRIVE WAY. HE SAW VEHICLE TWO WAITING TO TURN AND THOUGHT THAT THE DRIVER SAW HIM AS HE STARTED TO CROSS THE DRIVEWAY, WHEN VEHICLE #2 PULLED OUT AND STRUCK HIM.</p> <p>DRIVER #2 ADVISED THAT HE WAS EXITING THE 'WALGREENS' ONTO COORS. HE LOOKED TO THE NORTH AND DIDN'T SEE ANY ONE AND THEN LOOKED SOUTH AND WAS WAITING FOR TRAFFIC TO CLEAR. WHEN TRAFFIC WAS CLEAR HE STARTED TO ENTER ONTO COORS WHEN HE STRUCK MR. [REDACTED]</p> <p>MR. [REDACTED] SUSTAINED NECK AND BACK PAIN. HE WAS CHECKED BY RESCUE BUT REFUSED TRANSPORT. NO OTHER INJURIES WERE REPORTED. THE WHEEL CHAIR SUSTAINED SLIGHT TO MODERATE DAMAGE AND MR. [REDACTED] WAS ABLE TO DRIVE IT FROM THE SCENE. VEHICLE #2 SUSTAINED SLIGHT DAMAGE AND WAS ALSO DRIVEN FROM THE SCENE.</p>													
Other Property Involved	Type	Description of Property and Damage											
	Owner's Last Name				Owner's First Name				Owner's Middle Name				
	Owner's Street Address				Owner's City				State	Zip Code	Owner's Phone		
WITNESS	Witness's Last Name				Witness's First Name				Witness's Middle Name				Age
	Witness's Street Address				Witness's City				State	Zip Code	Witness's Phone		
ENFORCEMENT ACTION - VIOLATIONS													
VEH NO.	Last Name				First Name		Middle Name		Violation (Common Name)		Action		
Time Notified 17:17	Time Arrived 17:20	Notified By DISPATCH						Supervisor at Scene					
Checked By 5238 - GOMEZ, GUSTAVO - 10/25/2019													
Officer's Signature 				Officer's Name LA FORCE, T.				Rank P1/C		ID Number 2600	District 634	Report Date 10/24/2019	

Diagram Drawn By

LA FORCE, T.

Measurements Taken By

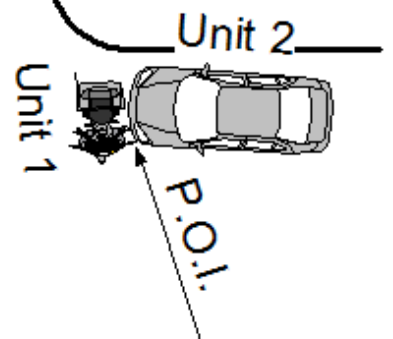
NOT TO SCALE

DIAGRAM



NOT TO SCALE

Coors Blvd NW



Crash Report Number: 710574725

Case Number: 190097756

STATE OF NEW MEXICO UNIFORM CRASH REPORT
NM STATUTE 66-7-209
NMDOT COPY

Sheet 4 Of 4



710584958

T042009M

ALBUQUERQUE POLICE DEPT

REPORTING DEPARTMENT

Private Property? NO	<input type="checkbox"/> Fatal <input checked="" type="checkbox"/> Injury	Property Damage Only <input type="checkbox"/> Under \$500 <input type="checkbox"/> \$500 or More	Hit and Run? YES	Case Number: 200032723	CAD Num: 201110767	
Crash Date 04/20/2020	Military Time 14:20	City Occurred In ALBUQUERQUE	County BERNALILLO			
Day of Week MONDAY	Occurred On: (Route No. or Name) COORS BLVD NW		At Intersection With: SEQUOIA RD NW			Tribal Land? NO
Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection			Milepost Lat: Long:
Crash Occurred ON ROADWAY		Crash Classification OTHER OBJECTS		Analysis Code 47 - OTHER		

VEHICLE NO. 001	VEHICLE NO. HEADED	Unit Direction 01 EAST	On: SEQUOIA RD NW				Left the Scene of the Crash? NO	Posted Speed	Safe Speed							
	Driver's Last Name [REDACTED]		Driver's First Name [REDACTED]		Driver's Middle Name [REDACTED]		Driver's Street Address [REDACTED]									
	Driver's License Number [REDACTED]	State NM	Type D	Statu V	Restriction	Endorsements	Expires [REDACTED]/2021	City ALBUQUERQUE	Stat NM	Zip Code 87102	Phone [REDACTED]					
	Date of Birth [REDACTED] 1979	Occupation				Seat Pos PD	Age 41	Sex M	Race O	Injury Code C	OP Code 6	OP Used Properly YES	Airbag Deploy NA	Ejected O	EMS Num	Med Trans NO
	Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)														
	Veh. Year	Vehicle Make		Color		Body Style	Cargo Body Type	Veh. Use	Veh. Use	Veh. Towed?		Vehicle Disabled				
Lic. Year	State	License Plate Number		VIN		DOT #		Damage Severity		Damage Area 1 2 3 4 5 12 6 11 10 9 8 7						
Interstate Carrier?		Towed By		Towed To												
Number of Axles	Gross Vehicle/Comb Weight Rating		HazMat Placard?		Hazmat Placard 4-digit OR Hazmat Name		AND 1-digit #		HazMat Released							
Carrier's Name			Street Address			Carrier City			State	Carrier's Zip						
Owner's Last Name			Owner's First Name			Owner's Middle Name			Owner's Company Name							
Street Address			Owner's City			State	Owner Zip		Owner's Phone							
Insured By: (Name of Company)			Policy Number		Trailer or Towed Vehicles (1)		Type	Year	Make	Lic. Year	Lic State	License Num				
Trailer or Towed Vehicles (2)	Type	Year	Make	Lic. Year	Lic State	License Num		Trailer or Towed Vehicles (3)	Type	Year	Make	Lic. Year	Lic State	License Num		

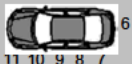
Crash Report Number: 710584958

Case Number: 200032723

STATE OF NEW MEXICO UNIFORM CRASH REPORT

NM STATUTE 66-7-209
NMDOT COPY

Sheet 1 Of 5

VEHICLE NO. 002	VEHICLE NO. HEADED 02		Unit Direction NORTH		On: COORS BLVD NW				Left the Scene of the Crash? YES		Posted Speed		Safe Speed				
	Driver's Last Name [REDACTED]				Driver's First Name [REDACTED]				Driver's Middle Name		Driver's Street Address [REDACTED]						
	Driver's License Number [REDACTED]		State NM	Type D	Statu V	Restriction	Endorsements	Expires [REDACTED]/2020	City ALBUQUERQUE		Stat NM	Zip Code 87105	Phone [REDACTED]				
	Date of Birth [REDACTED]/1958		Occupation				Seat Pos LF	Age 61	Sex M	Race O	Injury Code O	OP Code 6	OP Used Properly YES	Airbag Deploy N	Ejected N	EMS Num	Med Trans NO
	Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)															
	Veh. Year 2001	Vehicle Make MITSUBISHI		Color SILVER/ALUMINUM - SIL		Body Style PC		Cargo Body Type	Veh. Use	Veh. Use P	Veh. Towed? NO		Vehicle Disabled NO				
Lic. Year 2020	State NM	License Plate Number 391WJX		VIN JA4LS31R61P063290			DOT #		Damage Severity NONE		Damage Area 1 2 3 4 5 12  6 11 10 9 8 7						
Interstate Carrier?		Towed By			Towed To					Extent NONE							
Number of Axles		Gross Vehicle/Comb Weight Rating		HazMat Placard?		Hazmat Placard 4-digit OR Hazmat Name			AND		1-digit #		HazMat Released NO				
Carrier's Name			Street Address				Carrier City			State		Carrier's Zip					
Owner's Last Name ROWLEY			Owner's First Name CONN			Owner's Middle Name			Owner's Company Name								
Street Address 404 62ND ST NW				Owner's City ALBUQUERQUE				State NM	Owner Zip 87105	Owner's Phone (505) 506-0805							
Insured By: (Name of Company) STATEFARM				Policy Number [REDACTED]		Trailer or Towed Vehicles (1)		Type	Year	Make	Lic. Year	Lic State	License Num				
Trailer or Towed Vehicles (2)		Type	Year	Make	Lic. Year	Lic State	License Num	Trailer or Towed Vehicles (3)		Type	Year	Make	Lic. Year	Lic State	License Num		
Veh. Num	Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)						Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans
COND	Lighting DAYLIGHT			Weather CLEAR			Road Character STRAIGHT			Road Grade LEVEL							

ROAD	VEH NO. 01	Road Condition DRY	Road Surface PAVED CENTER AND EDGE LIN	Traffic Control TRAFFIC SIGNALS	Road Lanes 3 LANES	Road Design Div PHYSICAL DIVID	Road Design FULL ACCESS CT
EVENT	APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS
	NO DRIVER ERROR				OTHER		FIRST EVENT PED
							SECOND EVENT
							THIRD EVENT
							FOURTH EVENT
DRIVER	DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY		DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN	PEDESTRIAN/PEDALCYCLIST ACTION	
	HAD NOT CONSUMED ALCOHOL		NO APP. DEFECTS			At Intersection	
	Breath Test Results		Driver Physical Condition - Other			Not At Intersection	
						Pedestrian Action - Other	

ROAD	VEH NO. 02	Road Condition DRY	Road Surface PAVED CENTER AND EDGE LIN	Traffic Control TRAFFIC SIGNALS	Road Lanes 3 LANES	Road Design Div PHYSICAL DIVID	Road Design FULL ACCESS CT
EVENT	APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS
	DRIVER INATTENTION				LEFT TURN		FIRST EVENT PED
							SECOND EVENT
							THIRD EVENT
							FOURTH EVENT
DRIVER	DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY		DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN	PEDESTRIAN/PEDALCYCLIST ACTION	
	HAD NOT CONSUMED ALCOHOL		NO APP. DEFECTS			At Intersection	
	Breath Test Results		Driver Physical Condition - Other			Not At Intersection	
						Pedestrian Action - Other	

NARRATIVE							
<p>ON APRIL 20, 2020 AT 1424 HOURS I WAS DISPATCHED TO COORS BLVD NW AND SEQUOIA RD NW IN REFERENCE TO A MOTOR VEHICLE COLLISION INVOLVING A VEHICLE AND A PEDESTRIAN. UPON ARRIVAL, THE DRIVER WAS NOT ON SCENE, BUT AN OFFICER WAS ABLE TO FIND HIM AND SPEAK TO HIM ABOUT WHAT HAPPENED. THE PEDESTRIAN ADVISED HE WAS WALKING EASTBOUND ON SEQUOIA RD NW WHEN HE BEGAN TO CROSS THE STREET. THE PEDESTRIAN STATED VEHICLE #2 BEGAN TO MAKE A LEFT TURN TO GO NORTHBOUND ON COORS BLVD NW WHEN PEDESTRIAN #1 WAS CROSSING. PEDESTRIAN #1 ADVISED HE COULD NOT MOVE OUT OF THE WAY IN TIME AND WAS HIT ON THE RIGHT SIDE OF HIS BODY, CAUSING HIM TO FALL ON HIS LEFT ELBOW AND LEFT KNEE. PEDESTRIAN #1 COMPLAINED OF ELBOW PAIN BUT WAS NOT TRANSPORTED.</p> <p>DRIVER #2 ADVISED TO THE OFFICER THAT HE WAS WAITING AT THE LIGHT OF COORS BLVD NW AND SEQUOIA RD NW WHEN HE GOT THE GREEN LIGHT TO TURN LEFT ONTO NORTHBOUND COORS BLVD NW. DRIVER #2 ADVISED HE DID NOT NOTICE PEDESTRIAN #1 DUE TO THE PEDESTRIAN JAY WALKING AND DID NOT HAVE TIME TO STOP BEFORE COLLIDING WITH THE RIGHT SIDE OF PEDESTRIAN #1. DRIVER #2 DID NOT COMPLAIN OF INJURIES.</p> <p>PEDESTRIAN #1 WALKED AWAY FROM THE SCENE AND VEHICLE #2 DROVE AWAY FROM THE SCENE.</p> <p>THIS CONCLUDES MY INVOLVEMENT IN THIS CASE.</p>							

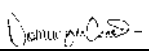
Other Property Involved	Type	Description of Property and Damage					
	Owner's Last Name		Owner's First Name		Owner's Middle Name		
	Owner's Street Address		Owner's City		State	Zip Code	Owner's Phone

WITNESS	Witness's Last Name		Witness's First Name		Witness's Middle Name		Age
	Witness's Street Address		Witness's City		State	Zip Code	Witness's Phone

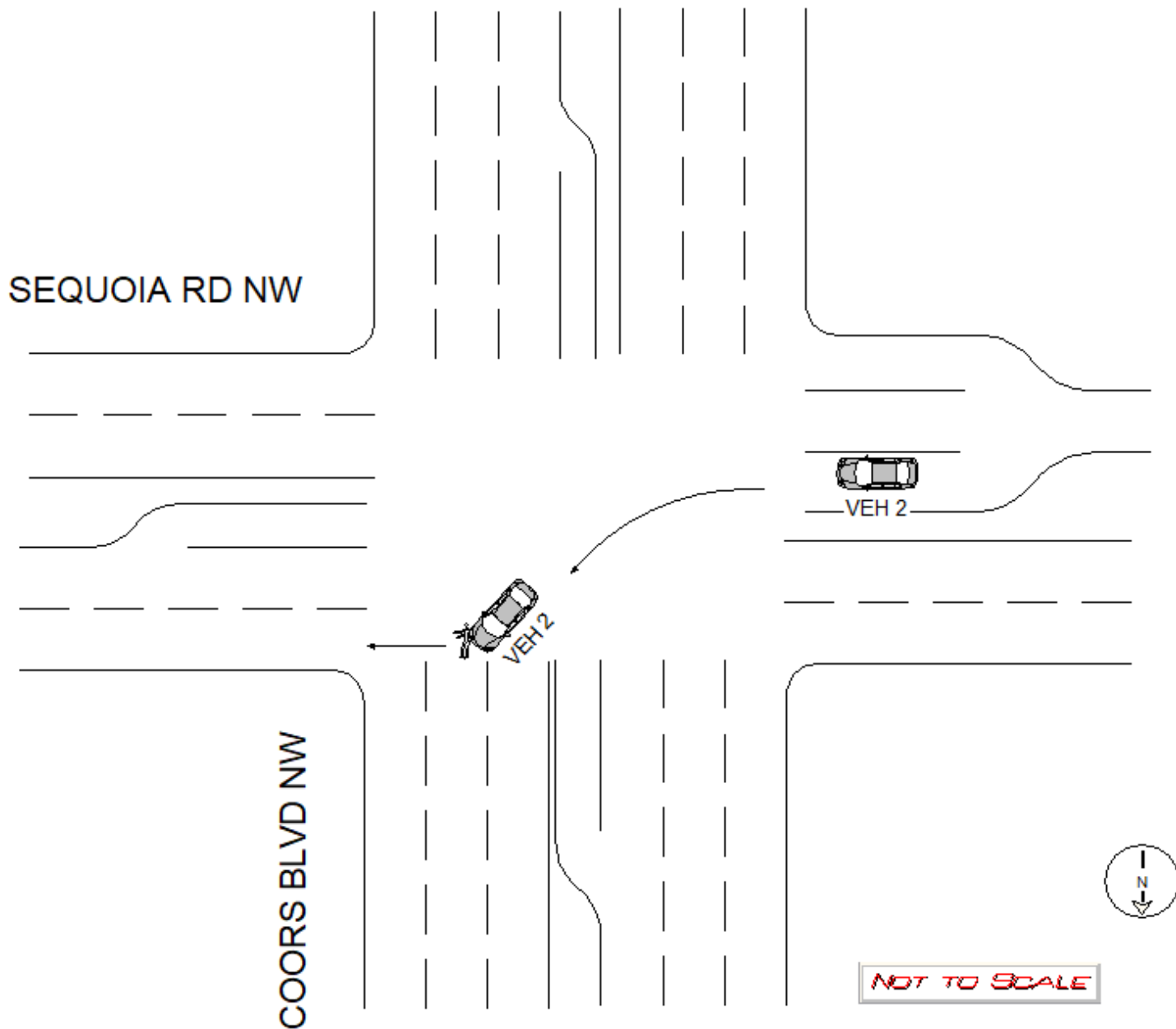
ENFORCEMENT ACTION - VIOLATIONS					
VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action

Time Notified 14:24	Time Arrived 14:35	Notified By DISPATCH	Supervisor at Scene
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Checked By 3852 - VALLEJOS, MARIO - 4/26/2020					
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Officer's Signature 	Officer's Name ACOSTA, DOMINIQUE	Rank PSA	ID Number 6836	District 632	Report Date 04/20/2020
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DIAGRAM





BERNALILLO COUNTY SHERIFF'S OFFICE

STATE OF NEW MEXICO

UNIFORM CRASH REPORT

710665237

REPORTING DEPARTMENT

<input type="checkbox"/> ON PRIVATE PROPERTY		<input type="checkbox"/> FATAL INJURY	<input type="checkbox"/> PROPERTY DAMAGE ONLY	<input type="checkbox"/> UNDER \$500	<input type="checkbox"/> \$500 OR MORE	<input type="checkbox"/> HIT AND RUN	Case Number: SO19120018403								
						NMDOT:		CAD Num: 19-748573							
CRASH DATE (MM/DD/YY) 12/22/19		MILITARY TIME 18:04		CITY OCCURRED IN Albuquerque			COUNTY Bernalillo								
Sun <input checked="" type="checkbox"/> M <input type="checkbox"/> Tu <input type="checkbox"/> W <input type="checkbox"/> Th <input type="checkbox"/> F <input type="checkbox"/> S <input type="checkbox"/>		OCCURRED ON: (Route No. or Name) 4201 Coors Blvd				AT INTERSECTION WITH:		TRIBAL LAND? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No							
OTHER LOCATION		<input type="checkbox"/> FEET <input type="checkbox"/> MILES		PERMANENT LANDMARK - COUNTY LINE - INTERSECTION - MILEPOST			LAT: LONG:								
CRASH <input checked="" type="checkbox"/> On Roadway OCCURRED <input type="checkbox"/> Off Roadway		CRASH CLASSIFICATION <input type="checkbox"/> Overturned <input type="checkbox"/> Other N-Col <input checked="" type="checkbox"/> Pedestrian <input type="checkbox"/> Other Vehicle <input type="checkbox"/> Vehicle on Other Rdwy <input type="checkbox"/> Parked Vehicle <input type="checkbox"/> Rollover <input type="checkbox"/> R. R. Train <input type="checkbox"/> Pedalcyclist <input type="checkbox"/> Animal <input type="checkbox"/> Fixed Object <input type="checkbox"/> Other Object				ANALYSIS CODE: 1									
VEHICLE NO. HEADED 0		N NE NW S SE SW E W <input checked="" type="checkbox"/>		On: Coors Blvd		Left Scene of Crash <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Posted Speed 45	Safe Speed 45						
Driver's Full name (Last, First, Middle) [REDACTED]		Address [REDACTED]													
Driver's License Number		State	Type	Status	Restrictions	Endorsements	Expires	City/State Albuquerque NM	Zip Code 87105	Phone [REDACTED]					
Date of Birth - MD/YR [REDACTED] 13		Occupation		Seat		Age	Sex (M/F)	Race	Injury Code	OP Code	OP Used Property	Airbag Deploy	Ejected	EMS#	Mod Trans
Seat Pos.		Occupant's Name (Last, First, Middle)		Occupant's Address (City, State, Zip)		6	M	H	B					3001	Y
Vehicle Yr.		Vehicle Make		Color	Body Style	Cargo Body Type	Vehicle Use (1)	Vehicle Use (2)	Towed?	Damage Severity		Extent		Diagram	
License Yr.		State		License Plate Number		VIN			<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Heavy <input type="checkbox"/> Moderate <input type="checkbox"/> Slight <input type="checkbox"/> None <input type="checkbox"/> Unknown <input type="checkbox"/> All Areas		<input type="checkbox"/> Disabled <input type="checkbox"/> Functional <input type="checkbox"/> Appearance <input type="checkbox"/> Property <input type="checkbox"/> Fire <input type="checkbox"/> None		<input type="checkbox"/> Top <input type="checkbox"/> Undercarriage	
DOT #		Interstate Carrier Code		Towed By		Towed To		Towed due to disabling damage? <input type="checkbox"/> Yes <input type="checkbox"/> No							
Number of Axles		Vehicle Weight Rating/Gross Combination Weight Rating		HazMat Placard		HazMat Placard 4 digit #		OR HazMat Name		AND		1 digit #		HazMat Released <input type="checkbox"/> Yes <input type="checkbox"/> No	
Carrier's Name		Carrier's Address		Carrier's Zip											
Owner's Name		Owner's Company Name		Owner's Address		Owner's Zip		Owner's Telephone							
Insured By: (Name of Company)		Policy Number		Trailer or Towed Vehicles (1)		Type	Year	Make	License Yr.	License State	License Number				
Trailer or Towed Vehicles (2)		Type	Year	Make	License Yr.	License State	License Number		Trailer or Towed Vehicles (3)	Type	Year	Make	License Yr.	License State	License Number
VEHICLE NO. HEADED 1		N NE NW S SE SW E W <input checked="" type="checkbox"/>		On: Coors Blvd		Left Scene of Crash <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Posted Speed 45		Safe Speed 45					
Driver's Full name (Last, First, Middle) [REDACTED]		Address [REDACTED]													
Driver's License Number		State	Type	Status	Restrictions	Endorsements	Expires	City/State Albuquerque NM	Zip Code 87105	Phone [REDACTED]					
Date of Birth - MD/YR [REDACTED] 92		Occupation		Seat		Age	Sex (M/F)	Race	Injury Code	OP Code	OP Used Property	Airbag Deploy	Ejected	EMS#	Mod Trans
Seat Pos.		Occupant's Name (Last, First, Middle)		Occupant's Address (City, State, Zip)		27	F	H	O	6	Y	N	N		N
RR		Albuquerque, NM 87105		Albuquerque, NM 87105		8	M	H	O	8C	Y	N	N		N
LR		Albuquerque, NM 87105		Albuquerque, NM 87105		5	M	H	O	8B	Y	N	N		N
Vehicle Yr.		Vehicle Make		Color	Body Style	Cargo Body Type	Vehicle Use (1)	Vehicle Use (2)	Towed?	Damage Severity		Extent		Diagram	
License Yr.		State		License Plate Number		VIN			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Heavy <input type="checkbox"/> Moderate <input type="checkbox"/> Slight <input type="checkbox"/> None <input type="checkbox"/> Unknown <input type="checkbox"/> All Areas		<input type="checkbox"/> Disabled <input type="checkbox"/> Functional <input type="checkbox"/> Appearance <input type="checkbox"/> Property <input type="checkbox"/> Fire <input type="checkbox"/> None		<input type="checkbox"/> Top <input type="checkbox"/> Undercarriage	
DOT #		Interstate Carrier Code		Towed By		Towed To		Towed due to disabling damage? <input type="checkbox"/> Yes <input type="checkbox"/> No							
Number of Axles		Vehicle Weight Rating/Gross Combination Weight Rating		HazMat Placard		HazMat Placard 4 digit #		OR HazMat Name		AND		1 digit #		HazMat Released <input type="checkbox"/> Yes <input type="checkbox"/> No	
Carrier's Name		Carrier's Address		Carrier's Zip											
Owner's Name Padilla, Julia		Owner's Company Name		Owner's Address 2126 Isleta Blvd		Owner's Zip 87105		Owner's Telephone (505) 582-4993							
Insured By: (Name of Company) Unique Insurance Co.		Policy Number		Trailer or Towed Vehicles (1)		Type	Year	Make	License Yr.	License State	License Number				
Trailer or Towed Vehicles (2)		Type	Year	Make	License Yr.	License State	License Number		Trailer or Towed Vehicles (3)	Type	Year	Make	License Yr.	License State	License Number
Crash Report Number: 710665237		STATE OF NEW MEXICO UNIFORM CRASH REPORT NM Statute 66-7-209 NMDOT COPY								SHEET 1 OF 3 SHEETS					
Case Number SO19120018403															

ROAD - WEATHER	LIGHTING (Check 1) <input type="checkbox"/> Daylight <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk <input type="checkbox"/> Dark - Lighted <input checked="" type="checkbox"/> Dark - Not Lighted <input type="checkbox"/> Other and not stated	WEATHER (Check 1) <input checked="" type="checkbox"/> Clear <input type="checkbox"/> Raining <input type="checkbox"/> Snowing <input type="checkbox"/> Fog <input type="checkbox"/> Dust <input type="checkbox"/> Wind <input type="checkbox"/> Other <input type="checkbox"/> Sleet or Hail	ROAD COND (Check 1 for each) V0 V1 <input type="checkbox"/> <input checked="" type="checkbox"/> Dry <input type="checkbox"/> <input type="checkbox"/> Wet <input type="checkbox"/> <input type="checkbox"/> Snow <input type="checkbox"/> <input type="checkbox"/> Ice <input type="checkbox"/> <input type="checkbox"/> Loose Material <input type="checkbox"/> <input type="checkbox"/> Other <input type="checkbox"/> <input type="checkbox"/> Standing or Moving Water <input type="checkbox"/> <input type="checkbox"/> Slush	ROAD SURFACE (Check 1 for each) V0 V1 <input type="checkbox"/> <input type="checkbox"/> Paved Unstripped <input type="checkbox"/> <input type="checkbox"/> Paved Center Stripe <input type="checkbox"/> <input checked="" type="checkbox"/> Paved Center & Edgeline <input type="checkbox"/> <input type="checkbox"/> Unpaved	TRAFFIC CONTROL (Check 1 for each) V0 V1 <input type="checkbox"/> <input type="checkbox"/> No Passing Zone <input type="checkbox"/> <input type="checkbox"/> Stop Sign <input type="checkbox"/> <input type="checkbox"/> Traffic Signals <input type="checkbox"/> <input type="checkbox"/> Yield Sign <input type="checkbox"/> <input type="checkbox"/> R.R. Gate <input type="checkbox"/> <input type="checkbox"/> 4 Way Stop <input type="checkbox"/> <input type="checkbox"/> Flashers <input type="checkbox"/> <input checked="" type="checkbox"/> No Controls <input type="checkbox"/> <input type="checkbox"/> Other	ROAD CHARACTER (Check 1) <input checked="" type="checkbox"/> Straight <input type="checkbox"/> Curve GRADE (Check 1) <input checked="" type="checkbox"/> Level <input type="checkbox"/> Hillcrest <input type="checkbox"/> On Grade <input type="checkbox"/> Dip	Crash Report Number 71066523 Case Number SO19120018403			
	APPARENT CONTRIBUTING FACTORS (Check 1 or more for each)						DRIVERS' ACTIONS (Check 1 or more for each)		SEQUENCE OF EVENTS (See event codes)	
	V0 V1 <input type="checkbox"/> <input type="checkbox"/> Excessive Speed <input type="checkbox"/> <input type="checkbox"/> Speed too fast for conditions <input type="checkbox"/> <input type="checkbox"/> Failed to yield right of way <input type="checkbox"/> <input type="checkbox"/> Passed stop sign <input type="checkbox"/> <input type="checkbox"/> Disregard traffic signal <input type="checkbox"/> <input type="checkbox"/> Drove left of center <input type="checkbox"/> <input type="checkbox"/> Improper overtaking <input type="checkbox"/> <input type="checkbox"/> Avoid no contact vehicle <input type="checkbox"/> <input type="checkbox"/> Avoid no contact -other <input type="checkbox"/> <input type="checkbox"/> Cell Phone <input type="checkbox"/> <input type="checkbox"/> Low visibility due to smoke		V0 V1 <input type="checkbox"/> <input type="checkbox"/> Following too closely <input type="checkbox"/> <input type="checkbox"/> Made improper turn <input type="checkbox"/> <input type="checkbox"/> Driver inattention <input type="checkbox"/> <input type="checkbox"/> Under influence of alcohol <input type="checkbox"/> <input type="checkbox"/> Other improper driving <input type="checkbox"/> <input type="checkbox"/> Pedestrian Error <input type="checkbox"/> <input type="checkbox"/> Inadequate brakes <input type="checkbox"/> <input type="checkbox"/> Driverless moving vehicle <input type="checkbox"/> <input type="checkbox"/> Failed to yield - Poliec Veh(s) <input type="checkbox"/> <input type="checkbox"/> Failed to yield -- Emrgcy Veh(s) <input type="checkbox"/> <input type="checkbox"/> Under the influence of Drugs or Medication <input type="checkbox"/> <input type="checkbox"/> High speed pursuit		V0 V1 <input type="checkbox"/> <input type="checkbox"/> Defective steering <input type="checkbox"/> <input type="checkbox"/> Defective tires <input type="checkbox"/> <input type="checkbox"/> Other mech. defect <input type="checkbox"/> <input type="checkbox"/> Road defect <input type="checkbox"/> <input type="checkbox"/> Other No driver error <input type="checkbox"/> <input type="checkbox"/> Traffic control not functioning <input type="checkbox"/> <input type="checkbox"/> Improper lane change <input type="checkbox"/> <input type="checkbox"/> Improper backing <input checked="" type="checkbox"/> <input type="checkbox"/> None <input type="checkbox"/> <input type="checkbox"/> Vehicle Skidded Before Brake		V0 V1 <input checked="" type="checkbox"/> <input type="checkbox"/> Going Straight <input type="checkbox"/> <input type="checkbox"/> Overtaking /Passing <input type="checkbox"/> <input type="checkbox"/> Right Turn Left Turn <input type="checkbox"/> <input type="checkbox"/> U Turn Slowing <input type="checkbox"/> <input type="checkbox"/> Backing <input type="checkbox"/> <input type="checkbox"/> Stopped for traffic <input type="checkbox"/> <input type="checkbox"/> Stopped for sign/signal <input type="checkbox"/> <input type="checkbox"/> Start in traffic lane <input type="checkbox"/> <input type="checkbox"/> Start from park <input type="checkbox"/> <input type="checkbox"/> Parked <input type="checkbox"/> <input type="checkbox"/> Other		V0 V1 <div style="border: 1px solid black; height: 40px; margin-bottom: 5px;"></div> <div style="border: 1px solid black; height: 40px; margin-bottom: 5px;"></div> <div style="border: 1px solid black; height: 40px; margin-bottom: 5px;"></div> <div style="border: 1px solid black; height: 40px;"></div>	
	DRIVER/PED/PEDALCYCLIST SOBRIETY (Check 1 or more for each with X) D0 D1 <input type="checkbox"/> <input type="checkbox"/> Consumed Alcohol <input type="checkbox"/> <input type="checkbox"/> Consumed a Controlled Substance <input checked="" type="checkbox"/> <input type="checkbox"/> Had Not Consumed Alcohol <input type="checkbox"/> <input type="checkbox"/> Sobriety Unknown <input type="checkbox"/> <input type="checkbox"/> Consumed Medication <input type="checkbox"/> <input type="checkbox"/> Tested by Instrument <input type="checkbox"/> <input type="checkbox"/> Breath Test Administered gms/210 L _____ gms/210L <input type="checkbox"/> <input type="checkbox"/> Blood Test Administered <input type="checkbox"/> <input type="checkbox"/> Standard Field Sobriety Test Administered <input type="checkbox"/> <input type="checkbox"/> Refused Test		DRIVER/PED/PEDALCYCLIST PHYSICAL COND. (Mark 1 or more for each with X) D0 D1 D0 D1 <input type="checkbox"/> <input type="checkbox"/> Fatigue- Asleep <input type="checkbox"/> <input type="checkbox"/> Eyesight Imp. <input type="checkbox"/> <input type="checkbox"/> Hearing Imp. <input type="checkbox"/> <input type="checkbox"/> Illness <input type="checkbox"/> <input type="checkbox"/> Medication <input type="checkbox"/> <input type="checkbox"/> Amputee <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> No App. Defects <input type="checkbox"/> <input type="checkbox"/> *Other Physical Impairment <input type="checkbox"/> <input type="checkbox"/> Unknown		PEDESTRIAN <div style="border: 1px solid black; height: 100px; margin-bottom: 5px;"></div> <div style="border: 1px solid black; height: 100px;"></div>					

EVENT	DRIVER/PED/PEDALCYCLIST ACTION	
	At Intersection P0 P1 <input type="checkbox"/> <input type="checkbox"/> With Signal <input type="checkbox"/> <input type="checkbox"/> Against Signal <input checked="" type="checkbox"/> <input type="checkbox"/> No Signal <input type="checkbox"/> <input type="checkbox"/> Crossing Diagonally	Not at Intersection P0 P1 <input type="checkbox"/> <input type="checkbox"/> From Behind Obstruction <input checked="" type="checkbox"/> <input type="checkbox"/> No Crosswalk <input type="checkbox"/> <input type="checkbox"/> Crosswalk <input type="checkbox"/> <input type="checkbox"/> Walking W/Traffic <input type="checkbox"/> <input type="checkbox"/> *Other
	*SPECIFY:	
	*SPECIFY:	

DRIVER	PEDESTRIAN/PEDALCYCLIST ACTION	
	At Intersection P0 P1 <input type="checkbox"/> <input type="checkbox"/> With Signal <input type="checkbox"/> <input type="checkbox"/> Against Signal <input checked="" type="checkbox"/> <input type="checkbox"/> No Signal <input type="checkbox"/> <input type="checkbox"/> Crossing Diagonally	Not at Intersection P0 P1 <input type="checkbox"/> <input type="checkbox"/> From Behind Obstruction <input checked="" type="checkbox"/> <input type="checkbox"/> No Crosswalk <input type="checkbox"/> <input type="checkbox"/> Crosswalk <input type="checkbox"/> <input type="checkbox"/> Walking W/Traffic <input type="checkbox"/> <input type="checkbox"/> *Other
	*SPECIFY:	
	*SPECIFY:	

Describe what happened - refer to vehicles by number.

See additional narrative page(s).

OTHER PROPERTY INVOLVED	Property Type	DESCRIPTION OF PROPERTY AND DAMAGE		
	Owner's Name	Owner's Address	Owner's Zip Code	Owner's Telephone
WITNESS	NAME	AGE	ADDRESS	TELEPHONE
ENFORCEMENT ACTION	VEH. NO.	NAME	VIOLATION (COMMON NAME)	ACTION
				<input type="checkbox"/> Booked <input type="checkbox"/> Cited <input type="checkbox"/> Pending
				<input type="checkbox"/> Booked <input type="checkbox"/> Cited <input type="checkbox"/> Pending
			<input type="checkbox"/> Booked <input type="checkbox"/> Cited <input type="checkbox"/> Pending	
Time Notified 18:30	Time Arrived 19:00	Notified By	Supervisor at Scene none	Checked By
Officer's Signature		Printed Officers Name Bryant, Morgan		Rank D1C
Crash Report Number 710665237		ID No. District Date of Report 12/28/19		State of New Mexico Uniform Crash Report NM Statute 66-7-209 NMDOT COPY
Case Number SO19120018403		SHEET 2 OF 3 SHEETS		

DIAGRAM/NARRATIVE

Use Additional Sheets As Necessary

On 12/22/2019 at approximately 1830 hours I was contacted by Sergeant E. Lecompte in reference to a vehicle versus pedestrian crash involving serious injury in the area of 4201 Coors. Upon arrival, I made contact with the initial responding Deputies. I was advised a 6 year old male was transported to UNMH, and the vehicle that had struck him had left the scene initially, but returned prior to Deputies arriving. The juvenile was identified as [REDACTED]. [REDACTED] was treated for fractures in both of his ankles. The vehicle that struck [REDACTED] was a grey Honda (NM PTS248). The occupants of the Honda were identified as [REDACTED] (driver), [REDACTED] (rear right passenger), and [REDACTED] (rear left passenger). Through investigation it was determined that [REDACTED] was crossing Coors in an not lighted portion of Coors and was not using a pedestrian cross walk. [REDACTED] was crossing Coors westbound with his grandparents, identified as [REDACTED] and [REDACTED]. No charges were brought against [REDACTED]

Please refer to TIU investigation reports for further details.

CRASH REPORT NUMBER
710665237

CASE NUMBER
SO19120018403

DIAGRAM DRAWN BY:

MEASUREMENTS TAKEN BY:

Crash Report Number 710665237
Case Number SO19120018403

STATE OF NEW MEXICO UNIFORM CRASH REPORT
NM Statute 66-7-209
NMDOT COPY

SHEET 3
OF 3 SHEETS



ALBUQUERQUE POLICE DEPT

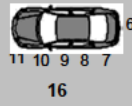
STATE OF NEW MEXICO
UNIFORM CRASH REPORT

710759151

T042009M

REPORTING DEPARTMENT

Private Property? NO	<input type="checkbox"/> Fatal <input type="checkbox"/> Injury	Property Damage Only <input type="checkbox"/> Under \$500 <input checked="" type="checkbox"/> \$500 or More	Hit and Run? NO	Case Number: 200034030		
				NMDOT:	CAD Num: 201160899	
Crash Date 04/25/2020	Military Time 17:08	City Occurred In ALBUQUERQUE			County BERNALILLO	
Day of Week SATURDAY	Occurred On: (Route No. or Name) COORS BLVD NW			At Intersection With: REDLANDS RD NW		Tribal Land? NO
Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection			Milepost Lat: Long:
Crash Occurred ON ROADWAY		Crash Classification PEDALCYCLIST		Analysis Code 02 - VEH STRUCK CYCLIST HEAD ON		

VEHICLE NO. 001	VEHICLE NO. HEADED	Unit Direction 01 NORTH	On: COORS BLVD NW				Left the Scene of the Crash? NO	Posted Speed	Safe Speed							
	Driver's Last Name [REDACTED]		Driver's First Name [REDACTED]		Driver's Middle Name F		Driver's Street Address [REDACTED]									
	Driver's License Number [REDACTED]	State NM	Type D	Statu R	Restriction	Endorsements	Expires [REDACTED]/2022	City ALBUQUERQUE	Stat NM	Zip Code 87114	Phone					
	Date of Birth [REDACTED]/1958	Occupation				Seat Pos PC	Age 61	Sex M	Race O	Injury Code O	OP Code 6	OP Used Properly YES	Airbag Deploy N	Ejected N	EMS Num 7	Med Trans YES
	Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)														
Veh. Year	Vehicle Make MONGOOSE		Color BLACK - BLK		Body Style	Cargo Body Type	Veh. Use	Veh. Use	Veh. Towed?		Vehicle Disabled					
Lic. Year	State	License Plate Number		VIN		DOT #		Damage Severity MODERATE		Damage Area 						
Interstate Carrier?		Towed By		Towed To				Extent APPEARANCE								
Number of Axles	Gross Vehicle/Comb Weight Rating		HazMat Placard?		Hazmat Placard 4-digit OR Hazmat Name		AND	1-digit #	HazMat Released							
Carrier's Name			Street Address			Carrier City			State	Carrier's Zip						
Owner's Last Name LUCERO			Owner's First Name PAUL			Owner's Middle Name F			Owner's Company Name							
Street Address 10400 UNIVERSE BLVD NW			Owner's City ALBUQUERQUE			State NM	Owner Zip 87114		Owner's Phone							
Insured By: (Name of Company) NOT STATED			Policy Number [REDACTED]		Trailer or Towed Vehicles (1)		Type	Year	Make	Lic. Year	Lic State	License Num				
Trailer or Towed Vehicles (2)	Type	Year	Make	Lic. Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic. Year	Lic State	License Num			

Crash Report Number: 710759151

STATE OF NEW MEXICO UNIFORM CRASH REPORT

Case Number: 200034030

NM STATUTE 66-7-209
NMDOT COPY

Sheet 1 Of 5

VEHICLE NO. 002	VEHICLE NO. HEADED 02		Unit Direction SOUTH		On: COORS BLVD NW				Left the Scene of the Crash? YES		Posted Speed		Safe Speed				
	Driver's Last Name LNU				Driver's First Name FNU				Driver's Middle Name		Driver's Street Address UNK						
	Driver's License Number		State	Type	Statu	Restriction	Endorsements	Expires	City UNK		Stat	Zip Code	Phone				
	Date of Birth		Occupation				Seat Pos LF	Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans
	Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)							U	O	O	6	YES	N	N		NO
	Veh. Year 2012	Vehicle Make DODGE		Color ORANGE - ONG		Body Style PC		Cargo Body Type	Veh. Use	Veh. Use U	Veh. Towed? NO		Vehicle Disabled NO				
Lic. Year 2020	State NM	License Plate Number AKXX08		VIN 1C3CDZAB3CN252665			DOT #		Damage Severity UNKNOWN		Damage Area 1 2 3 4 5 12 6 11 10 9 8 7 16						
Interstate Carrier?		Towed By			Towed To				Extent UNKNOWN								
Number of Axles		Gross Vehicle/Comb Weight Rating		HazMat Placard?		Hazmat Placard 4-digit OR Hazmat Name			AND		1-digit #		HazMat Released NO				
Carrier's Name				Street Address				Carrier City				State	Carrier's Zip				
Owner's Last Name SANDOVAL				Owner's First Name MARYJO				Owner's Middle Name		Owner's Company Name							
Street Address PO BOX 3879				Owner's City LUGUNA				State NM	Owner Zip 87026		Owner's Phone						
Insured By: (Name of Company) SUSPENDED				Policy Number		Trailer or Towed Vehicles (1)		Type	Year	Make	Lic. Year	Lic State	License Num				
Trailer or Towed Vehicles (2)		Type	Year	Make	Lic. Year	Lic State	License Num	Trailer or Towed Vehicles (3)		Type	Year	Make	Lic. Year	Lic State	License Num		
Veh. Num	Seat Pos	Occupant's Name (Last First Middle) / Occupant's Address (Street City State Zip)						Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans
COND	Lighting DAYLIGHT				Weather CLEAR				Road Character STRAIGHT				Road Grade LEVEL				

ROAD	VEH NO. 01	Road Condition DRY	Road Surface PAVED CENTER AND EDGE LIN	Traffic Control NO CONTROLS	Road Lanes 3 LANES	Road Design Div PAINTED DIVIDE	Road Design ONE WAY
EVENT	APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS
	NO DRIVER ERROR				GOING STRAIGHT		FIRST EVENT BIKE
							SECOND EVENT
							THIRD EVENT
							FOURTH EVENT
DRIVER	DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY		DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN	PEDESTRIAN/PEDALCYCLIST ACTION	
	HAD NOT CONSUMED ALCOHOL		NO APP. DEFECTS			At Intersection	
	Breath Test Results		Driver Physical Condition - Other			Not At Intersection	
						Pedestrian Action - Other	

ROAD	VEH NO. 02	Road Condition DRY	Road Surface PAVED CENTER AND EDGE LIN	Traffic Control NO CONTROLS	Road Lanes 3 LANES	Road Design Div PAINTED DIVIDE	Road Design ONE WAY
EVENT	APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS
	DRIVER INATTENTION				GOING STRAIGHT		FIRST EVENT BIKE
							SECOND EVENT
							THIRD EVENT
							FOURTH EVENT
DRIVER	DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY		DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN	PEDESTRIAN/PEDALCYCLIST ACTION	
	HAD NOT CONSUMED ALCOHOL		NO APP. DEFECTS			At Intersection	
	Breath Test Results		Driver Physical Condition - Other			Not At Intersection	
						Pedestrian Action - Other	

NARRATIVE							
<p>ON APRIL 25TH, 2020, I HAD DRIVEN UP ON A TRAFFIC ACCIDENT WITH INJURIES AT COORS BLVD NW/REDLANDS RD NW. UPON ARRIVAL, I SAW SERGEANT JAIME RASCON WHO WAS ALREADY ON THE SCENE OF THE ACCIDENT CONDUCTING THE INVESTIGATION. AT THIS TIME, I WAS UNABLE TO GET A STATEMENT FROM THE PEDAL CYCLIST DUE TO MEDICAL PERSONAL ALREADY TREATING HIS WOUNDS.</p> <p>WITNESS ONE STATED HE WAS TRAVELING SOUTHBOUND BEHIND THE OFFENDER VEHICLE WHEN HE SAW THE OFFENDER VEHICLE SWERVE, AND HIT THE VICTIM ON THE BICYCLE. WITNESS STATED HE SAW THE VICTIM ON THE FLOOR IN HIS REARVIEW MIRROR. WITNESS STATED HE FOLLOWED OFFENDER VEHICLE FOR A SHORT DISTANCE AND IT TURNED WESTBOUND ON OURAY.</p> <p>NO INFORMATION WAS TAKEN AT THIS TIME FROM THE DRIVER DUE TO FLEEING THE SCENE BEFORE MY ARRIVAL. THE VEHICLE LICENSE PLATE NUMBER WAS TAKEN FROM A WITNESS THAT FOLLOWED THE VEHICLE FOR A SHORT DISTANCE.</p> <p>THE PEDAL CYCLIST WAS TRANSPORTED TO UNMH HOSPITAL IN AMBULANCE #7.</p> <p>NO FURTHER INFORMATION AT THIS TIME.</p>							

Other Property Involved	Type	Description of Property and Damage					
	Owner's Last Name		Owner's First Name		Owner's Middle Name		
	Owner's Street Address		Owner's City		State	Zip Code	Owner's Phone

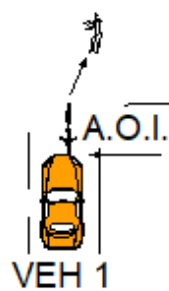
WITNESS	Witness's Last Name [REDACTED]		Witness's First Name [REDACTED]		Witness's Middle Name [REDACTED]		Age 37
	Witness's Street Address [REDACTED]		Witness's City ALBUQUERQUE		State NM	Zip Code 87114	Witness's Phone [REDACTED]
ENFORCEMENT ACTION - VIOLATIONS							
VEH NO.	Last Name		First Name		Middle Name		Violation (Common Name)
Time Notified 17:13	Time Arrived 17:13	Notified By APD DISPATCH			Supervisor at Scene NONE		
Checked By 5395 - ALSTAD, MICHAEL - 4/28/2020							
Officer's Signature <i>Arthur Acosta</i>		Officer's Name ACOSTA, ARTHUR		Rank PSA	ID Number 6835	District 635	Report Date 04/25/2020

DIAGRAM

WHAT IS BELIEVED
TO HAVE HAPPENED AT
THE SCENE OF THE
CRASH...

COORS BLVD NW

REDLAND RD NW



NOT TO SCALE

710769800

E JULY 2018

ALBUQUERQUE POLICE DEPT

REPORTING DEPARTMENT

<input type="checkbox"/> Private Property	<input type="checkbox"/> Fatal	Property Damage Only	<input type="checkbox"/> Under \$500	<input type="checkbox"/> Hit-and-Run	Case Number: 200103015	CAD Num: 203610748
<input type="checkbox"/> Secondary Crash	<input checked="" type="checkbox"/> Injury	<input type="checkbox"/> \$500 or More	<input type="checkbox"/> School Bus Directly Involved	<input type="checkbox"/> School Bus Indirectly Involved	Agency: 1 - ALBUQUERQUE POLICE DEPARTMENT	
Crash Date 12/26/2020	Crash Time 1541	City Occurred In ALBUQUERQUE			County BERNALILLO	
Day of Week SATURDAY	Occurred On: (Route No. or Name) COORS BLVD NW			At Intersection With: ST JOSEPHS DR NW		
Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost			Lat: Long:
Crash Occurred ON ROADWAY		First Harmful Event COLLISION W/MOTOR VEHICLE		Manner of Impact FRONT-TO-SIDE (EX. T-BONE, ANGLE)		Manner of Crash FROM OPPOSITE DIRECTION
<input type="checkbox"/> Work Zone-Construction	<input type="checkbox"/> Tribal Land?	Analysis Code			Location of First Harmful Event	
<input type="checkbox"/> Work Zone-Maintenance	NO	MV IN TRANSPORT			ON ROADWAY	
<input type="checkbox"/> Work Zone-Utility						
TRAFFIC UNIT 01						
VEHICLE NO. HEADED 01	MV Type IN TRANSPORT	Direction N	On: COORS BLVD NW			Left Scene of Crash? NO
Driver's Last Name		Driver's First Name		Driver's Middle Name		
Driver's Street Address		City ALBUQUERQUE		State NM	Zip Code 87113	Phone
Date of Birth /1981	Driver's License Number	State NM	Type D	CDL N	Status V	Restrictions
Incident Responder		# of Occupants 1	Seat Pos MD	Expires /2028	Interlock	Occupation
		Age 39	Sex M	Race H	Injury Code B	OP Code 9
		OP Used YES	Airbag Deploy NA	Ejected O	EMS Number R17	Med Trans EG
Supplemental Occupant Information						
Vehicle Information						
Year 2008	Vehicle Make COLT (MFD. BY SUZUKI MOT	Vehicle Model	Color GRY	Veh Use1 NS	Veh Use2 P	Veh Use3
Body Style MC	Cargo Body Type	Lic. Year 2021	State NM	License Plate Number 0US4923	VIN JS1GX72A582107466	
Towed By PERSONAL TOW		Towed To PERSONAL TOW		Veh. Towed? YES		
				Veh. Disabled? YES		
				Damage Severity HEAVY		
				Extent DISABLED		
				01,02,03,04,05,06,07,08,09,10,11,12		
Gross Vehicle/Comb Weight Rating	HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name AND 1-digit #			
State #	Number of Axles	Carrier Type Code	DOT #			
Carrier's Name		Street Address		Carrier City		State
Owner's Last Name DANIEL		Owner's First Name TYSON		Owner's Middle Name		Owner's Company Name
Street Address 6819 VIA DEL CERRO NE		Owner's City ALBUQUERQUE		State NM	Owner Zip 87113	Owner's Phone
Insured By: (Name of Company) UNKNOWN		Policy Number		Trailer or Towed Vehicles (1)	Type	Year
				Make	Lic Year	Lic State
				License Num		
Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num
Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year	Lic State	License Num

Condition Information

Lighting DAYLIGHT		Weather CLEAR		Intersection Type FOUR-WAY		Relation To Junction INTERSECTION	
Work Zone Location			Work Zone Type		Workers Present	Law Enforcement Present	
Road Character STRAIGHT	Road Grade LEVEL	Road Condition DRY		Road Surface PAVED CENTER AND EDGE LINE		Traffic Control TRAFFIC SIGNALS	
Road Lanes 3 LANES		Road Design Div PHYSICAL DIVIDER		Road Design ONE-WAY			
APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS	
NO DRIVER ERROR				GOING STRAIGHT		FIRST EVENT MVT	
						SECOND EVENT	
						THIRD EVENT	
						FOURTH EVENT	
						MHE MVT	
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY			DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION			PEDESTRIAN/PEDALCYCLIST ACTION	
HAD NOT CONSUMED ALCOHOL			NO APP. DEFECTS			<input type="checkbox"/> At Intersection <input type="checkbox"/> Not at Intersection	
						Actions Prior to Crash	
						Actions at Time of Crash	
Breath Test Results			Driver Physical Condition - Other			Location at Time of Crash	

TRAFFIC UNIT 02

VEHICLE NO. HEADED 02		MV Type IN TRANSPORT		Direction E	On: ST JOSEPHS DR NW			Left Scene of Crash? NO	Posted Speed	Safe Speed					
Driver's Last Name [REDACTED]			Driver's First Name [REDACTED]			Driver's Middle Name									
Driver's Street Address [REDACTED]			City ALBUQUERQUE			State NM	Zip Code 87120	Phone							
Date of Birth [REDACTED] 938	Driver's License Number [REDACTED]	State NM	Type D	CDL	Status V	Restrictions	Endorsements	Expires 9/2021	Interlock	Occupation					
Incident Responder				# of Occupants 1	Seat Pos LF	Age 82	Sex M	Race O	Injury Code O	OP Code 6	OP Used YES	Airbag Deploy N	Ejected N	EMS Number R17	Med Trans NT

Supplemental Occupant Information
Vehicle Information

Year 2003	Vehicle Make HONDA		Vehicle Model		Color GLD	Veh Use1 NS	Veh Use2 P	Veh Use3	Veh. Towed? NO	Veh. Disabled? NO
Body Style PC	Cargo Body Type	Lic. Year 2021	State NM	License Plate Number 623TFN	VIN 1HGCM66823A024334			Damage Severity MODERATE		
Towed By				Towed To				Extent FUNCTIONAL		
Gross Vehicle/Comb Weight Rating		HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name AND 1-digit #			DOT #			
State #	Number of Axles	Carrier Type Code								
Carrier's Name			Street Address			Carrier City			State	Carrier's Zip
Owner's Last Name MC CARTHY			Owner's First Name DENIS			Owner's Middle Name			Owner's Company Name	
Street Address 3808 OXBOW VILLAGE LN NW			Owner's City ALBUQUERQUE			State NM	Owner Zip 87120		Owner's Phone	

Crash Report Number: **710769800**

Case Number: **200103015**

STATE OF NEW MEXICO UNIFORM CRASH REPORT
NM STATUTE 66-7-209
NMDOT COPY

Sheet 2 Of 5

Insured By: (Name of Company)					Policy Number		Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num
USSA													
Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year	Lic State	License Num

Condition Information

Lighting			Weather			Intersection Type			Relation To Junction			
DAYLIGHT			CLEAR			FOUR-WAY			INTERSECTION			
Work Zone Location				Work Zone Type				Workers Present		Law Enforcement Present		
Road Character	Road Grade	Road Condition			Road Surface			Traffic Control				
STRAIGHT	LEVEL	DRY			PAVED CENTER AND EDGE LINE			TRAFFIC SIGNALS				
Road Lanes		Road Design Div			Road Design							
3 LANES		PHYSICAL DIVIDER			ONE-WAY							

APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS	
DRIVER INATTENTION				LEFT TURN		FIRST EVENT	
						SECOND EVENT	
						THIRD EVENT	
						FOURTH EVENT	
						MHE	
						MVT	
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY			DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN/PEDALCYCLIST ACTION		
					<input type="checkbox"/> At Intersection <input type="checkbox"/> Not at Intersection		
HAD NOT CONSUMED ALCOHOL			NO APP. DEFECTS		Actions Prior to Crash		
					Actions at Time of Crash		
Breath Test Results		Driver Physical Condition - Other			Location at Time of Crash		

NARRATIVE

ON DECEMBER 26, 2020 AT APPROXIMATELY 1634 HOURS I WAS DISPATCHED TO COORS BLVD NW AND ST JOSEPH DR NW IN REFERENCE TO A TWO VEHICLE COLLISION. DRIVER #1 ADVISED HE WAS HEADED NORTHBOUND ON COORS BLVD NW WHEN HE BEGAN TO APPROACH THE INTERSECTION OF COORS BLVD NW AND ST JOSEPH DR NW. DRIVER #1 STATED THE LIGHT WAS GREEN WHEN HE ENTERED THE INTERSECTION. DRIVER #1 ADVISED VEHICLE #2 SUDDENLY ENTERED THE INTERSECTION, HEADED EASTBOUND ON ST JOSEPH DR NW, NOT ALLOWING VEHICLE #1 TO AVOID THE COLLISION. DRIVER #1 ADVISED VEHICLE #1 COLLIDED WITH THE REAR OF VEHICLE #2. DRIVER #1 DID HAVE VISIBLE INJURIES TO BOTH HIS LEGS AND COMPLAINED OF PAIN IN HIS LOWER BACK. DRIVER #1 WAS TRANSPORTED TO THE UNIVERSITY OF NEW MEXICO HOSPITAL BY AMBULANCE #29.

DRIVER #2 ADVISED HE WAS HEADED SOUTHBOUND ON COORS BLVD NW WHEN HE BEGAN TO APPROACH THE INTERSECTION OF COORS BLVD NW AND ST JOSEPH DR NW. DRIVER #2 ADVISED HE MERGED INTO THE LEFT TURN LANE TO TURN EASTBOUND ONTO ST JOSEPH DR NW, HOWEVER, DRIVER #2 ADVISED THE LIGHT WAS A BLINKING YELLOW ARROW WHEN VEHICLE #2 APPROACHED THE INTERSECTION. DRIVER #2 STATED THE LIGHT THEN CHANGED TO A SOLID YELLOW ARROW WHEN VEHICLE #2 PROCEEDED INTO THE INTERSECTION. DRIVER #2 STATED HE DID NOT SEE VEHICLE #1 APPROACHING FROM NORTHBOUND COORS BLVD NW, HOWEVER, DRIVER #2 ADVISED HE FELT A HARD IMPACT TO THE REAR OF VEHICLE #2. DRIVER #2 DID NOT COMPLAIN OF INJURIES.

THERE WAS A TRAFFIC CAMERA ON THE NORTHWEST CORNER OF THE INTERSECTION THAT CAPTURED THE TWO VEHICLE COLLISION. IN THE VIDEO, IT SHOWS VEHICLE #1 HEADED NORTHBOUND ON COORS BLVD NW ABOUT TO ENTER THE INTERSECTION WHEN VEHICLE #2 MADE THE LEFT TURN FROM SOUTHBOUND COORS BLVD NW ONTO EASTBOUND ST JOSEPH DR NW. THE VIDEO THEN SHOWS VEHICLE #1 COLLIDING WITH THE REAR OF VEHICLE #2, WHO WAS ABOUT TO EXIT THE INTERSECTION.

VEHICLE #1 WAS PRIVATELY TOWED FROM THE SCENE AND VEHICLE #2 WAS DRIVEN FROM THE SCENE.

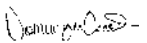
THE VIDEO WAS TAGGED INTO EVIDENCE.

THIS CONCLUDES MY INVOLVEMENT IN THIS CASE.

VIOLATION 01

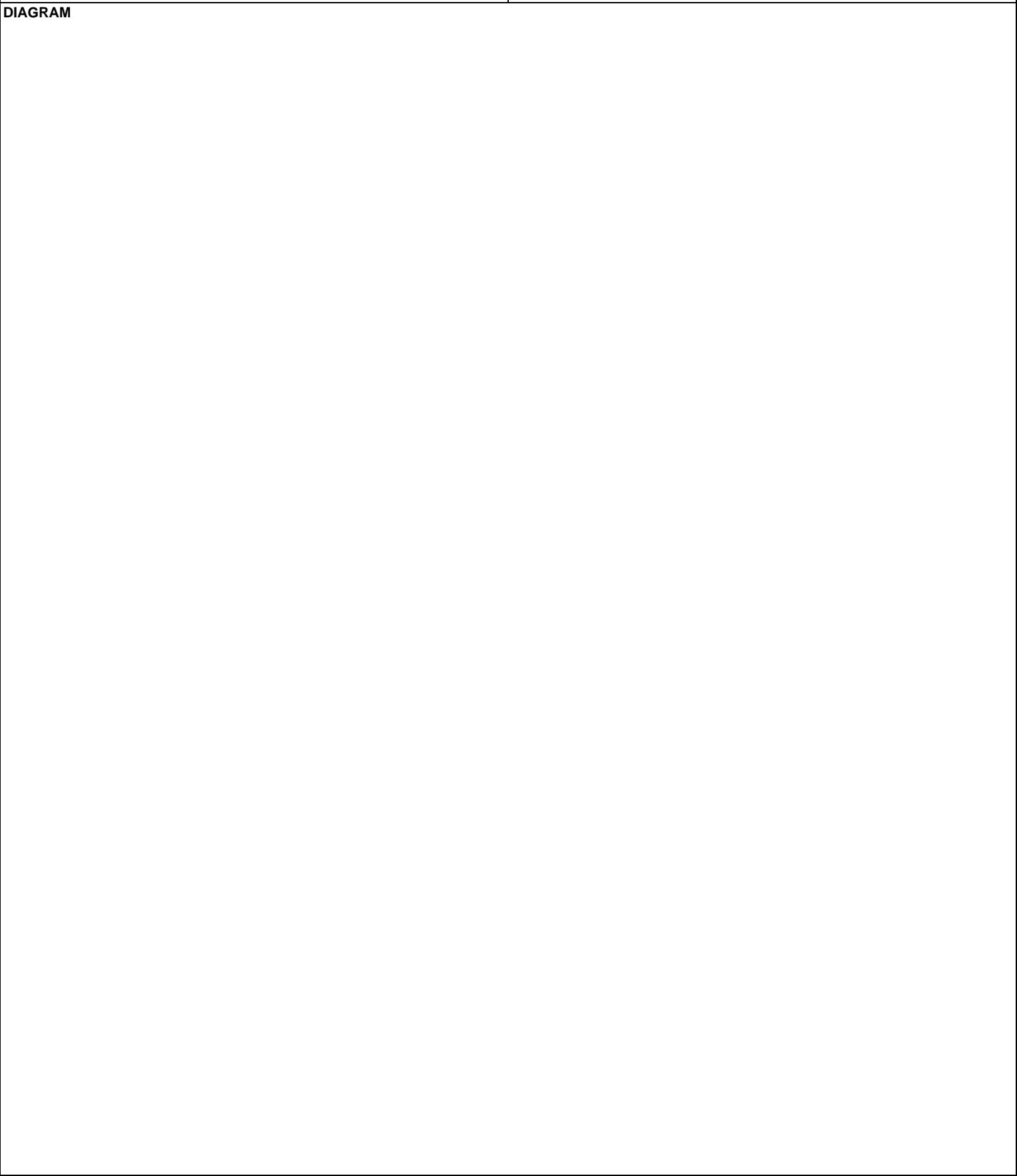
VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action
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CONCLUSION

Time Notified 1634	Time Arrived 1646	Notified By DISPATCH	Supervisor at Scene			
Time Roadway Cleared 1750	Time Incident Cleared 1750	Checked By 5355 - MONTE, LAWRENCE - 1/10/2021				
Officer's Signature 		Officer's Name ACOSTA, DOMINIQUE	Rank PSA	ID Number 6836	District 631	Report Date 12/26/2020

DIAGRAM

Diagram Drawn By ACOSTA, DOMINIQUE	Measurements Taken By
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710778678

ALBUQUERQUE POLICE DEPT

REPORTING DEPARTMENT

E JULY 2018

<input type="checkbox"/> Private Property	<input type="checkbox"/> Fatal	Property Damage Only	<input type="checkbox"/> Under \$500	<input type="checkbox"/> Hit-and-Run	Case Number: 210039177	CAD Num: 211420587
<input type="checkbox"/> Secondary Crash	<input checked="" type="checkbox"/> Injury	<input type="checkbox"/> \$500 or More	<input type="checkbox"/> School Bus Directly Involved	<input type="checkbox"/> School Bus Indirectly Involved	Agency: 1 - ALBUQUERQUE POLICE DEPARTMENT	
Crash Date 05/22/2021		Crash Time 1155	City Occurred In ALBUQUERQUE		County BERNALILLO	
Day of Week SATURDAY		Occurred On: (Route No. or Name) SEQUOIA RD NW			At Intersection With:	
Other Location	Measurement 200 FT	Direction WEST	Permanent Landmark - County Line - Intersection - Milepost COORS BL NW			Lat: Long:
Crash Occurred ON ROADWAY		First Harmful Event COLLISION W/MOTOR VEHICLE		Manner of Impact FRONT-TO-SIDE (EX. T-BONE, ANGLE)		Manner of Crash INTERSECTING PATH (T-BONE)
<input type="checkbox"/> Work Zone-Construction	<input type="checkbox"/> Tribal Land?	Analysis Code MV IN TRANSPORT			Location of First Harmful Event ON ROADWAY	
<input type="checkbox"/> Work Zone-Maintenance	<input type="checkbox"/> NO					
<input type="checkbox"/> Work Zone-Utility						
TRAFFIC UNIT 01						
VEHICLE NO. HEADED 01	MV Type IN TRANSPORT		Direction W	On: SEQUOIA RD NW		Left Scene of Crash? NO
Driver's Last Name		Driver's First Name		Driver's Middle Name		
Driver's Street Address		City ALBUQUERQUE		State NM	Zip Code 87107	Phone
Date of Birth /1974	Driver's License Number	State NM	Type D	CDL N	Status V	Restrictions
						Endorsements W
Incident Responder		# of Occupants 1	Seat Pos MD	Age 47	Sex M	Race H
						Injury Code B
						OP Code 9A
						OP Used NO
						Airbag Deploy NA
						Ejected O
						EMS Number E17
						Med Trans NT
Supplemental Occupant Information						
Vehicle Information						
Year 2009	Vehicle Make HARLEY-DAVIDSON	Vehicle Model	Color SIL	Veh Use1	Veh Use2 P	Veh Use3
Body Style MC	Cargo Body Type	Lic. Year 2023	State NM	License Plate Number 39768A	VIN 1HD1HPH109K801482	
Towed By SANTA FE TOWING		Towed To 8000 JACS LANE NE ALBUQUERQUE, NM 87113				
Gross Vehicle/Comb Weight Rating		HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name AND 1-digit #		
State #		Number of Axles	Carrier Type Code	DOT #		
Carrier's Name		Street Address		Carrier City		State Carrier's Zip
Owner's Last Name GONZALES		Owner's First Name MANUEL		Owner's Middle Name JOE		Owner's Company Name
Street Address 4322 4TH ST NW #23		Owner's City ALBUQUERQUE		State NM	Owner Zip 87107	Owner's Phone (505) 208-9617
Insured By: (Name of Company) GEICO		Policy Number		Trailer or Towed Vehicles (1)	Type	Year
Trailer or Towed Vehicles (2)		Type	Year	Make	Lic Year	Lic State
		License Num	Trailer or Towed Vehicles (3)	Type	Year	Make
		Lic Year	Lic State	License Num	Lic Year	Lic State

Crash Report Number: 710778678

Case Number: 210039177

STATE OF NEW MEXICO UNIFORM CRASH REPORT
NM STATUTE 66-7-209
NMDOT COPY

Sheet 1 Of 4

Condition Information

Lighting DAYLIGHT		Weather		Intersection Type NOT AN INTERSECTION		Relation To Junction		
Work Zone Location			Work Zone Type		Workers Present		Law Enforcement Present	
Road Character STRAIGHT	Road Grade LEVEL	Road Condition DRY		Road Surface LANE MARKERS		Traffic Control NO CONTROLS		
Road Lanes 4+ LANES		Road Design Div PAINTED DIVIDER (>4 FT)		Road Design TWO-WAY, DIVIDED				
APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS		
NO DRIVER ERROR				GOING STRAIGHT		FIRST EVENT MVT		
						SECOND EVENT		
						THIRD EVENT		
						FOURTH EVENT		
						MHE MVT		
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY			DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION			PEDESTRIAN/PEDALCYCLIST ACTION		
HAD NOT CONSUMED ALCOHOL			NO APP. DEFECTS			<input type="checkbox"/> At Intersection <input type="checkbox"/> Not at Intersection		
						Actions Prior to Crash		
						Actions at Time of Crash		
Breath Test Results			Driver Physical Condition - Other			Location at Time of Crash		

TRAFFIC UNIT 02

VEHICLE NO. HEADED 02		MV Type IN TRANSPORT		Direction On: N SEQUOIA RD NW		Left Scene of Crash? NO		Posted Speed		Safe Speed	
Driver's Last Name				Driver's First Name				Driver's Middle Name			
Driver's Street Address				City ALBUQUERQUE				State NM		Zip Code 87120	
Date of Birth /1965		Driver's License Number		State CA	Type C	CDL N	Status V	Restrictions	Endorsements	Expires /2026	Interlock NO
Incident Responder				# of Occupants 1		Seat Pos LF		Age 55	Sex F	Race C	Injury Code O
								OP Code 3	OP Used YES	Airbag Deploy N	Ejected N
								EMS Number E17	Med Trans NT		

Supplemental Occupant Information
Vehicle Information

Year 2005		Vehicle Make HYUNDAI		Vehicle Model SANTA FE		Color WHI		Veh Use1 P		Veh Use2		Veh Use3		Veh. Towed? NO		Veh. Disabled? NO	
Body Style PC		Cargo Body Type		Lic. Year 2023		State NM		License Plate Number APYZ66		VIN KM8JM12B65U082969				Damage Severity UNKNOWN			
Towed By				Towed To										Extent MINOR			
														01,02,03			
Gross Vehicle/Comb Weight Rating				HazMat Placard? (Cargo Only)		HazMat Released (Cargo Only)		Hazmat Placard 4-digit OR Hazmat Name				AND		1-digit #		DOT #	
State #		Number of Axles		Carrier Type Code													
Carrier's Name				Street Address				Carrier City				State		Carrier's Zip			
Owner's Last Name JOHANSEN				Owner's First Name CHERYL				Owner's Middle Name LEE ANN				Owner's Company Name					
Street Address 3212 RONDA DE LECHUSAS NW				Owner's City ALBUQUERQUE				State NM		Owner Zip 87120		Owner's Phone (559) 270-0750					

Insured By: (Name of Company) PROGRESSIVE						Policy Number [REDACTED]		Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num	
Trailer or Towed Vehicles (2)		Type	Year	Make	Lic Year	Lic State	License Num	Trailer or Towed Vehicles (3)		Type	Year	Make	Lic Year	Lic State	License Num

Condition Information

Lighting DAYLIGHT			Weather				Intersection Type NOT AN INTERSECTION			Relation To Junction			
Work Zone Location				Work Zone Type				Workers Present		Law Enforcement Present			
Road Character STRAIGHT		Road Grade LEVEL		Road Condition DRY			Road Surface LANE MARKERS			Traffic Control NO CONTROLS			
Road Lanes 4+ LANES			Road Design Div PAINTED DIVIDER (>4 FT)				Road Design TWO-WAY, DIVIDED						

APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS		
DRIVER INATTENTION, FAILED TO YIELD RIGHT-OF-WAY				GOING STRAIGHT		FIRST EVENT FO		
						SECOND EVENT		
						THIRD EVENT		
						FOURTH EVENT		
						MHE FO		
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY			DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN/PEDALCYCLIST ACTION			
HAD NOT CONSUMED ALCOHOL			NO APP. DEFECTS		<input type="checkbox"/> At Intersection <input type="checkbox"/> Not at Intersection			
					Actions Prior to Crash			
					Actions at Time of Crash			
Breath Test Results			Driver Physical Condition - Other			Location at Time of Crash		

NARRATIVE


MOTORIST #1 ADVISED OF TRAVELING WEST ON SEQUOIA RD NW FROM COORS BL NW. HE SAID DRIVER #2 TRIED CROSSING SEQUOIA RD NW AS HE CONTINUED WESTBOUND ON SEQUOIA RD NW. MOTORIST #1 ADVISED HE WAS UNABLE TO AVOID THE COLLISION, CRASHING INTO VEHICLE #2. VEHICLE #1/MOTORCYCLE WAS LODGED UNDERNEATH THE PASSENGER SIDE OF VEHICLE #2. MOTORIST #1 WAS TREATED BY ALBUQUERQUE FIRE AND RESCUE ON SCENE. MOTORIST #1 COMPLAINED OF LEFT WRIST PAIN, AND HAD VISIBLE ROAD RASH TO HIS LEFT FOREARM/ELBOW AREA. HE ALSO HAD VISIBLE SWELLING TO HIS RIGHT FOOT/ANKLE.

DRIVER #2 GAVE THE SAME ACCOUNT. SHE SAID SHE WAS LEAVING THE BUSINESS COMPLEX AT 3301 COORS BL NW AND ATTEMPTING TO CROSS SEQUOIA RD NW TO GET TO THE BANK AT 3401 COORS BL NW. DRIVER #2 ADVISED SHE NEVER SAW MOTORIST #1. DRIVER #2 ADVISED SHE WAS NOT INJURED.

VIOLATION 01

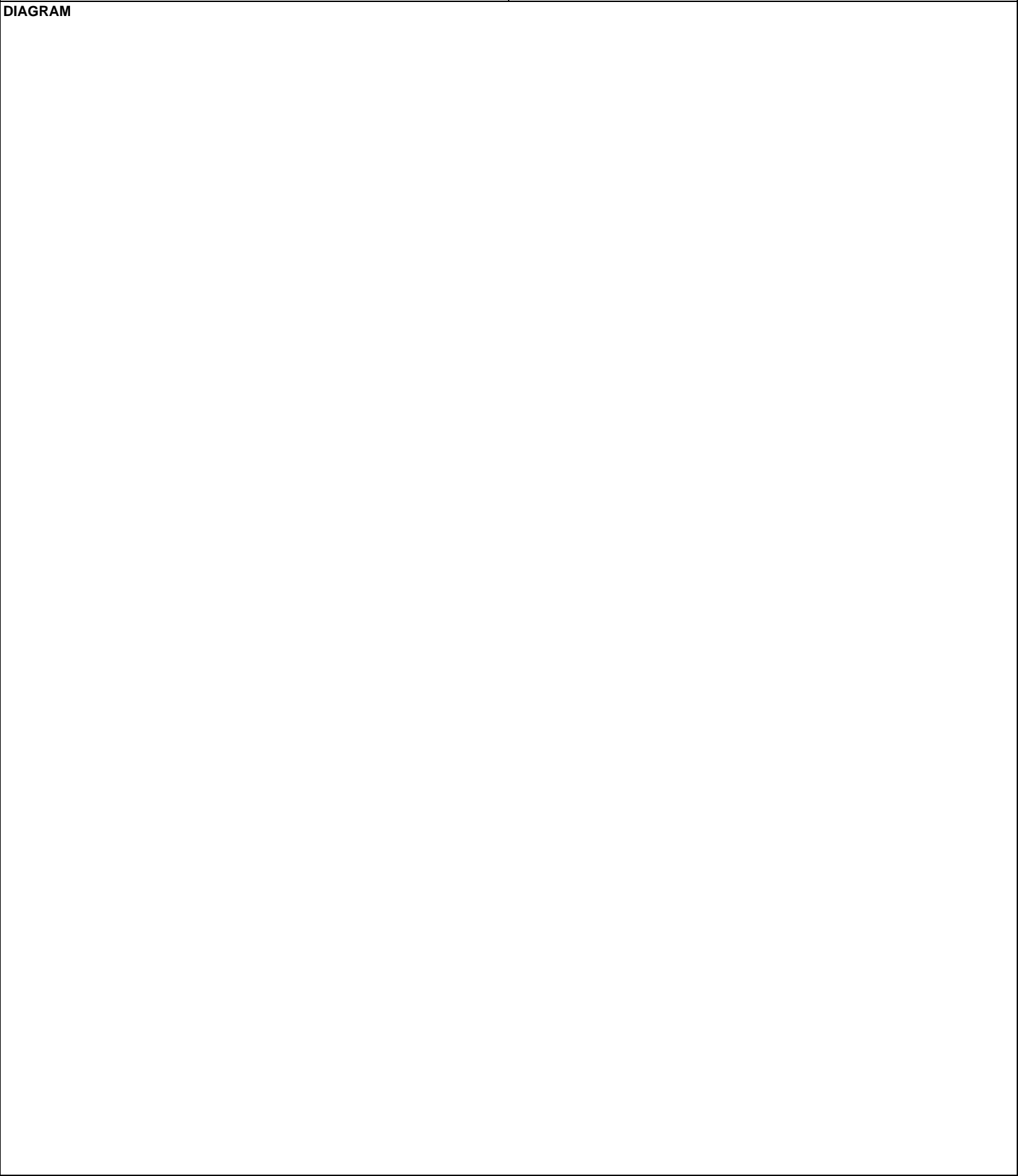
VEH NO. 02	Last Name [REDACTED]	First Name [REDACTED]	Middle Name [REDACTED]	Violation (Common Name) FAILURE TO KEEP A PROPER LO	Action PENDING
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CONCLUSION

Time Notified 1201	Time Arrived 1206	Notified By RADIO	Supervisor at Scene		
Time Roadway Cleared 1310	Time Incident Cleared 1340	Checked By 3025 - VARELA, IVAN - 5/25/2021			
Officer's Signature 		Officer's Name ARAGON, GABE	Rank P1C	ID Number 5353	District 634
					Report Date 05/22/2021

DIAGRAM

Diagram Drawn By ARAGON, GABE	Measurements Taken By NOT TO SCALE
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710795641

E JULY 2018

ALBUQUERQUE POLICE DEPT

REPORTING DEPARTMENT

<input type="checkbox"/> Private Property	<input type="checkbox"/> Fatal	Property Damage Only	<input type="checkbox"/> Under \$500	<input checked="" type="checkbox"/> Hit-and-Run	Case Number: 220032386	CAD Num: 221190825
<input type="checkbox"/> Secondary Crash	<input checked="" type="checkbox"/> Injury	<input type="checkbox"/> \$500 or More	<input type="checkbox"/> School Bus Directly Involved	<input type="checkbox"/> School Bus Indirectly Involved	Agency: 1 - ALBUQUERQUE POLICE DEPARTMENT	
Crash Date 04/29/2022		Crash Time 1510	City Occurred In ALBUQUERQUE		County BERNALILLO	
Day of Week FRIDAY		Occurred On: (Route No. or Name) COORS BLVD NW			At Intersection With: SEQUOIA AVE	
Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost			Lat:
						Long:
Crash Occurred ON ROADWAY		First Harmful Event COLLISION W/PERSON		Manner of Impact UNKNOWN	Manner of Crash INTERSECTING PATH (T-BONE)	
<input type="checkbox"/> Work Zone-Construction	<input type="checkbox"/> Work Zone-Maintenance	<input type="checkbox"/> Work Zone-Utility	Tribal Land? NO	Analysis Code PEDESTRIAN	Location of First Harmful Event ON ROADWAY	
TRAFFIC UNIT 01						
VEHICLE NO. HEADED 01		MV Type IN TRANSPORT		Direction N	On: COORS BLVD NW	Left Scene of Crash? YES
Driver's Last Name		Driver's First Name		Driver's Middle Name		
Driver's Street Address		City		State	Zip Code	Phone
Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions
Incident Responder		# of Occupants 1		Seat Pos LF	Age	Sex
Supplemental Occupant Information		U		O	NA	UNK
Vehicle Information		Year 2000		Vehicle Make FORD	Vehicle Model F150	Color WHI
Body Style PK		Cargo Body Type	Lic. Year	State	License Plate Number	VIN
Towed By		Towed To		Veh. Towed? NO		
Gross Vehicle/Comb Weight Rating		HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name AND 1-digit #		DOT #
State #		Number of Axles	Carrier Type Code			
Carrier's Name		Street Address		Carrier City		State
Owner's Last Name UNKNOWN		Owner's First Name UNKNOWN		Owner's Middle Name		Owner's Company Name
Street Address		Owner's City		State	Owner Zip	Owner's Phone
Insured By: (Name of Company)		Policy Number		Trailer or Towed Vehicles (1)	Type	Year
Trailer or Towed Vehicles (2)		Type	Year	Make	Lic Year	Lic State
Trailer or Towed Vehicles (3)		Type	Year	Make	Lic Year	Lic State

Crash Report Number: 710795641

Case Number: 220032386

Condition Information

Lighting DAYLIGHT		Weather CLEAR		Intersection Type NOT AN INTERSECTION		Relation To Junction NON-JUNCTION	
Work Zone Location			Work Zone Type		Workers Present	Law Enforcement Present	
Road Character STRAIGHT	Road Grade LEVEL	Road Condition DRY		Road Surface PAVED CENTER AND EDGE LINE		Traffic Control NO CONTROLS	
Road Lanes 4+ LANES		Road Design Div PHYSICAL DIVIDER		Road Design TWO-WAY, DIVIDED			
APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS	
EXCESSIVE SPEED				GOING STRAIGHT		FIRST EVENT PED	
						SECOND EVENT	
						THIRD EVENT	
						FOURTH EVENT	
						MHE PED	
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY			DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN/PEDALCYCLIST ACTION		
SOBRIETY UNKNOWN			UNKNOWN		<input type="checkbox"/> At Intersection <input type="checkbox"/> Not at Intersection		
					Actions Prior to Crash		
					Actions at Time of Crash		
Breath Test Results		Driver Physical Condition - Other			Location at Time of Crash		

TRAFFIC UNIT 02

VEHICLE NO. HEADED 02		MV Type		Direction E	On: COORS BLVD NW			Left Scene of Crash? NO	Posted Speed	Safe Speed					
Driver's Last Name [REDACTED]			Driver's First Name [REDACTED]			Driver's Middle Name									
Driver's Street Address [REDACTED]			City UNKNOWN			State NM	Zip Code 87314	Phone							
Date of Birth [REDACTED]/1993	Driver's License Number [REDACTED]	State NM	Type I	CDL	Status	Restrictions	Endorsements	Expires [REDACTED]/2022	Interlock NO	Occupation					
Incident Responder				# of Occupants 1	Seat Pos PD	Age 28	Sex M	Race O	Injury Code A	OP Code NP	OP Used UNK	Airbag Deploy NA	Ejected O	EMS Number	Med Trans
Supplemental Occupant Information															

Vehicle Information

Year	Vehicle Make		Vehicle Model		Color	Veh Use1	Veh Use2	Veh Use3	Veh. Towed?	Veh. Disabled?		
Body Style	Cargo Body Type	Lic. Year	State	License Plate Number		VIN			Damage Severity			
Towed By		Towed To						Extent				
Gross Vehicle/Comb Weight Rating		HazMat Placard? (Cargo Only)		HazMat Released (Cargo Only)		Hazmat Placard 4-digit OR Hazmat Name AND 1-digit #			DOT #			
State #		Number of Axles		Carrier Type Code								
Carrier's Name			Street Address			Carrier City			State	Carrier's Zip		
Owner's Last Name			Owner's First Name			Owner's Middle Name			Owner's Company Name			
Street Address			Owner's City			State	Owner Zip		Owner's Phone			

Crash Report Number: **710795641**Case Number: **220032386**STATE OF NEW MEXICO UNIFORM CRASH REPORT
NM STATUTE 66-7-209
NMDOT COPY

Sheet 2 Of 5

Insured By: (Name of Company)						Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num
Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year	Lic State	License Num

Condition Information

Lighting DAYLIGHT			Weather CLEAR			Intersection Type NOT AN INTERSECTION			Relation To Junction NON-JUNCTION			
Work Zone Location				Work Zone Type				Workers Present		Law Enforcement Present		
Road Character STRAIGHT	Road Grade LEVEL	Road Condition DRY			Road Surface PAVED CENTER AND EDGE LINE				Traffic Control NO CONTROLS			
Road Lanes 4+ LANES		Road Design Div PHYSICAL DIVIDER			Road Design TWO-WAY, DIVIDED							

APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS	
PEDESTRIAN ERROR				OTHER (SPECIFY IN NARRATIVE)		FIRST EVENT MVT	
						SECOND EVENT	
						THIRD EVENT	
						FOURTH EVENT	
						MHE MVT	
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY			DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN/PEDALCYCLIST ACTION		
TEST NOT GIVEN			UNKNOWN		<input type="checkbox"/> At Intersection <input checked="" type="checkbox"/> Not at Intersection		
					Actions Prior to Crash CROSSING ROADWAY		
					Actions at Time of Crash IN ROADWAY IMPROPERLY (STANDING, LYING, WORKI		
Breath Test Results		Driver Physical Condition - Other			Location at Time of Crash TRAVEL LANE - OTHER LOCATION		

NARRATIVE

ON APRIL 29, 2022 AT APPROXIMATELY 1510 HOURS, A PEDESTRIAN POSSIBLY BY THE NAME OF [REDACTED] WAS IN THE MIDDLE LANE OF NORTH BOUND TRAFFIC ON COORS BLVD NW IN FRONT OF 3270 COORS BLVD NW AND WAS STRUCK BY A WHITE IN COLOR FORD F150 WITH A CAMPER THAT WAS DRIVING AT A HIGH RATE OF SPEED.

UPON BEING DISPATCHED THIS CALL, I RESPONDED AND TOOK A POST BLOCKING TRAFFIC FROM A PRIVATE DRIVE TO PROTECT THE SCENE. AT APPROXIMATELY 1606 HOURS, I WAS ASKED TO COME TO THE SCENE. I WAS INFORMED BY OFFICER B FORSBERG THAT THE VICTIM HAD BEEN TRANSPORTED AND WAS EXPECTED TO LIVE WITH MULTIPLE INJURIES. I WAS AWARE AT THIS TIME THAT THE SUSPECT DRIVING THE FORD PICKUP HAD LEFT THE SCENE. OFFICER B FORSBERG POINTED OUT A PORTION OF THE VEHICLE THAT HAD BEEN LEFT BEHIND FROM THE PICKUP AND WHERE [REDACTED] WAS LOCATED.

I TOOK NOTES OF THIS AND LOCATED THE POSSIBLE POINT OF IMPACT, FINDING DEBRIS AND A PAIR A KEYS THAT POSSIBLY BELONGED TO [REDACTED]. SEVERAL WITNESSES AT THE SCENE GAVE THEIR CONTACT INFORMATION AND MADE STATEMENTS TO THE EFFECT THAT THE WHITE PICKUP HAD BEEN OBSERVED TRAVELING AT A HIGH RATE OF SPEED AS FAR SOUTH AS BLUEWATER DR. AFTER THE SCENE WAS CLEARED, I ATTEMPTED TO LOCATE THE VEHICLE IN THE AREA AS IT WAS REPORTED THE VEHICLE TRAVELED NORTH ON COORS AND THEN TURNED EAST ON ST. JOSEPHS.

[REDACTED] WAS TRANSPORTED TO UNMH AND ANY ON SCENE OBRD RECORDINGS WILL BE UPLOADED TO EVIDENCE.COM.

WITNESS 01

Witness's Last Name [REDACTED]		Witness's First Name [REDACTED]		Witness's Middle Name		Age
Witness's Street Address		Witness's City		State	Zip Code	Witness's Phone [REDACTED]

WITNESS 02

Witness's Last Name [REDACTED]		Witness's First Name [REDACTED]		Witness's Middle Name		Age
Witness's Street Address		Witness's City		State	Zip Code	Witness's Phone [REDACTED]

WITNESS 03

Witness's Last Name	Witness's First Name	Witness's Middle Name	Age
Witness's Street Address	Witness's City	State	Zip Code
			Witness's Phone

WITNESS 04

Witness's Last Name	Witness's First Name	Witness's Middle Name	Age
Witness's Street Address	Witness's City	State	Zip Code
			Witness's Phone


WITNESS 05

Witness's Last Name	Witness's First Name	Witness's Middle Name	Age
Witness's Street Address	Witness's City	State	Zip Code
			Witness's Phone

VIOLATION 01

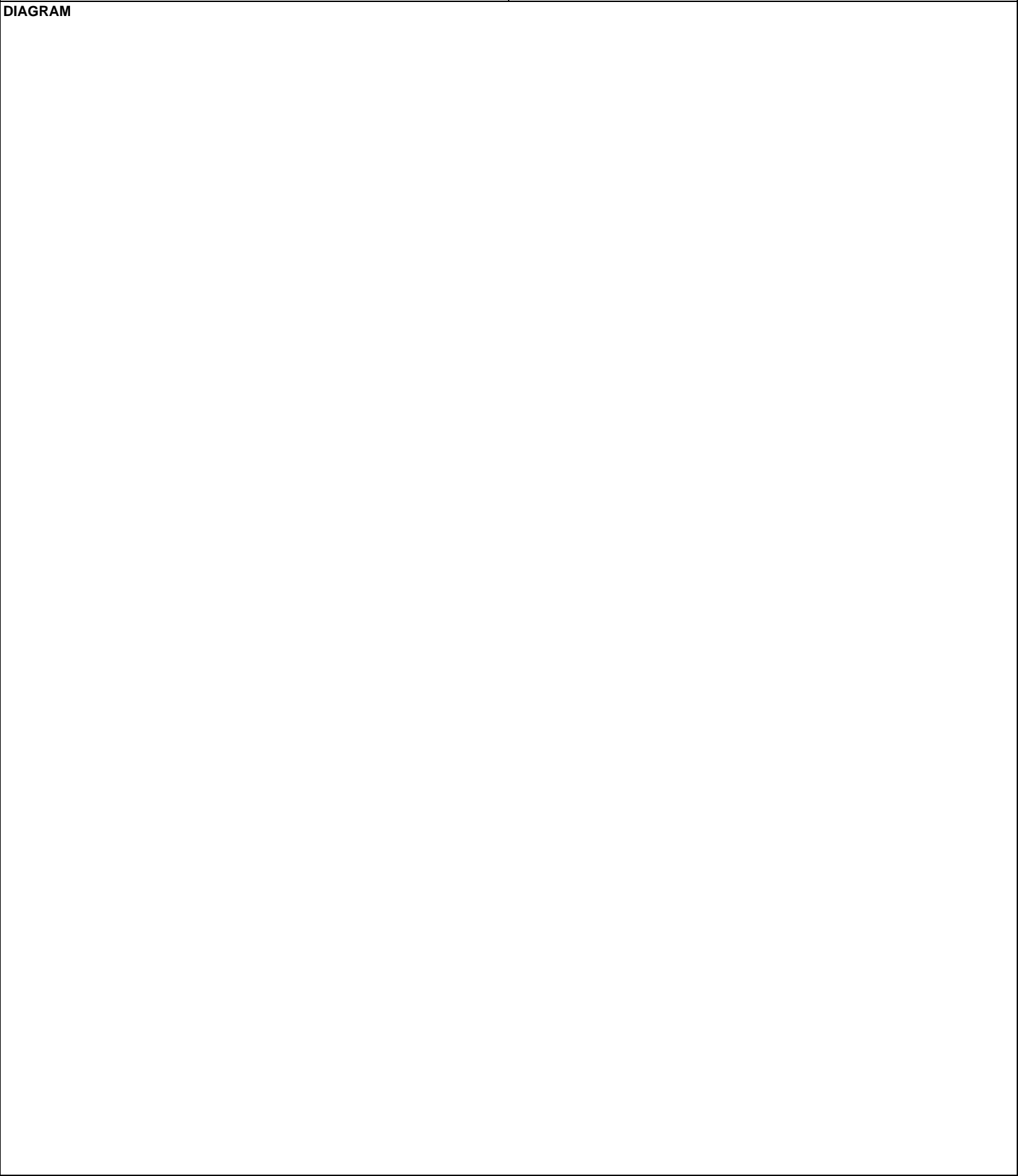
VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action

CONCLUSION

Time Notified	Time Arrived	Notified By	Supervisor at Scene		
1511	1523	DISPATCH			
Time Roadway Cleared	Time Incident Cleared	Checked By			
1628	1800	3086 - HOISINGTON, AARON - 5/5/2022			
Officer's Signature	Officer's Name	Rank	ID Number	District	Report Date
	HOFFMAN, DOUGLAS	P2C	7393	634	04/29/2022

DIAGRAM

Diagram Drawn By HOFFMAN, DOUGLAS	Measurements Taken By
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E JULY 2018

ALBUQUERQUE POLICE DEPT

REPORTING DEPARTMENT

<input type="checkbox"/> Private Property	<input type="checkbox"/> Fatal	Property Damage Only	<input type="checkbox"/> Under \$500	<input type="checkbox"/> Hit-and-Run	Case Number: 220027265	CAD Num: 221010258
<input type="checkbox"/> Secondary Crash	<input checked="" type="checkbox"/> Injury	<input type="checkbox"/> \$500 or More	<input type="checkbox"/> School Bus Directly Involved	<input type="checkbox"/> School Bus Indirectly Involved	Agency: 1 - ALBUQUERQUE POLICE DEPARTMENT	
Crash Date 04/11/2022	Crash Time 0737	City Occurred In ALBUQUERQUE			County BERNALILLO	
Day of Week MONDAY	Occurred On: (Route No. or Name) COORS BLVD NW			At Intersection With: SEQUOIA RD NW		
Other Location	Measurement	Direction SOUTH	Permanent Landmark - County Line - Intersection - Milepost			Lat: Long:
Crash Occurred ON ROADWAY	First Harmful Event COLLISION W/MOTOR VEHICLE		Manner of Impact FRONT-TO-REAR		Manner of Crash FROM SAME DIRECTION	
<input type="checkbox"/> Work Zone-Construction	<input type="checkbox"/> Work Zone-Maintenance	<input type="checkbox"/> Work Zone-Utility	Tribal Land? NO	Analysis Code MV IN TRANSPORT		Location of First Harmful Event ON ROADWAY
TRAFFIC UNIT 01						
VEHICLE NO. HEADED 01	MV Type	Direction S	On: COORS BLVD NW			Left Scene of Crash? NO
Driver's Last Name		Driver's First Name		Driver's Middle Name		
Driver's Street Address		City ABQ		State NM	Zip Code 87114	Phone
Date of Birth /1993	Driver's License Number	State NM	Type D	CDL N	Status V	Restrictions
Incident Responder		# of Occupants 1	Seat Pos LF	Expires /2026	Interlock NO	Occupation
		Age 28	Sex F	Race	Injury Code O	OP Code 5
		OP Used YES	Airbag Deploy N	Ejected O	EMS Number	Med Trans
Supplemental Occupant Information						
Vehicle Information						
Year 2016	Vehicle Make VOLKSWAGEN	Vehicle Model	Color BLU	Veh Use1	Veh Use2 P	Veh Use3
Body Style PC	Cargo Body Type	Lic. Year 2022	State NM	License Plate Number ABND68	VIN 3VW267AJ2GM269287	
Towed By		Towed To		Veh. Towed? NO		
				Veh. Disabled? NO		
				Damage Severity UNKNOWN		
				Extent MINOR		
				04,05		
Gross Vehicle/Comb Weight Rating	HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name		AND	1-digit #
						DOT #
State #	Number of Axles	Carrier Type Code				
Carrier's Name		Street Address		Carrier City		State
						Carrier's Zip
Owner's Last Name MAGEE		Owner's First Name SARAH		Owner's Middle Name		Owner's Company Name
Street Address 5752 PINON ALTOS RD NW		Owner's City ABQ		State NM	Owner Zip 87114	Owner's Phone (505) 205-5625
Insured By: (Name of Company) SAFECO		Policy Number		Trailer or Towed Vehicles (1)	Type	Year
						Make
						Lic Year
						Lic State
						License Num
Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num
Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year	Lic State	License Num

Condition Information

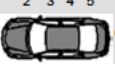
Lighting DAYLIGHT		Weather CLEAR		Intersection Type NOT AN INTERSECTION		Relation To Junction	
Work Zone Location			Work Zone Type		Workers Present		Law Enforcement Present
Road Character STRAIGHT	Road Grade LEVEL	Road Condition DRY		Road Surface PAVED CENTER AND EDGE LINE		Traffic Control NO CONTROLS	
Road Lanes 3 LANES		Road Design Div PAINTED DIVIDER (>4 FT)		Road Design OTHER			
APPARENT CONTRIBUTING FACTORS AVOID NO CONTACT VEHICLE				DRIVER'S ACTIONS GOING STRAIGHT, SLOWING		SEQUENCE OF EVENTS	
						FIRST EVENT MVT	
						SECOND EVENT MVT	
						THIRD EVENT	
						FOURTH EVENT	
						MHE MVT	
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY			DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION			PEDESTRIAN/PEDALCYCLIST ACTION	
HAD NOT CONSUMED ALCOHOL			NO APP. DEFECTS			<input type="checkbox"/> At Intersection <input type="checkbox"/> Not at Intersection Actions Prior to Crash Actions at Time of Crash	
Breath Test Results			Driver Physical Condition - Other			Location at Time of Crash	

TRAFFIC UNIT 02

VEHICLE NO. HEADED 02		MV Type		Direction S	On: COORS BLVD NW			Left Scene of Crash? NO	Posted Speed	Safe Speed					
Driver's Last Name [REDACTED]			Driver's First Name [REDACTED]			Driver's Middle Name									
Driver's Street Address [REDACTED]			City ABQ			State NM	Zip Code 87120	Phone [REDACTED]							
Date of Birth [REDACTED]/1991	Driver's License Number [REDACTED]	State NM	Type D	CDL N	Status V	Restrictions	Endorsements W	Expires [REDACTED] 2028	Interlock NO	Occupation					
Incident Responder				# of Occupants 1	Seat Pos MD	Age 30	Sex M	Race H	Injury Code B	OP Code NA	OP Used	Airbag Deploy N	Ejected N	EMS Number 30	Med Trans EG

Supplemental Occupant Information

Vehicle Information

Year 2018	Vehicle Make HARLEY-DAVIDSON	Vehicle Model MC		Color BLK	Veh Use1	Veh Use2 P	Veh Use3	Veh. Towed? NO	Veh. Disabled? NO	
Body Style MC	Cargo Body Type	Lic. Year 2024	State NM	License Plate Number 9173B	VIN 1HD1YJJ12JC060709			Damage Severity UNKNOWN	1 2 3 4 5 12  6 11 10 9 8 7 14-Top 15-Undercarriage 08,09,10	
Towed By				Towed To				Extent FUNCTIONAL		
Gross Vehicle/Comb Weight Rating		HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name			AND	1-digit #	DOT #	
State #	Number of Axles	Carrier Type Code								
Carrier's Name		Street Address			Carrier City			State	Carrier's Zip	
Owner's Last Name ANZURES		Owner's First Name DIMITRI			Owner's Middle Name			Owner's Company Name		
Street Address 5401 TIMBERLINE AVE NW		Owner's City ABQ			State NM	Owner Zip 87120		Owner's Phone (505) 363-7898		

Insured By: (Name of Company) GEICO						Policy Number [REDACTED]	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num
Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year	Lic State	License Num

Condition Information

Lighting DAYLIGHT			Weather CLEAR			Intersection Type NOT AN INTERSECTION			Relation To Junction				
Work Zone Location				Work Zone Type				Workers Present		Law Enforcement Present			
Road Character STRAIGHT	Road Grade LEVEL	Road Condition DRY			Road Surface PAVED CENTER AND EDGE LINE				Traffic Control NO CONTROLS				
Road Lanes 3 LANES		Road Design Div PAINTED DIVIDER (>4 FT)			Road Design OTHER								

APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS		
AVOID NO CONTACT VEHICLE				GOING STRAIGHT		FIRST EVENT MVT		
						SECOND EVENT		
						THIRD EVENT		
						FOURTH EVENT		
						MHE MVT		
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY			DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN/PEDALCYCLIST ACTION			
HAD NOT CONSUMED ALCOHOL			NO APP. DEFECTS		<input type="checkbox"/> At Intersection <input type="checkbox"/> Not at Intersection			
					Actions Prior to Crash			
					Actions at Time of Crash			
Breath Test Results			Driver Physical Condition - Other			Location at Time of Crash		

NARRATIVE

DRIVER #1 SOUTHBOUND ON COORS SLOWING FOR MORNING TRAFFIC WHEN STRUCK BY DRIVER #2. DRIVER #2 SOUTHBOUND COULD NOT STOP IN TIME, SWERVED TO THE RIGHT, BIKE WENT DOWN TO ITS SIDE. DRIVER #2 POSSIBLE BROKEN LEFT LEG. DRIVER #2 TRANSPORTED TO UNMH BY ABQ AMBULANCE #30. VEHICLE #1 HAD A RIGHT REAR FLAT TIRE.


WITNESS 01

Witness's Last Name [REDACTED]		Witness's First Name [REDACTED]		Witness's Middle Name		Age
Witness's Street Address [REDACTED]		Witness's City UNK		State NM	Zip Code 00000	Witness's Phone [REDACTED]

VIOLATION 01

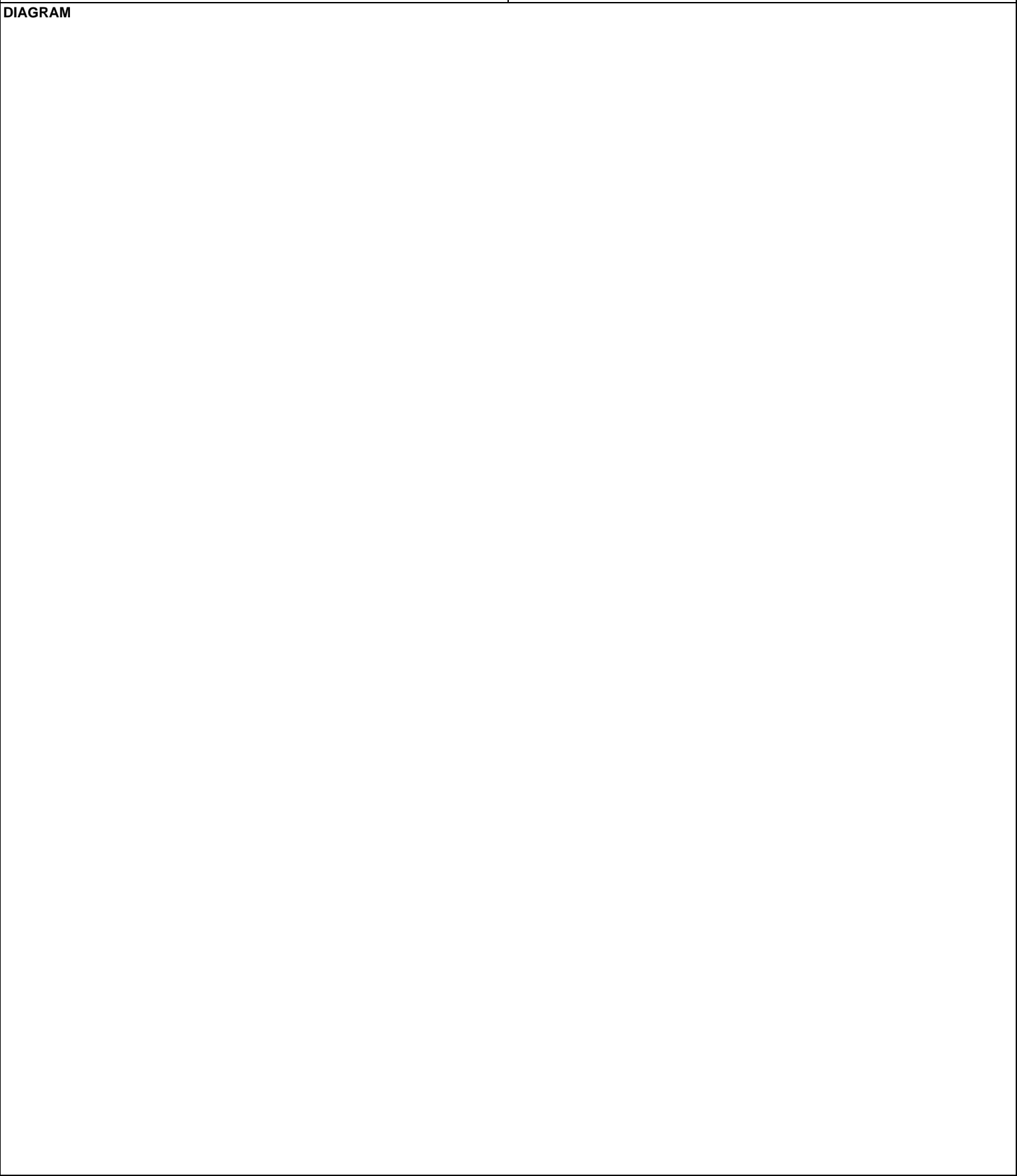
VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action
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CONCLUSION

Time Notified 0739	Time Arrived 0753	Notified By DISPATCH	Supervisor at Scene			
Time Roadway Cleared 0917	Time Incident Cleared 0917	Checked By 3852 - VALLEJOS, MARIO - 4/11/2022				
Officer's Signature 		Officer's Name PADILLA, DAVID		Rank P1C	ID Number 3325	District 634
						Report Date 04/11/2022

DIAGRAM

Diagram Drawn By PADILLA, DAVID	Measurements Taken By NOT TO SCALE
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710890928

ALBUQUERQUE POLICE DEPT

REPORTING DEPARTMENT

E JULY 2018

<input type="checkbox"/> Private Property	<input checked="" type="checkbox"/> Fatal	Property Damage Only	<input type="checkbox"/> Under \$500	<input type="checkbox"/> Hit-and-Run	Case Number: 220072408	CAD Num: 222591567
<input type="checkbox"/> Secondary Crash	<input type="checkbox"/> Injury	<input type="checkbox"/> \$500 or More	<input type="checkbox"/> School Bus Directly Involved	<input type="checkbox"/> School Bus Indirectly Involved	Agency: 1 - ALBUQUERQUE POLICE DEPARTMENT	
Crash Date 09/16/2022		Crash Time 2315	City Occurred In ALBUQUERQUE		County BERNALILLO	
Day of Week FRIDAY		Occurred On: (Route No. or Name) COORS BLVD NW			At Intersection With: SEQUOIA RD NW	
Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost			Lat: Long:
Crash Occurred ON ROADWAY		First Harmful Event COLLISION W/MOTOR VEHICLE		Manner of Impact FRONT-TO-SIDE (EX. T-BONE, ANGLE)		Manner of Crash INTERSECTING PATH (T-BONE)
<input type="checkbox"/> Work Zone-Construction	<input type="checkbox"/> Work Zone-Maintenance	<input type="checkbox"/> Work Zone-Utility	Tribal Land? NO	Analysis Code MV IN TRANSPORT		Location of First Harmful Event ON ROADWAY
TRAFFIC UNIT 01						
VEHICLE NO. HEADED 01		MV Type IN TRANSPORT		Direction On: N	COORS BLVD NW	Left Scene of Crash? NO
Driver's Last Name		Driver's First Name		Driver's Middle Name		
Driver's Street Address		City ALBUQUERQUE		State NM	Zip Code 87120-0000	Phone
Date of Birth /2004	Driver's License Number	State NM	Type D	CDL N	Status V	Restrictions B
Incident Responder NO		# of Occupants 1		Seat Pos MD	Expires /2025	Interlock NO
Supplemental Occupant Information		Age 18		Sex M	Race H	Injury Code K
		OP Code 0		OP Used UNK	Airbag Deploy NA	Ejected O
		EMS Number 17		Med Trans NT		
Vehicle Information						
Year 2017	Vehicle Make YAMAHA	Vehicle Model		Color BLU	Veh Use1 NS	Veh Use2 P
Body Style MC	Cargo Body Type	Lic. Year 2023	State NM	License Plate Number 7811D	VIN MH3RH06Y2HK016831	
Towed By KNITTLES TOWING		Towed To 2412 JEFFERSON NE ALBUQUERQUE, NM 87110				
Gross Vehicle/Comb Weight Rating		HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name AND 1-digit #		
State #		Number of Axles	Carrier Type Code			
Carrier's Name		Street Address		Carrier City		State
Owner's Last Name CHAVEZ		Owner's First Name JOSHUA		Owner's Middle Name ISAIAH		Owner's Company Name
Street Address 4821 MESA PRIETA CT NW		Owner's City ALBUQUERQUE		State NM	Owner Zip 87120-0000	Owner's Phone
Insured By: (Name of Company) UNKNOWN		Policy Number		Trailer or Towed Vehicles (1)	Type	Year
Trailer or Towed Vehicles (2)		Type	Year	Make	Lic Year	Lic State
		License Num	Trailer or Towed Vehicles (3)	Type	Year	Make
		Lic Year	Lic State	License Num	Lic Year	Lic State

Crash Report Number: 710890928

Case Number: 220072408

STATE OF NEW MEXICO UNIFORM CRASH REPORT
NM STATUTE 66-7-209
NMDOT COPY

Sheet 1 Of 4

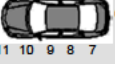
Condition Information

Lighting DARK LIGHTED		Weather CLEAR		Intersection Type FOUR-WAY		Relation To Junction	
Work Zone Location			Work Zone Type		Workers Present	Law Enforcement Present	
Road Character STRAIGHT	Road Grade LEVEL	Road Condition DRY		Road Surface PAVED CENTER AND EDGE LINE		Traffic Control TRAFFIC SIGNALS	
Road Lanes 4+ LANES		Road Design Div PHYSICAL DIVIDER		Road Design TWO-WAY, DIVIDED			
APPARENT CONTRIBUTING FACTORS OTHER IMPROPER DRIVING				DRIVER'S ACTIONS GOING STRAIGHT		SEQUENCE OF EVENTS FIRST EVENT MVT SECOND EVENT THIRD EVENT FOURTH EVENT MHE MVT	
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY		DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN/PEDALCYCLIST ACTION			
SOBRIETY UNKNOWN		NO APP. DEFECTS		<input type="checkbox"/> At Intersection <input type="checkbox"/> Not at Intersection			
				Actions Prior to Crash			
				Actions at Time of Crash			
Breath Test Results		Driver Physical Condition - Other			Location at Time of Crash		

TRAFFIC UNIT 02

VEHICLE NO. HEADED 02		MV Type IN TRANSPORT		Direction E	On: SEQUOIA RD NW			Left Scene of Crash? NO	Posted Speed 45	Safe Speed 45					
Driver's Last Name			Driver's First Name			Driver's Middle Name									
Driver's Street Address			City ALBUQUERQUE			State NM	Zip Code 87120	Phone							
Date of Birth /1983	Driver's License Number	State NM	Type D	CDL N	Status V	Restrictions	Endorsements	Expires 2025	Interlock NO	Occupation					
Incident Responder				# of Occupants 2	Seat Pos LF	Age 38	Sex M	Race O	Injury Code B	OP Code 5	OP Used YES	Airbag Deploy S	Ejected N	EMS Number 17	Med Trans NT
Supplemental Occupant Information															
RF		ALBUQUERQUE		NM	87120	F	O	O	0	YES	S	O	17	NT	

Vehicle Information

Year 2013	Vehicle Make DODGE		Vehicle Model RAM		Color WHI	Veh Use1 NS	Veh Use2 P	Veh Use3	Veh. Towed? YES	Veh. Disabled? YES	
Body Style PK	Cargo Body Type	Lic. Year 2022	State NM	License Plate Number 22T264317		VIN 3C6JR6AG2DG565092			Damage Severity HEAVY		
Towed By KNITTLES TOWING				Towed To 2412 JEFFERSON NE ALBUQUERQUE, NM 87110				Extent DISABLED			
Gross Vehicle/Comb Weight Rating		HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name			AND	1-digit #	DOT #		
State #	Number of Axles	Carrier Type Code									
Carrier's Name			Street Address			Carrier City			State	Carrier's Zip	
Owner's Last Name GUTIERREZ			Owner's First Name ALLYSON			Owner's Middle Name			Owner's Company Name		

Crash Report Number: **710890928**Case Number: **220072408**STATE OF NEW MEXICO UNIFORM CRASH REPORT
NM STATUTE 66-7-209
NMDOT COPY

Sheet 2 Of 4

Street Address 3523 PLATEAU LN NW				Owner's City ALBUQUERQUE				State NM	Owner Zip 87120		Owner's Phone (505) 504-6222			
Insured By: (Name of Company) STATE FARM						Policy Number [REDACTED]		Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num
Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year	Lic State	License Num	

Condition Information

Lighting DARK LIGHTED		Weather CLEAR				Intersection Type FOUR-WAY			Relation To Junction				
Work Zone Location				Work Zone Type				Workers Present		Law Enforcement Present			
Road Character STRAIGHT	Road Grade LEVEL	Road Condition DRY			Road Surface PAVED CENTER AND EDGE LINE				Traffic Control TRAFFIC SIGNALS				
Road Lanes 4+ LANES		Road Design Div PHYSICAL DIVIDER			Road Design TWO-WAY, DIVIDED								
APPARENT CONTRIBUTING FACTORS								DRIVER'S ACTIONS				SEQUENCE OF EVENTS	
NO DRIVER ERROR								LEFT TURN				FIRST EVENT MVT	
												SECOND EVENT	
												THIRD EVENT	
												FOURTH EVENT	
												MHE MVT	
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY					DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION			PEDESTRIAN/PEDALCYCLIST ACTION					
HAD NOT CONSUMED ALCOHOL					NO APP. DEFECTS			<input type="checkbox"/> At Intersection <input type="checkbox"/> Not at Intersection					
								Actions Prior to Crash					
								Actions at Time of Crash					
Breath Test Results				Driver Physical Condition - Other				Location at Time of Crash					

NARRATIVE

ON 9/16/2022 AT APPROXIMATELY 2329 HOURS I WAS DISPATCHED TO COORS BLVD NW AND SEQUOIA NW IN REFERENCE TO A CRASH. I WAS THE FIRST APD OFFICER TO ARRIVE ON SCENE, BUT BERNALILLO COUNTY DEPUTY MARQUEZ (#299) WAS ALREADY ON SCENE. FIREFIGHTERS FROM STATION 17 WERE ALSO ON SCENE. I SAW VEHICLES #1 AND #2 PARKED ON SEQUOIA, EAST OF COORS. VEHICLE #1 WAS ON ITS SIDE, AND VEHICLE #2 HAD EXTENSIVE FRONT-END DAMAGE AND AIRBAG DEPLOYMENT. I SAW DRIVER #1 DECEASED AND LAYING ON THE GROUND, AND LT. LUERAS WITH AFR STOPPED LIFE SAVING MEASURES AT APPROXIMATELY 2328 HOURS.


DEPUTY MARQUEZ TOLD ME HE BRIEFLY SPOKE TO DRIVER #2, WHO TOLD HIM HE WAS ATTEMPTING TO MAKE AN EAST TURN ONTO SEQUOIA FROM SOUTHBOUND COORS. DRIVER #2 TOLD DEPUTY MARQUEZ THAT VEHICLE #1'S HEADLIGHTS WERE OFF, AND THE VEHICLE APPEARED TO BE TRAVELING AT A HIGH RATE OF SPEED. I LATER SECURED DRIVER #2 IN THE BACK OF MY PATROL VEHICLE, AND ASSISTED THE MOTOR OFFICERS IN ENSURING NO VEHICLES TRAVELED THROUGH THE INTERSECTION. THE PASSENGER IN VEHICLE #2 WAS ALSO DETAINED IN A POLICE VEHICLE.

I CLEARED THE SCENE AT APPROXIMATELY 0230 HOURS THIS CONCLUDED MY INVOLVEMENT.

VIOLATION 01

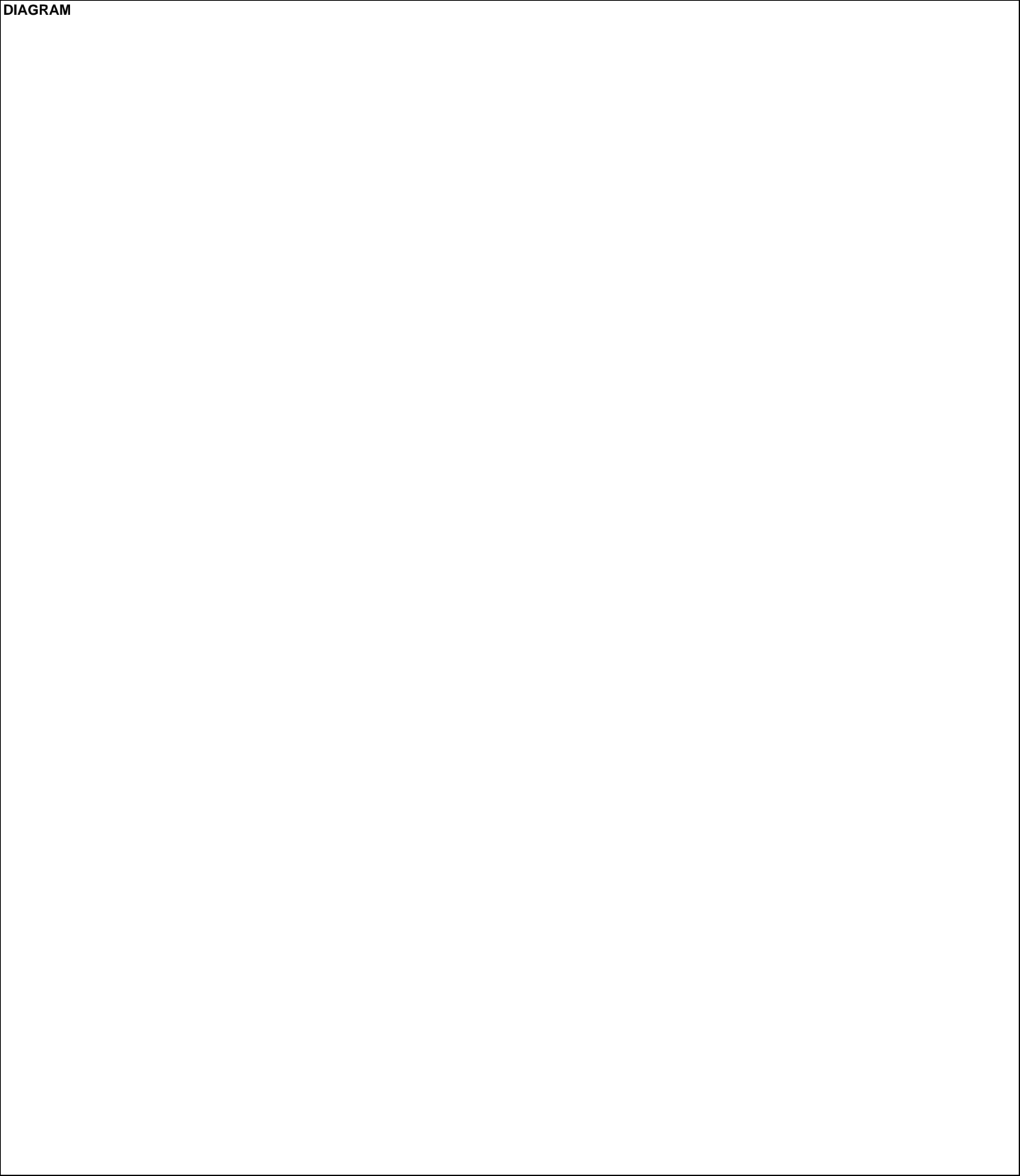
VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action
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CONCLUSION

Time Notified 2315	Time Arrived 2333	Notified By DISPATCH	Supervisor at Scene LT. C. PATTERSON. SGT. E. NELSON		
Time Roadway Cleared	Time Incident Cleared	Checked By 3998 - PATTERSON, CHRISTOPHER - 9/17/2022			
Officer's Signature 		Officer's Name HERBST, ZACHARY		Rank P1C	ID Number 5547
		District 634	Report Date 09/17/2022		

DIAGRAM

Diagram Drawn By HERBST, ZACHARY	Measurements Taken By
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710912464

ALBUQUERQUE POLICE DEPT

REPORTING DEPARTMENT

E JULY 2018

<input type="checkbox"/> Private Property	<input checked="" type="checkbox"/> Fatal	Property Damage Only	<input type="checkbox"/> Under \$500	<input checked="" type="checkbox"/> Hit-and-Run	Case Number: 220084779	CAD Num: 223030062
<input type="checkbox"/> Secondary Crash	<input type="checkbox"/> Injury	<input type="checkbox"/> \$500 or More	<input type="checkbox"/> School Bus Directly Involved	<input type="checkbox"/> School Bus Indirectly Involved	Agency: 1 - ALBUQUERQUE POLICE DEPARTMENT	
Crash Date 10/30/2022		Crash Time 0052	City Occurred In ALBUQUERQUE		County BERNALILLO	
Day of Week SUNDAY		Occurred On: (Route No. or Name) COORS BLVD NW			At Intersection With: ST JOSEPHS AVE NW	
Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost			Lat: Long:
Crash Occurred ON ROADWAY		First Harmful Event COLLISION W/MOTOR VEHICLE		Manner of Impact FRONT-TO-SIDE (EX. T-BONE, ANGLE)		Manner of Crash INTERSECTING PATH (T-BONE)
<input type="checkbox"/> Work Zone-Construction	<input type="checkbox"/> Work Zone-Maintenance	<input type="checkbox"/> Work Zone-Utility	Tribal Land? NO	Analysis Code MV IN TRANSPORT		Location of First Harmful Event ON ROADWAY
TRAFFIC UNIT 01						
VEHICLE NO. HEADED 01		MV Type IN TRANSPORT		Direction W	On: ST JOSEPHS AVE NW	Left Scene of Crash? NO
Driver's Last Name		Driver's First Name		Driver's Middle Name		
Driver's Street Address		City ALBUQUERQUE		State NM	Zip Code 87111	Phone
Date of Birth 1950	Driver's License Number	State NM	Type D	CDL N	Status V	Restrictions
Incident Responder NO		# of Occupants 1		Seat Pos LF	Expires /2022	Interlock NO
Supplemental Occupant Information		Age 71		Sex F	Race O	Injury Code K
		OP Code 0		OP Used UNK	Airbag Deploy B	Ejected N
		EMS Number R17		Med Trans NT		
Vehicle Information						
Year 2007	Vehicle Make TOYOTA	Vehicle Model 4D		Color BLU	Veh Use1 P	Veh Use2 P
Body Style PC	Cargo Body Type	Lic. Year 2023	State NM	License Plate Number PXD178	VIN JTDBT903271157385	
Towed By SANTA FE TOWING		Towed To 8000 JACS LANE NE ALBUQUERQUE, NM 87113		Veh. Towed? YES		
Gross Vehicle/Comb Weight Rating		HazMat Placard? (Cargo Only)		HazMat Released (Cargo Only)		Veh. Disabled? YES
State #		Number of Axles		Carrier Type Code		Damage Severity HEAVY
Carrier's Name		Street Address		Carrier City		Extent DISABLED
Owner's Last Name CHRISTOPHER		Owner's First Name JOHNSON		Owner's Middle Name		1 2 3 4 5 12 11 10 9 8 7 14-Top 15-Undercarriage
Street Address 9816 ARMAND RD NW		Owner's City ALBUQUERQUE		State NM	Owner Zip	01,02,03,04,05,07,08,09,10,11,12
Insured By: (Name of Company) STATEFARM		Policy Number		Trailer or Towed Vehicles (1)	Type	Year
Trailer or Towed Vehicles (2)		Type	Year	Make	Lic Year	Lic State
		License Num	Trailer or Towed Vehicles (3)	Type	Year	Make
		Lic Year	Lic State	License Num	Lic Year	Lic State

Crash Report Number: 710912464

Case Number: 220084779

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NM STATUTE 66-7-209
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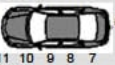
Condition Information

Lighting DARK LIGHTED		Weather CLEAR		Intersection Type FOUR-WAY		Relation To Junction INTERSECTION	
Work Zone Location			Work Zone Type		Workers Present	Law Enforcement Present	
Road Character STRAIGHT	Road Grade LEVEL	Road Condition DRY		Road Surface PAVED CENTER AND EDGE LINE		Traffic Control TRAFFIC SIGNALS	
Road Lanes 2 LANES		Road Design Div PHYSICAL DIVIDER		Road Design TWO-WAY, DIVIDED			
APPARENT CONTRIBUTING FACTORS FAILED TO YIELD RIGHT-OF-WAY				DRIVER'S ACTIONS LEFT TURN		SEQUENCE OF EVENTS FIRST EVENT MVT SECOND EVENT FO THIRD EVENT FOURTH EVENT MHE MVT	
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY		DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN/PEDALCYCLIST ACTION			
SOBRIETY UNKNOWN		NO APP. DEFECTS		<input type="checkbox"/> At Intersection <input type="checkbox"/> Not at Intersection Actions Prior to Crash Actions at Time of Crash			
Breath Test Results		Driver Physical Condition - Other		Location at Time of Crash			

TRAFFIC UNIT 02

VEHICLE NO. HEADED 02		MV Type IN TRANSPORT		Direction On: S COORS BLVD NW		Left Scene of Crash? NO		Posted Speed		Safe Speed								
Driver's Last Name			Driver's First Name			Driver's Middle Name												
Driver's Street Address			City UNK			State OT		Zip Code UNK		Phone								
Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation								
Incident Responder NO					# of Occupants 5		Seat Pos LF		Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
										U	O	O	0	UNK	B	N		NT
Supplemental Occupant Information																		
RF		UNK		UNK						U	O	A	5	UNK	B	N	R17	EG
RR		UNK		UNK						U	O	O	0	UNK	S	N		NT
CR		UNK		UNK						U	O	O	0	UNK	B	N		NT
LR		UNK		UNK						U	O	O	0	UNK	S	N		NT

Vehicle Information

Year 2008	Vehicle Make CHEVROLET		Vehicle Model 4D		Color WHI	Veh Use1	Veh Use2 P	Veh Use3	Veh. Towed? NO	Veh. Disabled? NO		
Body Style PC	Cargo Body Type	Lic. Year 2022	State NM	License Plate Number AWWZ99		VIN 2G1WB55K189148048			Damage Severity HEAVY			
Towed By SANTA FE TOWING				Towed To 8000 JACS LANE NE ALBUQUERQUE, NM 87113				Extent DISABLED			1 2 3 4 5 12  6 11 10 9 8 7 14-Top 15-Undercarriage 01,02,10,11,12	
Gross Vehicle/Comb Weight Rating		HazMat Placard? (Cargo Only)		HazMat Released (Cargo Only)		Hazmat Placard 4-digit OR Hazmat Name AND 1-digit #			DOT #			

Crash Report Number: **710912464**Case Number: **220084779**STATE OF NEW MEXICO UNIFORM CRASH REPORT
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Sheet 2 Of 5

State #	Number of Axles	Carrier Type Code													
Carrier's Name			Street Address				Carrier City				State	Carrier's Zip			
Owner's Last Name FERNANDEZ			Owner's First Name MARIO				Owner's Middle Name ANSELMO			Owner's Company Name					
Street Address PO BOX 15			Owner's City WILLARD				State NM	Owner Zip 87063		Owner's Phone					
Insured By: (Name of Company) UNK			Policy Number			Trailer or Towed Vehicles (1)		Type	Year	Make	Lic Year	Lic State	License Num		
Trailer or Towed Vehicles (2)		Type	Year	Make	Lic Year	Lic State	License Num	Trailer or Towed Vehicles (3)		Type	Year	Make	Lic Year	Lic State	License Num

Condition Information

Lighting DARK LIGHTED		Weather CLEAR				Intersection Type FOUR-WAY			Relation To Junction INTERSECTION				
Work Zone Location			Work Zone Type				Workers Present		Law Enforcement Present				
Road Character STRAIGHT	Road Grade LEVEL	Road Condition DRY			Road Surface PAVED CENTER AND EDGE LINE				Traffic Control TRAFFIC SIGNALS				
Road Lanes 4+ LANES		Road Design Div PHYSICAL BARRIER			Road Design TWO-WAY, DIVIDED								

APPARENT CONTRIBUTING FACTORS				DRIVER'S ACTIONS		SEQUENCE OF EVENTS		
SPEED TOO FAST FOR CONDITIONS				GOING STRAIGHT		FIRST EVENT MVT		
						SECOND EVENT		
						THIRD EVENT		
						FOURTH EVENT		
						MHE MVT		
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY		DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN/PEDALCYCLIST ACTION				
SOBRIETY UNKNOWN		NO APP. DEFECTS		<input type="checkbox"/> At Intersection		<input type="checkbox"/> Not at Intersection		
				Actions Prior to Crash				
				Actions at Time of Crash				
Breath Test Results		Driver Physical Condition - Other			Location at Time of Crash			

NARRATIVE

ON OCTOBER 30, 2022 AT 0123 HOURS I WAS DISPATCHED TO COORS BL AND ST JOSEPHS AV IN REFERENCE TO A MOTOR VEHICLE COLLISION.

DRIVER ONE WAS DECEASED ON SCENE.

I MADE NO CONTACT WITH DRIVER TWO, AS HE WAS NOT ON SCENE WHEN I ARRIVED, NEITHER WERE ANY OF THE PASSENGERS.


THERE WAS CAMERAS AT THE INTERSECTION THAT CAUGHT THE COLLISION. VEHICLE ONE WAS HEADED NORTH BOUND ON COORS, MAKING A LEFT HAND TURN ONTO WEST BOUND ST JOSEPH. VEHICLE TWO WAS HEADED SOUTH BOUND ON COORS. VEHICLE TWO SEEMED TO BE TRAVELING AT A VERY HIGH RATE OF SPEED, BUT VEHICLE ONE DID HAVE A FLASHING YELLOW ARROW.

BOTH WITNESSES STATED THAT THEY DID NOT WITNESS THE COLLISION, ONLY THE AFTERMATH. THEY BOTH STATED THAT THEY SAW THE DRIVER AND 3 BACK PASSENGERS ATTEMPT TO REMOVE THE RIGHT FRONT PASSENGER, AND WHEN THE COULDN'T, THEY LEFT HIM AND FLED ON FOOT. THE RIGHT FRONT PASSENGER WAS TRANSPORTED TO UNMH FOR LIFE THREATENING INJURES.

BOTH VEHICLES WERE TOWED, VEHICLE TWO WAS SEALED FOR EVIDENCE.

WITNESS 01

Witness's Last Name		Witness's First Name			Witness's Middle Name		Age
							29
Witness's Street Address		Witness's City			State	Zip Code	Witness's Phone
		ALBUQUERQUE			NM	87111-0000	

WITNESS 02						
Witness's Last Name [REDACTED]		Witness's First Name [REDACTED]		Witness's Middle Name [REDACTED]		Age 28
Witness's Street Address [REDACTED]		Witness's City ALBUQUERQUE		State NM	Zip Code 87114-0000	Witness's Phone
VIOLATION 01						
VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)		Action
CONCLUSION						
Time Notified 0123	Time Arrived 0134	Notified By DISPATCH		Supervisor at Scene LT PATTERSON (3998)		
Time Roadway Cleared 0448	Time Incident Cleared 0448	Checked By 3998 - PATTERSON, CHRISTOPHER - 11/2/2022				
Officer's Signature 		Officer's Name EVANS, KAYLA		Rank PSA	ID Number 7612	District 631
						Report Date 11/02/2022

DIAGRAM

Diagram Drawn By EVANS, KAYLA		Measurements Taken By	
<div>DIAGRAM</div> <div></div>			
Crash Report Number: 710912464		STATE OF NEW MEXICO UNIFORM CRASH REPORT NM STATUTE 66-7-209 NMDOT COPY	
Case Number: 220084779			
		Sheet 5 Of 5	



710914455

ALBUQUERQUE POLICE DEPT

REPORTING DEPARTMENT

E JULY 2018

<input type="checkbox"/> Private Property	<input type="checkbox"/> Fatal	Property Damage Only	<input type="checkbox"/> Under \$500	<input type="checkbox"/> Hit-and-Run	Case Number: 220084372	CAD Num: 223010689
<input type="checkbox"/> Secondary Crash	<input checked="" type="checkbox"/> Injury	<input type="checkbox"/> \$500 or More	<input type="checkbox"/> School Bus Directly Involved	<input type="checkbox"/> School Bus Indirectly Involved	Agency: 1 - ALBUQUERQUE POLICE DEPARTMENT	
Crash Date 10/28/2022	Crash Time 1332	City Occurred In ALBUQUERQUE			County BERNALILLO	
Day of Week FRIDAY	Occurred On: (Route No. or Name) COORS BLVD NW			At Intersection With: ST JOSEPHS AVE NW		
Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost			Lat: Long:
Crash Occurred ON ROADWAY		First Harmful Event COLLISION W/PERSON		Manner of Impact FRONT-TO-SIDE (EX. T-BONE, ANGLE)		Manner of Crash FROM SAME DIRECTION
<input type="checkbox"/> Work Zone-Construction	<input type="checkbox"/> Tribal Land?	Analysis Code PEDESTRIAN			Location of First Harmful Event ON ROADWAY	
<input type="checkbox"/> Work Zone-Maintenance	NO					
<input type="checkbox"/> Work Zone-Utility						
TRAFFIC UNIT 01						
VEHICLE NO. HEADED 01	MV Type IN TRANSPORT	Direction On: NW	ST JOSEPHS AVE NW			Left Scene of Crash? YES
					Posted Speed 35	Safe Speed 00
Driver's Last Name		Driver's First Name			Driver's Middle Name	
Driver's Street Address		City ALBUQUERQUE			State NM	Zip Code 87120
Date of Birth 1944	Driver's License Number	State NM	Type D	CDL N	Status V	Restrictions
		Endorsements	Expires /2023	Interlock NO	Occupation	
Incident Responder NO		# of Occupants 1	Seat Pos LF	Age 78	Sex F	Race H
				Injury Code O	OP Code 3	OP Used YES
				Airbag Deploy N	Ejected N	EMS Number
				Med Trans		
Supplemental Occupant Information						
Vehicle Information						
Year 2014	Vehicle Make BMW	Vehicle Model M	Color WHI	Veh Use1 NS	Veh Use2 P	Veh Use3
Body Style PC	Cargo Body Type	Lic. Year 2023	State NM	License Plate Number NDN700	VIN WBA3B5G5XENS09663	
Towed By		Towed To			Veh. Towed? NO	Veh. Disabled? NO
					Damage Severity NONE	1 2 3 4 5 12 8
					Extent NONE	11 10 9 8 7 14-Top 15-Undercarriage 12,14
Gross Vehicle/Comb Weight Rating		HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name AND 1-digit # DOT #		
State #	Number of Axles	Carrier Type Code				
Carrier's Name		Street Address			Carrier City	State Carrier's Zip
Owner's Last Name SANCHEZ		Owner's First Name PATRICIA		Owner's Middle Name	Owner's Company Name	
Street Address 5412 BLUE JAY LN NW		Owner's City ALBUQUERQUE		State NM	Owner Zip 87120	Owner's Phone (505) 220-4110
Insured By: (Name of Company) SAFECO		Policy Number		Trailer or Towed Vehicles (1)	Type	Year
					Make	Lic Year
					Lic State	License Num
Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num
Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year	Lic State	License Num

Crash Report Number: 710914455

Case Number: 220084372

STATE OF NEW MEXICO UNIFORM CRASH REPORT
NM STATUTE 66-7-209
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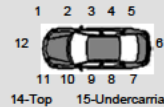
Condition Information

Lighting DAYLIGHT		Weather CLEAR		Intersection Type FOUR-WAY		Relation To Junction INTERSECTION RELATED	
Work Zone Location			Work Zone Type		Workers Present	Law Enforcement Present	
Road Character STRAIGHT	Road Grade LEVEL	Road Condition DRY		Road Surface PAVED CENTER AND EDGE LINE		Traffic Control TRAFFIC SIGNALS	
Road Lanes 4+ LANES		Road Design Div PHYSICAL BARRIER		Road Design TWO-WAY, DIVIDED			
APPARENT CONTRIBUTING FACTORS FAILED TO YIELD RIGHT-OF-WAY				DRIVER'S ACTIONS RIGHT TURN		SEQUENCE OF EVENTS FIRST EVENT PED SECOND EVENT THIRD EVENT FOURTH EVENT MHE PED	
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY HAD NOT CONSUMED ALCOHOL		DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION NO APP. DEFECTS		PEDESTRIAN/PEDALCYCLIST ACTION <input type="checkbox"/> At Intersection <input type="checkbox"/> Not at Intersection Actions Prior to Crash Actions at Time of Crash			
Breath Test Results		Driver Physical Condition - Other			Location at Time of Crash		

TRAFFIC UNIT 02

VEHICLE NO. HEADED 02		MV Type IN TRANSPORT		Direction W	On: ST JOSEPHS AVE NW			Left Scene of Crash? YES	Posted Speed 00	Safe Speed 00					
Driver's Last Name [REDACTED]			Driver's First Name [REDACTED]			Driver's Middle Name									
Driver's Street Address [REDACTED]			City ALBUQUERQUE			State NM	Zip Code 87114	Phone [REDACTED]							
Date of Birth [REDACTED]/2008	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation					
Incident Responder NO				# of Occupants 1	Seat Pos PD	Age 14	Sex M	Race C	Injury Code C	OP Code NP	OP Used UNK	Airbag Deploy NA	Ejected O	EMS Number	Med Trans

Supplemental Occupant Information**Vehicle Information**

Year	Vehicle Make	Vehicle Model		Color	Veh Use1	Veh Use2	Veh Use3	Veh. Towed?	Veh. Disabled?	
Body Style	Cargo Body Type	Lic. Year	State	License Plate Number		VIN		Damage Severity		
Towed By				Towed To				Extent		
Gross Vehicle/Comb Weight Rating		HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name			AND	1-digit #	DOT #	
State #	Number of Axles	Carrier Type Code								
Carrier's Name		Street Address			Carrier City			State	Carrier's Zip	
Owner's Last Name		Owner's First Name		Owner's Middle Name			Owner's Company Name			
Street Address		Owner's City			State	Owner Zip		Owner's Phone		

Crash Report Number: **710914455**Case Number: **220084372**STATE OF NEW MEXICO UNIFORM CRASH REPORT
NM STATUTE 66-7-209
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Sheet 2 Of 4

Insured By: (Name of Company)				Policy Number		Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num	
Trailer or Towed Vehicles (2)	Type	Year	Make	Lic Year	Lic State	License Num	Trailer or Towed Vehicles (3)	Type	Year	Make	Lic Year	Lic State	License Num

Condition Information

Lighting DAYLIGHT		Weather CLEAR		Intersection Type FOUR-WAY		Relation To Junction INTERSECTION RELATED	
Work Zone Location		Work Zone Type		Workers Present		Law Enforcement Present	
Road Character STRAIGHT	Road Grade LEVEL	Road Condition DRY		Road Surface PAVED CENTER AND EDGE LINE		Traffic Control TRAFFIC SIGNALS	
Road Lanes 4+ LANES		Road Design Div PHYSICAL BARRIER		Road Design TWO-WAY, DIVIDED			

APPARENT CONTRIBUTING FACTORS		DRIVER'S ACTIONS		SEQUENCE OF EVENTS	
NO DRIVER ERROR		GOING STRAIGHT		FIRST EVENT PED	
				SECOND EVENT	
				THIRD EVENT	
				FOURTH EVENT	
				MHE PED	
DRIVER/PEDESTRIAN/PEDALCYCLIST SOBRIETY		DRIVER/PED/PEDALCYCLIST PHYSICAL CONDITION		PEDESTRIAN/PEDALCYCLIST ACTION	
HAD NOT CONSUMED ALCOHOL		NO APP. DEFECTS		<input checked="" type="checkbox"/> At Intersection <input type="checkbox"/> Not at Intersection	
				Actions Prior to Crash CROSSING ROADWAY	
				Actions at Time of Crash NO IMPROPER ACTION	
Breath Test Results		Driver Physical Condition - Other		Location at Time of Crash INTERSECTION - MARKED CROSSWALK	

NARRATIVE

ON OCTOBER 28, 2022 AT APPROXIMATELY 1332 HOURS, [REDACTED] ENTERED THE CROSSWALK WEST BOUND ON ST JOSEPHS DR NW TO CROSS COORS BLVD NW WHEN THE STOPPED VEHICLE OF [REDACTED] WAS STOPPED ON ST JOSEPHS TO TURN RIGHT NORTH BOUND ONTO COORS BLVD NW BEGAN HER TURN AND HIT [REDACTED]

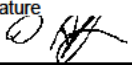
[REDACTED] STOPPED AND ASKED [REDACTED] IF HE WAS OKAY AND HE STATED HE WAS AND THEN HE WALKED OFF. [REDACTED] TOO LEFT THE SCENE. [REDACTED] WAS MET WITH AND CHECKED OUT BY EMS AND HIS MOTHER [REDACTED] RESPONDED TO THE SCENE. OFFICER S HARMON MET WITH [REDACTED] AT HER RESIDENCE AND WAS TOLD BY [REDACTED] THAT SHE WAS WAITING AT THE LIGHT TO TURN RIGHT ONTO COORS BLVD NW AND WAS LOOKING SOUTH FOR VEHICLE TRAFFIC. WHEN IT WAS CLEAR SHE PROCEEDED TO TURN RIGHT AND DIDN'T SEE [REDACTED] AS HE HAD JUST ENTERED INTO THE CROSSWALK. [REDACTED] NOTED NO VEHICLE DAMAGE TO HER VEHICLE.

ALL CONTACTS WERE CAPTURED WITH OFFICERS OBRD'S AND WILL BE UPLOADED TO EVIDENCE.COM.

VIOLATION 01

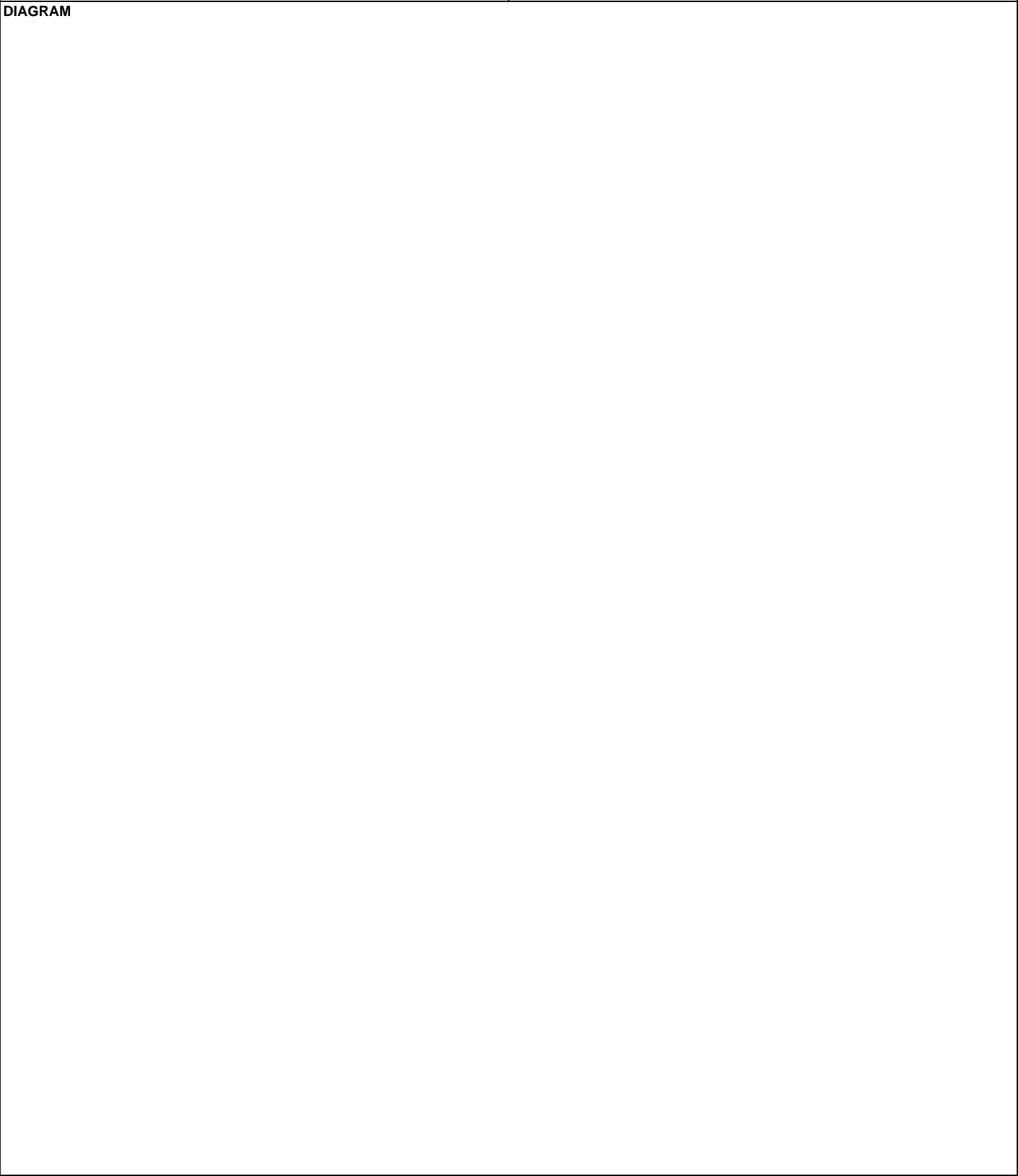
VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action
---------	-----------	------------	-------------	-------------------------	--------

CONCLUSION

Time Notified 1331	Time Arrived 1335	Notified By DISPATCH	Supervisor at Scene			
Time Roadway Cleared 1335	Time Incident Cleared 1507	Checked By 3086 - HOISINGTON, AARON - 11/1/2022				
Officer's Signature 		Officer's Name HOFFMAN, DOUGLAS		Rank P1C	ID Number 7393	District 632
				Report Date 10/28/2022		

DIAGRAM

Diagram Drawn By HOFFMAN, DOUGLAS	Measurements Taken By
---	-----------------------



APPENDIX P

CMF METHOD ANALYSIS

CMF / CRF Details

CMF ID: 340

CMF Name: Change from permitted-protected to protected on major approach

Description:

Prior Condition: No Prior Condition(s)

Category: Intersection traffic control

Study ID: [*Safety Effects of Left-Turn Phasing Schemes at High-Speed Intersections, Davis and Aul 2007*](#)

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.58
Adjusted Standard Error:	0.34
Unadjusted Standard Error:	0.19

Crash Reduction Factor	
Value:	42
Adjusted Standard Error:	34
Unadjusted Standard Error:	19

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Signalized
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 to give 10 points as a benefit of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the disaggregate dataset used for CMF development.

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The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

CMF / CRF Details

CMF ID: 436

CMF Name: Provide intersection illumination

Description:

Prior Condition: No Prior Condition(s)

Category: Highway lighting

Study ID: [Handbook of Road Safety Measures, Elvik, R. and Vaa, T. 2004](#)

Star Quality Rating	
Star Quality Rating:	3 Stars

Crash Modification Factor (CMF)	
Value:	0.58
Adjusted Standard Error:	0.18
Unadjusted Standard Error:	

Crash Reduction Factor	
Value:	42
Adjusted Standard Error:	18
Unadjusted Standard Error:	

Applicability	
Crash Type:	Nighttime,Vehicle/pedestrian
Crash Severity:	A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not Specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Not Specified
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not Specified
Traffic Control:	Not Specified
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Meta-analysis

Other Details	
Included in HSM:	Yes. HSM lists this CMF in italics font to indicate that it has a lower reliability than bold
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	Countermeasure name changed to match HSM

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APPENDIX Q

AIR QUALITY AND NOISE IMPACTS REFERENCES

References

1. United States Environmental Protection Agency, *New Mexico Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants*, https://www3.epa.gov/airquality/greenbook/anayo_nm.html , accessed April 2025.
2. United States Environmental Protection Agency, *AirData Air Quality Monitors*, <https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=5f239fd3e72f424f98ef3d5def547eb5&extent=-146.2334,13.1913,-46.3896,56.5319>, accessed April 2025.
3. Albuquerque-Bernalillo County Air Quality Control Board, *Ambient Air Quality Standards*, <https://www.srca.nm.gov/parts/title20/20.011.0008.html>, September 2009.
4. Mid-Region Council of Governments, *Traffic Counts Viewer Map*, accessed April 2025

CO Results

MAXIMUM MAXIMUM

DIST (m)	1-HR (ug/m3)	8-HR (ug/m3)
1	1129	1016.1
25	16.44	14.796
50	6.856	6.1704
75	6.523	5.8707
100	5.798	5.2182
125	5.133	4.6197
150	4.631	4.1679
175	4.139	3.7251
200	3.703	3.3327
225	3.328	2.9952
250	3.051	2.7459
275	2.819	2.5371
300	2.609	2.3481
325	2.42	2.178
350	2.251	2.0259
375	2.098	1.8882
400	1.961	1.7649
425	1.837	1.6533
450	1.726	1.5534
475	1.625	1.4625
500	1.533	1.3797
525	1.449	1.3041
550	1.372	1.2348
575	1.302	1.1718
600	1.238	1.1142
625	1.179	1.0611
650	1.124	1.0116
675	1.074	0.9666
700	1.027	0.9243
725	0.9833	0.88497
750	0.9427	0.84843
775	0.9049	0.81441
800	0.8696	0.78264
825	0.8366	0.75294
850	0.8056	0.72504
875	0.7765	0.69885
900	0.7491	0.67419
925	0.7234	0.65106
950	0.699	0.6291
975	0.6761	0.60849
1000	0.6544	0.58896
1025	0.6338	0.57042
1050	0.6143	0.55287
1075	0.5958	0.53622
1100	0.5783	0.52047
1125	0.5616	0.50544
1150	0.5457	0.49113
1175	0.5305	0.47745
1200	0.5161	0.46449
1225	0.5023	0.45207
1250	0.4891	0.44019
1275	0.4765	0.42885
1300	0.4644	0.41796
1325	0.4529	0.40761
1350	0.4418	0.39762
1375	0.4312	0.38808
1400	0.421	0.3789
1425	0.4112	0.37008
1450	0.4018	0.36162

Conversion to ppm

1-HR ppm	8-HR ppm
1.404928	1.264435
0.020458	0.018412

Assuming molar mass of CO: 28g/mol

Assuming molar volume of air at 1600m elevation: 0.0287 m3/mol

1475	0.3927	0.35343
1500	0.384	0.3456
1525	0.3756	0.33804
1550	0.3676	0.33084
1575	0.3598	0.32382
1600	0.3523	0.31707
1625	0.345	0.3105
1650	0.338	0.3042
1675	0.3313	0.29817
1700	0.3247	0.29223
1725	0.3184	0.28656
1750	0.3123	0.28107
1775	0.3064	0.27576
1800	0.3007	0.27063
1825	0.2951	0.26559
1850	0.2897	0.26073
1875	0.2845	0.25605
1900	0.2795	0.25155
1925	0.2746	0.24714
1950	0.2698	0.24282
1975	0.2652	0.23868
2000	0.2607	0.23463
2025	0.2563	0.23067
2050	0.2521	0.22689
2075	0.248	0.2232
2100	0.244	0.2196
2125	0.2401	0.21609
2150	0.2363	0.21267
2175	0.2326	0.20934
2200	0.229	0.2061
2225	0.2255	0.20295
2250	0.2221	0.19989
2275	0.2188	0.19692
2300	0.2155	0.19395
2325	0.2124	0.19116
2350	0.2093	0.18837
2375	0.2063	0.18567
2400	0.2033	0.18297
2425	0.2005	0.18045
2450	0.1977	0.17793
2475	0.1949	0.17541
2500	0.1923	0.17307
2525	0.1897	0.17073
2550	0.1871	0.16839
2575	0.1846	0.16614
2600	0.1822	0.16398
2625	0.1798	0.16182
2650	0.1775	0.15975
2675	0.1752	0.15768
2700	0.173	0.1557
2725	0.1708	0.15372
2750	0.1686	0.15174
2775	0.1666	0.14994
2800	0.1645	0.14805
2825	0.1625	0.14625
2850	0.1605	0.14445
2875	0.1586	0.14274
2900	0.1567	0.14103
2925	0.1549	0.13941
2950	0.1531	0.13779
2975	0.1513	0.13617
3000	0.1496	0.13464
3025	0.1479	0.13311

3050	0.1462	0.13158
3075	0.1445	0.13005
3100	0.1429	0.12861
3125	0.1413	0.12717
3150	0.1398	0.12582
3175	0.1383	0.12447
3200	0.1368	0.12312
3225	0.1353	0.12177
3250	0.1339	0.12051
3275	0.1324	0.11916
3300	0.131	0.1179
3325	0.1297	0.11673
3350	0.1283	0.11547
3375	0.127	0.1143
3400	0.1257	0.11313
3425	0.1244	0.11196
3450	0.1232	0.11088
3475	0.122	0.1098
3500	0.1207	0.10863
3525	0.1196	0.10764
3550	0.1184	0.10656
3575	0.1172	0.10548
3600	0.1161	0.10449
3625	0.115	0.1035
3650	0.1139	0.10251
3675	0.1128	0.10152
3700	0.1117	0.10053
3725	0.1107	0.09963
3750	0.1097	0.09873
3775	0.1087	0.09783
3800	0.1077	0.09693
3825	0.1067	0.09603
3850	0.1057	0.09513
3875	0.1048	0.09432
3900	0.1038	0.09342
3925	0.1029	0.09261
3950	0.102	0.0918
3975	0.1011	0.09099
4000	0.1002	0.09018
4025	9.93E-02	0.089397
4050	9.85E-02	0.088623
4075	9.76E-02	0.087858
4100	9.68E-02	0.087111
4125	9.60E-02	0.086373
4150	9.52E-02	0.085644
4175	9.44E-02	0.084924
4200	9.36E-02	0.084213
4225	9.28E-02	0.083511
4250	9.20E-02	0.082827
4275	9.13E-02	0.082143
4300	9.05E-02	0.081477
4325	8.98E-02	0.080811
4350	8.91E-02	0.080163
4375	8.84E-02	0.079515
4400	8.77E-02	0.078885
4425	8.70E-02	0.078255
4450	8.63E-02	0.077634
4475	8.56E-02	0.077031
4500	8.49E-02	0.076428
4525	8.43E-02	0.075834
4550	8.36E-02	0.075249
4575	8.30E-02	0.074664
4600	8.23E-02	0.074097

4625	8.17E-02	0.07353
4650	8.11E-02	0.072972
4675	8.05E-02	0.072423
4700	7.99E-02	0.071883
4725	7.93E-02	0.071343
4750	7.87E-02	0.070812
4775	7.81E-02	0.07029
4800	7.75E-02	0.069777
4825	7.70E-02	0.069264
4850	7.64E-02	0.06876
4875	7.59E-02	0.068265
4900	7.53E-02	0.06777
4925	7.48E-02	0.067284
4950	7.42E-02	0.066807
4975	7.37E-02	0.06633
5000	7.32E-02	0.065862

MAXIMUM DIST (m)	MAXIMUM 1-HR (ug/m3)	8-HR (ug/m3)
1	3388	3049.2
25	49.33	44.397
50	20.57	18.513
75	19.57	17.613
100	17.39	15.651
125	15.4	13.86
150	13.89	12.501
175	12.42	11.178
200	11.11	9.999
225	9.984	8.9856
250	9.153	8.2377
275	8.458	7.6122
300	7.828	7.0452
325	7.261	6.5349
350	6.752	6.0768
375	6.294	5.6646
400	5.883	5.2947
425	5.512	4.9608
450	5.177	4.6593
475	4.874	4.3866
500	4.598	4.1382
525	4.347	3.9123
550	4.117	3.7053
575	3.907	3.5163
600	3.714	3.3426
625	3.537	3.1833
650	3.373	3.0357
675	3.221	2.8989
700	3.08	2.772
725	2.95	2.655
750	2.828	2.5452
775	2.715	2.4435
800	2.609	2.3481
825	2.51	2.259
850	2.417	2.1753
875	2.329	2.0961
900	2.247	2.0223
925	2.17	1.953
950	2.097	1.8873
975	2.028	1.8252
1000	1.963	1.7667
1025	1.901	1.7109
1050	1.843	1.6587
1075	1.788	1.6092
1100	1.735	1.5615
1125	1.685	1.5165
1150	1.637	1.4733
1175	1.592	1.4328
1200	1.548	1.3932
1225	1.507	1.3563
1250	1.467	1.3203
1275	1.429	1.2861
1300	1.393	1.2537

Conversion to ppm Assuming molar mass of CO: 28g/mol

1-HR 8-HR Assuming molar volume of air at 1600m elevation: 0.0287 m3/mol

ppm ppm

4.216028 3.794425

0.061386 0.055248

1325	1.359	1.2231
1350	1.325	1.1925
1375	1.294	1.1646
1400	1.263	1.1367
1425	1.234	1.1106
1450	1.205	1.0845
1475	1.178	1.0602
1500	1.152	1.0368
1525	1.127	1.0143
1550	1.103	0.9927
1575	1.079	0.9711
1600	1.057	0.9513
1625	1.035	0.9315
1650	1.014	0.9126
1675	0.9938	0.89442
1700	0.9742	0.87678
1725	0.9552	0.85968
1750	0.9369	0.84321
1775	0.9191	0.82719
1800	0.902	0.8118
1825	0.8853	0.79677
1850	0.8692	0.78228
1875	0.8536	0.76824
1900	0.8384	0.75456
1925	0.8237	0.74133
1950	0.8094	0.72846
1975	0.7956	0.71604
2000	0.7821	0.70389
2025	0.769	0.6921
2050	0.7563	0.68067
2075	0.744	0.6696
2100	0.7319	0.65871
2125	0.7202	0.64818
2150	0.7089	0.63801
2175	0.6978	0.62802
2200	0.687	0.6183
2225	0.6765	0.60885
2250	0.6662	0.59958
2275	0.6563	0.59067
2300	0.6465	0.58185
2325	0.6371	0.57339
2350	0.6278	0.56502
2375	0.6188	0.55692
2400	0.61	0.549
2425	0.6014	0.54126
2450	0.593	0.5337
2475	0.5848	0.52632
2500	0.5768	0.51912
2525	0.569	0.5121
2550	0.5613	0.50517
2575	0.5538	0.49842
2600	0.5465	0.49185
2625	0.5394	0.48546
2650	0.5324	0.47916
2675	0.5256	0.47304
2700	0.5189	0.46701
2725	0.5123	0.46107
2750	0.5059	0.45531
2775	0.4997	0.44973

2800	0.4935	0.44415
2825	0.4875	0.43875
2850	0.4816	0.43344
2875	0.4759	0.42831
2900	0.4702	0.42318
2925	0.4647	0.41823
2950	0.4592	0.41328
2975	0.4539	0.40851
3000	0.4487	0.40383
3025	0.4435	0.39915
3050	0.4385	0.39465
3075	0.4336	0.39024
3100	0.4288	0.38592
3125	0.424	0.3816
3150	0.4194	0.37746
3175	0.4148	0.37332
3200	0.4103	0.36927
3225	0.4059	0.36531
3250	0.4016	0.36144
3275	0.3973	0.35757
3300	0.3931	0.35379
3325	0.389	0.3501
3350	0.385	0.3465
3375	0.3811	0.34299
3400	0.3772	0.33948
3425	0.3733	0.33597
3450	0.3696	0.33264
3475	0.3659	0.32931
3500	0.3622	0.32598
3525	0.3587	0.32283
3550	0.3552	0.31968
3575	0.3517	0.31653
3600	0.3483	0.31347
3625	0.345	0.3105
3650	0.3417	0.30753
3675	0.3384	0.30456
3700	0.3352	0.30168
3725	0.3321	0.29889
3750	0.329	0.2961
3775	0.326	0.2934
3800	0.323	0.2907
3825	0.32	0.288
3850	0.3171	0.28539
3875	0.3143	0.28287
3900	0.3114	0.28026
3925	0.3087	0.27783
3950	0.3059	0.27531
3975	0.3033	0.27297
4000	0.3006	0.27054
4025	0.298	0.2682
4050	0.2954	0.26586
4075	0.2929	0.26361
4100	0.2904	0.26136
4125	0.2879	0.25911
4150	0.2855	0.25695
4175	0.2831	0.25479
4200	0.2807	0.25263
4225	0.2784	0.25056
4250	0.2761	0.24849

4275	0.2738	0.24642
4300	0.2716	0.24444
4325	0.2694	0.24246
4350	0.2672	0.24048
4375	0.2651	0.23859
4400	0.2629	0.23661
4425	0.2609	0.23481
4450	0.2588	0.23292
4475	0.2568	0.23112
4500	0.2548	0.22932
4525	0.2528	0.22752
4550	0.2508	0.22572
4575	0.2489	0.22401
4600	0.247	0.2223
4625	0.2451	0.22059
4650	0.2432	0.21888
4675	0.2414	0.21726
4700	0.2396	0.21564
4725	0.2378	0.21402
4750	0.2361	0.21249
4775	0.2343	0.21087
4800	0.2326	0.20934
4825	0.2309	0.20781
4850	0.2292	0.20628
4875	0.2275	0.20475
4900	0.2259	0.20331
4925	0.2243	0.20187
4950	0.2227	0.20043
4975	0.2211	0.19899
5000	0.2195	0.19755

Pollutant	Speed (mph)	Trips (veh/day)	PC Emission Factor (g/mi)	Duration (hr/veh)	Emissions (g/day)	Emissions (lbs/day)	Emission s (lbs/hr)	Idling Emission Rate (g/sec)
CO	Idle	911	10.621645	0.25	2.42E+03	5.33	0.22	0.03
CO	Idle	2976	10.621645	0.25	7.90E+03	17.42	-	0.09

Table 4-43: Estimated National Average Vehicle Emissions Rates per Vehicle by Vehicle Type using Gasoline, Diesel and Electric (grams per mile)

	(R) 2000	(R) 2001	(R) 2002	(R) 2003	(R) 2004	(R) 2005	(R) 2006	(R) 2007	(R) 2008	(R) 2009	(R) 2010	(R) 2011	(R) 2012	(R) 2013	(R) 2014	(R) 2015	(R) 2016	(R) 2017	(R) 2018	(R) 2019	(R) 2020	(R) 2021	(P) 2022	(P) 2023	(P) 2024	(P) 2025	(P) 2026	(P) 2027	(P) 2028	(P) 2029	(P) 2030	
GASOLINE																																
Light-duty vehicles																																
Total HC	2.567	2.465	2.267	2.117	1.912	1.714	1.572	1.433	1.370	1.265	1.149	1.024	0.801	0.729	0.655	0.576	0.523	0.472	0.404	0.361	0.361	0.346	0.330	0.312	0.301	0.294	0.283	0.276	0.271	0.265	0.262	
Exhaust CO	29.850	28.050	25.477	23.498	21.101	18.734	17.000	15.186	13.899	12.759	11.812	10.705	8.674	6.068	7.517	6.844	6.368	5.846	5.457	5.233	5.127	4.943	4.817	4.601	4.453	4.306	4.087	3.948	3.809	3.674	3.528	
Exhaust NOx	2.413	2.294	2.146	2.032	1.820	1.619	1.496	1.344	1.262	1.201	1.105	0.981	0.768	0.683	0.590	0.468	0.432	0.366	0.314	0.278	0.228	0.208	0.187	0.168	0.150	0.135	0.121	0.109	0.100	0.092	0.089	
Exhaust PM2.5	0.036	0.035	0.033	0.031	0.028	0.026	0.024	0.022	0.020	0.019	0.017	0.015	0.011	0.010	0.009	0.008	0.007	0.006	0.006	0.005	0.005	0.005	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	
Brake Wear PM2.5	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	
Tire Wear PM2.5	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	
Exhaust CO2	443	440	434	430	427	423	421	419	418	416	414	413	408	404	400	394	388	382	376	371	367	362	357	349	342	335	327	320	312	304	296	
Energy Consumption (Btu/mile)	5,813	5,768	5,694	5,639	5,596	5,556	5,519	5,490	5,467	5,436	5,405	5,386	5,323	5,271	5,214	5,143	5,063	4,980	4,902	4,837	4,792	4,724	4,650	4,555	4,464	4,367	4,267	4,171	4,067	3,966	3,864	

CO g/mil Aggregate of all years *****

KEY: Blu = British thermal unit; CO = carbon monoxide; CO2 = carbon dioxide; HC=hydrocarbons; N = data do not exist; NOx= nitrogen oxides; P = projection; PM2.5 = particulate matter with diameter <=2.5 micrometers; R = revised.

*Total HC includes exhaust and evaporative emissions.

*Motorcycle emission rates were last analyzed in 2010.

*For electric vehicles, total HC and exhaust CO, NOx, PM2.5 and CO2 g/mile values are zero.

NOTES

Estimates are by calendar year. Vehicles types are defined as follows: light-duty vehicles (passenger cars); light-duty trucks (two axle, four tire); buses (school, transit and other); heavy-duty vehicles (trucks with more than two axles or four tires); motorcycle (highway only).

Emissions factors are averages based on the national average age distributions, vehicle activity (speeds, operating modes, vehicle-miles traveled fractions, starts and idling), temperatures, humidity, inspection/maintenance and anti tampering programs, and average gasoline fuel properties in that calendar year.

Total HC includes exhaust and evaporative emissions.

For electric vehicles, total HC and exhaust CO, NOx, PM2.5 and CO2 g/mile values are zero.

Gasoline-electric hybrids are accounted for in the values for gasoline vehicles.

Motorcycle emission rates were last analyzed in 2010.

This table was generated using MOVES5.0.0, the U.S. Environmental Protection Agency's mobile source emissions factor model. More information on MOVES is available at www.epa.gov/moves.

MOVES5 includes updates to historical data and methods as well as updates to future year projections and thus provides the current best estimates of emissions for all calendar years.

SOURCE

U.S. Environmental Protection Agency, National Vehicle and Fuel Emissions Laboratory, personal communication, as of Jan. 15, 2025.

AERSCREEN 21112 / AERMOD 23132

04/22/25
16:45:13

TITLE: NIA

***** STACK PARAMETERS *****

SOURCE EMISSION RATE:	0.0900 g/s	0.714 lb/hr
STACK HEIGHT:	0.18 meters	0.58 feet
STACK INNER DIAMETER:	0.060 meters	2.36 inches
PLUME EXIT TEMPERATURE:	533.2 K	500.0 Deg F
PLUME EXIT VELOCITY:	91.440 m/s	300.00 ft/s
STACK AIR FLOW RATE:	548 ACFM	
RURAL OR URBAN:	URBAN	
POPULATION:	560274	

INITIAL PROBE DISTANCE =	5000. meters	16404. feet
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***** BUILDING DOWNWASH PARAMETERS *****

NO BUILDING DOWNWASH HAS BEEN REQUESTED FOR THIS ANALYSIS

***** PROBE ANALYSIS *****

25 meter receptor spacing: 1. meters - 5000. meters

Zo SECTOR	ROUGHNESS LENGTH	1-HR CONC (ug/m3)	DIST (m)	TEMPORAL PERIOD
1*	1.000	3388.	1.0	ANN

* = worst case flow sector

***** MAKEMET METEOROLOGY PARAMETERS *****

MIN/MAX TEMPERATURE: 250.0 / 310.0 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERISTICS INPUT: USER ENTERED

ALBEDO: 0.14
BOWEN RATIO: 1.48
ROUGHNESS LENGTH: 1.000 (meters)

SURFACE FRICTION VELOCITY (U*) NOT ADJUSTED

METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR MO DY JDY HR

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10 05 07 7 01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS
-64.00	3.125	-9.000	0.020	-999.	4000.	8888.0	1.000	1.48	0.14	18.00

HT	REF TA	HT
10.0	310.0	2.0

WIND SPEED AT STACK HEIGHT (non-downwash): 4.4 m/s
STACK-TIP DOWNWASH ADJUSTED STACK HEIGHT: 0.2 meters
ESTIMATED FINAL PLUME RISE (non-downwash): 0.0 meters
ESTIMATED FINAL PLUME HEIGHT (non-downwash): 0.2 meters

METEOROLOGY CONDITIONS USED TO PREDICT AMBIENT BOUNDARY IMPACT

YR MO DY JDY HR

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10 05 07 7 01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS
-64.00	3.125	-9.000	0.020	-999.	4000.	8888.0	1.000	1.48	0.14	18.00

HT	REF TA	HT
10.0	310.0	2.0

WIND SPEED AT STACK HEIGHT (non-downwash): 4.4 m/s
STACK-TIP DOWNWASH ADJUSTED STACK HEIGHT: 0.2 meters

ESTIMATED FINAL PLUME RISE (non-downwash): 0.0 meters
ESTIMATED FINAL PLUME HEIGHT (non-downwash): 0.2 meters

***** AERSCREEN AUTOMATED DISTANCES *****
OVERALL MAXIMUM CONCENTRATIONS BY DISTANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
1.00	3388.	2525.00	0.5690
25.00	49.33	2550.00	0.5613
50.00	20.57	2575.00	0.5538
75.00	19.57	2600.00	0.5465
100.00	17.39	2625.00	0.5394
125.00	15.40	2650.00	0.5324
150.00	13.89	2675.00	0.5256
175.00	12.42	2700.00	0.5189
200.00	11.11	2725.00	0.5123
225.00	9.984	2750.00	0.5059
250.00	9.153	2775.00	0.4997
275.00	8.458	2800.00	0.4935
300.00	7.828	2825.00	0.4875
325.00	7.261	2850.00	0.4816
350.00	6.752	2875.00	0.4759
375.00	6.294	2900.00	0.4702
400.00	5.883	2925.00	0.4647
425.00	5.512	2950.00	0.4592
450.00	5.177	2975.00	0.4539
475.00	4.874	3000.00	0.4487
500.00	4.598	3025.00	0.4435
525.00	4.347	3050.00	0.4385
550.00	4.117	3075.00	0.4336
575.00	3.907	3100.00	0.4288
600.00	3.714	3125.00	0.4240
625.00	3.537	3150.00	0.4194
650.00	3.373	3175.00	0.4148
675.00	3.221	3200.00	0.4103
700.00	3.080	3225.00	0.4059
725.00	2.950	3250.00	0.4016
750.00	2.828	3275.00	0.3973
775.00	2.715	3300.00	0.3931
800.00	2.609	3325.00	0.3890
825.00	2.510	3350.00	0.3850
850.00	2.417	3375.00	0.3811

875.00	2.329	3400.00	0.3772
900.00	2.247	3425.00	0.3733
925.00	2.170	3450.00	0.3696
950.00	2.097	3475.00	0.3659
975.00	2.028	3500.00	0.3622
1000.00	1.963	3525.00	0.3587
1025.00	1.901	3550.00	0.3552
1050.00	1.843	3575.00	0.3517
1075.00	1.788	3600.00	0.3483
1100.00	1.735	3625.00	0.3450
1125.00	1.685	3650.00	0.3417
1150.00	1.637	3675.00	0.3384
1175.00	1.592	3700.00	0.3352
1200.00	1.548	3725.00	0.3321
1225.00	1.507	3750.00	0.3290
1250.00	1.467	3775.00	0.3260
1275.00	1.429	3800.00	0.3230
1300.00	1.393	3825.00	0.3200
1325.00	1.359	3850.00	0.3171
1350.00	1.325	3875.00	0.3143
1375.00	1.294	3900.00	0.3114
1400.00	1.263	3925.00	0.3087
1425.00	1.234	3950.00	0.3059
1450.00	1.205	3975.00	0.3033
1475.00	1.178	4000.00	0.3006
1500.00	1.152	4025.00	0.2980
1525.00	1.127	4050.00	0.2954
1550.00	1.103	4075.00	0.2929
1575.00	1.079	4100.00	0.2904
1600.00	1.057	4125.00	0.2879
1625.00	1.035	4150.00	0.2855
1650.00	1.014	4175.00	0.2831
1675.00	0.9938	4200.00	0.2807
1700.00	0.9742	4225.00	0.2784
1725.00	0.9552	4250.00	0.2761
1750.00	0.9369	4275.00	0.2738
1775.00	0.9191	4300.00	0.2716
1800.00	0.9020	4325.00	0.2694
1825.00	0.8853	4350.00	0.2672
1850.00	0.8692	4375.00	0.2651
1875.00	0.8536	4400.00	0.2629
1900.00	0.8384	4425.00	0.2609
1925.00	0.8237	4450.00	0.2588
1950.00	0.8094	4475.00	0.2568
1975.00	0.7956	4500.00	0.2548
2000.00	0.7821	4525.00	0.2528
2025.00	0.7690	4550.00	0.2508
2050.00	0.7563	4575.00	0.2489
2075.00	0.7440	4600.00	0.2470
2100.00	0.7319	4625.00	0.2451

2125.00	0.7202	4650.00	0.2432
2150.00	0.7089	4675.00	0.2414
2175.00	0.6978	4700.00	0.2396
2200.00	0.6870	4725.00	0.2378
2225.00	0.6765	4750.00	0.2361
2250.00	0.6662	4775.00	0.2343
2275.00	0.6563	4800.00	0.2326
2300.00	0.6465	4825.00	0.2309
2325.00	0.6371	4850.00	0.2292
2350.00	0.6278	4875.00	0.2275
2375.00	0.6188	4900.00	0.2259
2400.00	0.6100	4925.00	0.2243
2425.00	0.6014	4950.00	0.2227
2450.00	0.5930	4975.00	0.2211
2475.00	0.5848	5000.00	0.2195
2500.00	0.5768		

 ***** AERSCREEN MAXIMUM IMPACT SUMMARY *****

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOUR CONC (ug/m3)	SCALED 8-HOUR CONC (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	3388.	3388.	3049.	2033.	338.8
DISTANCE FROM SOURCE	1.00 meters				
IMPACT AT THE AMBIENT BOUNDARY	3388.	3388.	3049.	2033.	338.8
DISTANCE FROM SOURCE	1.00 meters				

TITLE: NIA

***** STACK PARAMETERS *****

SOURCE EMISSION RATE:	0.0300 g/s	0.238 lb/hr
STACK HEIGHT:	0.18 meters	0.58 feet
STACK INNER DIAMETER:	0.060 meters	2.36 inches
PLUME EXIT TEMPERATURE:	533.2 K	500.0 Deg F
PLUME EXIT VELOCITY:	91.440 m/s	300.00 ft/s
STACK AIR FLOW RATE:	548 ACFM	
RURAL OR URBAN:	URBAN	
POPULATION:	560274	

INITIAL PROBE DISTANCE =	5000. meters	16404. feet
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***** BUILDING DOWNWASH PARAMETERS *****

NO BUILDING DOWNWASH HAS BEEN REQUESTED FOR THIS ANALYSIS

***** PROBE ANALYSIS *****

25 meter receptor spacing: 1. meters - 5000. meters

Zo SECTOR	ROUGHNESS LENGTH	1-HR CONC (ug/m3)	DIST (m)	TEMPORAL PERIOD
1*	1.000	1129.	1.0	ANN

* = worst case flow sector

***** MAKEMET METEOROLOGY PARAMETERS *****

MIN/MAX TEMPERATURE: 250.0 / 310.0 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERISTICS INPUT: USER ENTERED

ALBEDO: 0.14
BOWEN RATIO: 1.48
ROUGHNESS LENGTH: 1.000 (meters)

SURFACE FRICTION VELOCITY (U*) NOT ADJUSTED

METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR MO DY JDY HR

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10 05 07 7 01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS
-64.00	3.125	-9.000	0.020	-999.	4000.	8888.0	1.000	1.48	0.14	18.00

HT	REF TA	HT
10.0	310.0	2.0

WIND SPEED AT STACK HEIGHT (non-downwash): 4.4 m/s
STACK-TIP DOWNWASH ADJUSTED STACK HEIGHT: 0.2 meters
ESTIMATED FINAL PLUME RISE (non-downwash): 0.0 meters
ESTIMATED FINAL PLUME HEIGHT (non-downwash): 0.2 meters

METEOROLOGY CONDITIONS USED TO PREDICT AMBIENT BOUNDARY IMPACT

YR MO DY JDY HR

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10 05 07 7 01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS
-64.00	3.125	-9.000	0.020	-999.	4000.	8888.0	1.000	1.48	0.14	18.00

HT	REF TA	HT
10.0	310.0	2.0

WIND SPEED AT STACK HEIGHT (non-downwash): 4.4 m/s
STACK-TIP DOWNWASH ADJUSTED STACK HEIGHT: 0.2 meters

ESTIMATED FINAL PLUME RISE (non-downwash): 0.0 meters
ESTIMATED FINAL PLUME HEIGHT (non-downwash): 0.2 meters

***** AERSCREEN AUTOMATED DISTANCES *****
OVERALL MAXIMUM CONCENTRATIONS BY DISTANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
1.00	1129.	2525.00	0.1897
25.00	16.44	2550.00	0.1871
50.00	6.856	2575.00	0.1846
75.00	6.523	2600.00	0.1822
100.00	5.798	2625.00	0.1798
125.00	5.133	2650.00	0.1775
150.00	4.631	2675.00	0.1752
175.00	4.139	2700.00	0.1730
200.00	3.703	2725.00	0.1708
225.00	3.328	2750.00	0.1686
250.00	3.051	2775.00	0.1666
275.00	2.819	2800.00	0.1645
300.00	2.609	2825.00	0.1625
325.00	2.420	2850.00	0.1605
350.00	2.251	2875.00	0.1586
375.00	2.098	2900.00	0.1567
400.00	1.961	2925.00	0.1549
425.00	1.837	2950.00	0.1531
450.00	1.726	2975.00	0.1513
475.00	1.625	3000.00	0.1496
500.00	1.533	3025.00	0.1479
525.00	1.449	3050.00	0.1462
550.00	1.372	3075.00	0.1445
575.00	1.302	3100.00	0.1429
600.00	1.238	3125.00	0.1413
625.00	1.179	3150.00	0.1398
650.00	1.124	3175.00	0.1383
675.00	1.074	3200.00	0.1368
700.00	1.027	3225.00	0.1353
725.00	0.9833	3250.00	0.1339
750.00	0.9427	3275.00	0.1324
775.00	0.9049	3300.00	0.1310
800.00	0.8696	3325.00	0.1297
825.00	0.8366	3350.00	0.1283
850.00	0.8056	3375.00	0.1270

875.00	0.7765	3400.00	0.1257
900.00	0.7491	3425.00	0.1244
925.00	0.7234	3450.00	0.1232
950.00	0.6990	3475.00	0.1220
975.00	0.6761	3500.00	0.1207
1000.00	0.6544	3525.00	0.1196
1025.00	0.6338	3550.00	0.1184
1050.00	0.6143	3575.00	0.1172
1075.00	0.5958	3600.00	0.1161
1100.00	0.5783	3625.00	0.1150
1125.00	0.5616	3650.00	0.1139
1150.00	0.5457	3675.00	0.1128
1175.00	0.5305	3700.00	0.1117
1200.00	0.5161	3725.00	0.1107
1225.00	0.5023	3750.00	0.1097
1250.00	0.4891	3775.00	0.1087
1275.00	0.4765	3800.00	0.1077
1300.00	0.4644	3825.00	0.1067
1325.00	0.4529	3850.00	0.1057
1350.00	0.4418	3875.00	0.1048
1375.00	0.4312	3900.00	0.1038
1400.00	0.4210	3925.00	0.1029
1425.00	0.4112	3950.00	0.1020
1450.00	0.4018	3975.00	0.1011
1475.00	0.3927	4000.00	0.1002
1500.00	0.3840	4025.00	0.9933E-01
1525.00	0.3756	4050.00	0.9847E-01
1550.00	0.3676	4075.00	0.9762E-01
1575.00	0.3598	4100.00	0.9679E-01
1600.00	0.3523	4125.00	0.9597E-01
1625.00	0.3450	4150.00	0.9516E-01
1650.00	0.3380	4175.00	0.9436E-01
1675.00	0.3313	4200.00	0.9357E-01
1700.00	0.3247	4225.00	0.9279E-01
1725.00	0.3184	4250.00	0.9203E-01
1750.00	0.3123	4275.00	0.9127E-01
1775.00	0.3064	4300.00	0.9053E-01
1800.00	0.3007	4325.00	0.8979E-01
1825.00	0.2951	4350.00	0.8907E-01
1850.00	0.2897	4375.00	0.8835E-01
1875.00	0.2845	4400.00	0.8765E-01
1900.00	0.2795	4425.00	0.8695E-01
1925.00	0.2746	4450.00	0.8626E-01
1950.00	0.2698	4475.00	0.8559E-01
1975.00	0.2652	4500.00	0.8492E-01
2000.00	0.2607	4525.00	0.8426E-01
2025.00	0.2563	4550.00	0.8361E-01
2050.00	0.2521	4575.00	0.8296E-01
2075.00	0.2480	4600.00	0.8233E-01
2100.00	0.2440	4625.00	0.8170E-01

2125.00	0.2401	4650.00	0.8108E-01
2150.00	0.2363	4675.00	0.8047E-01
2175.00	0.2326	4700.00	0.7987E-01
2200.00	0.2290	4725.00	0.7927E-01
2225.00	0.2255	4750.00	0.7868E-01
2250.00	0.2221	4775.00	0.7810E-01
2275.00	0.2188	4800.00	0.7753E-01
2300.00	0.2155	4825.00	0.7696E-01
2325.00	0.2124	4850.00	0.7640E-01
2350.00	0.2093	4875.00	0.7585E-01
2375.00	0.2063	4900.00	0.7530E-01
2400.00	0.2033	4925.00	0.7476E-01
2425.00	0.2005	4950.00	0.7423E-01
2450.00	0.1977	4975.00	0.7370E-01
2475.00	0.1949	5000.00	0.7318E-01
2500.00	0.1923		

 ***** AERSCREEN MAXIMUM IMPACT SUMMARY *****

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOUR CONC (ug/m3)	SCALED 8-HOUR CONC (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	1129.	1129.	1016.	677.7	112.9
DISTANCE FROM SOURCE	1.00 meters				
IMPACT AT THE AMBIENT BOUNDARY	1129.	1129.	1016.	677.7	112.9
DISTANCE FROM SOURCE	1.00 meters				